

PUBLIC UTILITIES COMMISSION

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



June 2, 2016

File Number: XREQ 2016050012

Susan Klassen, P.E.
Director
County of Sonoma Department of Transportation and Public Works
2300 County Center Drive, Suite B100
Santa Rosa, CA 95403

SENT VIA E-MAIL

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

Dear Ms. Klassen:

This refers to your letter dated April 26, 2016, received by us on May 19, 2016, requesting authorization, pursuant to California Public Utilities Commission (Commission) General Order (GO) 88-B, to alter the Petaluma Hill Road (Main Street) at-grade highway-rail crossing (crossing) of Sonoma Marin Area Rail Transit District (SMART) track in Sonoma County (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 six 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.

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

- Installing a queue cutter signal, that includes new signal poles, conduits, pull boxes, controller cabinet and electrical service enclosure, for the intersection of Main Street and Woodward Avenue, including interconnection with the railroad crossing warning devices;
- Installing California Manual on Uniform Traffic Control Devices (CA MUTCD) R3-2 "NO LEFT TURN" activated blank out sign facing Woodward Avenue.

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, NCRA 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.

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, 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].

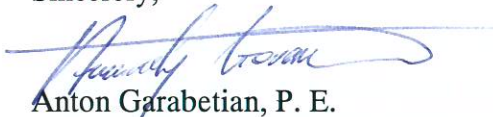
This authorization shall expire if the above conditions are not complied with or if the work is not completed within three years of the date of this letter. Upon written request to this office, the time to complete the project may be extended. Any written request for a time extension must include concurrence letters by involved parties in support of the time extension. If an extension is requested, the RCEB may reevaluate the crossing prior to granting an extension.

Within 30 days after completion of this project, the County shall notify RCEB 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 as outlined on the web page.

At the conclusion of the project, SMART should submit an updated Federal Railroad Administration (FRA) inventory form (Form F6180.71) 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.

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 and Engineering Branch
Safety and Enforcement Division
(SENT VIA E-MAIL)

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