

PUBLIC UTILITIES COMMISSION

180 PROMENADE CIRCLE, SUITE 115
SACRAMENTO, CA 95834



May 4, 2012

File Number: G.12-04-004
City of Moorpark, County of Ventura

Dave Klotzle
City Engineer/Director of Public Works
City of Moorpark
799 Moorpark Avenue
Moorpark, CA 93021

Re: **General Order 88-B Request for Authority to Alter the Gabbert Road Highway-rail Crossing, CPUC Crossing No. 001E-422.55, DOT No. 745899H, in the City of Moorpark, Ventura County.**

Dear Mr. Klotzle:

This refers to your letter, dated April 10, 2012 (received April 16, 2012), requesting authorization, pursuant to California Public Utilities Commission (Commission) General Order (GO) 88-B, to modify the existing at-grade crossing of Union Pacific Railroad (UPRR) Mainline E tracks and Gabbert Road in the City of Moorpark (City), Ventura County. The crossing is identified as CPUC Crossing Number 001E-422.55 and DOT Number 745899H.

The Gabbert Road at-grade crossing is currently a two lane roadway, one lane in each direction, over one UPRR mainline track. The crossing is currently equipped with two Commission Standard No. 9 (flashing light signal assembly with automatic gate arm) warning devices, pavement markings and advanced warning signage. Poindexter Avenue runs parallel to the tracks, ending at a T-intersection and is a stop sign controlled intersection adjacent to, and south of the crossing. The City proposes to widen the roadway to implement their General Plan Circulation Element, improving Gabbert Road to a four-lane roadway.

In addition to freight trains, the National Railroad Passenger Corporation (Amtrak) operates passenger trains over the UPRR mainline. Approximately twelve (12) passenger trains per day at a maximum speed of 79 MPH and up to three (3) freight trains per week at a maximum speed of at 55 MPH operate over this portion of the mainline. The Average Annual Daily Traffic (ADT) count at this crossing is 680 vehicles per day.

The City proposes the following modifications to the crossing:

- Widen Gabbert Road from two lanes to four through lanes at crossing;
- Install a 9-foot wide, and 65-foot long raised center median island on the north side of the crossing, with an opening for northbound left turn traffic;

- Install a 9-foot wide, and approximately 20-foot long raised center median island south of the crossing, between the tracks and the intersection with Poindexter Avenue;
- Install one new median mounted Commission Standard 9 warning device for southbound Gabbert Road and upgrade the existing curb mounted Commission Standard 9 warning device at the northwest quadrant of the crossing with 12-inch LED lights for improved visibility;
- Install one new median mounted Commission Standard No. 9 warning device for northbound Gabbert Road and relocate and upgrade the existing curb mounted Commission Standard 9 warning device at the southeast quadrant of the crossing with 12-inch LED lights for improved visibility;
 - Install additional flashers on the relocated curb mounted Commission Standard 9 warning device at the southeast quadrant of the crossing to address the westbound Poindexter vehicular traffic;
- Install concrete crossing panel surfacing for the one mainline track;
- Install Americans with Disabilities Act (ADA) compliant sidewalk on west side of the crossing;
- Install ADA compliant detectable warning tactile strips on the west side of Gabbert Road for both approaches to the crossing. Placement: a minimum of 36 inches in the direction of travel over the full width of the sidewalk, 2 feet in front of the warning device (where present), but no closer than 15 feet from the centerline of the tracks, and
- Install California Manual on Uniform Traffic Control Devices (CA MUTCD) compliant signage and pavement markings, including W10-1 advance warning signs, R1-1 'STOP', R 8-8 'DO NOT STOP ON TRACKS' signage, and RxR pavement markings, as shown in plans.

The Commission's Rail Crossings Engineering Section (RCES) investigated the request filed by the City and finds it adequately addresses compliance and safety. As the City and UPRR are in agreement as to the design and apportionments of the cost under the provisions of GO 88-B, the improvements as described in your request dated April 10, 2012 and summarized above are authorized.

Temporary traffic controls shall be provided in compliance with Section 8A.05, Temporary Traffic Control Zones, of the CA MUTCD, published by the California Department of Transportation. All parties shall comply with all applicable rules, including Commission General Orders and the 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, RCES may reevaluate the crossing prior to granting an extension.

Within 30 days after completion of this project, UPRR shall notify RCES that the authorized work is completed, by submitting a completed Commission Standard Form G titled *Report of Changes at Highway Grade Crossings and Separations*. Form G requirements and forms can be obtained at the CPUC web site Form G page at <http://www.cpuc.ca.gov/formg>. This report may be submitted electronically to rces@cpuc.ca.gov as outlined on the web page.

At the conclusion of the project, UPRR must also submit an updated FRA inventory form to the Federal Railroad Administration, reflecting the changes. Commission requests a concurrent copy of the updated inventory form be submitted to rces@cpuc.ca.gov.

If you have any questions, please contact Sergio Licon at (213) 576-7085 or sal@cpuc.ca.gov.

Sincerely,

A handwritten signature in black ink that reads "Daren Gilbert". The signature is written in a cursive, slightly slanted style.

Daren Gilbert, Manager
Rail Transit and Crossings Branch
Consumer Protection and Safety Division

C: Ken Tom, Manager – Special Projects Manager, UPRR
Steve McDowell, Director – Communications & Signals, Amtrak