

**ORIGINAL**

Decision No. 51120

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of the State of California,  
 Department of Public Works, for an  
 order authorizing relocation of an  
 existing crossing at grade, temporary  
 modification of an existing crossing  
 at grade, construction of a temporary  
 crossing at grade, and construction of  
 a crossing at separated grades whereby  
 State Route VII-LA-158-Ing (San Diego  
 Freeway) is carried under the Harbor  
 branch track of The Atchison, Topeka  
 and Santa Fe Railway Company, and the  
 alteration of an existing crossing at  
 grade over the Inglewood branch track  
 of the Pacific Electric Railway Company,  
 in the City of Inglewood. Said grade  
 separation is referred to as "Florence  
 Avenue Underpass".

Application No. 42566

O R D E R

State of California, Department of Public Works, is authorized to construct State Route 158 (San Diego Freeway) at separated grades under The Atchison, Topeka and Santa Fe Railway Company's Harbor Branch in the City of Inglewood, Los Angeles County, at the location described and in the manner as shown in the application, to be identified as Crossing No. 2H-10.58-B.

As Stage 1 of construction, applicant and The Atchison, Topeka and Santa Fe Railway Company are authorized to construct a temporary shoofly around the construction site and at grade across relocated Freeman Avenue substantially as shown in the application to be identified as temporary Freeman Avenue Crossing No. 2H-10.63.

Protection shall be by two Standard No. 8 flashing light signals (General Order No. 75-B). Prior to or concurrently with the opening of Crossing No. 2H-10.63 to use by the public, Crossing No. 2H-10.6 shall be abandoned and closed. Upon removal of the shoofly, Crossing No. 2H-10.63 shall be abandoned.

Applicant is further authorized to construct Freeman Avenue at grade across said company's tracks at the location described in the application, to be identified as Crossing No. 2H-10.62. Width of crossing shall be not less than 60 feet and grades of approach not greater than three percent. Construction shall be equal or superior to Standard No. 2 of General Order No. 72. Protection shall be by four Standard No. 8 flashing light signals (General Order No. 75-B).

In further connection with the temporary shoofly trackage, applicant is authorized to temporarily alter track alignment in Hyde Park Boulevard (Crossing No. 2H-10.5) substantially as shown in the application. Protection at the crossing during and after the temporary change shall be by two Standard No. 1 crossing signs (General Order No. 75-B) with reflex reflecting sheet material. Upon abandonment of the shoofly, Crossing No. 2H-10.5 trackage shall be restored to its original alignment.

Applicant is also authorized to widen the existing Freeman Boulevard (Crossing No. 6AB-8.27) crossing at grade over Pacific Electric Railway Company's Inglewood Branch in accordance with the description and plans as shown in the application. Protection shall be by the existing two Standard No. 8 flashing light signals (General Order No. 75-B).



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 respective railways, shall be filed with the Commission prior to commencement of construction.

Within thirty days after completion of the structure, grade crossings, and temporary grade crossings, 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 23rd day of November, 1960.

Elliott Bell  
President

[Signature]

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Commissioners