

Decision No. 78380

**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 )  
MARMION WAY at grade across the )  
tracks of The Atchison, Topeka and )  
Santa Fe Railway Company's Main Line )  
between Crossing No. 2-137.7 and )  
Crossing No. 2-137.9. )

Application No. 52337  
(Filed December 4, 1970)

O R D E R

City of Los Angeles is hereby authorized to construct Marmion Way at grade across a track of The Atchison, Topeka and Santa Fe Railway Company in Los Angeles County, at the location described in the application to be identified as Crossing No. 2-137.8.

Width of crossing shall be not less than 56 feet and grades of approach not greater than two percent. Construction shall be equal or superior to Standard No. 2 (General Order No. 72). Protection shall be by four Standard No. 8 flashing light signals (General Order No. 75-B) augmented with automatic gate arms. Backlights may be omitted from the signals located on the center medians.

Construction expense shall be borne in accordance with an agreement to be entered into between the parties or, if they fail to agree, by further order of the Commission.

Maintenance cost of the crossing outside of lines two feet outside of rails shall be borne by applicant. The Atchison, Topeka and Santa Fe Railway Company shall bear maintenance cost of the crossing between such lines. Maintenance cost of the automatic protection shall be divided equally between the applicant and the railway.

Upon completion, the existing Avenue 37 crossing (No. 2-137.9) located approximately 400 feet south shall be abandoned and physically closed.

With the closing of Avenue 37, vehicular traffic will increase at the French Avenue Crossing (No. 2-138.0) located approximately 600 feet south of Avenue 37. Protection at French Avenue, therefore, shall be improved by two Standard No. 8 flashing light signals augmented with automatic gate arms. Installation cost shall be borne in accordance with an agreement between the parties. Maintenance cost shall be divided equally between the applicant and the railway. Protection shall be placed in operation concurrent with the closing of Avenue 37.

Crossings within 200 feet of a signalized street intersection shall have the approach circuits and timing apparatus adjusted so that the gate arms will be in a lowered position for approximately 25 seconds with limits of from 20 to 30 seconds in advance of the normally fastest train. The railroad signals and the respective traffic signals shall be interconnected so that in the preemption phase initiated by an approaching train, the traffic signals shall first display a green indication for an interval of sufficient length of time to clear all vehicles from the track area.

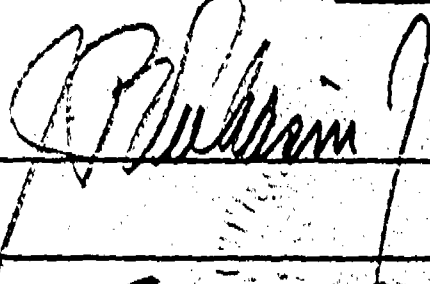
No obstructions shall be placed or remain near the flashing light signals which will impair the motorists' view.

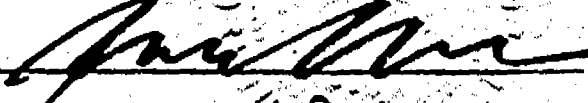
Clearances shall conform to General Order No. 26-D. Within the area of the grade crossing construction, walkways for a distance of 6' from the rail on both sides of the track, shall provide a reasonable regular surface with gradual slope not to exceed


1" vertical to 8" horizontal in all directions of approach in accordance with the provisions of General Order No. 118.

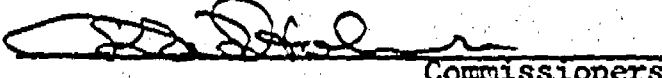
Within thirty days after completion pursuant to this order, applicant shall so advise the Commission in writing. This authorization shall expire if not exercised within two years unless time be extended, or if above conditions are not complied with. The effective date of this order shall be twenty days after the date hereof.

Dated at San Francisco, California, this 2nd day of MARCH, 1971.

  
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 Chairman

  
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 Commissioners

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