

## PUBLIC UTILITIES COMMISSION

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



November 25, 2015

File Number: XREQ2013080013

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

**SENT VIA E-MAIL**

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

Dear Mr. Gamlen:

On November 5, 2015, California Public Utilities Commission (Commission) staff received a request from the County of Sonoma (County) to amend Commission General Order (GO) 88-B XREQ2013080013 request for authority that permits the Sonoma Marin Area Rail Transit District (SMART), to alter the Petaluma Hill Road (Main Street) at-grade highway-rail crossing (crossing) of SMART track in the County. The crossing is identified as CPUC Crossing No. 005-43.30 and DOT No. 498679F.

Main Street 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 Main Street. 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 Main Street 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 2016 with a projected 32 trains per day. The average daily traffic on Main Street is 10,656 vehicles.

SMART originally requested to construct a 12 inch wide by 92 foot long precast concrete (PCC) median on the south side of the track, a 12 inch wide by 71 foot long PCC median on the north side of the track, and a 12 inch wide by 62 foot long PCC median on Woodward Avenue.

The County requests to remove all three PCC medians and replace them with a 'Quick Curb' style mountable median. The medians on the north side of the crossing and on Woodward Avenue will be replaced with a Quick Curb system with delineators. The southernmost 20 feet portion of the southern median will be Quick Curb without delineators, with the remaining length being Quick Curb with delineators.

No other specifications granted in the original request will be changed.

Commission's Rail Crossings and Engineering Branch (RCEB) staff has investigated the County'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), 2014 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 [rceb@cpuc.ca.gov](mailto:rceb@cpuc.ca.gov)

At the conclusion of the project, SMART should submit an updated Federal Railroad Administration (FRA) inventory form to the FRA, reflecting the changes. 49 CFR 234 Section 234.409 requires the railroads to submit periodic crossing inventory updates a minimum of once every three years. Commission requests a concurrent copy of the updated inventory form be submitted to [rceb@cpuc.ca.gov](mailto:rceb@cpuc.ca.gov).

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

**SENT VIA E-MAIL**

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