

PUBLIC UTILITIES COMMISSION

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



April 1, 2014

File Number: XREQ2014030005

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 Roblar Drive At-grade Highway-Rail Crossing, CPUC Crossing No. 005-24.50 and DOT No. 863501M in the City of Novato, County of Marin

Dear Mr. Gamlen:

This refers to your letter dated March 20, 2014, received by us on March 24, 2014, requesting authorization, pursuant to California Public Utilities Commission (Commission) General Order (GO) 88-B, to alter the Roblar Drive 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. 005-24.50 and DOT No. 863501M.

The single track crossing is equipped with two curb mounted Commission Standard 8 (flashing light signal assembly) warning devices. SMART transit passenger service is scheduled to begin in late 2016 with a projected 183 trains per week. The average daily traffic on Roblar Drive is 1,603 vehicles.

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

- Constructing a new siding track approximately 15 feet east of the existing mainline track;
- Replacing the existing westbound Commission Standard 8 warning device with a 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;
- Replacing the existing eastbound Commission Standard 8 warning device with a Commission Standard 9 (flashing light signal assembly with automatic gate arm) warning device;
- Installing a Commission Standard 9-E (flashing light signal assembly with automatic gate installed on the departure side of the at-grade crossing, also known as an exit gate) warning device and loop vehicle detectors in the eastbound direction of travel;
- Constructing a 1 foot wide by 64 foot long precast concrete median on the west side of the tracks;

- Constructing a 1 foot wide by 10 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;
- Constructing precast concrete panels for the mainline and siding tracks;
- Replacing existing train detection with redundant GE XP4 predictor to provide constant warning;
- Installing curb, gutter and Americans with Disabilities Act (ADA) compliant sidewalks across the tracks on both sides of Roblar Drive with ADA compliant detectable warning strips on all sidewalk approaches, located a minimum of 15 feet from the centerline of the track;
- Remove existing stairway, curb and gutter in the southeast quadrant and construct new stairway outside of SMART right-of-way;
- Constructing a new crosswalk across Roblar Drive with ADA compliant curb ramps in the northeast and southwest quadrants;
- Adjusting existing manhole to a grade of the new sidewalk in the southwest quadrant;
- Installing new street signage, 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 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 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.

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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.

If you have any questions, please contact David Stewart at (916) 928-2515 or 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)