

ORIGINAL

Decision No. 60559

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of the State of California,)
 Department of Public Works, for an order)
 authorizing the use of an existing grade)
 crossing as a temporary detour, the re-)
 location of a portion of a team track)
 and the construction of two crossings at)
 separated grades across the tracks of)
 the San Diego & Arizona Eastern Railway)
 Company, in connection with the con-)
 struction of State Route XI-SD-12-LMsa,B)
 as a freeway, in San Diego County, some-)
 times referred to as "La Mesa Overhead)
 and Ramp Connection" and "Spring Street)
 Underpass."

Application No. 42130

O R D E R

The Department of Public Works of the State of California is authorized to construct the "La Mesa Overhead and Ramp Connection" (El Cajon Boulevard) over, and "Spring Street Underpass" (State Route 12 under San Diego & Arizona Eastern Railway Company's La Mesa Branch, in the City of La Mesa, San Diego County, at the locations described in Exhibit "A" and in the manner as shown on Exhibit "B" attached to the application, to be identified as La Mesa Overhead (Crossing No. 36D-12.55-A) and Spring Street Underpass (Crossing No. 36D-12.7-B).

Clearances for the structures shall be in compliance with the provisions of General Order No. 26-D, except that during the period of construction of La Mesa Overhead and Ramp Connection, applicant is authorized to create temporary minimum vertical clearances of 20'0" and San Diego & Arizona Eastern Railway Company is authorized to operate with such impaired clearance provided it issue appropriate

bulletins to train and engine crews advising them of the reduced overhead clearance and forbidding trainmen to ride on the tops of cars while operating beneath the structure.

Applicant is further authorized to abandon and remove the existing El Cajon Boulevard grade separation (Crossing No. 36D-12.6-A) and Alvarado Canyon Road Overhead (Crossing No. 36D-12.65-A) structures; and in conjunction with the railway, relocate a portion of a team track to the location shown in the application.

During the construction of the interchange, Jackson Boulevard (Crossing No. 36D-13.4) may be used to reroute and detour State Route 12 vehicular traffic around the site of construction conditioned, however, upon the installation of automatic crossing protection at Crossing No. 36D-13.4. Protection at said crossing shall be by four Standard No. 3 flashing light signals (General Order No. 75-B), two being situated on a raised center median not less than six feet in width.

In connection with the improvement, San Diego & Arizona Eastern Railway Company is authorized to construct a shoofly around the construction site as shown in the application, and operate thereon subject to the crew notification prescribed in the second paragraph of this order. Upon completion of the structures and the return of the track to its original alignment, the shoofly shall be abandoned and removed.

Construction and maintenance costs 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 railway, shall be filed with the Commission prior to commencement of construction. Should the parties fail to agree, the



Commission will apportion the costs of construction and maintenance by further order.

Within thirty days after completion of each structure, 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.

Creed H. Page
President

W. H. ...

E. ...

Theodore ...

Commissioners