

Decision No. 10862.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

ORIGINAL

In the matter of the application  
of the Board of Supervisors of the  
County of Los Angeles, State of  
California, for permission to con-  
struct a public road at grade across  
the track of Los Angeles and Salt  
Lake Railroad Company at Otis Avenue. )

Application No. 8040.

BY THE COMMISSION:

O R D E R

The Board of Supervisors of the County of Los Angeles, State of California, having on July 12, 1922, filed with the Commission an application for permission to construct a public road at grade across the track of Los Angeles and Salt Lake Railroad Company, hereinafter called the Railroad, in said County, as hereinafter indicated, and it appearing to the Commission that this is not a case in which a public hearing is necessary; that the Railroad has signified by letter that it has no objection to the construction of said crossing at grade, and it further appearing that it is not reasonable nor practicable to avoid a grade crossing with said track, and that the application should be granted subject to the conditions hereinafter specified,

IT IS HEREBY ORDERED, that permission be and it is hereby granted the Board of Supervisors of the County of Los Angeles, State of California, to construct a road at grade across the track of the

Railroad described as follows, to-wit:

A strip of land fifty feet wide, being that portion of the Los Angeles and Salt Lake Railroad Company's right of way (San Pedro Branch) as shown on map of Tract No. 349, recorded in Book 14, pages 194 and 195 of Maps, Records of Los Angeles County, bounded as follows:

Beginning at the intersection of the northeasterly line of said right of way with the southerly prolongation of the westerly line of Otis Avenue (formerly Otis Street) as shown on said map of Tract No. 349; thence southeasterly along said northeasterly line to the southerly prolongation of the easterly line of said Otis Avenue; thence southerly along said last mentioned southerly prolongation to the southwesterly line of said right of way; thence northwesterly along said southwesterly line to the aforesaid southerly prolongation of the westerly line of Otis Avenue; thence northerly in a direct line to the point of beginning.

all of the above as shown on the map attached to the application, said crossing to be constructed subject to the following conditions, viz:

(1) The entire expense of constructing the crossing shall be borne by the applicant. The cost of its maintenance up to a line two (2) feet outside the rails shall be borne by the applicant. The maintenance of that portion of the crossing between the rails and two (2) feet outside thereof shall be borne by the Railroad.

(2) The crossing shall be constructed of a width not less than twentyfour (24) feet and at an angle of fifty three (53) degrees to the railroad and with grade of approach not greater than four (4) per cent; shall be protected by a suitable crossing sign and shall in every way be made safe for the passage thereon of vehicles and other road traffic.

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

(4) The authorization herein granted for the installation of said crossing will lapse and become void one year from the date of

this order unless further time is granted by subsequent order.

(5) 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.

Dated at San Francisco, California, this 15<sup>th</sup> day of August, 1922.

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*Dwight Martin*  
*Charles A. Rogers*  
*J. B. ...*  
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Commissioners.