

Decision No. 19932

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 Line Tracks of the Union  
 Pacific Railroad Company in the  
 vicinity of the point of intersection  
 of Pedley Street with said railroad.

APPLICATION NO. 14581

BY THE COMMISSION:

**ORIGINAL**

ORDER

The Board of Supervisors of the County of Riverside, State of California, filed the above entitled application with this Commission on the 6th day of April, 1928, asking for authority to construct a public road known as Pedley Street at grade across the track of Los Angeles & Salt Lake Railroad Company in the County of Riverside as hereinafter set forth. Said Los Angeles & Salt Lake Railroad 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 Pedley Street at grade across the track of the Los Angeles & Salt Lake Railroad Company at the location hereinafter particularly described and as shown by the maps (Exhibits "A" and "B") attached to the application.

Description of Crossing

Beginning at the northwest corner of Lot 104 of Fairhaven Farms Subdivision as recorded in Book 6, of maps, at page 2 thereof, records of Riverside County, California, said point being on the northeasterly line of the 100 ft. right of way of the Union Pacific Railroad.

Thence south  $89^{\circ} 48' 15''$  west, along the southerly line of Pedley Street as shown on above described map, 103.85 ft. to the northeast corner of Lot 105 of said Fairhaven Farms Subdivision, said point being on the southwesterly right of way line of the Union Pacific Railroad.

Thence north  $15^{\circ} 49' 40''$  east, along the southwesterly line of the Union Pacific Railroad right of way 51.91 ft. Thence north  $99^{\circ} 47' 15''$  east along the northerly line of Pedley Street, 103.85 ft. to a point on the northeasterly line of the Union Pacific Railroad right of way. Thence south  $15^{\circ} 49' 40''$  east along the Union Pacific Railroad right of way line 51.91 ft. to the point of beginning.

The above crossing shall be identified as Crossing No. 3-49.1.

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 the Los Angeles & Salt Lake Railroad Company.

(2) The crossing shall be constructed of a width not less than twenty-four (24) feet and at an angle of seventy-five (75) degrees to the railroad and with grades of approach not greater than five (5) 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 and maintained for the protection of said crossing. The cost of installation shall be borne by applicant. The cost of maintenance shall be borne by the Los Angeles & Salt Lake Railroad Company.

(4) If and when said crossing No. 3-49.1, herein authorized, is constructed and opened to public use and travel, the existing grade crossing No. 3-49.0, located approximately five hundred (500) feet north of the said crossing authorized herein, shall be legally abandoned and effectively closed to public use and travel.

(5) Applicant shall, within thirty (30) days thereafter, notify this Commission, in writing, of the completion of the installation of said crossing.

(6) If said crossing 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.

(7) The Commission reserves the right to make such further orders relative to the location, construction, operation, maintenance and protection of said crossing, 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.

The authority herein granted shall become effective on the date hereof.

Dated at San Francisco, California, this 26<sup>th</sup> day of June, 1928.

Leon Whitwell

A. C. Seaver

Thomas D. Lott

M. A. Cunn

Commissioners