

Decision No. 24556

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application
of COUNTY OF LOS ANGELES and
CITY OF LOS ANGELES for separation
of grades of Vermont Avenue over
Pacific Electric Railway Company
right of way.

APPLICATION NO. 17875

BY THE COMMISSION:

ORIGINAL

ORDER

The City Council of the City of Los Angeles and the Board of Supervisors of the County of Los Angeles, on December 22, 1931, applied for authority to construct a public highway known as Vermont Avenue, at separated grades over the Garden-San Pedro Branch Line track of Pacific Electric Railway Company in the City of Los Angeles, County of Los Angeles, State of California.

The County of Los Angeles, by letter dated February 20, 1932, advised that due to the general financial situation, applicants and the Pacific Electric Railway Company were not in a position to finance the reinforced concrete structure originally planned, and filed an amended plan providing for a creosoted wooden structure in lieu thereof. The County of Los Angeles further advised that the amended plan has been approved by the Pacific Electric Railway Company, and that the matter of apportionment of cost of constructing said overhead crossing has been agreed upon, and an agreement covering same is now in the process of execution.

It appearing that a public hearing is not necessary herein; that it is in the interest of public convenience and necessity that the overgrade crossing be constructed, and that the application should be granted, subject to certain conditions,

IT IS HEREBY ORDERED that the City Council of the City of Los Angeles and the Board of Supervisors of the County of Los Angeles are hereby authorized to construct a public highway known as Vermont Avenue, at separated grades over the Gardena-San Pedro Branch Line of Pacific Electric Railway Company, in the City of Los Angeles, County of Los Angeles, State of California, at the location more particularly described in the application and substantially in accordance with and as shown by the amended plan filed with the Commission on February 20, 1932, subject to the following conditions:

- (1) The above crossing shall be identified as Crossing No. 6RC-20.77-A.
- (2) The entire expense of constructing and thereafter maintaining the crossing in good and first-class condition for safe and convenient use of the public shall be borne in accordance with the terms of an agreement to be hereinafter entered into by the interested parties, a certified copy of which shall be filed with this Commission, for its approval, within ninety (90) days from the date hereof. Should said agreement not be filed within the above time, and further time not be granted by subsequent order, said costs will be apportioned by supplemental order herein.
- (3) Applicants shall file, within ninety (90) days from the date hereof and prior to the commencement of construction, a set of plans for said crossing, showing the proposed separation in plan and elevation, together with roadway widths, approach grades, clearances, drainage and lighting facilities, which plans shall have been approved by Pacific Electric Railway Company.
- (4) Said crossing shall be constructed with clearances conforming to the provisions of our General Order No. 26-C.
- (5) Applicant shall, within thirty (30) days thereafter, notify this Commission, in writing, of the completion of the installation of said crossing, and of its compliance with the conditions hereof.

(6) The authorization herein granted shall lapse and become void, if not exercised within one (1) year from the date hereof, unless further time is granted by subsequent order.

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

Dated at San Francisco, California, this 7th day of March, 1932.

C. J. Seamy

Leon Whiteley

M. J. Lane

W. B. Harris

Frederic G. Stebbins

Commissioners.