

ORIGINALDecision No. 59310

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 6 crossings
 at separated grades whereby State Route
 VII-LA-173-LA will be carried over the
 tracks of the Pacific Electric Railway
 Company, Southern Pacific Company, Union
 Pacific Railroad Company and The Atchison,
 Topeka and Santa Fe Railway Company, and
 the relocation of two existing crossings
 at grade and the closing of three crossings
 at grade, in the City of Los Angeles, some-
 times referred to as the "Santa Monica
 Viaduct".

Application No. 41189

O R D E R

The Department of Public Works of the State of California is authorized to construct State Route 173 (Santa Monica Freeway) at separated grades over track of Pacific Electric Railway Company; Los Angeles and Salt Lake Railroad Company and its lessee, Union Pacific Railroad Company, hereinafter referred to as Union Pacific Railroad; The Atchison, Topeka and Santa Fe Railway Company; and Southern Pacific Company, all in the City of Los Angeles, at the locations as described in Exhibit "A" and in the manner as shown on Exhibit "B" attached to the application, to be identified as follows:

<u>Location</u>	<u>Crossing Number</u>
Long Beach Avenue	6L-1.85-A
Alameda Street	BG-484.89-A
Lemon Street (Southern Pacific Company)	BG-486.40-AC
Lemon Street (Union Pacific Railroad)	3-2.12-AC
Violet Alley	BG-485.01-AD
Remaining portion of Spur #221 not already provided for by Decision No. 56672, dated May 13, 1958	As a portion of 2-142.4-A

Clearances shall be in compliance with the provisions of General Order No. 26-D, except that during the period of construction at the locations specifically described in Exhibit "A" attached to the application and made a part thereof, applicant is authorized to create temporary impaired overhead clearances of 20 feet above top of rail on the line of the Pacific Electric Railway and 21 feet above top of rail on the lines of the Southern Pacific Company, Union Pacific Railroad, and The Atchison, Topeka and Santa Fe Railway Company, and said railroads are authorized to operate with such temporary impaired overhead clearance conditions provided each carrier shall issue appropriate bulletins to train crews advising them of the temporary impaired clearance conditions and forbidding them to ride on the tops of cars while operating beneath the structures.

Applicant is also authorized to construct a crossing at grade over Southern Pacific Company trackage in Alameda Street at the location of Alameda Street on-off ramps, to be identified as Crossing No. BG-485.1. Crossing shall be equal or superior to Standard No. 2 of General Order No. 72 and of a width not less than 24 feet, with a grade of approach not to exceed three per cent. Protection shall be by one Standard No. 1 crossing sign (General Order No. 75-B) with reflex reflecting sheet material.

Applicant is further authorized to realign and modify two existing grade crossings, Hunter Street (Crossing No. 3-2.11-C) and Newton Street (Crossing No. BG-484.9). Crossings shall be equal or superior to Standard No. 2 of General Order No. 72 and of widths not less than 40 feet, with grades of approach not to exceed

two per cent. Protection at each crossing shall be two Standard No. 1 crossing signs (General Order No. 75-B) with reflex reflecting sheet material.

Multiple-track "7 Tracks" signs shall be attached to the crossing signs at Crossing No. 3-2.11-C. Applicant shall further install or cause to be installed two 20,000-lumen mercury vapor lamps, or equivalent, at that realigned crossing, so erected to effectively illuminate both sides of rail equipment within the crossing during hours of darkness.

In connection with the Alameda Street structure and the modification of Newton Street (Crossing No. BG-484.9), Southern Pacific Company is authorized to realign the existing spur track as shown on Exhibit "B" attached to the application.

With the commencement of construction of the separation structures at Lemon Street and Violet Alley, Crossings Nos. BG-486.4-C, BG-486.39-CD, and BG-485.01-C (Hunter Street, alley between Ninth and Hunter Streets, and Enterprise Street, respectively), shall be abandoned and closed.

Construction and maintenance expense shall be borne in accordance with the terms of agreements entered into between the applicant and Southern Pacific Company, dated June 23, 1959, Union Pacific Company, dated July 24, 1959, and Pacific Electric Railway Company, dated August 3, 1959, and by an agreement to be entered into between applicant and The Atchison, Topeka and Santa Fe Railway Company. Applicant shall file an executed copy of the latter agreement, together with plans approved by the respective railroads, prior to commencing construction. Should the applicant and The

Atchison, Topeka and Santa Fe Railway Company fail to agree, the Commission will apportion the costs of construction by further order.

Within thirty days after completion of each crossing pursuant to this order, applicant shall so advise the Commission in writing. This authorization shall expire 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 1st day of December, 1959.

Carroll A. Page
President
Matthew Fisher
E. L. Fox
Theodore J. Jenner
Commissioners