

ORIGINALDecision No. 70683

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 crossings at separated grades whereby State Route 87 will be carried over tracks of Southern Pacific Company and The Atchison, Topeka and Santa Fe Railway Company, herein referred to as "Southern Freeway Viaduct" (southerly of Evans Ave. to northerly of 22nd St.); applicant also requests an order authorizing reconstruction of existing crossings at separated grades whereby local vehicular traffic on 18th and 20th Streets will be carried over tracks of The Atchison, Topeka and Santa Fe Railway Company and over tracks of Southern Pacific Company at Mariposa Street, herein referred to as "18th Street Overhead", "20th Street Overhead" and "Mariposa Street Overhead", respectively; applicant also requests an order authorizing reconstruction of the existing crossing at separated grades between Southern Pacific Company's and Santa Fe's tracks, located southerly of and adjacent to Mariposa Street, herein referred to as "Mariposa Railroad Separation"; applicant also requests an order authorizing construction of three crossings at grade, relocation of an existing grade crossing, widening of an existing grade crossing, closure of an existing grade crossing, upgrading of protection at two existing grade crossings and removal of a portion of an existing overhead and an existing pedestrian overhead over tracks of The Atchison, Topeka and Santa Fe Railway Company; all of aforesaid construction will be in the City and County of San Francisco.

Application No.
48000
(Amended)

ORDER

State of California, Department of Public Works, is hereby authorized to construct a crossing at separated grades of State Route 87 as a viaduct, referred to as "Southern Freeway Viaduct", over the tracks of the Southern Pacific Company and The Atchison, Topeka and Santa Fe Railway Company, and to construct an on-ramp and off-ramp crossing at grade and re-locate a crossing at grade across an industrial lead track of The Atchison, Topeka and Santa Fe Railway Company in the City and County of San Francisco

at the locations and substantially as described in Exhibits A and B of the application as amended, the authorization being summarized for the crossings to be identified by the numbers indicated in the following table and being subject to the protection and other conditions specified:

TABLE OF CROSSING DATA

<u>Name of Road or Structure</u>	<u>P.U.C. Crossing No.</u>	<u>Type of Construction to be Done</u>	<u>Type of Protection Authorized</u>
Indiana St.	2SG-0.25	Existing Protection to be Upgraded	3 Standard No. 8 Flashing Light Signals
Iowa St.	2SG-0.31	Existing Grade Crossing Relocated	2 Standard No. 1 Cross- ing Signs Reflectorized
Southern Freeway Viaduct State Route 87	2SG-0.31-A	Overpass	Not Applicable
23rd and Iowa Sts.	2SG-0.44	Existing Grade Crossing Widened	2 Standard No. 1 Crossing Signs Reflectorized
Southern Freeway Viaduct State Route 87	2SG-0.44-A	Overpass	Not Applicable
20th St.	2SG-0.80-A	Remove Existing Overpass	Not Applicable
19th St.	2SG-0.88-A	Remove Existing Overpass	Not Applicable

TABLE OF CROSSING DATA(Cont.)

<u>Name of Road or Structure</u>	<u>P.U.C. Crossing No.</u>	<u>Type of Construction to be Done</u>	<u>Type of Protection Authorized</u>
Southern Freeway Viaduct State Route 87	E-1.8-A	Overpass	Not Applicable
18th St.	2SG-0.97-A	Overpass	Not Applicable
"E" Line Off-ramp to Mariposa St. State Route 87	2SG-1.06	Grade Crossing	2 Standard No. 8 Flashing Light Signals Augmented With Automatic Crossing Gate Arms
Mariposa St. Rail Over Rail	MP 1.3 SP Co. Separation MP 1.09 AT&SF		Not Applicable
Mariposa St.	E-1.3-A	Overpass	Not Applicable
"D" Line On-ramp From Mariposa St. State Route 87	2SG-1.10	Grade Crossing	2 Standard No. 8 Flashing Light Signals Augmented With Automatic Crossing Gate Arms
"F" Line Off-ramp to Mariposa St.	2SG-1.10-A	Overpass	Not Applicable

Widths of roadway and grades of approach of crossings Nos. 2SG-0.31, 2SG-0.44, 2SG-1.06, and 2SG-1.10 shall be as shown in the application. Construction and maintenance expense shall be borne in accordance with an agreement entered into between the parties relative thereto, and copy of said agreement, together with plans of said crossings approved by the Southern Pacific Company and The Atchison, Topeka and Santa Fe Railway Company, shall be filed with the Commission within 180 days from the date hereof. Should the parties fail to agree, the Commission will apportion the cost of construction and maintenance by further order. Clearances shall be

in accordance with General Order No. 26-D, except that during the period of construction of the Mariposa Street overhead and railroad separation and the "F" line off-ramp at Mariposa Street, a clearance of not less than 19'6" and 21'0", respectively, above top of rail is authorized, providing, however, Southern Pacific Company and The Atchison, Topeka and Santa Fe issue and file with the Commission appropriate bulletins to train and enginemen advising them of the temporarily impaired clearance conditions and forbidding trainmen to ride on the tops of cars while operating beneath the structure. The permanent clearance of 21'5" at the re-constructed Mariposa Street overhead and railroad separation at Mariposa Street is authorized providing Southern Pacific Company installs adequate tell-tales in both directions of approach to the structure, and issues appropriate bulletins to train service employees forbidding them to ride on the top of cars while operating beneath the structure.

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 conditions are not complied with. The effective date of this order shall be twenty days after the date hereof.

Dated at San Francisco, California, this 10th day of MAY, 1966.

Frederick B. Holshoff
President

George J. ...

August ...

William M. ...

Commissioners
Commissioner Peter E. Mitchell, being
necessarily absent, did not participate
in the disposition of this proceeding.