

PUBLIC UTILITIES COMMISSION

180 PROMENADE CIRCLE, SUITE 115
SACRAMENTO, CA 95834



May 14, 2012

File Number: G.12-04-001

Alejandro Perez, PE
Project Manager
Town of Windsor
9291 Old Redwood Highway
P.O. Box 100
Windsor, CA 95492-0100

Re: General Order 88-B Request for Authority to Alter the Shiloh Road Highway-Rail Crossing, CPUC Crossing No. 005-61.10, DOT No. 498574S, in the Town of Windsor, Sonoma County

Dear Mr. Perez:

This refers to your letter dated March 22, 2012 and received by us on April 2, 2012 requesting authorization by the Town of Windsor (Town), pursuant to California Public Utilities Commission (Commission) General Order (GO) 88-B, to alter an at-grade highway-rail crossing in the Town. The crossing is identified as Shiloh Road Highway-Rail Crossing, CPUC Crossing No. 005-61.10, DOT No. 498574S.

The crossing is currently a single track crossing equipped with two curb mounted Commission Standard 9 (flashing light signal assembly with automatic gate arm) warning devices. At this location, Shiloh Road is a three-lane road running east/west and intersects with Skylane Boulevard approximately 500 feet west of the crossing and Conde Lane approximately 60 feet east of the crossing. The crossing is owned by Sonoma Marin Area Rail Transit (SMART). Northwestern Pacific Railroad (NWP) runs 2 freight trains per week at a maximum speed of 25 mph over the crossing.

The proposed alteration as indicated in the request letter and/or shown in the attachments shall consist of:

- Relocating the intersection of Conde Lane and Shiloh Road approximately 100 feet to the east (away from the crossing);
- Signalizing the intersection of Conde Lane and Shiloh Road;
- Railroad pre-emption with Conde Lane shall be 41 seconds advanced pre-emption with the railroad warning devices;
- Railroad pre-emption with Skylane Boulevard shall be 41 seconds advanced pre-emption with the railroad warning devices;
- Widening eastbound Shiloh Road to add a 5' 6" wide bike lane to the existing two 11' wide travel lanes;

- Widening westbound Shiloh Road to add a second 11' wide travel lane and a 5' 6" wide bike lane;
- Installing a new 123' long, 2' to 12' wide non mountable raised median on the west side of the crossing;
- Installing a new 126' long, 2' wide non mountable raised median on the east side of the crossing;
- Installing a new curb mounted Commission Standard 9A (flashing light signal assembly with automatic gate arm and additional flashing light signals over the roadway on a cantilevered arm) warning device for westbound traffic;
- Installing one curb mounted Commission Standard 9A and one median mounted Commission Standard 9 warning devices for eastbound traffic;
- The railroad crossing surface shall be concrete panels;
- Installing a 6' wide sidewalk on the south side of the crossing routed in front of the warning device;
- Installing Americans with Disabilities Act (ADA) compliant detectable warning tactile warning strips on all side walk approaches. The strips shall be placed across the entire width of the pedestrian pathway a minimum of 12 feet from the nearest rail;
- Installing new pavement markings and signs as shown in the plans.

The Town states in its GO88-B request letter that "By widening the existing roadway and improving the vehicular transition at the crossings, the public will benefit from the wider roadway, from the smooth transition across the tracks, and from the new sidewalk on the south side which will provide pedestrian access. Pedestrian safety will be enhanced by the addition of sidewalk which will be continuous across the tracks on the south side. In addition, the public will benefit from the reliability of the completely new and modern crossing controls."

Commission staff has investigated the Town's request, and finds it adequately addresses compliance and safety. As the Town and SMART are in agreement as to the design and apportionments of the cost under the provisions of GO 88-B, you may proceed with the improvements as described in your request letter and attachments, and summarized above.

Temporary traffic controls shall be provided in compliance with section 8A.05, Temporary Traffic Control Zones, of the CA MUTCD, published by the California Department of Transportation.

All parties shall comply with all applicable rules, including Commission General Orders and CA MUTCD.

This project is categorically exempt from the requirements of the California Environment Quality Act of 1970, as amended [California Public Resources Code 21084].

This authorization shall expire if the above conditions are not complied with or if the work is not completed within three years of the date of this letter. Upon written request to this office, the time

to complete the project may be extended. Any written request for a time extension must include concurrence letters by involved parties in support of the time extension. If an extension is requested, the Commission's Rail Crossings Engineering Section (RCES) may reevaluate the crossing prior to granting an extension.

Within 30 days after completion of this project, the Town shall notify RCES that the authorized work is completed, by submitting a completed Commission Standard Form G titled *Report of Changes at Highway Grade Crossings and Separations*. Form G requirements and forms can be obtained at the CPUC web site Form G page at:

<http://www.cpuc.ca.gov/static/transportation/crossings/formg.htm> This report may be submitted electronically to rces@cpuc.ca.gov as outlined on the web page.

At the conclusion of the project SMART/NWP should submit an updated FRA inventory form to the Federal Railroad Administration, reflecting the changes. CPUC requests a concurrent copy of the updated inventory form be submitted to rces@cpuc.ca.gov .

If you have any questions, please contact David Stewart at (916) 928-2515 or atm@cpuc.ca.gov .

Sincerely,

A handwritten signature in cursive script, appearing to read "Daren Gilbert".

Daren Gilbert, Manager
Rail Transit and Crossings Branch
Consumer Protection and Safety Division

C: Bill Gamlen, SMART