

Decision No. 56976

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 four crossings at separated grades, elimination of two existing crossings at grade and the abandonment of nine existing crossings at grade over the mainline tracks of The Atchison, Topeka and Santa Fe Railway Company, in connection with the improvement of State Route VIII-SBd-43, 31-SBd in San Bernardino. Said structures are sometimes referred to as Ninth Street, Baseline Street and Massachusetts Avenue Overcrossings and 27th Street Overhead.

Application No. 39246

O R D E R

The Department of Public Works of the State of California, in connection with the improvement of State Route 43, is authorized to construct four crossings at separated grades and abandon 11 existing crossings, all over the main line tracks of The Atchison, Topeka and Santa Fe Railway Company in the City of San Bernardino, San Bernardino County. Construction of the grade separations shall be at the locations described in Exhibit "A" and as shown on Exhibit "B" attached to the application.

The crossings at separated grades shall be identified as follows:

<u>Name</u>	<u>Crossing No.</u>
Ninth Street Overcrossing	2-80.2-A
Baseline Street Overcrossing	2-79.9-A
Massachusetts Avenue Overcrossing	2-79.0-A
27th Street Overhead	2-78.3-A

Clearances for the four separation structures shall be in compliance with the provisions of General Order No. 26-D and Decision No. 50807, dated November 30, 1954; however, during the period of construction applicant is authorized to create temporary impaired vertical clearances above tops of rails of 20' 0" minimum, and The Atchison, Topeka and Santa Fe Railway Company and Union Pacific Railroad Company are authorized to operate with said temporary impaired clearances, provided they issue appropriate bulletins to train and yard crews advising them of the reduced vertical clearances and forbidding them to ride on the tops and sides of cars while operating beneath these structures.

Applicant is further authorized to construct a temporary detour at Massachusetts Avenue (Crossing No. 2-79.0) approximately 10 feet east of the present crossing. Construction of the crossing shall be equal or superior to Standard No. 2 of General Order No. 72 and not less than 28 feet in width, with grades of approach not to exceed three per cent. Protection shall be by two Standard No. 4 wigwag signals (General Order No. 75-B), with two two-train indicators. Upon completion of the overpass (Crossing No. 2-79.0-A) and its being opened to the public, this temporary detour shall be immediately abandoned and closed.

Construction and maintenance costs shall be borne in accordance with the terms of an agreement entered into between the applicant and The Atchison, Topeka and Santa Fe Railway Company and a copy of the executed agreement, together with plans of said proposed work approved by the railway, shall be filed with the Commission prior to commencing construction.

The foregoing authority is subject to the following conditions:

- (a) Additional crossing protection shall be installed at 10th Street and 11th Street, Crossings Nos. 2-80.1 and 2-80.0, respectively, as indicated on the attached Appendix "A".
- (b) Roadway widths of crossings shall be not less than the minimum widths as indicated on the attached appendix.
- (c) Closure of existing grade crossings shall be effected in accordance with provisions shown on the attached appendix.

Within thirty days after completion or removal of each crossing 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 San Francisco, California, this 15th day of July, 1958.

Ed. Lynn Fox
President

Robert E. Mitchell

Raymond W. Lawrence

Commissioners

APPENDIX "A"

Crossing Number	Street	Minimum Hwy. Crossing Width (Ft.)	Type of Crossing	No. & Type of Tracks Crossed	Comments
2-80.2-A	9th St.	* 52	New Overhead	2 Main	Proposed Grade Separation.
2-79.9-A	Baseline St.	* 52	" "	" "	" " "
2-79.0-A	Massachusetts Ave.	* 28	" "	" "	" " "
2-78.3-A	27th St.	28	" "	" "	" " "
2-80.2	9th St.		Existing Grade	" "	To be eliminated by construction.
2-79.9	Baseline St.		" "	" "	" " " " "
2-80.7	Spruce St.		" "	(2 Main) (1 Siding)	Close and abandon when construction starts.
2-80.6	6th St.		" "	" "	" " " " "
2-80.5	7th St.		" "	" "	" " " " "
2-80.3	8th St.		" "	2 Main	" " " " "
2-80.1	10th St.	50	" "	(2 Main) (1 Spur)	Install additional No. 3 wigwag when construction starts. Close and abandon on or before completion of construction.
2-80.05	Olive St.		" "	2 Main	Close and abandon when construction starts.
2-80.0	11th St.	40	" "	" "	Install additional No. 3 wigwag when construction starts. Close and abandon on completion of construction.
2-79.7	13th St.		" "	(2 Main) (1 Spur)	Close and abandon when construction starts.
2-79.0	Massachusetts Ave.	28	" "	2 Main	To be kept open and altered for detour during construction. Protection during detour to be 2 Standard No.4 wigwags with two 2-train indicators. On completion of Massachusetts overhead this crossing to be abandoned and closed.

* Pedestrian walks to be provided in addition.

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