

ORIGINAL

Decision No. 76142

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA.

Investigation into the status, safety)
maintenance, use and protection or)
closing of various crossings at grade)
of the lines of The Atchison, Topeka)
and Santa Fe Railway Company, the)
Union Pacific Railroad Company, the)
Southern Pacific Company and the)
Pacific Electric Railway Company in)
the County of Orange, California, with)
various streets, roads and highways)
in said county.)

Case No. 3102

In the Matter of the Application of)
the City of Santa Ana to construct)
Santa Ana Boulevard across the Right)
of Way of The Atchison, Topeka and)
Santa Fe Railway Company.)

Application No. 51008
(Filed April 15, 1969)

ORDER EXTENDING TIME FOR COMPLIANCE WITH A REQUIREMENT OF
DECISION NO. 71563
AND
INTERIM ORDER GRANTING PARTIAL AUTHORITY SOUGHT IN
APPLICATION NO. 51008

In Application No. 51008, the City of Santa Ana requests authority to construct Santa Ana Boulevard across the right of way of The Atchison, Topeka and Santa Fe Railway Company and in conjunction with its proposed project, the existing Fruit Street (Crossing No. 2-175.2) would be abandoned and closed upon the opening of the new crossing. In view of this project, the city also requests the deferment of the Fruit Street automatic gate installation.

By Decision No. 71563, dated November 22, 1966, in Case No. 3102, the Commission ordered, among other things, the installation of automatic gates on or before June 30, 1969 at Fruit Street (Crossing No. 2-175.2) on The Atchison, Topeka and Santa Fe Railway Company in the City of Santa Ana, Orange County.

The City of Santa Ana is hereby authorized to construct Santa Ana Boulevard at grade across The Atchison, Topeka and Santa Fe Railway Company main line tracks in the City of Santa Ana, County of Orange, as described and substantially as proposed in the application, to be identified as Crossing No. 2-175.1. Width of crossing shall be not less than 86 feet and grades of approach as shown in the application. 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), two signals to be located on median islands. Back lights may be omitted from these median signals.

Upon completion of the Santa Ana Boulevard crossing, Fruit Street (Crossing No. 2-175.2) shall be abolished and physically closed by the construction and maintenance of appropriate barriers in such manner as effectively to prevent use thereof to pedestrian and vehicular traffic.

Applicant and railroad are not in agreement as to the installation and maintenance cost of the above automatic crossing protection. Hence, apportionment of these costs shall be by further order of the Commission.

Except as provided above, construction, abolishment and maintenance expense shall be borne in accordance with an agreement to be entered into between the parties relative thereto. Should the parties fail to agree the Commission will apportion these costs 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 two years unless time be extended or if conditions are not complied with.

It is further ordered that the time limit within which the automatic protection shall be installed at Crossing No. 2-175.2 as required in Decision No. 71563 shall be hereby extended to June 30, 1970.

In all other respects, Decision No. 71563 as amended shall remain in full force and effect.

The effective date of this order shall be ten days from the date hereof.

Dated at San Francisco, California, this 10th
day of SEPTEMBER, 1969.

William J. Quinn
President

Arthur L. ...
Thomas Moran

Vernon L. Sturgeon
Commissioners

Commissioner Thomas Moran, being necessarily absent, did not participate in the disposition of this proceeding.