

ORIGINALDecision No. 54476

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of the State of California,)
 Department of Public Works, for an order)
 authorizing the elimination of an exist-)
 ing grade crossing; construction of two)
 temporary grade crossings; the repair of)
 an existing crossing at separated grades;) Application No. 37495
 and the construction of two crossings at)
 separated grades, sometimes referred to)
 as "South Tustin Underpass" and "Irvine)
 Overhead", in connection with the con-)
 struction of State Route VII-Ora-2-B,C,)
 over tracks of The Atchison, Topeka and)
 Santa Fe Railway Company in Orange County.)

O R D E R

The Department of Public Works of the State of California is authorized to construct State Route 2 at separated grades beneath the Irvine spur ("South Tustin Underpass") and over the main line and auxiliary tracks ("Irvine Overhead"), in the County of Orange, to be identified as Crossing No. 2-179.8-CB and a portion of Crossing No. 2-183.2-A, respectively, at the locations described in Exhibit "A" and in the manner as shown by Exhibits "B" and "C" attached to the application.

During construction of Crossing No. 2-179.8-CB, The Atchison, Topeka and Santa Fe Railway Company is authorized to construct and operate a temporary shoofly around the construction site, and applicant is authorized to construct a temporary detour across the existing spur track and the shoofly, to be identified as Crossings Nos. 2-179.83-C and 2-179.84-C, respectively. Width of crossings on the temporary detour shall be not less than 40 feet and grades of approach not greater than four per cent. Construction

shall be equal or superior to Standard No. 2 of General Order No. 72. Protection at Crossing No. 2-179.83-C shall be by two Standard No. 1 crossing signs (General Order No. 75-B) with reflex reflecting sheet material. Protection at Crossing No. 2-179.84-C shall be by two Standard No. 8 flashing light signals (General Order No. 75-B).

Prior to or upon completion of Crossing No. 2-179.8-CB and its being opened to public travel, Crossings Nos. 2-179.83-C, 2-179.84-C, and 2-179.8-C shall be abandoned and closed, and the temporary shoofly shall be removed, with the track restored to its former alignment.

During construction of the new separation structure for northbound traffic and modification of the existing structure at Crossing No. 2-183.2-A ("Irvine Overhead"), applicant may deviate from the provisions of General Order No. 26-D to the extent of a vertical clearance of 20' 0" above the top of the rail, and The Atchison, Topeka and Santa Fe Railway Company is authorized to operate with such overhead clearance, provided that appropriate bulletins shall be issued advising train crews of the existence of the impaired overhead clearance and forbidding them to ride on tops of cars while passing beneath the structure.

Construction and maintenance expenses shall be borne in accordance with an agreement to be entered into between the applicant and The Atchison, Topeka and Santa Fe Railway Company, and a copy of said executed agreement, together with plans of said separated crossings, approved by the railway, shall be filed with the Commission prior to commencing construction. Should the parties fail to agree, the Commission will apportion the cost of construction and maintenance by further order.

Within thirty days after completion or removal of each of the crossings 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 5th day of FEBRUARY, 1957.

John E. Mitchell President
James H. [unclear]
R. [unclear]
E. [unclear]

 Commissioners