

Decision No. 59960**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 three cross-  
 ings at separated grades, the alteration  
 of an existing crossing at grade, and  
 the abandonment of two existing crossings  
 at grade whereby State Highway Route  
 VII-Ven-2-C, Ven, will be carried over and  
 under the Coast Route of the Southern  
 Pacific Company, in Ventura County, some-  
 times referred to as "Lemon Overhead",  
 "Ventura Underpass", and "Chestnut Street  
 On-Ramp Overhead".

Application No. 41416

O R D E R

The Department of Public Works of the State of California is authorized to construct State Route 2 (Ventura Freeway) at separated grades over and under Southern Pacific Company's Coast Route, in the City of Ventura, Ventura County, at the locations described in Exhibit "A" and in the manner as shown on Exhibit "B" attached to the application as amended September 23, October 19, and December 30, 1959, to be identified as Lemon Overhead, Crossing No. E-400.5-A; Ventura Underpass, Crossing No. E-397.95-B; and Chestnut Street On-Ramp Overhead, Crossing No. E-397.85-A.

Southern Pacific Company is authorized to construct a temporary shoofly around the Chestnut Street On-Ramp Overhead and Ventura Underpass construction sites as shown on Sheet No. 5 of Exhibit "B" and operate trains thereon. In connection therewith, applicant is authorized to temporarily close Ash Street,

Crossing No. E-398.1, and construct Ash Street at grade across the shoofly trackage, the temporary crossing to be identified as Crossing No. E-398.11. Width of crossing shall be not less than 56 feet and grades of approach not greater than two per cent. Construction shall be equal or superior to Standard No. 2 of General Order No. 72. Protection shall be by two Standard No. 1 crossing signs (General Order No. 75-B) with reflex reflecting sheet material. Upon completion of the structures and the restoration of the track to its original alignment, the temporary shoofly and Ash Street Crossing No. E-398.11 shall be abandoned and removed and Ash Street Crossing No. E-398.1 shall be re-opened in its original state.

Applicant and Southern Pacific Company are further authorized to modify the existing track alignment at California Street, Crossing No. E-397.8, substantially as shown on Sheet No. 6 of Exhibit "B" attached to the application. Upon completion of the structures, said track shall be restored to its original alignment.

Prior to or upon completion of the Ventura Underpass and Chestnut Street On-Ramp Overhead structures, South Fir Street, Crossing No. E-398.0, and South Chestnut Avenue, Crossing No. E-397.9 shall be abandoned and closed.

Southern Pacific Company is authorized to relocate a spur track across a portion of Front Street at the location substantially as shown in Sheet No. 5 of Exhibit "B", to be identified as Crossing No. E-398.02-C. Construction of said crossing shall be equal or superior to Standard No. 2 of General

Order No. 72, without superelevation and of a width to conform to the portion of the street now graded and with approach grades not to exceed two per cent. Protection shall be by one Standard No. 1 crossing sign (General Order No. 75-B) with reflex reflecting sheet material.

Clearances shall be in compliance with the provisions of General Order No. 26-D, except that during the period of construction specifically described in Exhibit "A" attached to the application applicant is authorized to create temporary impaired minimum overhead clearances of 21 feet above top of rail on the lines of Southern Pacific Company at the Chestnut Street On-Ramp, and said railroad is authorized to operate with such temporary impaired overhead clearance condition provided Southern Pacific Company shall issue appropriate bulletins to train crews, advising them of the temporary impaired clearance condition and forbidding them to ride on the tops of cars while operating beneath the structure.

Construction and maintenance expense shall be borne in accordance with an agreement to be entered into between the parties, and a copy of said executed agreement, together with plans approved by the railroad, shall be filed with the Commission within 180 days after the effective date of this order. Should the parties fail to agree, the Commission will apportion the costs of construction by further order.

Within thirty days after completion of each crossing or closure 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 19th day of April, 1960.

Ernest R. Page  
President  
W. L. Knepper  
Marshall Bailey  
E. J. Fox  
Theodore J. J. J.  
Commissioners