

Decision No. 85411

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the matter of the Application of  
SOUTHERN PACIFIC TRANSPORTATION COMPANY }  
for an order authorizing the construction }  
at grade of an industrial drill track in, }  
upon and across Industrial Way in the }  
City of Coachella, County of Riverside, }  
State of California. }

Application No. 56101  
(Filed December 2, 1975)

O P I N I O N

As part of the project for development of an industrial complex in the Coachella Industrial Park, the Southern Pacific Transportation Company (applicant) requests authority to construct an industrial drill track at grade across Industrial Way in the City of Coachella, Riverside County.

The City of Coachella is the lead agency for the project to develop the industrial complex pursuant to the Environmental Quality Act of 1970, as amended, and on May 20, 1975, the City Council of the City of Coachella approved the Final Environmental Impact Report for the project. The Environmental Impact Report concludes that the proposed industrial complex will "have no significant impact on the environment and is thus recommended." The report also notes that the proposed drill track will have almost no disruptive effect on vehicular traffic since most switching will be done at night.

The applicant also requests that the usual 20-day waiting period be waived and that interim protection be authorized as interested parties desire rail service as soon as possible.

Notice of the application was published in the Commission's Daily Calendar on December 3, 1975. No protests have been received. A public hearing is not necessary.

### F I N D I N G S

After consideration, the Commission finds:

1. The proposed construction will provide rail service to a newly developing industrial complex in the City of Coachella.
2. Applicant should be authorized to construct an industrial drill track, at grade, across Industrial Way in the City of Coachella, Riverside County, at the location and substantially as shown by Southern Pacific Transportation Company, Los Angeles Division Drawing B-6149, Sheet 2, Revised December 10, 1975.
3. Costs of constructing the crossing should be borne by the applicant.
4. Installation and maintenance costs of the automatic protection should be borne by the applicant.
5. Dimensions, configurations, clearances and walkways should be substantially in accordance with the railroad's revised plan and comply with applicable rules and general orders of the Commission.
6. The industries to be served in the industrial complex desire rail service at the earliest possible date; therefore, the usual 20-day waiting period should be waived.
7. Since the industries to be served desire rail service at the earliest possible date, interim protection by two Standard No. 1-R crossing signs (General Order No. 75-C) should be authorized.
8. The Commission has considered the City of Coachella's Environmental Impact Report and finds with reasonable certainty that this project will not have a significant effect on the environment.

C O N C L U S I O N S

On the basis of the foregoing findings, we conclude that the application should be granted as set forth in the following order:

O R D E R

IT IS ORDERED that:

1. The Southern Pacific Transportation Company is authorized to construct an industrial drill track, at grade, across Industrial Way in the City of Coachella, Riverside County, at the location and substantially as shown by Southern Pacific Transportation Company, Los Angeles Division Drawing No. B-6149, Sheet 2, Revised December 10, 1975, to be identified as Crossing No. B-615.69-C.

2. Construction of the crossing shall be equal or superior to Standard No. 1 (General Order No. 72-B). Width of the crossing shall be not less than 48 feet, with tops of rails flush with the street.

3. Clearances shall conform to General Order No. 26-D. Walkways shall conform to General Order No. 118.

4. Protection at the crossing shall be two Standard No. 8-A automatic signals (General Order No. 75-C).

5. Construction expense of the crossing and installation cost of the automatic protection shall be borne by the applicant.

6. Maintenance of the crossing shall be in accordance with General Order No. 72-B. Maintenance cost of the automatic protection shall be borne by the applicant.

7. For a period not to exceed one year from the date of this order, protection at the crossing may be two Standard No. 1-R signs (General Order No. 75-C) and no on-rail vehicle shall be operated over said crossing unless it shall first be brought to a stop and traffic on the street protected by a member of the crew or other competent employee of the railroad acting as a flagman.

Written instructions shall be issued by the railroad to trainmen operating over said crossing, to comply with said flagging instructions. A copy of said instructions shall be filed with the Commission within thirty days after installation of said crossing. Flagging procedures outlined herein shall remain in full force until the automatic protection required herein is installed.


8. Within thirty days after completion pursuant to this order, applicant shall so advise the Commission in writing.

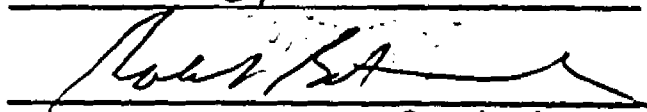
This authorization shall expire if not exercised within one year unless time be extended or if the above conditions are not complied with. Authorization may be revoked or modified if public convenience, necessity or safety so require.

The effective date of this order is the date hereof.

Dated at San Francisco, California, this 3<sup>rd</sup> day of FEBRUARY, 1976.

  
President

  
Commissioners

  
Commissioners

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