

ORIGINAL

Decision No. 49478

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
the CITY OF LA MESA to construct a)
Crossing of the SAN DIEGO AND)
ARIZONA EASTERN RAILWAY at Severin)
Drive.)

Application No. 34084

Leo R. B. Henrikson, for applicant. A. W. Livett,
for Severin Construction Company; John Severin; John H.
Gordon, for San Diego and Arizona Eastern Railway,
interested parties.

O P I N I O N

The City of La Mesa, a municipal corporation, seeks authority to extend Severin Drive across the tracks of the San Diego and Arizona Eastern Railway (hereinafter called railroad), the crossing to be at grade.

A public hearing was held in La Mesa on October 16, 1953, before Examiner Rogers, and the matter was submitted subject to the filing of an exhibit on or before November 15, 1953. On October 28, 1953, the applicant advised this Commission that the applicant did not desire to file such exhibit. The matter, therefore, is ready for decision.

At the outset of the hearing the railroad stated that it had no objection to the establishment of the crossing provided that the entire cost thereof, including improvements on the railroad's right of way and required protection, be paid by

the City of La Mesa. The City of La Mesa agreed to pay all costs, including improvements on the railroad's right of way and warning devices, provided the Commission does not require the installation of mechanical warning devices.

Evidence was presented by the city and various interested parties. Upon the evidence thus presented, we find the following facts to be true.

The railroad operates a single line for the transportation of freight only from the City of San Diego through the City of La Mesa to and terminating in the City of El Cajon, about 2-1/4 miles eastward from the proposed crossing. At the site of the proposed crossing the line runs approximately east and west. Three round trips per week are scheduled, all during daylight hours. Trains do not exceed 12 freight cars in length, plus the diesel motive power, and the railroad's speed limit is 15 miles per hour. Occasionally there are extra trains which may run at any hour, day or night. The grade on the track is 1 percent to the west. Visibility is good in all directions. There are 42 crossings at grade, 28 of the crossings being in the City of San Diego and 14 along the remaining portion of the line. One grade crossing in the City of San Diego is protected by a mechanical signaling device. The remaining grade crossings are protected by nonmechanical devices.

The proposed crossing is shown on the map attached to the application, modified as follows: (1) the proposed street immediately south of the track and parallel thereto will be known as Campina Drive instead of Water Street; (2) the 12 percent grade along the proposed Severin Drive extending from

approximately 100 feet south of the railroad track south toward U. S. Highway 80 will be reduced to 9 percent; (3) the bluff commencing approximately 200 feet south of the railroad track will be graded so that the ground level will be parallel to and approximately 4 feet above the level of the proposed Severin Drive; and (4) at the site of the proposed crossing, the railroad's right of way south of the track is 50 feet in width instead of 25 feet.

The nearest existing crossings on each side of the proposed crossing are the Alvarado Freeway crossing about 1.8 miles west, and the Murray Avenue crossing about .9 miles to the east. Both crossings are at separated grades.

Immediately north of the railroad and along Severin Drive is the community of Severin Manor (part of the City of La Mesa) containing 800 homes (B on Exhibit 2). Adjacent to Severin Manor, on the north thereof, is the Fletcher Hills area (C on Exhibit 2) containing many homes. The residents of these areas are mainly employed in the City of San Diego. At present they must either travel north to Lake Murray Boulevard (E on Exhibit 2) to reach San Diego, or come south via Severin Drive to the railroad tracks and thence go east .9 of a mile to Murray Boulevard, use the overpass to U.S. Highway 80 and travel to San Diego via that highway. If the proposed crossing is authorized, these persons will be able to travel via Severin Drive over the proposed crossing (A on Exhibit 2) to U.S. Highway 80 and thence into San Diego.

Severin Drive, when completed, will be a major feeder street to U.S. Highway 80. About 1,000 vehicles per day will use the proposed crossing.

Plans have been filed with the County of San Diego to extend Alvarado Canyon Road (parallel red lines, D on Exhibit No. 2). This extension when completed will provide residents of Severin Manor and Fletcher Hills with a third method of reaching the City of San Diego without using the proposed crossing.

Upon the foregoing findings of fact, we conclude that the applicant should be granted the authority it has requested. We further conclude that automatic signal protection is not required and that two standard No. 1-A crossing signs (General Order No. 75-B) with reflex reflecting sheet material will give adequate warning and protection at the contemplated crossing. Applicant shall pay the entire cost of construction including pavement on the right of way and between the rails.

O R D E R

Application having been filed by the City of La Mesa for authority to construct Severin Drive at grade across the tracks of the San Diego and Arizona Eastern Railway, and a public hearing having been held thereon,

IT IS ORDERED:

(1) That the City of La Mesa is authorized to construct a public crossing at grade across the tracks of the San Diego and Arizona Eastern Railway at the location described on the application, to be identified as Crossing No. 36D-14.7. Applicant shall bear the entire construction expense, also maintenance cost outside of lines two feet outside of rails. The San Diego and Arizona Eastern Railway shall bear the maintenance cost between such lines. Width of crossing shall be not less than 36 feet.

Grades of approach shall be not to exceed those shown in drawing attached to the application provided that the 12 percent grade of approach shown on the map attached to the application and commencing approximately 100 feet south of the center line of said railroad tracks shall be reduced to not to exceed 9 percent and the bluff commencing approximately 200 feet south of the railroad track shall be graded so that the ground level will be parallel to and approximately 4 feet above the level of the proposed Severin Drive. Construction shall be equal or superior to Standard No. 2 of General Order No. 72, with tops of rails flush with roadway.

(2) That protection shall be by two Standard No. 1-A crossing signs (General Order No. 75-B) with reflex reflecting sheet material.

(3) That within thirty days after completion pursuant to this order, applicant shall so advise the Commission in writing. This authorization may become void if not exercised within one year, unless time be extended, or if the conditions in paragraphs (1) and (2) of this order are not complied with. Authorization may be revoked or modified if public convenience, necessity or safety so require.

The effective date of this order shall be twenty days after the date hereof.

Dated at San Francisco, California, this 21st day of December, 1953.

[Signature]
President

[Signature]

[Signature]

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Commissioners