

Decision No. 55600**ORIGINAL**

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 a crossing)
 at separated grades over the tracks of)
 The Atchison, Topeka and Santa Fe Railway)
 Company, 5 new crossings at grade, the)
 alteration of an existing crossing at)
 grade, alteration of existing protection)
 and abandonment of a portion of an exist-)
 ing crossing at grade, in connection with)
 the improvement of State Highway)
 XI-SD-2-SD, in the City of San Diego.)
 Said grade separation is sometimes re-)
 ferred to as "Washington Street Overhead".)

Application No. 38800

ORDER

The Department of Public Works of the State of California,
 in connection with the improvement of State Route 2 in the vicinity
 of Washington Street, in the City of San Diego, is authorized to:

1. Construct two crossings at separated grades, to be identified as Crossing No. 2-265.55-AC, over The Atchison, Topeka and Santa Fe Railway Company.
2. Construct two new grade crossings as described in Exhibit A.
3. Alter and relocate easterly Crossing No. 2-265.8-C, to serve as a portion of an off-ramp from the freeway for northwesterly bound traffic.
4. Close grade crossings of present Pacific Highway with Tracks Nos. 71, 73, and 119 near Washington Street, identified as Crossing No. 2-265.6-C, upon completion of the grade separation.
5. Construct a temporary detour south of and approximately parallel to the main line of The Atchison, Topeka and Santa Fe Railway Company, at Crossings Nos. 2-265.5-C and 2-265.8-C, to handle, during construction, vehicular traffic now using Pacific Highway.

The foregoing authority is subject to installation of protection as shown and described in the appendix attached to this order.

All grade crossings shall be equal or superior to Standard No. 2 of General Order No. 72 and of widths as shown in the appendix attached hereto.

Construction and maintenance expenses shall be borne in accordance with terms of an agreement to be entered into between the parties, and a copy of said executed agreement, together with plans 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.

Applicant is authorized to temporarily deviate from clearances prescribed by General Order No. 26-D as follows:

During the period of construction of Crossing No. 2-265.55-AC, applicant is authorized to create temporary impaired vertical clearances of 20' 0" minimum above top of rail, and The Atchison, Topeka and Santa Fe Railway Company is authorized to operate with said clearances, provided it issues appropriate bulletins to train service employees, advising them of the impaired clearance conditions and forbidding them to ride on the tops and sides of cars while operating beneath the structure.

Within thirty days after completion pursuant to this order, applicant shall so advise the Commission in writing. This authorization shall expire 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 Los Angeles, California, this 24th day of SEPTEMBER, 1957.

[Signature]
President
[Signature]
[Signature]
[Signature]
Commissioners

APPENDIX A-38800

TABLE OF DATA FOR CROSSINGS

Assigned : Crossing : Number :	Map : Location : Exhibit No. :	Minimum : Hwy.Width : (ft.) :	Type : of : Crossing :	Tracks Crossed	Type of Protection (G.O. 75-B)	
					First Stage	Final Stage
2-265.55-AC	F	80	New Overhead	1. Main structure over Tracks 71, 73, & 119	-	-
"	B & F	28	"	2. NW bound off-ramp over Track 73	-	-
2-265.6-C	B, C, & F	25	New Grade Crossing	SE off-ramp over Tracks 71, 73, & 119	-	1 No.8 FL NW * 1 No.8 FL NE *
2-265.5-C	B, D, & F	28	New Grade Crossing	1.NW on-ramp over Track 73	Detour: 1 No.8 FL SW (Temp.)	1 No.8 FL SE * 1 No.8 FL NE *
"	B, D, & F	30	"	2.Frontage road over Track 73	" 1 No.8 FL NE (Perm.)	1 No.8 FL NE 1 No.8 FL SW
2-265.6-C	B, D, & F	-	Close	Present crossing of Pacific Hwy. over Tracks 71, 73, & 119	-	-
2-265.8-C	B, E, & F	25	Alter and relocate existing crossing	NW bound off-ramp over Track 71	Detour 1 No.8 FL SE (Temp.) 1 No.8 FL NW (Temp.)	Permanent 1 No.8 FL SE * 1 No.8 FL SW *
2-265.6	E	80	Grade xing. present location	2 main lines Washington St.	1 No.8 FL NW ** 1 No.8 FL SE 1 No.8 FL SE * on off-ramp	Same as first stage
2-265.6-C	C	60	Portion of grade xing. at present location	Tracks 71 & 119 over Washington St.	Relocate present No.8 FL in NW quadrant of intersection of Washington St. & Pac. Hwy. on west side of Washington St. farther north, clear of overhead structure	Move this No.8 FL southerly to proper position along west curb just north of Track 119 1 No.8 FL SE on east of Washington Street

* No backlights

** On cantilever

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APPENDIX (Continued)

Automatic Grade Crossing Protection

During construction, a temporary detour approximately 100 feet in width shall be constructed between the main line tracks of The Atchison, Topeka and Santa Fe Railway Company and Pacific Highway, approximately 100 feet southwest of the railroad tracks, to carry all the vehicular traffic now using Pacific Highway until the grade separation is completed.

Where this detour crosses Track No. 71 about Crossing No. 2-265.8-C southeast of Washington Street, it shall be protected by two Standard No. 8 flashing light signals with backlights, one in the southeast quadrant and one in the northwest quadrant, in temporary locations.

Where the detour crosses Track No. 73 west of Washington Street at Crossing No. 2-265.5-C, the grade crossing shall be protected by two Standard No. 8 flashing light signals with backlights, one signal in the northeast quadrant, at its permanent location, and one in the southwest quadrant, in a temporary location.

The main line Crossing No. 2-265.6 on Washington Street shall be protected in the northwest quadrant by a cantilever flashing light signal and in the southeast quadrant by one Standard No. 8 flashing light signal with backlights on the east side of Washington Street and an additional Standard No. 8 flashing light signal without backlights east of the off-ramp for northbound traffic. These flashing light signals shall be installed in their permanent locations to avoid subsequent relocation.

APPENDIX (Continued)

The intersection of this temporary detour with Washington Street shall be protected by traffic lights. These traffic lights shall be properly coordinated with train movements on only the main line tracks of the railroad, to provide a pre-emption period for southbound vehicles on Washington Street occupying the crossing to clear the main line tracks and to prevent following vehicular movements onto the main line tracks when trains are approaching. This shall be accomplished by an additional traffic light, with two red roundels, north of the main line tracks along the westerly curb of Washington Street. During construction, a human flagman shall be placed on duty at the main line tracks to supplement the traffic roundels during the rush periods from 6:00 a.m. to 9:00 a.m. and from 2:30 p.m. to 6:30 p.m., Monday through Friday, inclusive, to keep vehicles off the main line tracks when trains are approaching.

The flashing light signal on the northwest intersection of Pacific Highway and Washington Street shall be moved northerly along Washington Street a sufficient distance to clear the overhead structure in a temporary location. When the overhead structure is completed, said flashing light signal shall be moved southerly to the proper distance north of Spur Track No. 119, which will be its permanent location.

When Crossing No. 2-265.6-C of the southeasterly bound off-ramp is completed across Tracks Nos. 71, 73, and 119, it shall be protected by two Standard No. 8 flashing light signals without backlights, one installed in the northeast quadrant and one in the northwest quadrant, both on the northerly side of Track No. 119. This will be their permanent location.

APPENDIX (Continued)

On Completion of the Grade Separation

1. The two Standard No. 8 flashing lights protecting the grade crossing No. 2-265.8-C of Track No. 71 and the off-ramp for northwesterly bound traffic, which were temporarily used at this location for the detour, shall be relocated to their final locations, one in the southeast quadrant and the other in the southwest quadrant, for the permanent off-ramp. The backlights may then be removed.
2. The permanent traffic lights installed to protect vehicular traffic at the intersection of the off-ramp, the on-ramp, and the frontage road with Washington Street south of the main line Crossing No. 2-265.6 shall be properly coordinated with the train movements on the main line, to provide a pre-emption period for southbound vehicles on Washington Street to clear the main line tracks and to prevent following vehicles from moving onto the main tracks when a train is approaching. To accomplish this, the additional traffic light signal north of the main line track along the westerly curb of Washington Street shall be retained in service.
3. Where the northwesterly bound on-ramp crosses Track No. 73 at Crossing No. 2-265.5-C, the protection shall consist of two Standard No. 8 flashing light signals without backlights, one located in the southeast quadrant and one in the northeast quadrant.
4. Where the frontage road between Washington Street and Sutherland Street crosses Track No. 73, Crossing No. 2-265.5-C, the protection shall consist of two Standard No. 8 flashing light signals with backlights, one in the northeast quadrant and one in the southwest quadrant.