



Office of the City Manager

CONSENT CALENDAR
July 23, 2024

To: Honorable Mayor and Members of the City Council

From: Dee Williams-Ridley, City Manager

Submitted by: Terrance Davis, Director, Department of Public Works

Subject: Amending the 1956 Maintenance Agreement with Caltrans to include new I-80 Gilman Interchange

RECOMMENDATION

Adopt a Resolution authorizing the City Manager to negotiate and execute an amendment to the 1956 Freeway Maintenance Agreement between the City and Caltrans to include new I- 80/Gilman Interchange facilities.

FINANCIAL IMPACTS OF RECOMMENDATION

The City will use the State Transportation Tax Fund (127) and Measure BB Local Streets and Roads Direct Local Distribution funds (Fund 134) received by the City from Alameda County Transportation Commission (ACTC) for maintenance of the shared use path on the new pedestrian overcrossing bridge as well as Gilman Street underneath the I-80 Freeway, including two new roundabouts at West Frontage Road and Eastshore Highway. Caltrans will be responsible for maintenance of the pedestrian overcrossing bridge structure and the freeway ramps up to the point of intersection with the roundabouts. The estimated annual maintenance cost to the City due to this amended agreement is \$85,000, which will begin in FY 2025 after construction is completed. FY 2025 maintenance funding will be added to the Transportation budget in the first amendment to the annual appropriations ordinance.

CURRENT SITUATION AND ITS EFFECTS

The City and Caltrans have a 1956 maintenance agreement covering the maintenance of I-80 Corridor within City's right of way between City's northern and southern limits (Attachment 3). The I-80 Gilman Interchange Improvement Project, a City strategic goal, is a project with the goal of improving safety and efficiency of all modes of transportation at the I-80/Gilman Interchange. Caltrans under project management of ACTC has started construction of the project which is anticipated to be completed by summer 2025. The improvements include two roundabouts at the intersection of Gilman Street with I-80 on-off ramps, a new pedestrian overcrossing bridge over I-80 to the south of Gilman Street, closing a gap in the Bay Trail, new low stress bicycle facilities connecting Codornices Creek Path to the Bay Trail and Tom Bates Sports Complex, safety improvements at Union Pacific railroad crossings at Gilman and at Camelia Streets, and a new traffic signal at the intersection of 4th Street and Gilman Street.

BACKGROUND

Gilman Interchange Project will improve vehicle, pedestrian, and bicycle operations at the Interstate 80 (I-80) / Gilman Street interchange in northwest Berkeley. The existing intersection controls, roadway geometry, and the high volumes of local and regional traffic on Gilman Street result in poor traffic operation and non-motorized access at and near the interchange. The proposed interchange project seeks to:

- Simplify and improve navigation and traffic operations on Gilman Street between the West Frontage Road and 2nd Street through the I-80 interchange so that congestion is reduced, queues are shortened, and merging and turning conflicts are minimized;
- Improve access for the bikes/pedestrians traveling between the Bay Trail and Northern Berkeley;
- Improve safety at Gilman Street intersections;
- Improve mobility in the Gilman Street corridor; and
- Create a gateway into North Berkeley.

ENVIRONMENTAL SUSTAINABILITY AND CLIMATE IMPACTS

Improving low stress pedestrian and bicycle access and safety for residents of Berkeley and adjacent communities encourages non-motorized access to the Tom Bates Sports Fields and the Bay Trail, improving the environment by reducing motorized traffic to these recreational destinations.

RATIONALE FOR RECOMMENDATION

The City already has a maintenance agreement with Caltrans which covers the maintenance responsibilities for the portion of I-80 Freeway within City of Berkeley. Since the project comprises of new facilities within the same corridor it makes sense to amend the existing agreement to include maintenance responsibilities for the new facilities.

ALTERNATIVE ACTIONS CONSIDERED

Since the project creates new infrastructure, a revision to the maintenance agreement is necessary since Caltrans requires an executed maintenance agreement before finalizing the project. This amendment is essential to ensure that all aspects of the new infrastructure, including their upkeep and long-term functionality, are comprehensively addressed. Failure to reach a consensus on the revised maintenance agreement could result in significant delays to the planned operations and services that the new facilities are intended to support.

CONTACT PERSON

Wahid Amiri, Deputy Director, Public Works 510-981-6396

Hamid Mostowfi, Transportation Division Manager 510-981-6403

Attachments:

- 1: Resolution - Amendment to the 1956 Freeway Maintenance Agreement
- 2: Amendment to the 1956 Freeway Maintenance Agreement
- 3: 1956 Freeway Maintenance Agreement

RESOLUTION NO. ##,###-N.S.

AMENDMENT TO THE 1956 FREEWAY AGREEMENT BETWEEN THE CITY OF BERKELEY AND THE STATE OF CALIFORNIA TO INCLUDE I-80 GILMAN INTERCHANGE AND PROPOSED PEDESTRIAN OVERCROSSING BRIDGE WITHIN THE STATE RIGHT-OF-WAY AT I-80 GILMAN INTERCHANGE

WHEREAS, the State of California and City entered into a Freeway Agreement in 1956 for Interstate Route 80 within the City between 0.35 mile north of Golden Gate Fields along Gilman Street and the south City Limits; and

WHEREAS, the construction of the I-80 Gilman Interchange Improvement Project, a City of Berkeley strategic goal, is expected to be completed by Caltrans in Summer 2025; and

WHEREAS, the City and Caltrans desire to amend the 1956 Freeway Maintenance Agreement to include the I-80/Gilman Interchange including a new pedestrian overcrossing bridge for shared use of bicyclists and pedestrians; and

WHEREAS, the amended agreement calls for maintenance of the pedestrian bridge structure by Caltrans, maintenance of the bicycle and pedestrian facilities on and above the bridge deck by the City, and maintenance of the project improvements on Gilman Street including two roundabouts on Gilman Streets on either side of I-80 Freeway by the City; and

WHEREAS, the amended agreement will be funded by the State Transportation Tax Fund 127 and Measure BB Local Streets and Roads Direct Local Distribution funds (Fund 134).

NOW THEREFORE, BE IT RESOLVED that the City Council authorizes the City Manager or her designee to negotiate and amend the 1956 Freeway Maintenance Agreement with Caltrans to include the proposed pedestrian bridge and designated improvements at the I-80 Gilman Interchange.

**MAINTENANCE AGREEMENT
FOR PEDESTRIAN OVERCROSSING AND
GILMAN STREET UNDERCROSSING
IN THE CITY OF BERKELEY**

THIS AGREEMENT is made effective this _____ day of _____, 20__, by and between the State of California, acting by and through the Department of Transportation, hereinafter referred to as “STATE” and the City of Berkeley; hereinafter referred to as “CITY” and collectively referred to as “PARTIES”.

SECTION I

RECITALS

1. WHEREAS, Cooperative Agreement Number 04-2719 was executed between STATE and Alameda County Transportation Commission (ACTC), not a party to this Agreement, to construct a pedestrian overcrossing (Br No. 33-0127) and reconfigure Gilman Street undercrossing on State Route (SR) 80, hereinafter referred to as “PROJECT”, and
2. WHEREAS, in accordance with the said agreement, it was agreed by STATE and ACTC that prior to PROJECT construction, a Maintenance Agreement within its jurisdictional boundaries will be executed, and
3. WHEREAS, the PARTIES hereto mutually desire to identify the maintenance responsibilities for improvements of PROJECT constructed under the Cooperative Agreement Number 04-2719, and
4. WHEREAS there is an existing Freeway Maintenance Agreement, 1956, with City of Berkeley; dated October 23rd, 1956. This agreement is to replace the Gilman Street undercrossing portion of the agreement.

NOW THEREFORE, IT IS AGREED AS FOLLOWS:

SECTION II

AGREEMENT

5. Exhibit A & B consist of plan drawings that delineate the areas within STATE right of way which are the responsibility of the CITY to maintain in accordance with this Maintenance Agreement.
6. If there is mutual agreement on the change in the maintenance duties between PARTIES, the PARTIES can revise Exhibit A & B by a mutual written execution of the exhibits.
7. CITY must obtain the necessary Encroachment Permits from STATE’s District 4 Encroachment Permit Office prior to entering STATE right of way to perform CITY maintenance responsibilities. This permit will be issued at no cost to CITY.

8. PEDESTRIAN OVERCROSSING (Bridge No. 33-0127)

- 8.1. STATE will maintain, at STATE expense, the entire structure of any STATE constructed pedestrian overcrossings of SR 80 below the deck and the structural integrity of the steel pipe arch rib superstructure.
- 8.2. CITY will maintain, at CITY expense, the deck and structural drainage system (and shall perform such work as may be necessary to ensure an impervious and/or otherwise suitable surface) and all portions of the structure above the bridge deck, including, but without limitation, lighting installations, chain link railing, as well as all traffic service facilities (sidewalks, signs, pavement markings, bridge rails, staircases etc.) that may be required for the benefit or control of pedestrian/bicycle traffic using that overcrossing.
- 8.3. CITY is responsible to keep all wall surfaces free of debris removal, dirt, and graffiti.
- 8.4. CITY will maintain the painted or exposed surfaces of the steel pipe rib arch superstructure. This includes all washing, cleaning, brushing, scraping, applying primer, and painting as required on steel surfaces to remove or protect against corrosion, abrasion, dirt, and debris.

9. VEHICULAR UNDERCROSSINGS

- 9.1. STATE will maintain the entire structure of all STATE-constructed vehicular undercrossings of STATE freeways except as hereinafter provided.
- 9.2. CITY will maintain the roadway sections, including the traveled way, shoulders, curbs, sidewalks, wall surfaces (including eliminating graffiti), drainage installations, lighting installations, and traffic service facilities that may be required for the benefit or control of traffic using that undercrossing. The maintenance of the wrought iron fence on the north side of Gilman Street undercrossing is excluded from the terms of this Agreement.
- 9.3. CITY will request STATE's District Encroachment Permit Engineer to issue the necessary Encroachment Permit for any proposed change in minimum vertical clearances between CITY roadway surface and the structure that results from modifications to the roadway (except when said modifications are made by STATE). If the planned modifications will result in a reduction in the minimum clearance within the traveled way, an estimate of the clearance reduction must be provided to STATE's Transportation Permit Engineer prior to starting work. Upon completion of that work, a vertical clearance diagram will be furnished to STATE's Transportation Permit Engineer that shows revised minimum clearances for all affected movements of traffic, both at the edges of the traveled way and at points of minimum clearance within the traveled way.

10. CURTAIN WALLS- CITY will maintain curtain walls on Gilman Street in their entirety.

11. LANDSCAPED AREAS - CITY is responsible for the maintenance of any plantings or other types of roadside development lying outside of the area reserved for exclusive freeway use.
12. BICYCLE PATHS/TRAILS - CITY will maintain, at CITY expense, a safe facility for bicycle/pedestrian travel along the entire length of the path/trail by providing sweeping and debris removal when necessary; and all signing, striping, and pavement markings required for the direction and operation of that non-motorized facility. CITY is solely responsible for all path/trail improvements, all fences, guard railing, drainage facilities, slope and structural adequacy of any path/trail located and constructed within STATE's right of way.
13. LOCAL ROADS (West Frontage Road and Eastshore Highway)

CITY, at CITY's expense, will be responsible for maintaining the portion of the West Frontage Road and Eastshore Highway located within STATE right of way, in their entirety.

14. LEGAL RELATIONS AND RESPONSIBILITIES

- 14.1. Nothing within the provisions of this Agreement is intended to create duties or obligations to or rights in third parties not parties to this Agreement or to affect the legal liability of a PARTY to the Agreement by imposing any standard of care with respect to the operation and maintenance of STATE highways and local facilities different from the standard of care imposed by law.
- 14.2. Neither CITY nor any officer or employee thereof is responsible for any injury, damage or liability occurring by reason of anything done or omitted to be done by, under or in connection with any work, authority or jurisdiction conferred upon STATE under this Agreement. It is understood and agreed that STATE shall fully defend, indemnify and save harmless CITY and all of their officers and employees from all claims, suits or actions of every name, kind and description brought forth under, including, but not limited to, tortious, contractual, inverse condemnation or other theories or assertions of liability occurring by reason of anything done or omitted to be done by STATE under this Agreement.
- 14.3. Neither STATE nor any officer or employee thereof is responsible for any injury, damage or liability occurring by reason of anything done or omitted to be done by CITY under or in connection with any work, authority or jurisdiction conferred upon CITY under this Agreement. It is understood and agreed that CITY shall fully defend, indemnify and save harmless STATE and all of its officers and employees from all claims, suits or actions of every name, kind and description brought forth under, including but not limited to, tortious, contractual, inverse condemnation or other theories or assertions of liability occurring by reason of anything done or omitted to be done by CITY under this Agreement.

15. PREVAILING WAGES:

- 15.1. Labor Code Compliance- If the work performed on this PROJECT is done under contract and falls within the Labor Code section 1720(a)(1) definition of a "public work" in that it

is construction, alteration, demolition, installation, or repair; or maintenance work under Labor Code section 1771. CITY must conform to the provisions of Labor Code sections 1720 through 1815, and all applicable provisions of California Code of Regulations found in Title 8, Chapter 8, Subchapter 3, Articles 1-7. CITY agrees to include prevailing wage requirements in its contracts for public work. Work performed by CITY'S own forces is exempt from the Labor Code's Prevailing Wage requirements.

- 15.2. Requirements in Subcontracts - CITY shall require its contractors to include prevailing wage requirements in all subcontracts funded by this Agreement when the work to be performed by the subcontractor is a "public work" as defined in Labor Code Section 1720(a)(1) and Labor Code Section 1771. Subcontracts shall include all prevailing wage requirements set forth in CITY's contracts

16. INSURANCE -

- 16.1. CITY is self-insured. CITY agrees to deliver evidence of self-insured coverage providing general liability insurance, coverage of bodily injury liability and property damage liability, naming STATE, its officers, agents and employees as the additional insured in an amount of \$1 million per occurrence and \$2 million in aggregate and \$5 million in excess. Coverage shall be evidenced by a certification of self-insurance letter ("Letter of Self-Insurance"), satisfactory to STATE, certifying that CITY meets the coverage requirements of this section. This Letter of Self-Insurance shall also identify the PROJECT location as depicted in EXHIBIT A. CITY shall deliver to STATE the Letter of Self-Insurance with a signed copy of this AGREEMENT. A copy of the executed Letter of Self-Insurance shall be attached hereto and incorporate as Exhibit C.

- 16.2. If the work performed under this AGREEMENT is done by CITY's contractor(s), CITY shall require its contractor(s) to maintain in force, during the term of this AGREEMENT, a policy of general liability insurance, including coverage of bodily injury liability and property damage liability, naming STATE, its officers, agents and employees as the additional insured in an amount of \$1 million per occurrence and \$2 million in aggregate and \$5 million in excess. Coverage shall be evidenced by a certificate of insurance in a form satisfactory to the STATE that shall be delivered to the STATE with a signed copy of this Agreement.

17. TERMINATION - This Agreement may be terminated by mutual written consent of PARTIES or by STATE for cause. CITY's failure to comply with the provisions of this Agreement may be grounds for a Notice of Termination by STATE.

18. TERM OF AGREEMENT - This Agreement shall become effective on the date first shown on its face sheet and shall remain in full force and effect until amended or terminated as set forth in Article 17 above.

PARTIES are empowered by Streets and Highways Code Section 114 and 130 to enter into this Agreement and have delegated to the undersigned the authority to execute this Agreement on behalf of the respective agencies and covenants to have followed all the necessary legal requirements to validly execute this Agreement.

IN WITNESS WHEREOF, the PARTIES hereto have set their hands and seals the day and year first above written.

THE CITY OF BERKELEY

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

By: _____
Mayor

Initiated and Approved

By: _____
City Manager

By: _____
LEAH BUDU Date
Deputy District Director
Maintenance District 4

ATTEST:

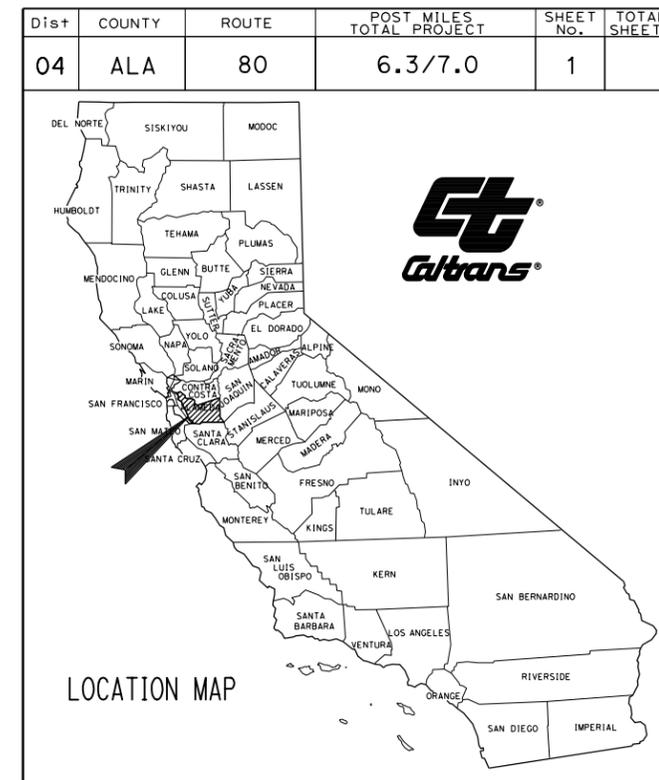
By: _____
City Clerk

By: _____
City Attorney

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE AGREEMENT WITH CITY OF BERKELEY
04-Ala 80 PM 6.3/7.0
IN ALAMEDA COUNTY
IN AND NEAR BERKELEY
FROM 0.6 MILE NORTH OF UNIVERSITY AVENUE OVERCROSSING
TO ABOUT 350 FEET WEST OF THE WEST FRONTAGE ROAD

EXHIBIT A



PROJECT LOCATION

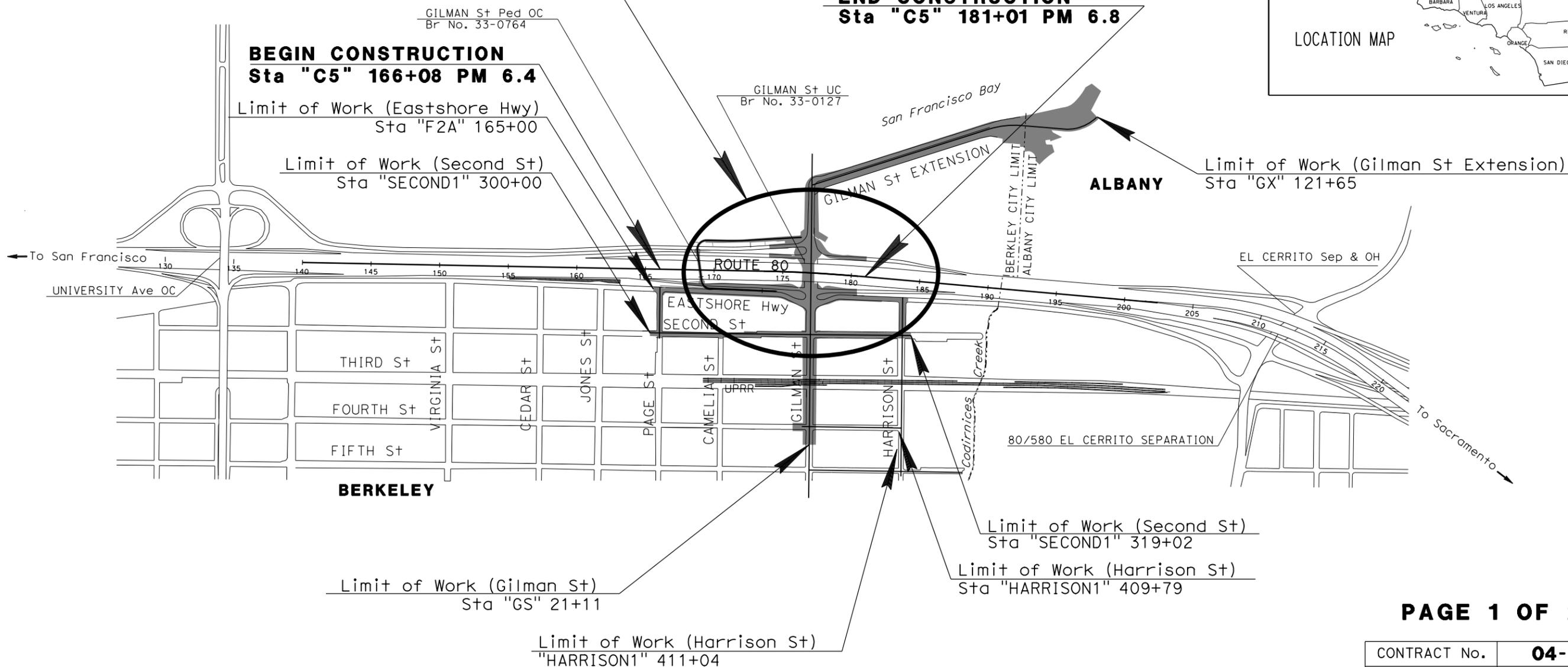
END CONSTRUCTION
Sta "C5" 181+01 PM 6.8

BEGIN CONSTRUCTION
Sta "C5" 166+08 PM 6.4

Limit of Work (Eastshore Hwy)
Sta "F2A" 165+00

Limit of Work (Second St)
Sta "SECOND1" 300+00

Limit of Work (Gilman St Extension)
Sta "GX" 121+65



PAGE 1 OF 2

CONTRACT No.	04-0A7714
PROJECT ID	042000287
CONTRACT No.	04-0A7724
PROJECT ID	042000288

THE CONTRACTOR SHALL POSSESS THE CLASS (OR CLASSES) OF LICENSE AS SPECIFIED IN THE "NOTICE TO BIDDERS."

NO SCALE



USERNAME => p0035390
DGN FILE => Maintenance Agreement - Exhibit A Location Map.dgn

APPROVED AS TO IMPACT ON STATE FACILITIES AND CONFORMANCE WITH APPLICABLE STATE STANDARDS AND PRACTICES AND THAT TECHNICAL OVERSIGHT WAS PERFORMED.

DATE SIGNED

LICENSE Exp DATE

REGISTRATION No.

CALTRANS DESIGN OVERSIGHT APPROVAL

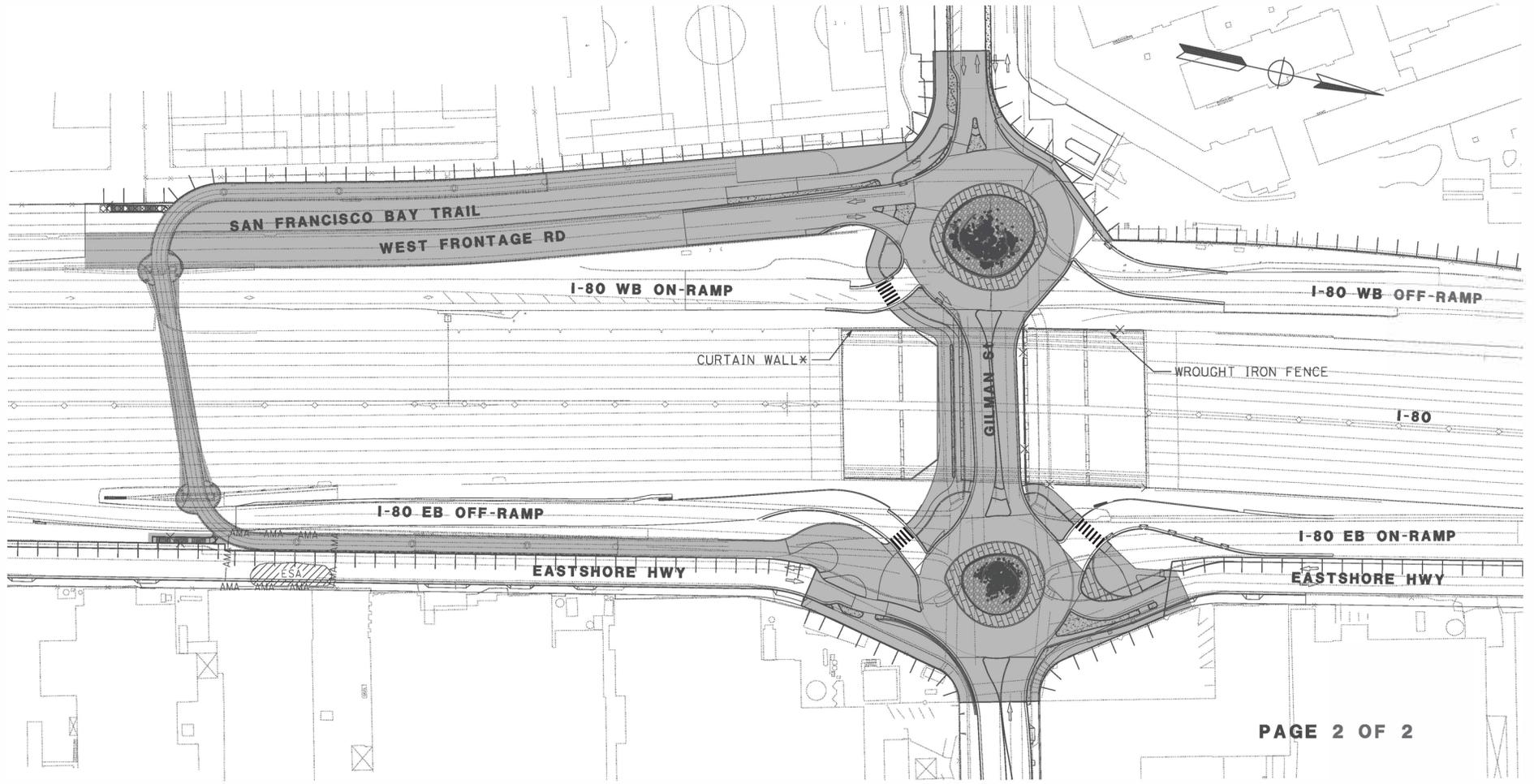
CONSULTANT DESIGN ENGINEER

EXHIBIT A

LEGEND:

-  CITY R/W OR PROPERTY LINE
-  CALTRANS R/W

 City of Berkeley has maintenance responsibility only within shaded portions of Caltrans right of way and subject to the limitations indicated in this agreement. Caltrans has maintenance responsibility for all other areas within State right of way

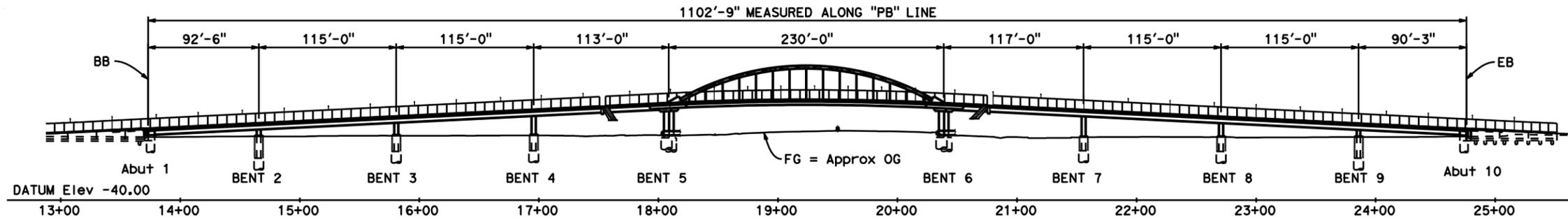


**MAINTENANCE AGREEMENT WITH CITY OF BERKELEY
AT Ala 80 6.3/7.0**

**PAGE 2 OF 2
MAINTENANCE EXHIBIT
SCALE: 1" TO 50"**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION - CONSULTANT FUNCTIONAL SUPERVISOR
CHRIS SECUR
CALCULATED/DESIGNED BY
CHECKED BY
SASAN DANESHVAR
REVISED BY
DATE REVISED





LEGEND:

* MAINTAINED BY CITY

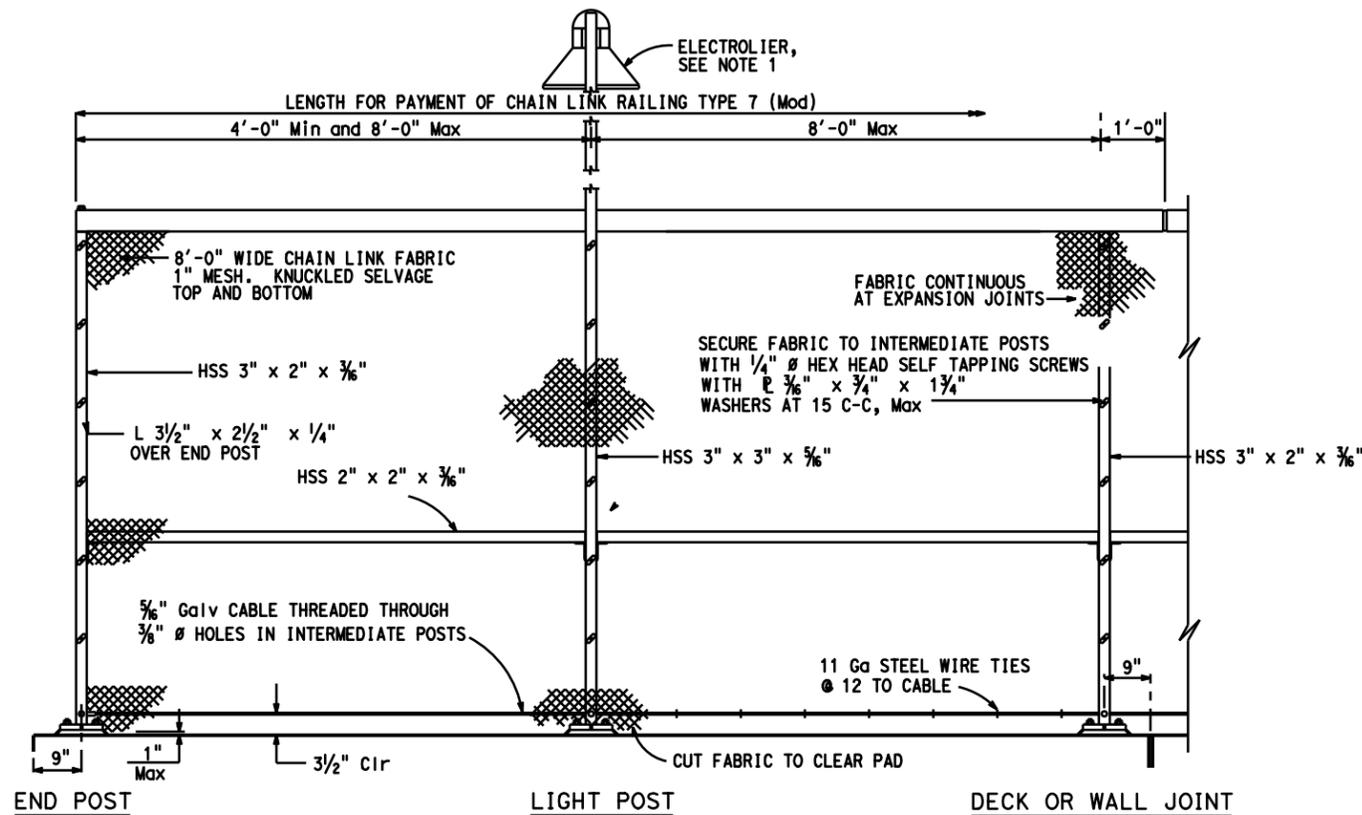
NOTES:

1. ALL LIGHTS ON STRUCTURE ARE LEOTEK ECOBRA EC3-10M-MV-NW-3-GY-700-WL "APPROVE OR EQUAL"

* (D) 8" Wide Concrete Curb

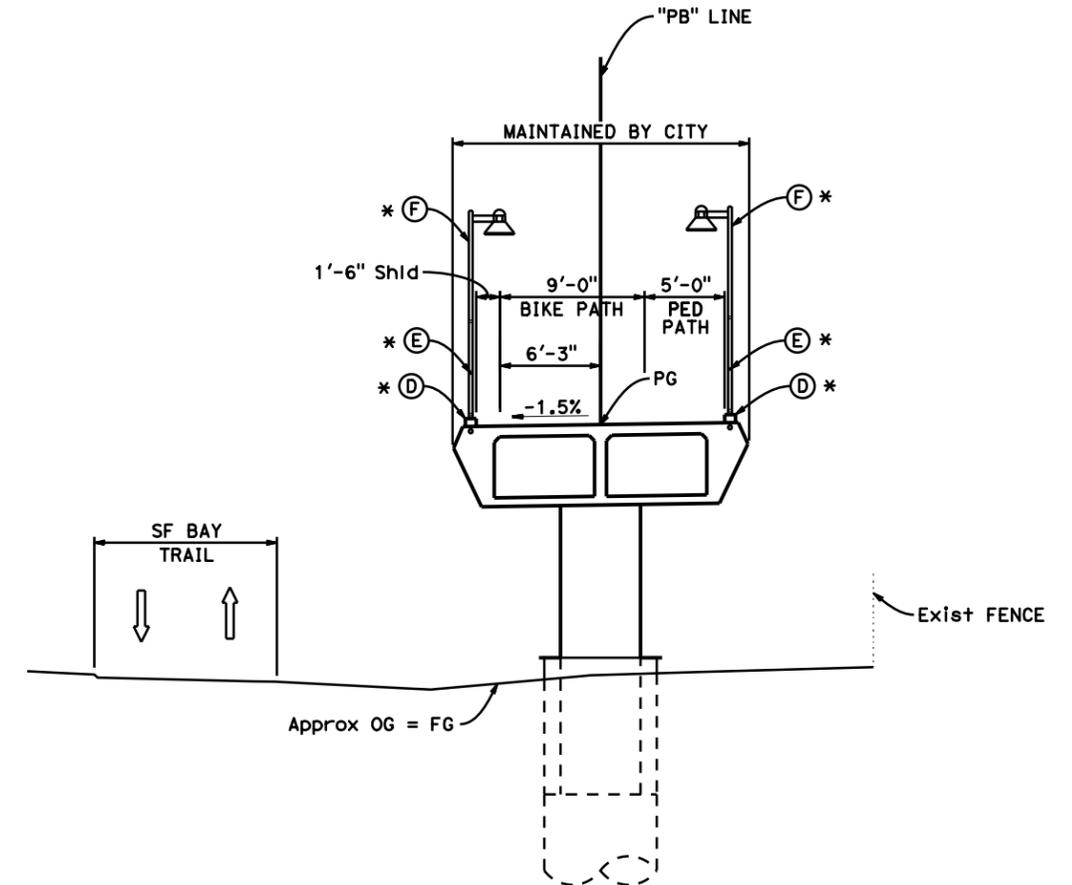
* (E) Chain Link Railing Type 7 (Mod)

* (F) Electrolier

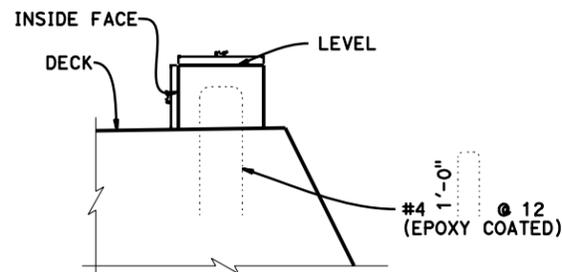


ELEVATION - CHAIN LINK RAILING TYPE 7 (MOD)

3/4" = 1'-0'



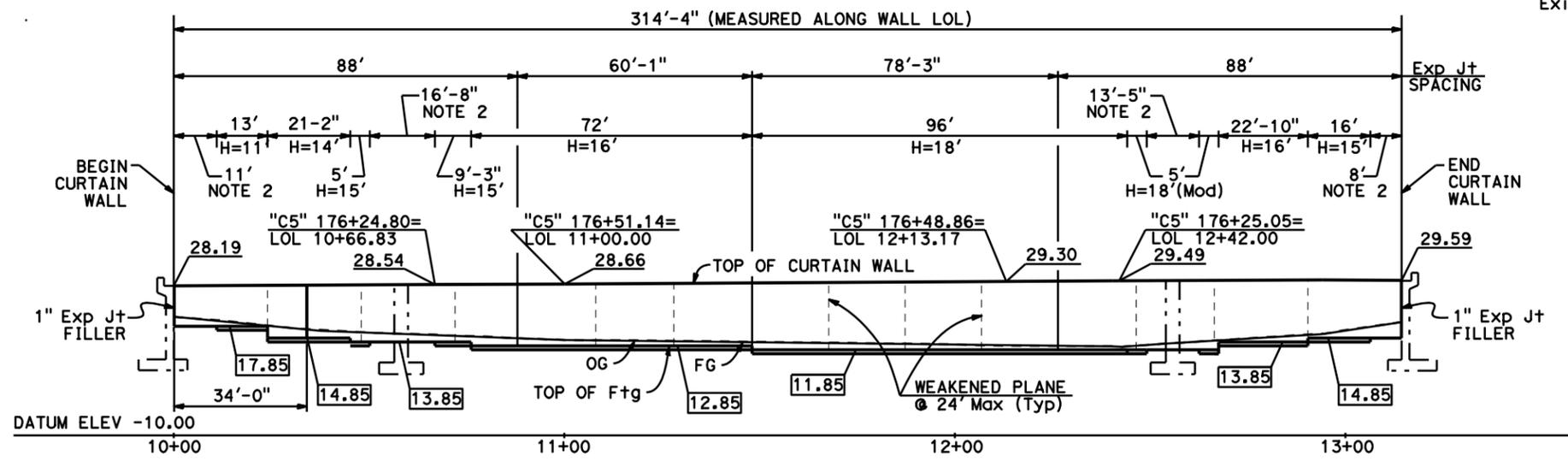
GILMAN POC
NO SCALE



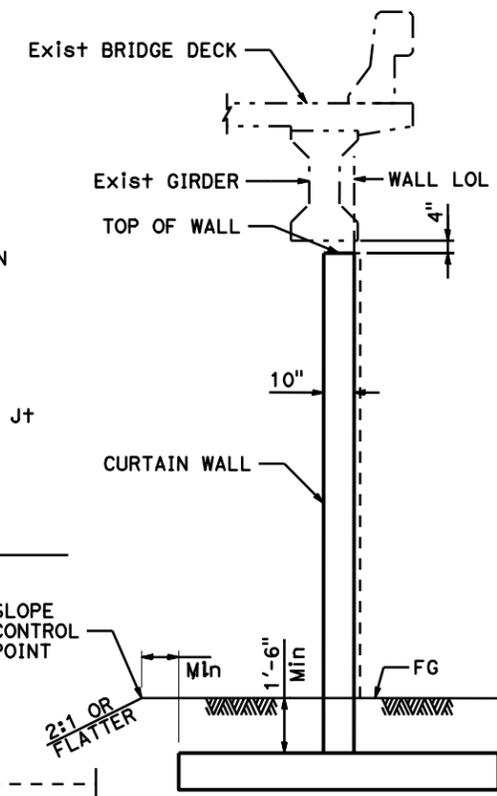
8" CONCRETE CURB
3/8" = 1'-0"

MAINTENANCE AGREEMENT WITH CITY OF BERKELEY
AT A1a 80 6.3/7.0

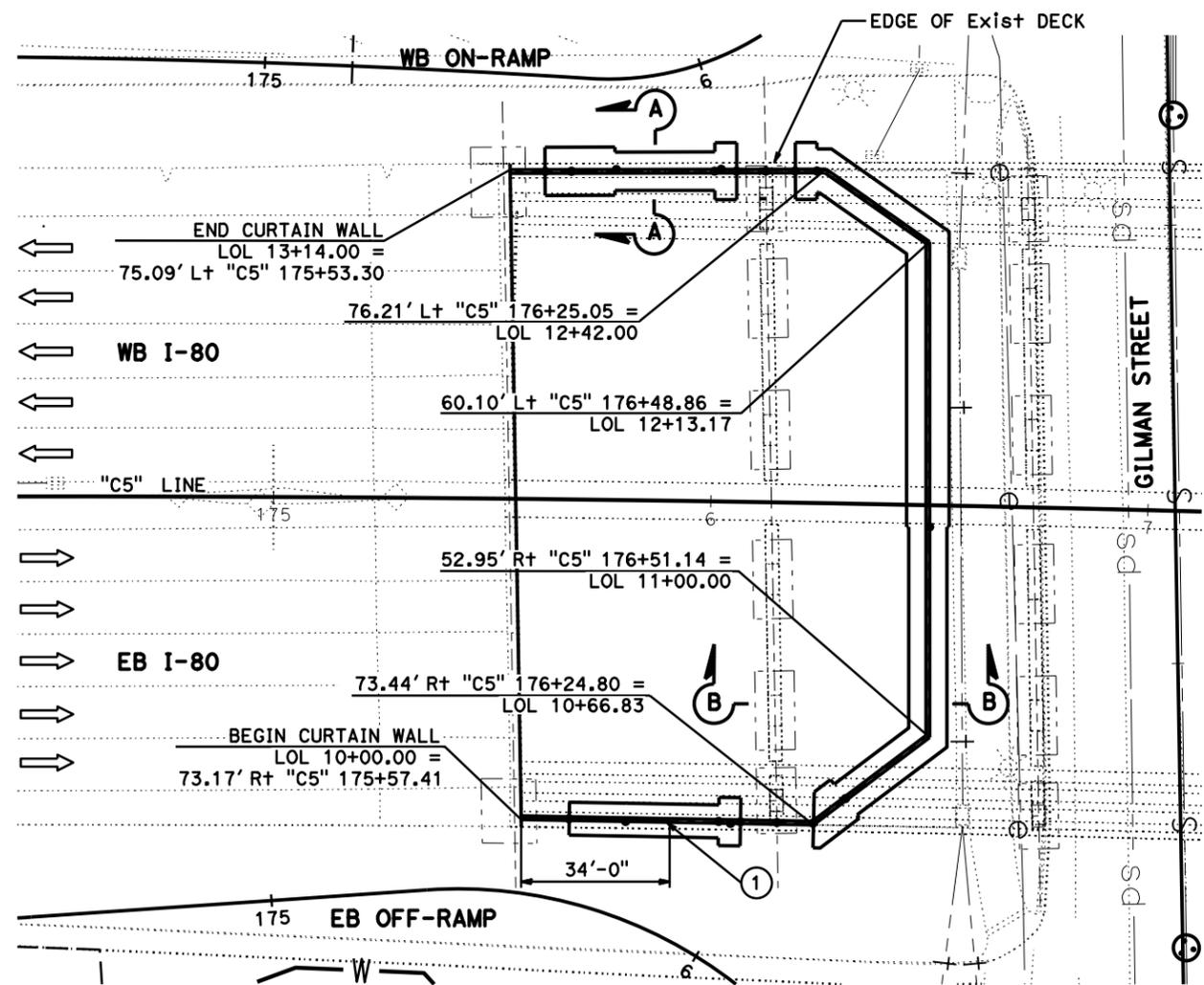
EXHIBIT B



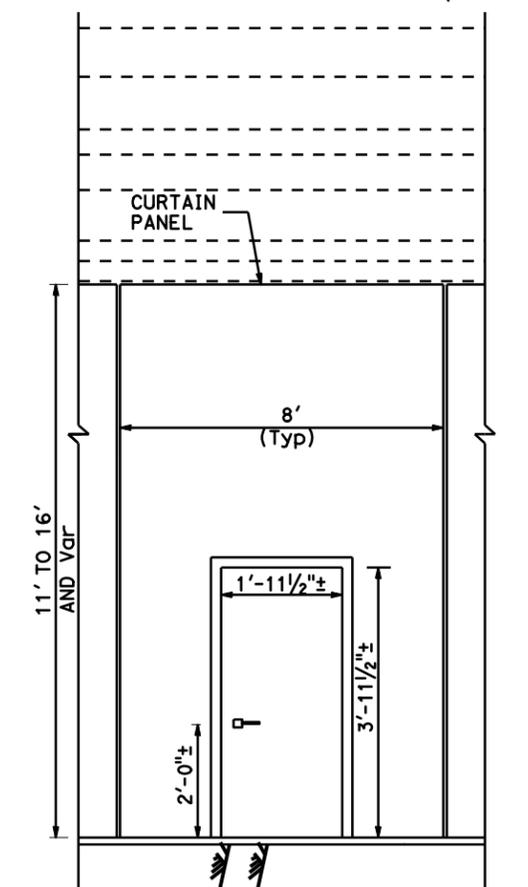
DEVELOPED ELEVATION
SCALE: 1"=20'



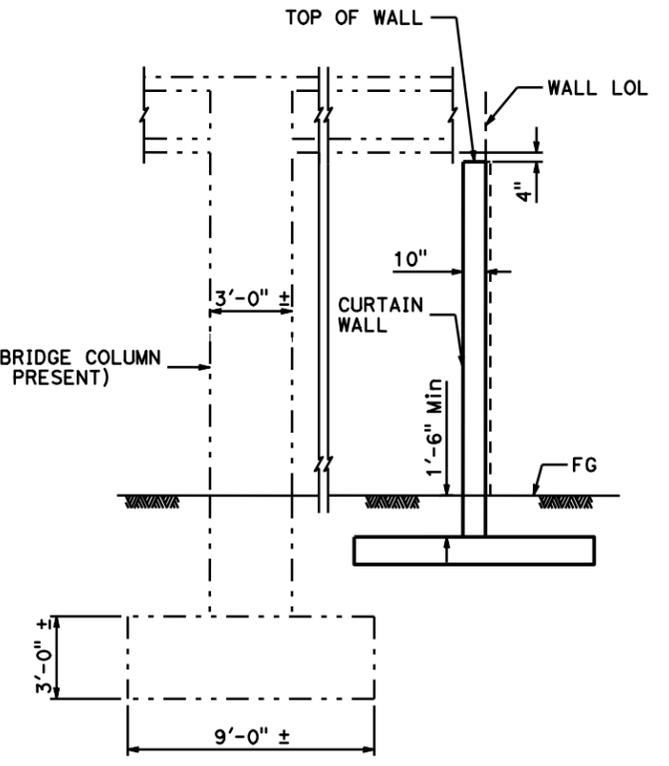
SECTION A-A
NO SCALE



PLAN
SCALE: 1"=20'



PANEL AND ACCESS DOOR ELEVATION
NO SCALE



SECTION B-B
NO SCALE

NOTE:
FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

LEGEND:
XX.XX INDICATES TOP OF WALL ELEVATION
XX.XX INDICATED TOP OF FOOTING ELEVATION
① APPROXIMATE LOCATION OF ACCESS DOOR

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
SASAN DANESHVAR
CHRIS SEGUR
REVISOR
DATE
DESIGNER
CHECKER
SUPERVISOR

MAINTENANCE AGREEMENT WITH CITY OF BERKELEY
AT Ala 80 6.3/7.0

LAST REVISION DATE PLOTTED => 2/3/2021
10-30-20 TIME PLOTTED => 1:15:33 PM

FREEWAY MAINTENANCE AGREEMENT

THIS AGREEMENT, made and entered into, in duplicate, this 23rd day of October, 1956, by and between the State of California, acting by and through the Department of Public Works, Division of Highways, hereinafter for convenience referred to as "the State" and the City of Berkeley, hereinafter for convenience referred to as "the City", witnesseth:

WHEREAS, on August 24, 1942, a Freeway Agreement was executed between the State and the City wherein the City consented to certain adjustments of the City street system required for the development of that portion of State Highway Route 69 within the City between the south city limits and the north city limits as a freeway, and

WHEREAS, on August 19, 1952, a Supplemental Freeway Agreement was executed between the State and the City covering certain changes in the plan for such freeway, and

WHEREAS, on September 8, 1953, a Supplemental Freeway Agreement was executed between the State and the City covering further changes in said freeway plan, and

WHEREAS, under Section 3, of said Freeway Agreement dated August 24, 1942, the City will resume control and maintenance over each of the relocated or reconstructed City streets, except on those portions thereof adopted as a part of the freeway proper, and

WHEREAS, the work described under said Supplemental Freeway Agreement dated September 8, 1953, is now nearing completion;

NOW, THEREFORE, it is agreed:

1. The City will maintain, at City's expense, all portions of City Streets and appurtenant structures and bordering areas colored in yellow and purple on the attached map marked Exhibit "A" and made a part hereof by this reference.
2. The State will maintain, at State's expense, all portions of the freeway and those portions of City streets adopted hereby as a part of the freeway proper and as colored in pink and green on the attached map marked Exhibit "A".

3. EAST BOLIVAR DRIVE VEHICULAR OVERCROSSING AT ASHBY AVENUE INTERCHANGE

The State will maintain, at State's expense, the entire structure below the deck surface. The City will maintain, at City's expense, the deck surface and/or surfacing and shall perform such work as may be necessary to insure an impervious and/or otherwise suitable surface. The City will also maintain all portions of the structure above the bridge deck, as above specified, as well as all traffic service facilities that may be required for the benefit or control of City street traffic.

4. LANDSCAPED AREAS

Landscaped areas within the limits reserved for freeway use, including traffic interchanges and on and off ramp areas, but excluding frontage road areas, will be maintained by the State. All plantings or other types of roadside development lying outside of the area reserved for freeway use will be maintained by the City.

STATE OF CALIFORNIA, Acting by and through the Department of Public Works

By /s/ G. T. McCoy
State Highway Engineer

DEC 14, 1956

By _____
Deputy State Highway Engineer

SEAL

CITY OF BERKELEY, A Municipal Corporation

By /s/ Claude B. Hutchison
Mayor

By /s/ John D. Phillips
City Manager

APPROVAL RECOMMENDED

/s/ J. P. Sinclair

Acting Asst. State Highway Engineer By /s/ Naomi E. Hess
Deputy City Clerk

/s/ F. E. Baxter
Maintenance Engineer

APPROVED-Date 10-16-56

/s/ S. C. Jacka, Director of Public City of Berkeley

APPROVED AS TO FORM:

/s/ Warren P. Marsden
Attorney for the Department

REGISTERED BY:

City Auditor

/s/ Fred Hutchinson
City Attorney

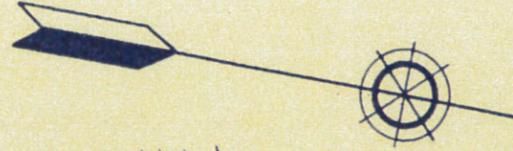
/s/ Wm. Hamrick, Jr.
Director of Finance

Authorized by City Council Resolution No. 35,956 N.S.

10-23-56

Limits of Freeway Maintenance Agreement

A N C I S C O



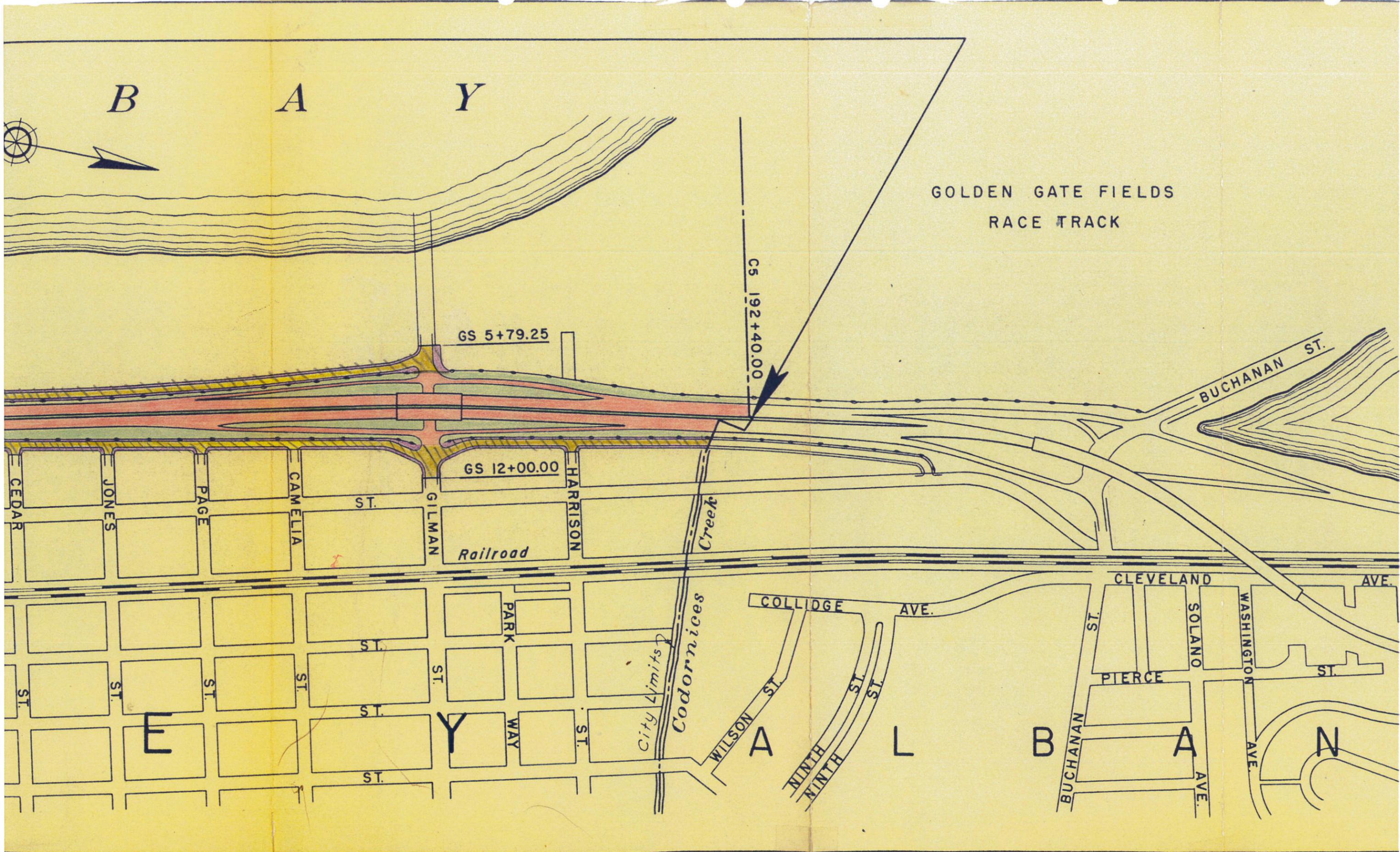
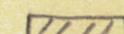


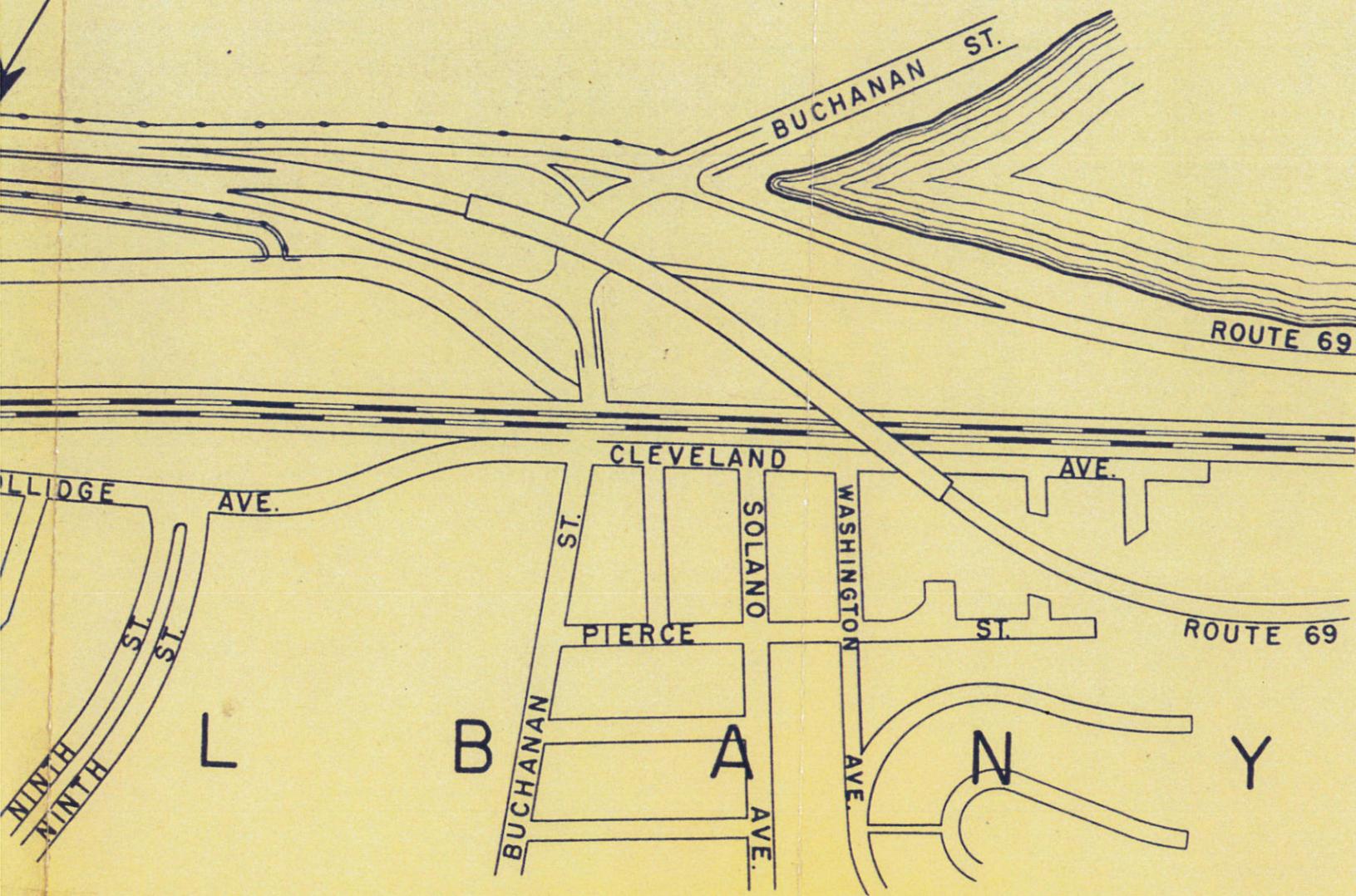
EXHIBIT "A"

10-23-56

GOLDEN GATE FIELDS
RACE TRACK

LEGEND

-  PAVEMENT TO BE MAINTAINED BY STATE
-  RIGHT OF WAY AREA TO BE MAINTAINED BY STATE
-  PAVEMENT TO BE MAINTAINED BY CITY
-  RIGHT OF WAY AREA TO BE MAINTAINED BY CITY
-  CHAIN LINK FENCE TO BE MAINTAINED BY STATE
-  Rel No. 22035 6-10-58



STATE OF CALIFORNIA
 DEPARTMENT OF PUBLIC WORKS
 DIVISION OF HIGHWAYS
 DIST. IV ALA-69,206-Ber

FREEWAY MAINTENANCE

IN THE CITY OF BERKELEY
 BETWEEN
 THE SOUTH CITY LIMITS
 AND
 THE NORTH CITY LIMITS

SCALE: -1" = 400' MAY 1955.

A
C1204-2

