

Decision No. 19840

## BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of )  
 the COUNTY OF RIVERSIDE for the )  
 Installation of a Grade Crossing )  
 over the Main Tracks of the Pacific )  
 Electric Railway Company at a point )  
 in the vicinity of the intersection )  
 of East Sixth St. and the north- )  
 easterly city limits of the City )  
 of Corona. )

APPLICATION NO. 14580

ORIGINAL

BY THE COMMISSION:

O R D E R

The Board of Supervisors of the County of Riverside, State of California, filed the above entitled application with this Commission on the 7th day of April, 1928, asking for authority to construct a public road known as East Sixth Street at grade across the track of Pacific Electric Railway Company, in the vicinity of the City of Corona, as hereinafter set forth. Said Pacific Electric Railway Company has signified by letter that it has no objection to the construction of said crossing at grade, and it appears to this Commission that the present proceeding is not one in which a public hearing is necessary; that it is neither reasonable nor practicable at this time to provide a grade separation or to avoid a grade crossing with said track at the point mentioned in this application, and that this application should be granted, subject to the conditions hereinafter specified, therefore

IT IS HEREBY ORDERED that permission and authority be and it is hereby granted to the Board of Supervisors of the County of Riverside, State of California, to construct East Sixth Street at grade across the track of Pacific Electric Railway Company at the location hereinafter particularly described and as shown by the maps (Exhibit "A" and "B") attached to the application.

#### Description of Crossing

Beginning at the intersection of the center line of East Sixth Street and the northeasterly city limits of Corona as shown on Map of the Rimpan Tract as recorded in Book 9 of Maps at page 36 thereof, Records of Riverside County, California.

Thence south 89 deg. 57' west along the center line of East Sixth St. Extension, 430.35 ft. Thence south 85 deg. 16' east along the center line of East Sixth St. Extension, 1372.95 ft. Thence north 4 deg. 44' east 105 ft. to the true point of beginning of this description, said point being at the end of a curve on the northerly line of the 80 ft. right of way of the Pacific Electric Railway, opposite center line Engineer's Station 2325-29.07. Thence westerly along the northerly line of the right of way of the Pacific Electric Railway on a curve to the right concave to the north having a radius of 1869.86 ft. for an arc distance of 296.98 ft.; the chord to said curve bears north 80 deg. 43' west, 296.67 ft. and subtends a central angle of 9 deg. 06'.

Thence southwesterly on a curve to the left concave to the south, having a radius of 1025 ft. for an arc distance of 138.15 ft. the chord to said curve bears south 77 deg. 49' 20" west, 138.04 ft. and subtends a central angle of 7 deg. 43' 20". Thence southwesterly on a curve to the right concave to the north having a radius of 975 ft. for an arc distance of 28.36 ft. the chord to said curve bears south 74 deg. 47' 40" west, 28.35 ft. and subtends a central angle of 1 deg. 40'. Thence southeasterly along the southerly line of the right of way of the Pacific Electric Railway on a curve to the left concave to the north having a radius of 1949.86 ft. for an arc distance of 95.48 ft.; the chord to said curve bears south 73 deg. 11' 30" east, 95.46 ft. and subtends a central angle of 2 deg. 48' 20".

Thence easterly on a curve to the right having a radius of 275 ft. for an arc distance of 201.57 ft. the chord to said curve bears north 85 deg. 52' 20" east, 300.38 ft. and subtends a central angle of 17 deg. 43' 20". Thence south 85 deg. 16' east 64.24 ft. to the true point of beginning of this description.

The above crossing shall be identified as Crossing No. 6W-12.90.

Said crossing shall be constructed subject to the following conditions and not otherwise:

(1) The entire expense of constructing the crossing shall be borne by applicant. The cost of maintenance of that portion of said crossing outside of lines two (2) feet outside of the outside rails shall be borne by applicant. The maintenance of that portion of the crossing between lines two (2) feet outside of the outside rails shall be borne by Pacific Electric Railway Company.

(2) The crossing shall be constructed of a width not less than twenty-four (24) feet and at an angle of thirty (30) degrees to the railroad and with grades of approach not greater than two (2) per cent; shall be constructed substantially in accordance with Standard No. 2 as specified in General Order No. 72 of this Commission; shall be protected by a Standard No. 1 crossing sign, as specified in General Order No. 75 of this Commission, and shall in every way be made safe for the passage thereon of vehicles and other road traffic.

(3) A Standard No. 3 wigwag, as specified in General Order No. 75 of this Commission, shall be installed for the protection of said crossing. Cost of installation shall be borne, by agreement, seventy-five per cent (75%) by applicant and twenty-five per cent (25%) by Pacific Electric Railway Company. Cost of maintenance shall be borne by Pacific Electric Railway Company.

