

PUBLIC UTILITIES COMMISSION

320 W. 4TH STREET, SUITE 500
LOS ANGELES, CA 90013



October 31, 2012

File Number: G.12-10-009
Spring Road
City of Moorpark, County of Ventura

Patricia Watkins
Assistant Director, Public Projects
SCRRA / Metrolink
279 East Arrow Highway, Suite A
San Dimas, CA 91773

Re: **General Order 88-B Request for Authority to Alter the Spring Road At-grade Rail Crossing, CPUC Crossing No. 101VE-427.40, DOT No. 745902N in the City of Moorpark, Ventura County.**

Dear Ms. Watkins:

This refers to your letter dated September 12, 2012, received by us on September 28, 2012, requesting authority, pursuant to California Public Utilities Commission (Commission) General Order (GO) 88-B, to modify the existing at-grade crossing of Southern California Regional Rail Authority (SCRRA) Ventura Subdivision tracks and Spring Road in the City of Moorpark (City), Ventura County. The crossing is identified as CPUC Crossing Number 101VE-427.40 and DOT Number 745902N.

The Spring Road at-grade crossing is a five lane roadway, two through lanes in each direction and one turn lane in the northbound direction that crosses over the SCRRA mainline tracks. 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. East High Street/Princeton Avenue is a traffic signal controlled intersection with Spring Road just north of the crossing.

The SCRRA proposes the following modifications to the Spring Road crossing as part of a Sealed Corridor Program project:

- Relocate the existing curb mounted Commission Standard 9 warning device in the northwest quadrant of the crossing for southbound Spring Road;
- Install one new median mounted Commission Standard 9 warning device in the southeast quadrant of the crossing for northbound Spring Road;
- Relocate the existing curb mounted Commission Standard 9 warning device to be in line with the newly installed median mounted Commission Standard 9 warning device in the southeast quadrant of the crossing for northbound Spring Road;
- Install one new curb mounted 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 Exit Gate Management System (vehicle presence detection system) for southbound Spring Road vehicular traffic on the southwest quadrant of the crossing;

- Install one new curb mounted and one new median mounted Commission Standard 9-E warning devices with Exit Gate Management System for northbound Spring Road vehicular traffic on the northeast quadrant of the crossing;
- Install a pre-signal for northbound Spring Road vehicular traffic;
- Interconnect the railroad warning devices and northbound pre-signal with the traffic signals at the intersection of Spring Road and East High Street/Princeton Avenue to provide 44 seconds of advance preemption;
- Install concrete crossing surface for the track;
- Construct a new raised median 8-inches high, 9-feet wide, and 100 feet long with tapers for the northbound approach to the crossing;
- Construct a new raised median 8-inches high, 9-feet wide, and 100 feet long with tapers for the southbound approach to the crossing;
- Construct Americans with Disabilities Act (ADA) complaint sidewalks and 12 inch striping through the crossing on both sides of the crossing;
- Install ADA compliant detectable warning tactile strips on all pedestrian sidewalk approaches to the crossing;
- Install pedestrian crosswalk pavement markings at the Spring Road and East High Street/Princeton Avenue intersection north of the crossing;
- Install Commission Standard 9 pedestrian gate warning devices in combination with swing gates on all four pedestrian sidewalk approaches of the crossing;
- Install pedestrian channelization in the form of pedestrian railing in all four pedestrian crossing approaches and fencing along the right of way to prevent trespassing; and
- Install California Manual on Uniform Traffic Control Devices (CA MUTCD) compliant signage including (W10-2L, W10-2R, , W10-1, W48 (CA) (CA) 2 track, and W10-4 advance warning signs, R8-8 "DO NOT STOP ON TRACKS", R10-6 "STOP HERE ON RED", R3-18 "NO LEFT TURN", R15-2 Number of Tracks, R6-1 One Way (Arrow), R4-4 "BEGIN RIGHT TURN LANE YIELD TO BIKES", R2-1 Speed Limit (40) , R4-7 Keep Right, R15-8 'LOOK', R3-7 "RIGHT LANE MUST TURN RIGHT", R61-5(CA) MOD Intersection Lane Control regulatory signage, and RXR pavement markings, as shown in plans.

The Commission's Rail Crossings Engineering Section (RCES) investigated the request filed by the SCRRA and finds it adequately addresses compliance and safety. As SCRRA and the City 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 September 12, 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 Pubic 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 RCES, 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, SCRRA 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/PUC/safety/Rail/Crossings/formg>. This report may be submitted electronically to rces@cpuc.ca.gov as outlined on the web page.

At the conclusion of the project, SCRRA must also submit an updated Federal Railroad Administration (FRA) inventory form to the FRA, 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,



Anton Garabetian, P.E.
Program and Project Supervisor
Rail Crossings Engineering Section
Consumer Protection and Safety Division

C: Harry Steelman – Division Engineer West, Amtrak Engineering
Kenneth Tom – Manager, Special Projects, Union Pacific Railroad
Dave Klotzle – Interim City Engineer/Public Works Director