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Decision No. 51665

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of the State of California,)
 Department of Public Works, for an order)
 authorizing construction of two crossings)
 at separated grades, relocation of exist-)
 ing railroad track and exchange of rights)
 of way, relocation of existing crossing)
 at grade and construction of temporary)
 detour crossing at grade between the)
 tracks of the Los Angeles Junction Rail-)
 way and State Highway Route VII-LA-167-B)
 in Los Angeles County, sometimes referred)
 to as "Slauson Underpass" and "Cheli)
 Depot Overhead".) Application No. 36671

O P I N I O N

By the above-entitled application as amended the Department of Public Works of the State of California, in connection with the construction of Long Beach Freeway in Los Angeles County, alleges that it is necessary (1) to construct two crossings at separated grades across the track of the Los Angeles Junction Railway; (2) relocate existing railroad track and exchange rights of way; (3) abandon one existing crossing at grade; (4) construct one new crossing at grade, and (5) construct a temporary detour crossing at grade. All of the above changes are specifically shown on maps (Exhibits "B", "C", "D" (revised), and "E") incorporated in the application as amended.

O R D E R

Application as above entitled having been filed, the proposed construction having been reviewed by representatives of

the Commission's staff, and good cause appearing,

IT IS ORDERED that the Department of Public Works of the State of California is authorized to construct Long Beach Freeway (State Highway Route VII-LA-167-B) at separated grades under and over the track of the Los Angeles Junction Railway with structures sometimes referred to as "Slauson Underpass" and "Cheli Depot Overhead", respectively; to relocate existing railroad track and exchange rights of way; to abandon one existing crossing at grade; to construct one new crossing at grade; and to construct two temporary detour crossings at grade as described in Exhibit "A" and as shown on Exhibits "B", "C", "D" (revised), and "E" attached to the application as amended, subject to the following conditions:

1. Identifying assigned crossing numbers, widths, grades of approach, types of construction and protection of the various crossings authorized herein shall be in accordance with the tabulation attached hereto as Appendix "A".
2. The exchange of properties, the expense of rearrangement of facilities, and construction and maintenance shall be borne in accordance with the terms of an agreement entered into between the parties, and a copy of the executed agreement, together with plans approved by the railroad, shall be filed with the Commission prior to commencing construction.
3. Upon the opening of the Slauson Avenue detour and the routing of traffic over temporary Crossing No. 25C-2.36, existing Crossing No. 25C-2.38 shall be abandoned and closed. As construction proceeds and rail service is routed over temporary Crossing No. 25C-2.37, temporary Crossing No. 25C-2.36 shall be abandoned and closed. Upon completion of the permanent crossing (Crossing No. 25C-2.39) over the relocated tracks and upon the restoration of traffic to Slauson Avenue, temporary Crossing No. 25C-2.37 shall be abandoned and closed.
4. During the period when crossing signals are being relocated from one location to another, rail crossing moves shall be protected by a human flagman.

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Within thirty days after the completion or removal of each crossing pursuant to this order, applicant shall so advise the Commission in writing. This authorization shall become void if not exercised within two years, unless time be extended, or if above conditions 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 12th day of July, 1955.

Justin J. Casner
President
Roy L. Williams
Walter J. Kelly
B. H. Kelly

Commissioners

APPENDIX "A"

<u>Assigned Crossing Number</u>	<u>Location</u>	<u>Proposed Treatment and Classification</u>	<u>Protection O.O. 75-B</u>	<u>Type of Crossing O.O. 72</u>	<u>Width of Crossing</u>	<u>Maximum Grades of Approach (per cent)</u>	<u>Number of Tracks</u>
25C-1.74-AC	Cheli Depot Overhead	Grade Separation	(over)	-	2 - 36' Sep. Lanes	-	1
25C-2.13-B	Slauson Underpass	" "	(under)	-	2 - 36' Sep. Lanes	-	1
25C-2.36	Slauson Avenue	Detour crossing over existing track	2 #3	2-B	44'	3	1
25C-2.37	" "	Detour crossing over relocated track	2 #8	2-B	44'	3	1
25C-2.38	" "	Abandon & remove	-	-	-	-	1
25C-2.39	" "	New grade crossing	2 #8	2-B	70'	3	1