

## PUBLIC UTILITIES COMMISSION

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



October 4, 2017

File Number: XREQ 2017090007

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 August 22, 2017, received by us on September 15, 2017, requesting authorization, pursuant to California Public Utilities Commission (Commission/CPUC) 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 unincorporated Sonoma County (County). The crossing is identified as CPUC Crossing No. 005-43.30 and DOT No. 498679F.

Petaluma Hill Road intersects with Woodward Avenue forming a traffic signal controlled 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), one curb mounted Commission Standard 9-A (Commission Standard 9 with additional flashing light signals over the roadway on a cantilevered arm), and one Commission Standard 8 (flashing light signal assembly) warning devices on Main Street and one curb mounted Commission Standard 9 warning device on Woodward Avenue. 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 runs 32 passenger trains per day at a maximum speed of 50 mph over the crossing. 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:

- Rotating the gates on the existing Commission Standard 9 and Standard 9-A warning devices on Main Street to run parallel to the tracks;
- Installing two Commission Standard 9-E (Commission Standard 9 installed on the departure side of the at-grade crossing, also known as an exit gate) warning devices with the gates running parallel to the tracks with loop vehicle detectors in each vehicle direction;
- Removing the existing Commission Standard 9 warning device on Woodward Avenue;
- Removing the medians on both approaches of Main Street and on Woodward Avenue;

- Installing a 5 foot wide concrete sidewalk on the east side of the crossing that crosses the track at a 90 degree angle;
- Installing additional concrete panels on the east side of the crossing for the sidewalk;
- Installing Americans with Disabilities Act compliant detectable warning tactile warning strips on both side walk approaches. The strips shall be placed across the entire width of the pedestrian pathway a minimum of 12 feet from the nearest rail; and
- Applying California Manual on Uniform Traffic Control Devices (CA MUTCD) compliant signage and pavement markings.

The County will file new traffic signal pre-emption calculations with CPUC staff for the crossing and the intersection of Petaluma Hill Road and Woodward Avenue prior to activation of the new 4-quad gate system. The original pre-emption calculations authorized under XREQ 2016050012 will be recalculated to accommodate the new crossing configuration.

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. The County must complete all the proposed alterations mentioned above for RCEB to consider this GO 88-B application closed.

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.

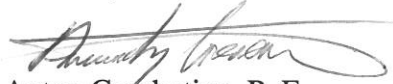
Within 30 days after completion of this project, the County shall notify RCEB that the authorized work is completed, by submitting a completed Commission Standard Form G. Form G requirements and forms can be obtained at the Commission web site Form G page at <http://www.cpuc.ca.gov/Crossings> . This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

