

ORIGINAL

Decision No. 72915

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of the SAN FRANCISCO BAY }
AREA RAPID TRANSIT DISTRICT for }
authority to construct its double }
track rapid transit rail line under }
The Atchison, Topeka and Santa Fe }
Railway Company's single track line }
in the vicinity of Cedar Street, City }
of Berkeley, California, by means of }
a grade separation. }

Application No. 49431
(Filed June 6, 1967)

O R D E R

The San Francisco Bay Area Rapid Transit District is hereby authorized to construct a crossing at separated grades of its double track rapid transit rail line under the track of The Atchison Topeka and Santa Fe Railway Company in the vicinity of Cedar Street near the existing Atchison, Topeka and Santa Fe Railway Company's Cedar Street grade Crossing No. 2K-7.51 in the City of Berkeley, County of Alameda, at the location and substantially as shown by plans (Exhibits A, B and C) attached to the application.

In connection with the foregoing construction of the double track rapid transit rail line, applicant desires to construct a temporary shoofly of the Santa Fe Railway track which will result in relocation of the Cedar Street Crossing No. 2K-7.51 and alteration of the Rose Street Crossing No. 2K-7.5. Applicant is hereby authorized to temporarily relocate the Cedar Street Grade Crossing No. 2K-7.51 approximately sixty-five feet easterly from its permanent location, and temporarily alter Rose Street Crossing No. 2K-7.5, in the City of Berkeley at the locations and substantially as shown by plan (Exhibit C) attached to the application. Protection at the temporarily relocated Cedar Street Crossing No. 2K-7.51 shall be by two Standard No. 8 crossing signals (General Order No. 75-B).

Protection at the temporarily altered Rose Street Crossing No. 2K-7.5 shall be by the Standard No. 3 automatic wig-wag signal presently in place. Width of each temporary crossing shall be not less than twenty-four feet and grades of approach not greater than six percent. Construction of each temporary crossing shall be equal or superior to Standard No. 2 of General Order No. 72.

Construction and maintenance expense shall be borne in accordance with an agreement entered into between the parties relative thereto or if they fail to agree, by further order of the Commission. Clearances and walkways adjacent to The Atchison, Topeka and Santa Fe Railway's track shall conform to the provisions of General Orders Nos. 26-D and 118 during construction and subsequent thereto.

Upon completion of the underpass structure, the temporary shoofly track shall be removed and each crossing restored to its permanent track alignment at Cedar Street Crossing No. 2K-7.51 and Rose Street Crossing No. 2K-7.5.

Within thirty days after completion pursuant to this order applicant shall so advise the Commission in writing. This authorization shall expire if not exercised within two years unless time be extended or if conditions are not complied with. The effective date of this order shall be twenty days after the date hereof.

Dated at San Francisco, California, this 15th day of AUGUST, 1967.

Commissioner Peter E. Mitchell, being necessarily absent, did not participate in the disposition of this proceeding.

William H. ... President
August
William ...
Paul P. ... Commissioners