

PUBLIC UTILITIES COMMISSION

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



January 25, 2021

File Number: XREQ 2021010004
Mitchell Lane
Town of Windsor, County of Sonoma

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 Mitchell Lane At-Grade Highway-Rail Crossing, CPUC Crossing No. 005-61.70 and DOT Crossing No. 498575Y, in the Town of Windsor, County of Sonoma.

Dear Mr. Gamlen:

This refers to your letter, dated and received by us on January 14, 2021, requesting authorization, pursuant to California Public Utilities Commission (Commission) General Order (GO) 88-B, to alter the Mitchell Lane at-grade highway-rail crossing (crossing) of the Sonoma-Marín Area Rail Transit District (SMART) tracks, in the Town of Windsor (Town), County of Sonoma. The crossing is identified as CPUC Crossing No. 005-61.70, and DOT No. 498575Y.

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. Mitchell Lane is a two-lane, east/west running road. There is no rail traffic over the crossing. SMART is planning on running 38 passenger trains per day at a maximum speed of 35 miles per hour through the crossing by the end of 2021. Northwestern Pacific Railroad Company, the freight operator for North Coast Railroad Authority (NCRA), will run less than one freight train per day at a maximum speed of 25 mph over the crossing. The average daily traffic on Mitchell Lane is 3,400 vehicles.

The proposed alterations, as indicated in SMART's request letter and/or shown on its plans, shall consist of:

- Installing a striped continental crosswalk with Americans with Disabilities ACT (ADA) compliant pedestrian ramps with detectable warning strips on the west side of the crossing.
- Installing medians on the east and west side of the crossing.
- 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 northwest and southeast quadrants of the crossing.
- Installing emergency exit swing gates at the pedestrian sidewalk approaches in the northeast and southwest quadrants of the crossing.

- Installing an additional flashing light signal assembly on the existing westbound Standard 9-A directed toward the SMART pathway.
- Constructing ADA compliant detectable warning strips on all sidewalk approaches located a minimum of 12 feet from the centerline of the nearest track.
- Installing fencing in all four quadrants to channelize pedestrians.
- Applying the 2014 California Manual on Uniform Traffic Control Devices-Revision 5 (CAMUTCD) compliant signage and pavement markings, including W11-2 pedestrian crossing, W10-1 advance warning signs, and “RXR” and railroad limit pavement markings.

The Commission’s Rail Crossings and Engineering Branch (RCEB) investigated the request by SMART and finds it adequately addresses compliance and safety. As SMART, NCRA, and the Town agree as to the design and apportionments of the cost under the provisions of GO 88-B, SMART may proceed with the alternations as described in its request letter and attachments and summarized above. SMART must complete all the proposed alterations mentioned above for RCEB to consider this GO 88-B application closed.

SMART must ensure that Emergency Notification System signs are installed to comply with Title 49 Code of Federal Regulations, Section 234.309.

SMART shall provide temporary traffic controls in compliance with Section 8A.08, Temporary Traffic Control Zones, of the CAMUTCD, published by the California Department of Transportation.

All parties shall comply with all applicable rules, including Commission General Orders and the latest version of the CAMUTCD.

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 RCEB, 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, RCEB may reevaluate the crossing prior to granting an extension.

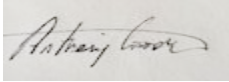
Within 30 days after completion of this project, SMART shall notify RCEB that the authorized work is completed by submitting a completed Commission Standard Form G. Form G requirements can be obtained at the Commission website at <http://www.cpuc.ca.gov/Crossings>. This report may be submitted electronically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

At the conclusion of the project, SMART must submit an updated electronic inventory form (Form F6180.71) to the Federal Railroad Administration, reflecting the changes. The Commission requests a concurrent copy of the updated inventory form be submitted to rceb@cpuc.ca.gov. 49 CFR 234 Section 234.409 requires the railroads to submit periodic crossing inventory updates a minimum of once every three years.

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

Sincerely,

A rectangular box containing a handwritten signature in cursive script, which appears to read "Anton Garabetian".

Anton Garabetian, P. E.
Program Manager
Rail Crossings and Engineering Branch
Rail Safety Division

cc John Jaeger, P.E., Town of Windsor
Mitch Stogner, NCRA