

Decision No. 26855.

ORIGINAL

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the Matter of the Application of the City of Culver City, California, for an order granting permission to alter and relocate by widening the same, that certain grade crossing situated at the intersection of Culver Boulevard with Washington Boulevard, in Culver City, Los Angeles County.

Application No. 19283.

In the Matter of the Application of the City of Culver City, California, for an order granting permission to construct a crossing at grade over the tracks of the Del Rey-Redondo Line of the Pacific Electric Railway Company, leading from the south side of Culver Boulevard, at foot of Duquesne Avenue, to the north side of said Culver Boulevard, in the City of Culver City, California.

Application No. 19314.

BY THE COMMISSION:

O R D E R

The City of Culver City, on January 27, 1934, filed with this Commission its application (Application No. 19283), and on February 2, 1934, filed an amendment thereto, asking permission to alter, relocate and widen the grade crossing of Pacific Electric Railway Company's Del Rey-Redondo Line at the intersection of Culver Boulevard and Washington Boulevard in said city.

On February 15, 1934, said city filed its application (Application No. 19314), asking for authority to construct Duquesne Street at grade across the Del Rey-Redondo Line of Pacific Electric

Railway Company.

The proposed Daquesne Street crossing is located approximately 500 feet south of the Culver Boulevard-Washington Boulevard crossing and it appears proper to consider them jointly.

The railroad involved is a double track line which runs in a northeasterly and southwesterly direction through the business district of Culver City. The railroad right-of-way divides Culver Boulevard into two portions which parallel the railroad on each side. Washington Boulevard, an important artery between Los Angeles and the west beaches, crosses at grade both Culver Boulevard and the railroad tracks at an acute angle in the heart of the business district of Culver City. This intersection of the two highways with the railroad presents a hazardous situation and it is proposed to lengthen the crossing over the railroad and install in the center thereof on the track area an elongated raised island so as to effectively separate the traffic in each direction. An additional triangular island is proposed on each side of the Culver Boulevard crossing for the purpose of developing definite traffic lanes in approaching the crossing. In these islands it is planned to install No. 4 upper-quadrant wigwag signals; also traffic stripes are to be painted on the pavement to further aid the direction of traffic to its proper lanes.

The proposed Daquesne Street crossing will cross the railroad at right angles. It is planned to widen Daquesne Street and extend it to connect with improved streets in the City of Los Angeles, thereby developing a through artery from Los Angeles to San Fernando Avenue. This highway, when completed, will be practically at right angles to the traffic arteries to the beaches. The City Hall and Fire and Police Departments of the city are located at the intersection of Daquesne Street and Culver Boulevard and applicant contends that the

opening of this crossing is necessary to expedite the movements of the Fire Department. It is agreeable to the parties that the crossing be protected by two center of the street No. 4 Standard Upper-quadrant Wigwag Signals.

The improvements contemplated at these two crossings involve raising of the tracks not only at the crossings but also between them and the tapering off of the grades at both ends.

Applicant proposes to bear the entire expense of the two projects, including the track raising, crossing protection and traffic islands. An agreement has been reached between applicant and the railroad whereby all work possible will be actually performed by city workers, including the track raising. The work is to be done under the supervision of the railroad. Applicant proposes to pay for the work with Federal funds and requests that the Commission in its order direct the city to perform the work on the railroad company's right of way under the direction of the railroad.

Pacific Electric Railway Company, on February 14th and 19th, 1934, advised the Commission that it is agreeable to the granting of these applications.

It appearing that a public hearing is not necessary herein; that it is neither reasonable nor practicable at this time to provide grade separations or to avoid grade crossings with said tracks at the points mentioned; and that the applications should be granted,

IT IS HEREBY ORDERED:

I. That permission and authority be and the same is hereby granted to the City of Culver City, County of Los Angeles, California;

A. To alter, relocate and widen the crossing at grade of Washington Boulevard, at the intersection of Culver Boulevard, across the double track Del Rey-Redondo Line of Pacific Electric Railway

Company in said city at the location more particularly as shown by the map (Exhibit "A") attached to Application No. 19283, and designated as Crossing No. 6F-9.51 in the records of this Commission, subject, however, to the following conditions:

- (1) The entire expense of altering, relocating and widening 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. No portion of the cost herein assessed to applicant for the construction or maintenance of said crossing shall be assessed by applicant in any manner whatsoever to the operative property of Pacific Electric Railway Company.
- (2) Said crossing shall be in plan substantially as outlined in the report prefacing this order and the crossing shall be of a type substantially as shown by Standard No. 4 in our General Order No. 72.
- (3) Two Standard No. 4 automatic wigwags shall be installed for the protection of said crossing. Said wigwags shall be located in the traffic islands on each side of the crossing. The entire expense of constructing said protection shall be borne by applicant and its maintenance thereafter shall be borne by Pacific Electric Railway Company.

B. To construct Duquesne Street at grade across the Del Rey-Redondo Line of Pacific Electric Railway Company in said city at the location as shown on the map attached to Application No. 19314, subject, however, to the following conditions:

- (1) The above crossing shall be identified as Crossing No. 6F-9.65.
- (2) 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. No portion of the cost herein assessed to applicant for the construction or maintenance of said crossing shall be assessed by applicant in any manner whatsoever to the operative property of Pacific Electric Railway Company.

- (3) The crossing shall be constructed of a width of not less than sixty (60) feet and at an angle of approximately ninety (90) degrees to the railroad and with grades of approach not greater than four (4) per cent, and shall be constructed substantially in accordance with the type shown as Standard No. 4 in our General Order No. 72.
- (4) Two Standard No. 4 automatic wigwags shall be installed and maintained for the protection of said crossing. The cost of construction of said wigwags shall be borne by applicant and their maintenance thereafter shall be borne by Pacific Electric Railway Company.

II. That the authority herein granted to construct and reconstruct said crossings is subject to the following further conditions:

- (1) The cost of all track raising necessary to conform to the final elevations of said crossings shall be borne by applicant. The actual work of raising said tracks may be performed by applicant's forces but under the direct supervision of the Pacific Electric Railway Company.
- (2) Applicant shall file, within ninety (90) days from the date hereof, a plan or plans showing in detail location of traffic lanes, traffic islands, protective devices at said crossings and track changes for the approval of the Commission.
- (3) Applicant shall, within thirty (30) days thereafter, notify this Commission, in writing, of the completion of the installation of said crossings and of its compliance with the conditions hereof.
- (4) 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.
- (5) The Commission reserves the right to make such further orders, relative to the location, construction, operation, maintenance and protection of said crossings, as to it may seem right and proper, and to revoke its permission if, in its judgment, public convenience and necessity demand such action.

The authority herein granted shall become effective on the

date hereof.

Dated at San Francisco, California, this 5<sup>th</sup> day  
of March, 1934.

C. Deane  
Leon Whiskey  
M. B. ...  
M. B. ...  
W. H. ...

Commissioners.