

## PUBLIC UTILITIES COMMISSION

320 W. 4<sup>th</sup> Street, Suite 500  
Los Angeles, CA 90013



March 11, 2014

File Number: XREQ2014030001

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

SENT VIA E-MAIL

**Re: General Order 88-B Request for Authority to Alter Hanna Ranch Road At-grade Highway-Rail Crossing, CPUC Crossing No. 005-25.90 and DOT No. 863491J in the City of Novato, County of Marin**

Dear Mr. Gamlen:

This refers to your letter dated February 27, 2014, received by us on March 3, 2014, requesting authorization, pursuant to California Public Utilities Commission (Commission) General Order (GO) 88-B, to alter the Hanna Ranch Road at-grade highway-rail crossing (crossing) of Sonoma Marin Area Rail Transit District (SMART) track in the City of Novato (City), County of Marin. The crossing is identified as CPUC Crossing No. 005-25.90 and DOT No. 863491J.

The single track crossing is equipped with two curb mounted Commission Standard 9 (flashing light signal assembly with automatic gate arm) warning devices. 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 2016 with a projected 183 trains per week. The average daily traffic on Hanna Ranch Road is 106 vehicles.

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

- Constructing a new mainline track approximately 15 feet west of the existing mainline track. The existing mainline track will become a siding track;
- Constructing an 8 inch wide by 107 foot long precast concrete median on the west side of the tracks;
- Constructing an 8 inch wide by 67 foot long precast concrete median on the east side of the tracks;
- Replacing the existing equipment case with a new 8 foot by 12 foot Central Instrument Location signal house in the southeast quadrant;
- Constructing precast concrete panels for the mainline and siding tracks;

- Relocating the existing eastbound Commission Standard 9 warning device approximately 15 feet west to accommodate the new mainline track in the southwest quadrant;
- Replacing existing train detection with redundant GE XP4 predictor to provide constant warning;
- Installing new street signage along with Type Q markers and striping as shown on plans.

Commission's Rail Crossing Engineering Section (RCES) staff has investigated SMART's request, and finds it adequately addresses compliance and safety. As SMART, NCRA, and the City 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 Pubic 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](mailto: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](mailto: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](mailto:atm@cpuc.ca.gov) .

Sincerely,



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

C: Andrew Poster, City of Novato (SENT VIA E-MAIL)  
Mitch Stogner, NCRA (SENT VIA E-MAIL)