

Decision No. 60558

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of the City of Fullerton for an order authorizing the construction of an underpass grade crossing in lieu of the existing surface grade crossing over the ATCHISON, TOPEKA & SANTA FE RAILWAY and the UNION PACIFIC RAILWAY lines at WEST COMMONWEALTH AVENUE in the City of Fullerton.

Application No. 42010

O R D E R

The City of Fullerton is authorized to construct Commonwealth Avenue at separated grades under track of The Atchison, Topeka and Santa Fe Railway Company and Los Angeles and Salt Lake Railroad Company and its lessee, Union Pacific Railroad Company, hereinafter referred to as Union Pacific Railroad, as described in the application, as amended May 12, 1960, and at the location as shown on Exhibit "A" attached thereto to be identified as Crossings Nos. 2-163.2-B and 3Y-15.6-B, respectively.

Grade separation for Commonwealth Avenue has been established as Priority No. 5 by Decision No. 59416 in Case No. 6344, pursuant to Statutes 1957, Chapter 2091.

Clearance shall be in conformance with the provisions of General Order No. 26-D.

During the period of construction of the separation structure, applicant and railroads are further authorized to construct temporary shoofly crossings at grade across Commonwealth Avenue. Construction of these temporary crossings shall be equal

or superior to Standard No. 2 of General Order No. 72 and not less than 60 feet in width, with grades of approach not to exceed two percent. Crossings shall be identified as Crossings Nos. 2-163.05 and 3Y-15.45 for The Atchison, Topeka and Santa Fe Railway Company and Union Pacific Railroad, respectively. It appears necessary to construction details to retain these crossings for a period of approximately two weeks; therefore said crossings shall be continuously protected by human flagmen. Upon completion of the above temporary crossings, Crossings Nos. 2-163.1 and 3Y-15.5 shall be abandoned.

As stage two of the construction, applicant is authorized to construct a temporary detour road around the construction site and at grade across the shoofly tracks of The Atchison, Topeka and Santa Fe Railway Company and Union Pacific Railroad. Construction of these crossings shall be equal or superior to Standard No. 2 of General Order No. 72 and not less than 48 feet in width with grades of approach not greater than three percent. Crossings shall be identified as Detour Crossings Nos. 2-163.25 and 3Y-15.65, respectively. Protection for the two crossings shall be by two Standard No. 8 flashing light signals (General Order No. 75-B), supplemented by automatic crossing gates. Upon completion of the temporary detour and its being opened to use by the public, Crossings Nos. 2-163.05 and 3Y-15.45 shall be abandoned and closed.

Upon completion of the railroad bridge over Commonwealth Avenue, applicant and railroads are authorized to abandon the shoofly tracks and Detour Crossings Nos. 2-163.25 and 3Y-15.65, and

construct two temporary crossings at grade across the detour road on the railroads' permanent alignment. Construction of these crossings shall be equal or superior to Standard No. 2 of General Order No. 72 and not less than 48 feet in width with grades of approach not to exceed three percent. Crossings shall be identified as The Atchison, Topeka and Santa Fe Railway Company Crossing No. 2-163.28 and Union Pacific Railroad Crossing No. 3Y-15.68. Protection shall be by two Standard No. 8 flashing light signals (General Order No. 75-B), supplemented with automatic crossing gates. Upon completion of Crossings Nos. 2-163.2-B and 3Y-15.6-B, and their being opened to use by the public, Crossings Nos. 2-163.28 and 3Y-15.68 shall be abandoned and closed.

Construction and maintenance costs shall be borne in accordance with an agreement to be entered into between the parties, and a copy of the executed agreement, together with plans of said proposed structure approved by the railroads, 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 maintenance and construction by further order.

Within thirty days after completion of the structure, temporary grade crossings and grade crossing closures, 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 16th day of August, 1960.

Cecil W. Pease
President

Walter D. ...

E. ...

Theodore ...

Commissioners