

PUBLIC UTILITIES COMMISSION

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



August 7, 2014

File Number: XREQ 2014070001

Bill Gamlen, P.E.
Chief Engineer
Sonoma-Marín Area Rail Transit District
5401 Old Redwood Hwy, Suite 200
Petaluma, CA 94954

SENT VIA E-MAIL

Re: General Order 88-B Request for Authority to Alter West Steele Lane At-Grade Highway-Rail Crossing, CPUC Crossing No. 005-55.60 and DOT No. 498566A in the City of Santa Rosa, County of Sonoma.

Dear Mr. Gamlen:

This refers to your letter dated July 28, 2014, received by us on July 29, 2014, requesting authorization, pursuant to California Public Utilities Commission (Commission) General Order (GO) 88-B, to alter the West Steele Lane at-grade highway-rail crossing (crossing) of Sonoma Marin Area Rail Transit District (SMART) track in the City of Santa Rosa (City), Sonoma County. The crossing is identified as CPUC Crossing No. 005-55.60 and DOT No. 498566A.

The single track crossing is equipped with one curb mounted Commission Standard 9-A (flashing light signal assembly with automatic gate arm and additional flashing light signals over the roadway on a cantilevered arm) and one curb mounted Commission Standard 9 (flashing light signal assembly with automatic gate arm) warning devices. Coffey Lane runs parallel to the tracks and is the traffic signal controlled intersection adjacent to, and east of the crossing. An existing bike lane runs across the northern side of the crossing which continues from Coffey Lane. Northwestern Pacific Railroad Company (NWP) runs approximately 2 freight trains per week at a maximum speed of 45 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 32 trains per day. The average daily traffic on West Steele Lane is 7,098 vehicles.

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

- Replacing the existing westbound curb mounted Commission Standard 9-A warning device in kind;
- Replacing the existing eastbound curb mounted Commission Standard 9 warning device in kind;
- Installing precast concrete (PCC) crossing panels for the mainline track;

- Constructing an 8-inch in width and 64-feet in length PCC median on the eastern approach to the crossing;
- Constructing an 8-inch in width and 40-feet in length PCC median on the western approach to the crossing;
- Constructing curb, gutter and Americans with Disabilities Act (ADA) compliant PCC sidewalks in the northeast, northwest and southwest quadrants of the crossing;
- Constructing a curb ramp for the pedestrian crosswalk at the West Steele Lane/Coffey Lane intersection in the northeast quadrant of the crossing;
- Installing ADA compliant detectable warning strips on all sidewalk approaches, located a minimum of 12 feet from the centerline of the track;
- Replacing the existing train detection with redundant GE XP4 predictor to provide constant warning time;
- Applying pavement markings for the existing bike lane that runs across the northern side of the crossing; and
- Applying California Manual on Uniform Traffic Control Devices (CA MUTCD) compliant signage and pavement markings, including W10-1, W10-2, and W48(CA) advance warning signs, R3-4 "NO U-TURN," R4-7 "KEEP RIGHT," R8-8 "DO NOT STOP ON TRACKS," R9-3a "NO PEDESTRIAN CROSSING," and RXR and railroad limit pavement markings as shown on plans.

Commission's Rail Crossing Safety Section (RCSS) 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.

SMART must also ensure that Emergency Notification Signs are installed to comply with CFR 234.309.

Temporary traffic controls shall be provided in compliance with Section 8A.08, Temporary Traffic Control Zones, of the 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 RCSS may reevaluate the crossing prior to granting an extension.

Bill Gamlen
XREQ 2014070001
August 7, 2014
Page 3 of 3

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/PUC/safety/Rail/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 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 Branch
Safety and Enforcement Division

(SENT VIA E-MAIL)

C: Rick Moshier, City of Santa Rosa
Mitch Stogner, NCRA

