

## PUBLIC UTILITIES COMMISSION

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



July 2, 2021

File Number: XREQ 2021060003  
Windsor River Road  
Town of Windsor, Sonoma County

John Jaeger  
Deputy Director of Engineering  
Town of Windsor  
8400 Windsor Road, Bldg. 100  
P.O. Box 100  
Windsor, CA 95492

**SENT VIA E-MAIL**

**Re: General Order 88-B Request for Authority to Alter Windsor River Road At-Grade Highway-Rail Crossing, CPUC Crossing No. 005-62.90, and DOT No. 498658M, in the Town of Windsor, County of Sonoma.**

Dear Mr. Jaeger:

This refers to your letter, dated and received by us on May 18, 2021, requesting authorization, pursuant to California Public Utilities Commission (Commission) General Order (GO) 88-B, to alter the Windsor River Road at-grade highway-rail crossing (crossing) of Sonoma-Marin Area Rail Transit District (SMART) track in the Town of Windsor (Town), County of Sonoma. The crossing is identified as CPUC Crossing No. 005-62.90 and DOT No. 498658M.

The single-track crossing is equipped with four curb-mounted Commission Standard 9 (flashing light signal assembly with automatic gate arm) warning devices. Windsor River Road is a two-lane, east-west running street. Windsor River Road intersects with Windsor Road forming a four-way signalized intersection that the track crosses diagonally. SMART plans to run 38 passenger trains per day at a maximum speed of 35 miles per hour through the crossing. The average daily traffic on Windsor River Road is 15,500 vehicles.

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

- Replacing the existing four-way intersection with a four-leg roundabout.
- Removing all existing traffic signals and railroad crossing warning devices.
- Installing a center mounted and curb mounted Commission Standard 9 warning devices, each with an extra set of flashers, on each track approach within the roundabout.
- Installing a precast concrete panel crossing surface for the mainline track.
- Installing Americans with Disabilities Act (ADA) compliant pedestrian ramps and crosswalks with stamped asphalt and tactile guiding ridges outside the roundabout on all four roadway approaches.
- Installing roundabout unmountable splitter islands on all four roadway approaches with cut-out pedestrian refuges.
- Installing fencing in the northwest and southeast quadrants to channelize pedestrians to existing rail pedestrian crossings.

- Installing 10-foot-wide pedestrian sidewalks over the tracks in the northwest and southeast quadrants, equipped with Commission Standard 9 pedestrian gate warning devices in combination with emergency exit swing gates and ADA compliant detectable warning strips located no closer than 12 feet from the nearest rail on each approach.
- Applying California Manual on Uniform Traffic Control Devices (CA MUTCD) compliant signage and pavement markings, including W10-1 advance warning signs, R8-8 “DO NOT STOP ON TRACKS”, R1-2 “YIELD”, W11-2 “PED XING”, R15-8 “LOOK” signs, “RXR,” “KEEP CLEAR,” and railroad stop limit lines and pavement markings as shown on plans and per Chapter 3C, Roundabout Markings and compliance with Section 8C.12, Grade Crossings Within or In Close Proximity to Circular Intersections.

The Commission’s Rail Crossings and Engineering Branch (RCEB) investigated the request by the Town and finds it adequately addresses compliance and safety. As the Town and SMART agree as to the design and apportionments of the cost under the provisions of GO 88-B, the Town may proceed with the alterations as described in its request letter, attachments, and summarized above. The Town must complete all the proposed alterations described 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 (CFR), Section 234.309.

The Town 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].

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](mailto:rceb@cpuc.ca.gov). 49 CFR 234 Section 234.409 requires each primary operating railroad to submit periodic crossing inventory updates a minimum of once every three years.

Within 30 days after completion of this project, the Town 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](mailto:rceb@cpuc.ca.gov).

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.

John Jaeger  
XREQ 2021060003  
July 2, 2021  
Page 3 of 3

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

Sincerely,

A handwritten signature in black ink, appearing to read "Anton Garabetian". The signature is fluid and cursive, with a large initial "A" and a long, sweeping underline.

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

cc Bill Gamlen, SMART