

ORIGINAL

Decision No. 71786

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 three crossings at separated grades, abandonment of an existing crossing at grade and the construction of a temporary crossing at grade whereby State Routes 210 and 248 (freeways) will cross over or under the tracks of The Atchison, Topeka and Santa Fe Railway Company and the Southern Pacific Company track in the cities of Irwindale and Azusa, referred to as "Kincaid Underpass", "Irwindale Avenue Overhead" and "Irwindale Overhead".

Application No. 48916
(Filed October 31, 1966)

ORDER

State of California Department of Public Works, in connection with the construction of State Routes 210 and 248, is hereby authorized to construct three crossings at separated grades, over or under the tracks of The Atchison, Topeka and Santa Fe Railway Company and the Southern Pacific Company in the County of Los Angeles in the manner as shown in the application and identified as follows:

(a) An underpass under the tracks of The Atchison, Topeka and Santa Fe Railway Company's Main Line to be identified as the "Kincaid Underpass" (Crossing No. 2-117.9-B).

(b) An overhead over the tracks of The Atchison, Topeka and Santa Fe Railway Company's Main Line to be identified as the "Irwindale Avenue Overhead" (Crossing No. 2-118.5-A).

(c) A tunnel-type structure under the tracks of The Atchison, Topeka and Santa Fe Railway Company's Main Line and under the freeway to carry the Southern Pacific Company's Azusa Branch Line on a new alignment to be identified as the "Irwindale Overhead" (Crossing No. 6TD-21.4-A).

The existing Irwindale Avenue crossing at grade (Crossing No. 2-118.5) will be eliminated by the "Irwindale Avenue Overhead" separation structure.

Applicant is further authorized to construct a temporary detour road around the construction site and at grade across The Atchison, Topeka and Santa Fe Railway Company's Main Line. Construction shall be equal or superior to Standard No. 2 of General Order No. 72 and not less than 24 feet in width, with grades of approach not to exceed 5.5 percent in accordance with plans attached to application. Crossing shall be identified as Crossing No. 2-118.48. Protection shall be by two Standard No. 8 flashing light signals (General Order No. 75-B).

Upon completion of the separation structure and its being opened to use by the public, applicant shall physically close Crossing No. 2-118.48.

Clearances shall be in accordance with General Order No. 26-D, except that during the period of construction of the Irwindale Avenue Overhead, a clearance of not less than 20' 0" above top of rail is authorized and The Atchison, Topeka and Santa Fe Railway Company is authorized to operate with reduced overhead clearance provided it issues, and files with the Commission, appropriate

bulletins to train and engine crews advising them of the temporarily impaired clearance condition.

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 corporations, shall be filed with the Commission prior to commencement of construction. Should the parties fail to agree, the Commission will apportion the costs by further order.

Within thirty days after the 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 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 29th day of DECEMBER, 1966.

[Signature]
President
George F. Glover
[Signature]

Commissioners

Commissioner Frederick B. Holoboff did not participate in the disposition of this proceeding.

Commissioner William M. Bennett, being necessarily absent, did not participate in the disposition of this proceeding.