

Decision No. 17840.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the matter of the application of the City of Los Angeles and The Pacific Electric Railway Company for an order authorizing the construction of an elevated structure to carry the tracks of the Sawtelle Line of said railway across the intersection thereof with Pico Boulevard and Tremaine Avenue and Longwood Avenue, so as to separate the grades of said railway from said streets.

ORIGINAL

Application No. 13,403.

BY THE COMMISSION:

ORDER

The City of Los Angeles and the Pacific Electric Railway Company, a corporation, filed the above entitled application with the Commission on the 21st day of December, 1926, asking for authority to construct an elevated structure to carry the tracks of the Sawtelle Line of the Pacific Electric Railway Company over Pico Boulevard, Tremaine Avenue and Longwood Avenue, as hereinafter set forth and in accordance with an agreement entered into on December 15, 1926, by the said parties to this application.

The application recites that the double track Sawtelle Line of Pacific Electric Railway Company crosses Pico Boulevard, an east and west thoroughfare, at an angle of approximately 35 degrees and on about four foot fill; that the railway right-of-way

westerly from Pico Boulevard is paralleled on each side by San Vicente Boulevard; that approximately 430 feet westerly from the center line of said crossing of Pico Boulevard, Tremaine Avenue, a north and south street, intersects the north and south roadways of San Vicente Boulevard at an angle of 90 degrees; that 357 feet westerly of Tremaine Avenue, Longwood Avenue likewise intersects San Vicente Boulevard in a similar manner. The application further states that Tremaine Avenue and Longwood Avenue have never been opened across the railroad right-of-way; that easterly of Pico Boulevard the railway is on an ascending grade; that westerly of Pico Avenue to Longwood Avenue it is on a level grade and westerly of Longwood Avenue on an ascending grade; that the topography of the land in this vicinity is favorable to the elevation of said railway line on a continuous structure, so as to establish grade separations with Pico Boulevard, Tremaine Avenue and Longwood Avenue. Applicants propose a steel structure over Pico Boulevard and a concrete structure westerly from the steel structure to and across Longwood Avenue.

It appears that vehicular traffic over said Pico Boulevard at this location is very heavy and that public convenience and necessity require that the grades of said railway line and Pico Boulevard be separated, and that this improvement will make possible the opening of Tremaine Avenue and Longwood Avenue across the railroad without the creation of the usual crossing hazard.

Applicants have agreed on an apportionment of costs whereby said Pacific Electric Railway Company will pay One hundred and thirty-five thousand dollars (\$135,000.) or ten thousand dollars (\$10,000.) less than fifty (50) per cent of the estimated cost of Two hundred and ninety thousand dollars (\$290,000.) for the

structures and the City of Los Angeles will pay One hundred and fifty-five thousand dollars (\$155,000.), the remainder of said total estimated cost. In any event the City of Los Angeles is to pay the sum of Twenty thousand dollars (\$20,000.) more than the amount paid by Pacific Electric Company. Applicants have agreed to each doing certain portions of the work as set forth in the agreement, copy of which is attached to the application. It appears to the Commission that this is not a case in which a public hearing is necessary, that the application should be granted and said agreement approved, therefore,

IT IS HEREBY ORDERED, that the City of Los Angeles and Pacific Electric Railway Company be and they are hereby authorized to construct an elevated structure to carry the tracks of the double track Sawtelle Line of said railway across the intersection thereof with Pico Boulevard, Tremaine Avenue and Longwood Avenue, and to open the last two named streets across the right-of-way of said railway company, so as to separate the grades of said railway and said streets, all in accordance with the plans (Drawing S.E. 1102) attached to the application and with that certain agreement entered into by said applicants on December 15, 1926, copy of which is attached to the application and which is hereby approved. Said improvements shall be constructed subject to the following conditions:

(1) Said elevated structures shall be constructed with clearances conforming to provisions of this Commission's General Order 26-A.

(2) Applicant, Pacific Electric Railway Company shall, within ninety (90) days from the date hereof, file with this Commission a certified copy duly executed of the above mentioned agreement between the interested parties relative to division of cost of construction and maintenance of said elevated structures.

(3) Applicants shall, before commencement of construction, file with this Commission, for its approval, a complete set of detail plans of the proposed grade separation.

(4) Applicants shall, within thirty (30) days thereafter, notify this Commission, in writing, of the completion of the installation of said crossings.

(5) If said crossings shall not have been installed within one year from the date of this order, the authorization herein granted shall then lapse and become void, unless further time is granted by subsequent order.

(6) The Commission reserves the right to make such further orders relative to the location, construction, operation, maintenance and protection of said overhead crossings as to it may seem right and proper and to revoke its permission if, in its judgment, the public convenience and necessity demand such action.

For all other purposes, the effective date of this order shall be twenty (20) days from and after the date hereof.

Dated at San Francisco, California, this 5th day of

January, 1927.

H. B. Brundage
A. Seaver
Edwin Scott
Leon Whitell
Thos. D. Rowlett

Commissioners.