

52294

Decision No. _____

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of COUNTY OF YOLO to)
 construct proposed railroad crossing)
 at Rudolph Street with Southern)
 Pacific Company tracks, Madison.) Application No. 36691

Application of COUNTY OF YOLO to)
 construct Main Street across the)
 tracks of Southern Pacific Company)
 and to abandon crossing of Railroad)
 Street, Madison.) Application No. 36695

Anthony B. Avilla, District Attorney and A. E. Rhoades, Jr.,
 county engineer for applicant.
Frederick E. Fuhrman, for Southern Pacific Company, pro-
 testant.
Martin Lewis, for the Commission Staff.

O P I N I O N

Both of the applications here consolidated were filed on February 1, 1955, and both deal with grade crossings in the unincorporated town of Madison. After a lengthy effort to reach agreement at staff level failed, the applications were the subject of a public hearing at Madison before Examiner John Power on September 20. Application No. 36691 requests authority to extend Rudolph Street across Southern Pacific tracks to State Highway 90. Application No. 36695 proposes to open Main Street across tracks to the same highway and to close an existing crossing.

Witnesses at the hearing included the County Engineer of Yolo County, the District Fire Chief of Madison who is also a constable, the County Supervisor of the district and four merchants of Madison. The protestant railroad presented an Assistant Engineer of its Western Division as its only witness.

State Highway Sign Route 90 leaves U. S. Highway 40 near Vacaville and bears generally north until it reaches U. S. Highway 99

west at or near Dunnigan. It is often called the Dunnigan cutoff. State Highway Sign Route No. 16 runs westerly from Woodland to Esparto. These two roads intersect and Madison townsite occupies the southwest quadrant of the intersection. A portion of the townsite survey lies east of Highway 90 but there are no buildings on it and it need not concern us here.

On the eastern edge of the town proper lie tracks of the Southern Pacific's Winters branch. These approach Madison from the south and continue along the town's eastern edge nearly to Highway 16. They then swing west on a broad curve to the north side of Highway 16 continuing westerly to Esparto. Below the Woodland road, as Highway 16 is locally known, there are five east and west streets. From the north the first is Rudolph Street, the third is Main Street and the fifth and southernmost is Hurlbut Street. The easternmost street is called Railroad Street and adjoins the railroad property. The next street west is Scott Street and there are two other north-south streets west of Scott.

Hurlbut Street crosses the tracks now and is not in issue here. The improperly called "Railroad Street" crossing is a portion of a block north of Main Street and actually is not opposite any east-west street of Madison. All parties were agreed that this crossing should be abolished and that Rudolph Street should be opened. The latter opening is the one requested in Application No. 36691. The testimony of the witnesses, the map in evidence (Exhibit No. 1) and an examination of the area all clearly reveal that public convenience and necessity require that the two above proposals should be authorized. The order following will so provide.

The only issue that developed was the new crossing at Main Street. If a crossing is constructed at Rudolph Street there will be entrances from Highway 90 into the town at the northeast corner and the southeast corner of the town at Hurlbut Street. These will be

connected west of the tracks and east of the town by Railroad Street, which is well located to distribute traffic to the east-west streets including Main Street. The townsite is only fifteen blocks in area and has a population of 175. A 24-hour traffic count revealed 274 vehicular crossings at Hurlbut Street and 680 at the Railroad Street crossing. Railroad movements at the time of the hearing amounted to three round trips (six movements) per week. In these circumstances the Commission concludes that the Main Street crossing should be denied without prejudice. The result thus reached will leave the townsite with the same number of entrances it has now but with the northern entrance from Highway 90 in a better location.

O R D E R

A public hearing having been held and based upon the evidence therein adduced,

IT IS ORDERED:

(1) That the County of Yolo is authorized to construct Rudolph Street at grade across a track of Southern Pacific Company in the townsite of Madison in said County, at the location described in Application No. 36691 to be identified as Crossing No. AD-87.0. Applicant shall bear entire construction expense, also maintenance cost outside of lines two feet outside of rails. Southern Pacific Company shall bear maintenance cost between such lines. Width of crossing shall be not less than twenty-four feet and grades of approach not greater than two per cent. Construction shall be equal or superior to Standard No. 2 of G. O. No. 72. Protection shall be by two Standard No. I crossing signs (G. O. No. 75-B).

Upon completion, Crossing No. AD-86.9 located about 420 feet southerly shall be abandoned and closed by Southern Pacific Company.

Within thirty days after completion, pursuant to this order, applicant shall so advise the Commission in writing. This authorization shall become void if not exercised within one year unless time be extended or if above conditions are not complied with. Authorization may be revoked or modified if public convenience, necessity, or safety so require.

(2) That except to the extent it is hereinabove granted, Application No. 36695 be, and it hereby is, denied without prejudice.

The effective date of this order shall be twenty days after the date hereof.

Dated at San Francisco, California, this 29th day of November, 1955.

Walter E. Mitchell
President

Justus J. Caswell

Raymond L. ...

Montgomery ...

Commissioners

Commissioner Rex Hardy, being necessarily absent, did not participate in the disposition of this proceeding.