

ORIGINALDecision No. 88353 JAN 17 1978

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of the State of California,)
 Department of Transportation, for an)
 order authorizing the construction of)
 a new section of State Route 84 which)
 will create one new at-grade crossing)
 over the tracks of the Sacramento)
 Northern Railway Company at Railroad)
 Station 54+42 and the construction of)
 a grade separation under Southern)
 Pacific Transportation Company's double)
 main line tracks at Southern Pacific)
 Railway Station 3095+52, to be known)
 as Mikon Underpass, connecting West)
 Sacramento with the communities of)
 Bryte and Broderick in the County of)
 Yolo.)

Application No. 55387

SUPPLEMENTAL ORDER

As part of the project for construction of a new section of State Route 84 between West Sacramento and the communities of Bryte and Broderick in Yolo County, Decision No. 84149, dated March 4, 1975, authorized the State of California, Department of Transportation (CALTRANS), to construct Kegle Drive (Crossing No. 8B-0.9) at grade across the tracks of the Sacramento Northern Railway Company and to construct a grade separation of Kegle Drive (Crossing A-87.5-B) under the tracks of the Southern Pacific Transportation Company, to be known as the "Mikon Underpass", all in Yolo County.

By letter of September 16, 1977, CALTRANS advised that, due to fiscal constraints, it proposes to accomplish the extension of State Route 84, and the work authorized by Decision No. 84149, in two stages. The Stage 1 construction will be accomplished in accordance with Exhibits "B" and "C" attached to CALTRANS' September 16, 1977 letter and includes construction of a two-lane crossing of Kegle Drive across the tracks of the Sacramento Northern Railway Company rather than the four-lane crossing authorized by Decision 84149. Accordingly, CALTRANS has requested authorization to protect the initial two-lane crossing with two Standard No. 9-A (General Order 75-C) automatic gate-type signals with cantilevers.

Stage 2 of the project contemplates construction of the crossings as originally authorized. This would include widening of the Kagle Drive crossing of the Sacramento Northern Railway Company's tracks to four lanes and improvement of the automatic protection to a minimum of four Standard No. 9 (General Order 75-C) automatic gate-type signals. The Western Pacific Railroad Company, Southern Pacific Transportation Company and the County of Yolo have all indicated that they have no objection to construction of the project in two stages, as proposed by CALTRANS.

By letter of November 10, 1977, CALTRANS further advised that construction of Stage 1 is scheduled for the Spring of 1978, and that an additional two years will be required to complete the project. CALTRANS, therefore, requested that the time limit for exercise of the authority granted by Decision No. 84149 be extended to and including March 4, 1980.

IT IS ORDERED that:

1. The State of California, Department of Transportation, is authorized to construct Kagle Drive, Crossing No. 8B-0.9, across the tracks of the Sacramento Northern Railway Company in Yolo County at an initial width of two lanes, at the location and substantially as shown by Exhibits "B" and "C" attached to CALTRANS' September 16, 1977 letter.
2. Protection at Crossing No. 8B-0.9, so long as it remains two lanes in width, shall be two Standard No. 9-A (General Order 75-C) automatic gate-type signals with cantilevers.
3. At such time as Crossing No. 8B-0.9 is widened to four lanes, crossing protection shall be increased to a minimum of four Standard No. 9 (General Order 75-C) automatic gate-type signals.
4. The time limit within which applicant may exercise the authority granted in Decision No. 84149 is hereby extended to March 4, 1980.

