

## PUBLIC UTILITIES COMMISSION

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



June 5, 2017

File Number: XREQ 2017030010  
3<sup>rd</sup> Street  
San Rafael, Marin County

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 3<sup>rd</sup> Street At-Grade Highway-Rail Crossing, CPUC Crossing No. 005-16.90 and DOT No. 863521Y in the City of San Rafael, County of Marin**

Dear Mr. Gamlen:

This refers to your letter dated January 31, 2017, received by us on March 22, 2017, requesting authorization, pursuant to California Public Utilities Commission (Commission) General Order (GO) 88-B, to alter the 3<sup>rd</sup> Street at-grade highway-rail crossing (crossing) of Sonoma-Marín Area Rail Transit District (SMART) track in the City of San Rafael (City), County of Marin. SMART submitted updated design plans to the Commission on May 23, 2017. The crossing is identified as CPUC Crossing No. 005-16.90 and DOT No. 863521Y.

The single track crossing is equipped with two 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) warning devices. 3<sup>rd</sup> Street is a three-lane one-way westbound street. There is currently no rail traffic over the crossing. SMART transit passenger service is scheduled to begin in late 2018 with a projected 32 trains per day. The average daily traffic on 3<sup>rd</sup> Street is 23,840 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 southern Standard 9-A warning device in kind;
- Replacing the existing northern Standard 9-A warning device with a Commission Standard 9 (flashing light signal assembly with automatic gate arm) warning device;
- Installing Commission Standard 9 (flashing light signal assembly with pedestrian gate arm) pedestrian warning devices in combination with emergency exit swing gates at the pedestrian sidewalk approaches in the northeast and northwest quadrants of the crossing;
- Installing a Commission Standard 8 (flashing light signal assembly) at the pedestrian sidewalk approaches in the southeast and southwest quadrants of the crossing;
- Constructing curb and gutter in all four quadrants of the crossing;



- Constructing Disabilities Act (ADA) curb ramps and in the northeast, southeast, and southwest quadrants 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;
- Installing fencing along the track in the northwest, southeast, and southwest quadrants to channelize pedestrians through the crossing;
- Installing handrail in the northwest, southeast, and southwest quadrants to channelize pedestrians through the crossing;
- Installing precast concrete panels surfaces for the mainline track and new siding track; and
- Applying California Manual on Uniform Traffic Control Devices (CA MUTCD) compliant signage and pavement markings, including W10-1 advance warning signs and RXR and railroad limit pavement markings as shown on plans.

The City will file a GO 88-B request regarding traffic signal pre-emption with the crossing and Lincoln Avenue at a future date. SMART shall not commence rail operations over the 3<sup>rd</sup> Street crossing prior to installation of traffic signal pre-emption.

Commission's Rail Crossings and Engineering Branch (RCEB) 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.

SMART must ensure that Emergency Notification Signs are installed to comply with Title 49 Code of Federal Regulations (CFR) Section 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.

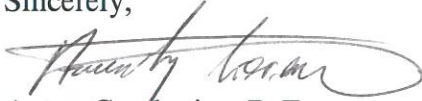
Within 30 days after completion of this project, SMART shall notify RCEB that the authorized work is completed, by submitting a completed Commission Standard Form G. Form G requirements and forms can be obtained at the Commission web site Form G page at <http://www.cpuc.ca.gov/Crossings>. This report may be submitted electronically to [rceb@cpuc.ca.gov](mailto:rceb@cpuc.ca.gov).

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XREQ 2017030010  
June 5, 2017  
Page 3 of 3

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. Title 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 and Engineering Branch  
Safety and Enforcement Division

(SENT VIA E-MAIL)

C: Kevin McGowan, City of San Rafael

