

Decision No. _____.

ORIGINAL

Decision No. 3798

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the matter of the appli-)
cation of SOUTHERN PACIFIC)
COMPANY for permission to)
construct a spur track at)
grade across University)
Avenue and Addison Street)
in the City of Berkeley,)
Alameda County, California.)
.....)

Application No. 2596.

By the Commission.

O R D E R.

SOUTHERN PACIFIC COMPANY, a corporation, having on October 13, 1916, filed with the Commission an application for permission to construct a spur track at grade across University Avenue and Addison Street in the City of Berkeley, Alameda County, California, as hereinafter indicated; and it appearing to the Commission that this is not a case in which a public hearing is necessary; that the necessary franchise or permit has been granted by the City of Berkeley for the construction of said crossings at grade; and it further appearing that it is not reasonable nor practicable to avoid grade crossings with said University Avenue and Addison Street; and that this application should be granted subject to the conditions hereinafter specified;

IT IS HEREBY ORDERED, That permission hereby be granted Southern Pacific Company to construct a spur track at grade across University Avenue and Addison Street in the City of Berkeley, Alameda County, California, described as follows;

1. Commencing at a point on the center line of the present track on Second Street, said point being 86 feet northerly from the northerly line

of Bristol Street; thence southerly along Second Street and parallel to the easterly side thereof a distance of 70 feet; thence curving to the left with a radius of 573.7 feet a distance of 90 feet; thence curving to the right with a radius of 573.7 feet, a distance of 90 feet to a point 9.5 feet westerly from the easterly line of Second Street and 102 feet southerly from the southerly line of Bristol Street; thence along Second Street and parallel to and distant 9.5 feet from the easterly line thereof and crossing University Avenue a distance of 818 feet to a point on the northerly line of Addison Street.

2. Commencing at a point of switch in above described track No. 1 distant 56 feet northerly from the northerly line of Bristol Street; thence southerly and curving to the right with a radius of 942.3 feet and crossing Bristol Street a distance of 150 feet; thence curving to the left with a radius of 573.7 feet a distance of 74 feet to a point 22.5 feet easterly from the westerly line of Second Street and 106 feet southerly from the southerly line of Bristol Street; thence southerly along Second Street parallel to and distant 22.5 feet easterly from the westerly side of Second Street and crossing University Avenue a distance of 814 feet to a point on the northerly line of Addison Street.

3. Commencing at a point of switch in above described track No. 1, said point of switch being 86 feet northerly from the northerly line of Bristol Street; thence southerly and curving to the right with a radius of 573.7 feet a distance of 128 feet; thence curving to the left with a radius of 573.7 feet a distance of 128 feet to a point 9.5 feet easterly from the westerly line of Second Street and 106 feet southerly from the southerly line of Bristol Street; thence southerly along Second Street parallel to and distant 9.5 feet from the westerly line of Second Street a distance of 314 feet to a point on the northerly line of University Avenue.

4. Commencing at a point of switch in above described track No. 2, said point of switch being 5 feet southerly from the northerly line of University Avenue; thence southerly and curving to the right with a radius of 942.3 feet a distance of 120 feet; thence curving to the left with a radius of 573.7 feet a distance of 65 feet to a point 9.5 feet easterly from the westerly line of Second Street and 91 feet southerly from the southerly line of University Avenue; thence southerly along Second Street parallel to and 9.5 feet distant from the westerly line thereof, a distance of 309 feet to a point on the northerly line of Addison Street.

5. Commencing at a point of switch in above described track No. 2, said point of switch being 90 feet northerly from the northerly line of University Avenue; thence southerly and curving to the left with a radius of 764.5 feet a distance of 134 feet; thence curving to the right with a radius of 764.5 feet a distance of 134 feet to a point of switch in above described track No. 1, said point of switch being 87 feet southerly from the southerly line of University Avenue.

All of the above as shown by the map attached to the application; said crossings to be constructed subject to the following conditions, viz.:

(1) The entire expense of constructing the crossings, together with the cost of their maintenance thereafter in good and first-class condition, for the safe and convenient use of the public, shall be borne by applicant.

(2) Said crossings shall be constructed of a width and type of construction to conform to those portions of University Avenue and Addison Street now graded, with grades of approach not exceeding four (4) per cent; shall be protected by suitable crossing signs; and shall in every way be made safe for the passage thereover of vehicles and other road traffic.

(3) 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, the public convenience and necessity demand such action.

Dated at San Francisco, California, this 18th day of October, 1916.

W. H. Overland

Edwin O. Edgerly
Frank R. Shinn

Commissioners.