

Decision No. 76076**ORIGINAL**

## 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 construction of six  
 crossings at separated grades and three  
 crossings at grade, the reconstruction  
 of one crossing at separated grades and  
 two crossings at grade, the relocation  
 of seven crossings at grade and the  
 elimination of twenty-eight crossings  
 at grade in connection with the con-  
 struction of a portion of Interstate  
 Route 5 in the City of Stockton, referred  
 to as the "Stockton Channel Viaduct."

Application No. 50790  
 (Filed December 31, 1968)  
 (Amended May 23, 1969)

I N T E R I M   O R D E R

The State of California Department of Public Works is hereby authorized to construct six crossings at separated grades of Interstate Route 5 and State Route 4, respectively, across various individual or joint tracks of The Atchison, Topeka and Santa Fe Railway Company, Southern Pacific Company and The Western Pacific Railroad Company in the City of Stockton at the locations and substantially as shown by plans (Exhibits A, B and C, as revised) attached to the application, as amended.

In connection with the foregoing construction, referred to as the "Stockton Channel Viaduct" project, applicant is further authorized to perform the remaining construction or abolishment work substantially as set forth in the amended application and its exhibits, being generally described as follows:

- (1) Construct three new crossings at grade, one across tracks of The Western Pacific Railroad Company and two across tracks of Southern Pacific Company.
- (2) Reconstruct existing Fresno Avenue crossing at separated grades under tracks of The Atchison, Topeka and Santa Fe Railway Company, Crossing No. 2-1122.5-B.

- (3) Alter four existing grade crossings - two of The Western Pacific Railroad Company and two of Southern Pacific Company.
- (4) Relocate seven grade crossings - five of joint trackage used by all three railroads and two of Southern Pacific Company.
- (5) Abolish thirty existing grade crossings - as named specifically herein.

Clearances shall be in accordance with General Order No. 26-D, except that during the period of construction a clearance of not less than 21' 0" above top of rail is authorized and The Atchison, Topeka and Santa Fe Railway Company, Southern Pacific Company and The Western Pacific Railroad Company are authorized to operate over their respective tracks with such reduced clearance provided appropriate bulletins are issued, and filed with the Commission, advising train and engine crews of the temporarily impaired clearance condition and forbidding trainmen to ride on the tops of cars while operating beneath the structure.

Applicant shall notify the Commission and the affected carriers at least 15 days but not more than 30 days in advance of the date when the temporarily impaired clearance will be created.

Crossing protection shall be installed in accordance with plan (Exhibit B, Sheet 1 Revised) attached to the application as amended, with the exception of that shown for crossing locations identified thereon by the index symbols:

"AGX-4" and "RGX-3"-West Weber Avenue at South  
Lincoln Street  
"NGX-1"-West Washington Street Extension  
"AGX-1"-South Lincoln Street,

which crossings shall be protected as required by further order of the Commission.

Identification numbering of the new or relocated crossings and new separations shall be made by further order of the Commission,

along with specific description of the required protection, minimum pavement width and maximum approach grades for each crossing.

Prior to the Stockton Channel Viaduct grade separations authorized herein being opened to vehicular traffic, the following existing grade crossings shall be abolished and either physically removed or closed utilizing appropriate barriers as necessary to effectively prevent public use:

The Western Pacific Railroad Company

<u>Crossing Number</u>	<u>Location</u>
4-94.4-C	West Lafayette St.
4-94.5-C	South Lincoln St.
4-94.55-C	West Washington St.
4-94.65-C	West Market St.
4-95.0-C	West Weber Ave.
4-95.1-C	West Weber Ave.

Southern Pacific Company

<u>Crossing Number</u>	<u>Location</u>
D-91.65-C	West Lafayette St.
D-91.67-C	West Church St.
D-91.73-C	West Washington St.
D-91.80-C	West Market St.
D-91.84-C	West Main St.
D-91.95-C	West Weber Ave.
D-92.01-C	West Church St.
D-92.2-C	West Washington St.
D-92.21-C	West Weber Ave. at Madison St.

The Atchison, Topeka and Santa Fe Railway Company

<u>Crossing Number</u>	<u>Location</u>
2-1122.05-C	West Church and Edison Sts.
2-1122.24-C	West Washington and Edison Sts.
2-1122.34-C	West Main St. at Edison St.
2-1122.43-C	West Weber Ave.
2-1122.63-C	West Weber Ave.

Stockton Belt Line Railroad

<u>Crossing No.</u>	<u>Location</u>
59-1.10	South Fresno St.
59-1.20	South Merced Ave.
59-1.25	South Modesto Ave.
59-1.30	South Pershing Ave.
59-1.40	South Garfield St.
59-1.45	South Orange St.
59-1.50	South Argonaut St.
59-1.55	South San Jose St.
59-1.60	South Yosemite St.
59-1.65	South Stockton St.

For those grade crossings that revert after construction to City of Stockton jurisdiction, maintenance cost outside of lines two feet outside of rails shall be borne by the City of Stockton. The affected railroad or railroads at each crossing shall bear maintenance cost between such lines. Maintenance cost of automatic signals at these crossings as may be borne by the City of Stockton shall be pursuant to the provisions of Section 1202.2 of the Public Utilities Code.

Except as provided above, construction, abolishment and maintenance expense shall be borne in accordance with agreements to be entered into between the parties relative thereto, and copies of said agreements together with plans of said crossings at separated grades approved by the railroads involved shall be filed with the Commission within one year from the date hereof. Should the parties fail to agree the Commission will apportion the cost of construction, abolishment 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 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 26th day of AUGUST, 1969.

William J. Agnew, Jr.  
President  
James A. ...  
James A. ...  
James A. ...  
James A. ...  
Commissioners