

Decision No. 9370

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

-00-

In the matter of the Application of the County of Fresno in the State of California for permission to construct and maintain a public highway crossing at grade over the tracks of Southern Pacific Railroad at Jameson Avenue, Fresno County, California.

ORIGINAL

Application No. 6415

Roy C. Wakefield, for applicant
Frank B. Austin, for Southern
Pacific Company.

By the Commission:

O P I N I O N

The County of Fresno applies hereby for authority to construct Jameson Avenue across the tracks of Southern Pacific Company near Floyd.

A public hearing upon this application was held by Examiner Westover at Fresno.

It appears from the testimony that Jameson Avenue is a north and south road which is open from Belmont Avenue to the northerly boundary of the County. The County desires to open this road on the line between Sections 2 and 3, Township 14 South, Range 18 East, M.D.B. & M. from Belmont Avenue to Whites Bridge Avenue. Whites Bridge Avenue is an important paved county highway running east and west, and the purpose of opening Jameson Avenue is to give more convenient access to Whites Bridge Avenue from the territory to the north.

The proposed crossing of Jameson Avenue over the southern Pacific would be located 575 feet northerly from Whites Bridge Avenue, the crossing being at an angle of about 70° with the track. The railroad crosses Whites Bridge Avenue 1619 feet west

of the proposed crossing, at an angle of approximately 20° . North and south roads between Belmont Avenue and Whites Bridge Avenue are located one mile east and west respectively, of Jameson Avenue.

The territory adjacent to Jameson Avenue is under cultivation. There is at present but one house located on Jameson Avenue between Belmont Avenue and Whites Bridge Avenue and not more than four houses located adjacent to Jameson Avenue within one-half mile of Belmont Avenue to the north.

Most of the traffic for the territory served from Jameson Avenue is destined to and from Fresno and the principal advantage of constructing Jameson Avenue across the railroad, as proposed, would be to enable this traffic to reach the paved county highway. (Whites Bridge Avenue) without traveling easterly one mile, to Dickerson Avenue. It was shown that it would be possible to connect Jameson Avenue with Whites Bridge Avenue at a point 1619 feet west of the proposed crossing, by securing right of way and constructing a road on the northerly side of, and adjacent to the railroad right of way. This would require the construction of a bridge or culvert over an irrigation ditch about 12 feet wide located immediately west of Jameson Avenue, at an estimated cost of from \$ 800.00 to \$ 900.00. This proposed outlet of Jameson Avenue would require the major portion of the traffic to travel approximately 2700 feet greater distance than would be required were the crossing installed as requested in the application.

It was estimated that the cost of installing the crossing, as applied for, including the necessary moving of the automatic block signal semaphores, would be approximately \$ 1,000.00.

At the proposed crossing there would be a clear, open view in all directions and it was estimated there would be a traffic of 150 vehicles per day. The crossing would be over the main line of the

Southern Pacific which carries six passenger trains per day, at an average speed of fifty miles per hour. There are four regular freight trains per day, in addition to extra trains.

Considerable testimony was introduced to show that there was difficulty in selling the land adjacent to Jameson Avenue in sections 2 and 3, due to the fact that Jameson Avenue is not extended across the railroad to Whites Bridge Avenue.

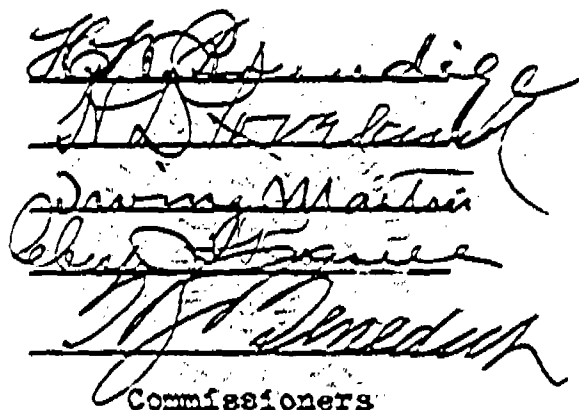
The evidence does not show sufficient public necessity and convenience to justify the creation at this time of the hazard to safety which would be incident to this crossing, in view of the fact that there is a crossing only 1619 feet west of the crossing applied for, and in view of the further fact that the major portions of the traffic that would use such crossing already have a feasible outlet over Belmont and Dickerson Avenues.

O R D E R

A public hearing having been held upon the above application, the matter having been submitted and ready for decision,

IT IS HEREBY ORDERED, that the application be and it is hereby denied.

Dated at San Francisco, this 16th day of August, 1921.


Commissioners