

PUBLIC UTILITIES COMMISSION

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



September 6, 2018

File Number: XREQ 2018080011
North Petaluma Highway 101 Overhead
Petaluma, Sonoma County

Patrick Coggins
Senior Right of Way Agent
California Department of Transportation
111 Grand Street
Oakland, CA 94612

SENT VIA E-MAIL

Re: General Order 88-B Request for Authority to Alter the North Petaluma Highway 101 Overhead Grade Separated Highway-Rail Crossing, CPUC Crossing No. 005-39.90-A and DOT No. 498684C in the City of Petaluma, Sonoma County

Dear Mr. Coggins:

This refers to your letter dated August 21, 2018, received by us on August 23, 2018, requesting authorization, pursuant to California Public Utilities Commission (Commission) General Order (GO) 88-B, to alter the North Petaluma Highway 101 Overhead grade separated highway-rail crossing (crossing) of the Sonoma Marin Area Rail Transit (SMART) tracks in the City of Petaluma, Sonoma County. The crossing is identified as CPUC Crossing No. 005-39.90-A and DOT No. 498684C.

The crossing crosses over a single SMART mainline track. SMART runs 32 passenger trains per day at a maximum speed of 60 mph and Northwestern Pacific Railroad Company (NWP) runs approximately 2 freight trains per week at a maximum speed of 45 mph through 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.

The proposed alterations as indicated in the request letter and/or shown in the attachments shall consist of widening Highway 101 to accommodate two 12-foot wide single occupancy vehicle lanes and one 12-foot wide high occupancy vehicle lane in both the northbound and southbound directions.

During construction, the California Department of Transportation (Caltrans) is requesting a temporary impaired vertical clearance of 20 feet 6 inches. Commission General Order (GO) 26-D, Section 2.1, requires a minimum vertical clearance of 22 feet 6 inches. Caltrans requests a temporary deviation from the vertical clearance requirements of GO 26-D. The Commission's Rail Crossings and Engineering Branch (RCEB) staff contacted SMART regarding the temporary deviation, and their representative indicated they do not oppose the request. The minimum permanent vertical clearance above top of rail will be 24 feet 8 inches.

Pursuant to Commission Resolution SX-76 and Section 16.2 of GO 26-D, Caltrans is granted a temporary deviation from GO 26-D, Section 2.1 and is authorized a temporary vertical clearance of not less than 20 feet 6 inches from the top of rail, during the construction period of the structure.

The following requirements shall apply to the temporary deviation to GO 26-D, Section 2.1:

1. Caltrans shall notify SMART and the Sacramento office of the Commission's Safety and Enforcement Division – Rail Operations Safety Branch (ROSB) and RCEB at least 15 days but not more than 30 days in advance of the date when Caltrans will create the temporary reduced vertical clearance. For the Commission, this notification may be submitted electronically to rceb@cpuc.ca.gov.
2. SMART shall issue instructions to all individuals responsible for operation of trains over these tracks of the temporary reduced vertical clearance of 20 feet 6 inches and shall submit the instructions in advance of the date when Caltrans will create the temporary reduced vertical clearance to the Sacramento office of ROSB and RCEB. This notification may be submitted electronically to rceb@cpuc.ca.gov.

RCEB staff has investigated Caltrans request, and finds it adequately addresses compliance and safety. As SMART, NCRA and Caltrans 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. Caltrans must complete all the proposed alterations mentioned above for RCEB to consider this GO 88-B application closed.

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 21080.13].

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.

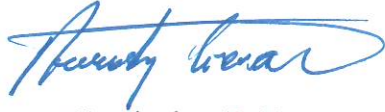
Within 30 days after completion of this project, Caltrans shall notify RCEB that the authorized work is completed, by submitting a completed Commission Standard Form G. Form G requirements and forms can be obtained at the Commission web site Form G page at <http://www.cpuc.ca.gov/Crossings>. This report 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. Commission requests a concurrent copy of the updated inventory form be submitted to rceb@cpuc.ca.gov

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If you have any questions, please contact David Stewart at (916) 928-2515 or atm@cpuc.ca.gov.

Sincerely,

A handwritten signature in blue ink, appearing to read "Anton Garabetian". The signature is fluid and cursive, with a long horizontal stroke at the end.

Anton Garabetian, P. E.
Program and Project Supervisor
Rail Crossings and Engineering Branch
Safety and Enforcement Division

(SENT VIA E-MAIL)

C: Mitch Stogner, NCRA
Bill Gamlen, SMART

