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ORIGINAL

Decision No. 79216

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of the City of Baldwin Park, California, for authority to consolidate two existing railroad crossings into one across Southern Pacific crossings into Ramona Boulevard.

Application No. 51580
(Filed December 19, 1969)

Application of the City of Baldwin Park to construct a public highway across the Southern Pacific Transportation Company Baldwin Park Branch Line at Stewart Avenue.

Application No. 52240
(Filed October 7, 1970)

Application of the City of Baldwin Park to relocate public highways across the Southern Pacific Railroad at Merced Avenue and La Rica Avenue.

Application No. 52241
(Filed October 7, 1970)

Application of the City of Baldwin Park, California, for authority to:
a) construct a new public crossing at Ramona Boulevard east of La Rica Avenue, b) widen Baldwin Park Boulevard across Southern Pacific Railroad crossing, c) construct a new public crossing at Robin Way across Southern Pacific Railroad, d) widen Maine Avenue across Southern Pacific Railroad crossing, and e) widen Bogart Avenue across Southern Pacific Railroad crossing.

Application No. 52556
(Filed April 14, 1971)

Stephen H. Galton, Assistant City Attorney, for
City of Baldwin Park, applicant.
William E. Still, Attorney at Law, for Southern
Pacific Transportation Company, respondent.
Gloria P. Zook, for Baldwin Park Improvement
Association, Inc., interested party.
Daniel R. Paige, for the Commission staff.

O P I N I O N

These applications were consolidated for hearing as they all affect Ramona Boulevard and the Southern Pacific Transportation Company tracks in the City of Baldwin Park.

Public hearing was held in Los Angeles on May 18, 1971 and the matter was submitted subject to the filing of a late-filed exhibit which was filed June 18, 1971. The matter is now ready for decision.

Without detailing the evidence regarding each crossing, it is sufficient to point out that the Railroad and the City of Baldwin Park are in agreement as to need for these crossings and as to payment of cost for protection signals at said crossings.

Based on the aforementioned facts, the Commission finds that the proposed crossings will not be adverse to the public interest and concludes that public convenience, necessity and safety require that the crossings be built according to the applications and agreement of the parties.

O R D E R

The City of Baldwin Park is hereby authorized to perform the following work involving crossings at grade across the trackage

of the Southern Pacific Transportation Company in Baldwin Park, Los Angeles County, at locations described in the applications:

<u>Applica- tion No.</u>	<u>Crossing</u>	<u>Authorized Work</u>	<u>Width of Crossing Shall Not be Less Than</u>	<u>Crossing Protection (G.O. No. 75-B)</u>
51580	Ramona Blvd. No. BBP-501.1	Construct Grade Crossing	84 feet	Six Standard No. 8 Flashing light signals with automatic gates.
51580	Ramona Blvd. No. 6T-17.86-C	Close upon con- structing Cross- ing No. BBP-501.1	-	-
52240	Stewart Ave. No. BBO-500.3	Construct Grade Crossing	40 feet	Two Standard No. 1 Crossing Signs, reflec- torized.
52241	Merced Ave. No. BBO-500.0 (Formerly No. 6T-16.79)	Relocate Grade Crossing	64 feet	Two Standard No. 1 Crossing Signs, reflec- torized.
52241	La Rica Ave. No. BBO-500.4 (Formerly No. 6T-17.21)	Relocate Grade Crossing	40 feet	Two Standard No. 1 Crossing Signs, reflec- torized.
52556	Ramona Blvd. No. BBO-500.45	Construct Grade Crossing	42 feet	Two Standard No. 1 Crossing Signs, reflec- torized.
52556	Baldwin Park Blvd. No. BBO-500.5 (Formerly No. 6T-17.30)	Widen Grade Crossing	80 feet	Two Standard No. 1 Crossing Signs, reflec- torized.
52556	Robin Way No. BBO-500.6	Construct Grade Crossing	64 feet	Two Standard No. 1 Crossing Signs, reflec- torized.
52556	Maine Ave. No. BBO-500.3 (Formerly No. 6T-17.57)	Widen Grade Crossing	58 feet	Two Standard No. 1 Crossing Signs, reflec- torized.
52556	Bogart Ave. No. BBO-501.0 (Formerly No. 6T-17.74)	Widen Grade Crossing	40 feet	Two Standard No. 1 Crossing Signs, reflec- torized.

Grades of approach shall not be greater than three percent.

Construction expense of the crossings 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 crossings outside of lines two feet outside of rails shall be borne by applicant. Southern Pacific Transportation Company shall bear maintenance cost of the crossings between such lines. Installation cost of the automatic crossing protection shall be borne by the applicant. Maintenance cost of the automatic protection shall be borne equally by the applicant and the railroad.

The crossings shall not be opened to public use until after the protection ordered herein is installed. No obstructions shall be placed or remain near the crossing signs and flashing light signals which will impair the motorists' view. At present part of the Baldwin Branch Line is not in operation and is being considered for abandonment. In the event this line is put back in operation then the grade crossings authorized to be constructed or altered in this order shall be protected by flashing light signals (General Order No. 75-B) augmented with automatic gates prior to train operation. Installation and maintenance cost of the automatic protection may be by agreement between the parties, or in the event the parties fail to agree, the cost may be apportioned by further order of the Commission.

Clearances shall conform to General Order No. 26-D. Within the area of the grade crossing construction, walkways for a distance of 6 feet from the rail on both sides of the track shall provide a reasonable regular surface with gradual slope not to exceed 1-inch vertical to 8-inch 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

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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 5th
day of OCTOBER, 1971.

[Signature]
Chairman
[Signature]
[Signature]
[Signature]
Commissioners

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