

Decision No. 69678

**ORIGINAL**

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application	)	
of the CITY OF LOS ANGELES, a	)	
municipal corporation, to construct	)	
a grade separation structure at	)	Application No. 47034
Century Boulevard and The Atchison,	)	(as amended)
Topeka and Santa Fe Railway Company's	)	
Harbor Branch Line	)	

ORDER

The City of Los Angeles is authorized to construct a grade separation structure separating the crossing of Century Boulevard (Crossing No. 2H-12.1) by The Atchison, Topeka and Santa Fe Railway Company's Harbor Branch track, as described in the application, and at the location as shown on Exhibit "A" attached thereto, to be identified as Crossing No. 2H-12.1-B.

Grade separation for Century Boulevard has been established as Priority No. 1 by Decision No. 60345 in Case No. 7979, pursuant to Statutes 1957, Chapter 2091, amended Statutes 1959, Chapter 1763.

Clearances shall be in accordance with requirements of General Order 26-D, except that during the period of construction of the overhead, a clearance of 3'0" from center line of track is authorized provided The Atchison, Topeka and Santa Fe Railway Company shall issue and file with the Commission appropriate bulletins to train and engine crews advising them of the temporarily impaired side clearance condition and forbidding trainmen from riding on sides of cars while operating adjacent to the structure.

During the period of construction of the separation structure, applicant and railway are further authorized to construct two

temporary shoofly crossings at grade to be identified as Detour Crossings Nos. 2H-12.11 and 2H-12.12. Construction of the temporary crossings shall be equal or superior to Standard No. 2 of General Order No. 72 and not less than 66 feet in width, with grades of approach not to exceed one percent. Protection of each temporary crossing shall be by four Standard No. 3 flashing light signals (General Order 75-B). Signals shall be located back of the north and south curb lines of each temporary crossing two at the easterly and two at the westerly approaches. During the period of construction trains shall not enter the temporary shoofly crossing at speeds in excess of 10 miles per hour.

Upon completion of the railroad bridge over Century Boulevard detour Crossings Nos. 2H-12.11 and 2H-12.12, and the existing Crossing No. 2H-12.1 shall be abandoned and removed.

Construction and maintenance costs of the crossings 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 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, pursuant to this order, applicant shall so advise the Commission in writing. This authorization shall expire if not exercised within three years, unless time be extended or if above conditions are not complied with.

Authorization may be revoked or modified if public con-

venience, necessity or safety so require.

The effective date of this order shall be twenty days after the date hereof.

Dated at Los Angeles, California, this 14<sup>th</sup> day of SEPTEMBER, 1965.

Fredrick B. Hallock  
President

George H. Trover  
Commissioners

William W. Brundage  
Commissioners