

PUBLIC UTILITIES COMMISSION

320 W. 4th Street, Suite 500
Los Angeles, CA 90013



September 9, 2013

File Number: XREQ2013080013

Bill Gamlen
Chief Engineer
Sonoma-Marin Area Rail Transit District
5401 Old Redwood Hwy
Petaluma, CA 94954

Re: General Order 88-B Request for Authority to Alter Petaluma Hill Road Highway-Rail Crossing, CPUC Crossing No. 005-43.30 and DOT No. 498679F in the County of Sonoma

Dear Mr. Gamlen:

This refers to your letter dated August 23, 2013, received by us on August 26, 2013, requesting authorization, pursuant to California Public Utilities Commission (Commission) General Order (GO) 88-B, to alter the Petaluma Hill Road at-grade highway-rail crossing (crossing) of Sonoma Marin Area Rail Transit District (SMART) track in the County of Sonoma (County). The crossing is identified as CPUC Crossing No. 005-43.30 and DOT No. 498679F.

Petaluma Hill Road intersects with Woodward Avenue forming a T-intersection approximately 30 feet north of the crossing. Due to the skew of the crossing, the intersection is within the confines of the warning devices on Petaluma Hill Road. The single track crossing is equipped with one curb mounted Commission Standard 9 (flashing light signal assembly with automatic gate arm) and one 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 devices on Petaluma Hill Road and one curb mounted Commission Standard 9 warning device on Woodward Avenue. Northwestern Pacific Railroad Company (NWP) runs approximately 6 freight trains per week at a maximum speed of 25 mph over the crossing. North Coast Railroad Authority (NCRA) is the State agency charged with bringing freight operations to the Highway 101 corridor. NWP is the freight operator contracted by NCRA. SMART transit passenger service is scheduled to begin in late 2015 with a projected 183 trains per week. The average daily traffic on Petaluma Hill Road is 10,656 vehicles per day.

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

- Constructing a 12 inch wide by 92 foot long concrete median on the south side of the track;
- Constructing a 12 inch wide by 71 foot long concrete median on the north side of the track;
- Constructing a 12 inch wide by 62 foot long concrete median on Woodward Avenue;
- Constructing precast concrete panels for the mainline track;
- Installing a precast concrete sidewalk across the track on the north side of the crossing;

- 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;
- Replacing existing train detection with redundant GE XP4 predictor to provide constant warning;
- Installing a Commission Standard 8 (flashing light signal assembly) warning device in the southwest quadrant;
- Installing new street signage and striping as shown on plans.

Although the Multi-Use Path (MUP) is shown on the plan, this letter does not provide Commission approval for any MUP work. The MUP project will be reviewed and addressed separately from the proposed alterations described above.

Commission's Rail Crossing Engineering Section (RCES) staff has investigated SMART's request, and finds it adequately addresses compliance and safety. As SMART and the County 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, attachments, and summarized above.

Temporary traffic controls shall be provided in compliance with Section 8A.08, Temporary Traffic Control Zones, of the California Manual on Uniform Traffic Control Devices (CA MUTCD), 2012 Edition, 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 RCES may reevaluate the crossing prior to granting an extension.

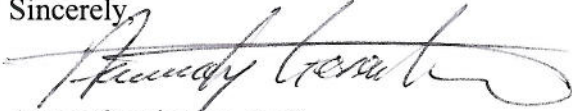
Within 30 days after completion of this project, SMART shall notify RCES that the authorized work is completed, by submitting a completed Commission Standard Form G. Form G requirements and forms can be obtained at the Commission web site Form G page at <http://www.cpuc.ca.gov/crossings>. This report may be submitted electronically to rces@cpuc.ca.gov as outlined on the web page.

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

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

Sincerely,

A handwritten signature in black ink, appearing to read "Anton Garabetian", written over a horizontal line.

Anton Garabetian, P. E.
Program and Project Supervisor
Rail Crossings Engineering Section
Safety and Enforcement Division

C: Susan R. Klassen, County of Sonoma
Mitch Stogner, NCRA