

Decision 84 06 134

JUN 20 1984

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Investigation for the purpose of establishing a list for the fiscal year 1984-85 of existing and proposed crossings at grade of city streets, county roads or state highways most urgently in need of separation, or projects effecting the elimination of grade crossings by removal or relocation of streets or railroad tracks, or existing separations in need of alteration or reconstruction as contemplated by Section 2452 of the Streets and Highways Code.

OII 83-10-01
(Filed October 5, 1983)

(See Appendix A for appearances.)

O P I N I O N

This is an investigation required by Streets and Highways (S&H) Code § 2452 to establish a Railroad-Highway Grade Separation Priority List (priority list) for the fiscal year 1984-85. Copies of the Commission's Order Instituting Investigation (OII) were served upon each city, county, and city and county in which there is a railroad crossing, each railroad corporation involved, the California Department of Transportation (Caltrans), the California Transportation Commission, the League of California Cities, the County Supervisors Association, and other persons who might have an interest in the proceeding. The OII invited qualified agencies and railroad corporations desiring to have a particular crossing or separation considered for inclusion on the 1984-85 priority list to submit their nominations to the Commission on or before December 12, 1983. In response to the OII, 35 agencies nominated 76 projects for

inclusion on the list. Public hearings were held on the matter in San Francisco and Los Angeles and the investigation was submitted on April 27, 1984 upon the receipt of late-filed Exhibit 4.

After submission of the proceeding, the Commission received information concerning an accident involving fatalities which occurred early in May 1984 at the Peck Road Crossing in El Monte, a grade crossing which is the subject of a nomination in this proceeding. The administrative law judge set aside submission so that the City of El Monte could furnish verified information concerning the accident. All other appearances were also given opportunity to furnish information concerning certain changed factors which might affect their positions on the adopted 1984-1985 list. No party other than the City of El Monte offered any new information in response to this invitation.

Background

S&H Code § 2452 requires that by July 1 of each year the Commission establish a priority list, determined on the basis of criteria established by the Commission, for the succeeding fiscal year, of existing and proposed crossings at grade of city streets, county roads, or state highways, which are not freeways, as defined in S&H Code § 257, most urgently in need of separation. It includes projects effecting the elimination of grade crossings by removal or relocation of streets or railroad tracks and existing separations in need of alteration or reconstruction. Once the priority list has been established by the Commission, it is furnished to Caltrans and the California Transportation Commission. Those latter two agencies, under the provisions of S&H Code §§ 190 and 2453, allocate at least \$15 million during the year the priority list is effective to the projects in accordance with their priority on the list. The basis of allocation is contained in S&H Code §§ 2450-2461. For projects which eliminate an existing crossing or alter or reconstruct an existing grade separation, an allocation of 80% of the estimated cost of the

project is provided for, with the local agency and railroad each contributing 10%. For projects which eliminate a proposed grade crossing, an allocation of 50% is provided for, with the remaining 50% being contributed by the local agency. The allocation is limited to that necessary to make the separation operable and the initial allocation of funds is not to exceed the applicant's project cost estimate used by the Commission in establishing the annual priority list. With regard to projects having the same priority index number, consideration is first given to projects which separate or eliminate existing grade crossings, then to projects which alter or reconstruct grade separations, and, finally, to projects to construct new grade separations. Within each of these categories, first consideration is given to the lowest cost project in order that the maximum number of projects may be accomplished with the available funds. S&H Code § 2454(g) reads as follows:

"(g) Notwithstanding the provisions of Subdivisions (a) to (f), inclusive, the total of such allocations for a single project shall not exceed five million dollars (\$5,000,000) without specific legislative authorization, except that the amount for a single project may be increased to either (1) an amount that includes the federal construction cost index increase each year since 1976, or (2) an amount which does not exceed one-third of the total funds appropriated for grade separation projects for the year of allocation, whichever amount is less, as determined each year by the Public Utilities Commission."

The amount referred to in (1) of the preceding quoted paragraph is \$7,770,000.

Following issuance of the priority list by the Commission, applications to Caltrans for an allocation must be made no later than April 1 of each fiscal year or the next business day if April 1 is not a business day. The requirements for filing an application for

an allocation of grade separation funds are set forth in Title 21 (Public Works), Chapter 2, Subchapter 13 (Grade Separation Projects) of the California Administrative Code.

Information Required to be Submitted with Nomination

The OII required each nomination to be accompanied by the following verified data about the project:

1. A statement indicating the need for the project.
2. A statement indicating that the nominating agency can or cannot complete the pre-allocation requirements, as set forth in S&H Code § 2456, prior to April 1, 1985.
3. A location map of the project, on paper 8½" by 11" in size (scale 1" = 500' approximately) showing existing streets, highways, and railroads. The proposed alignment of the grade separation shall also be shown.
4. Two photographs (minimum size, 3½" x 5") of the crossing, one from each direction of approach.
5. A statement indicating the type of project.
6. For existing or proposed crossings nominated for separation or elimination, a completed Nomination Form GSN-1 (Revised 9-83).
7. For proposed crossing projects, a discussion of the physical practicability and feasibility of constructing an at-grade crossing in the general area of the proposed separation. No discussion of economic feasibility was required, only a description of the physical features in the surrounding terrain which would allow the construction of an at-grade crossing. If sufficient evidence is not presented that construction of an at-grade crossing is practical and feasible, the project will be excluded from the list.

8. For existing grade separations nominated for alteration or reconstruction, a completed Nomination Form GSN-2 (Revised 9-83) and a description of the existing and proposed separation structures, including acute structural deficiencies, shall be included with the nomination.
9. Prepared testimony which fully supports the nomination.

Nomination Forms GSN-1 and GSN-2 were furnished each agency and railroad, along with the OII. These forms require the submission of detailed data about the project as called for on the forms so that the project can be more fully evaluated in accordance with the criteria established by the Commission. The forms also call for an estimate of the total cost of the project broken down as to the costs of right-of-way, preliminary engineering, construction engineering, bridge construction, railroad work, highway approaches and connections, utility relocation, contingencies, and removal of the existing crossing.

Establishment of
Tentative Priority List

After the nominations were received, the Railroad Operations and Safety Branch (the staff) of the Commission's Transportation Division applied the following criteria to the data furnished with each nomination:

$$P = \frac{V \times T}{C \times F} + SCF$$

Where:

- P = Priority Index Number
- V = Average 24-Hour Vehicular Volume
- C = Total Cost of Separation Project
(In Thousands of Dollars)
- T = Average 24-Hour Train Volume
- F = Cost Inflation Factor (Use F = 12 for
1984-85 F.Y. Priority List)
- SCF = Special Conditions Factor

For Existing or Proposed Crossings Nominated
For Separation or Elimination

$$SCF = G1 + G2 + G3 + G4 + G5 + G6 + G7$$

Where:

	<u>Points Possible</u>
G1 = Vehicular Speed Limit	0- 5
G2 = Railroad Prevailing Maximum Speed	0- 5
G3 = Crossing Geometrics	0- 5
G4 = Crossing Blocking Delay	0-10
G5 = Alternate Route Availability	0- 5
G6 = Accident History	0-20
G7 = Irreducibles	<u>0-20</u>
Total Possible	0-70

For Existing Separations Nominated for
Alteration or Reconstruction

$$SCF = S1 + S2 + S3 + S4 + S5 + S6$$

Where:	<u>Points Possible</u>
S1 = Width Clearance	0-10
S2 = Height Clearance	0-10
S3 = Speed Reduction or Slow Order	0- 5
S4 = Load Limit	0- 5
S5 = Accidents at or Near Structure	0-10
S6 = Probability of Failure and Irreducibles	<u>0-10</u>
Total Possible	0-50

Points in each category are assigned according to the following schedule:

Grade Crossings

G1 = Vehicular Speed Limit

<u>MPH</u>	<u>Points</u>
0-30	0
31-35	1
36-40	2
41-45	3
46-50	4
51-55	5

G2 = Railroad Maximum Speed

<u>MPH</u>	<u>Points</u>
0-25	0
26-35	1
36-45	2
46-55	3
56-65	4
66+	5

G3 = Crossing Geometrics

0-5 points based on relative severity of physical conditions

G4 = Crossing Blocking Delay, Total Minutes per Day

<u>Minutes</u>	<u>Points</u>
0-20	0
21-40	1
41-60	2
61-80	3
81-100	4
101-120	5
121-140	6
141-160	7
161-180	8
181-200	9
200+	10

G5 = Alternate Route Availability

<u>Distance (Feet)</u>	<u>Points</u>
0-1,000	0
1,001-2,000	1
2,001-3,000	2
3,001-4,000	3
4,001-5,000	4
5,001+	5

G6 = Accident History (10 years)

Each reportable train-involved accident

Points = (1 + 2 x No. killed +
No. injured) x PF*

*PF = Protection Factor for:

- Std. #9 = 1.0
- Std. #8 = 0.4
- Std. #3 = 0.2
- Std. #1 = 0.1

Note 1. No more than three points shall be allowed for each accident prior to modification by the protection factor.

Note 2. Each accident shall be rated separately and modified by a factor appropriate to the protection in existence at the time of the accident.

G7 = Irreducibles

0-20 points based on:

- (a) Secondary accidents
- (b) Emergency vehicle usage
- (c) Accident potential
- (d) Passenger Trains

<u>Number of Trains Per Day</u>	<u>Points</u>
1-2	1
3 to 5	2
6 to 20	3
21 to 49	4
50+	5

Existing Separations

S1 = Width Clearance

<u>Width (Feet)</u>	<u>Points</u>
16' + 12(N)	0
12' but less than 16' + 12(N)	2
8' but less than 12' + 12(N)	4
0' but less than 8' + 12(N)	6
11(N) but less than 12(N)	8
Less than 11(N)	10

N = Number of Traffic Lanes

S2 = Separation Height Clearance

Underpass

<u>Height (Feet)</u>	<u>Points</u>
15' and above	0
14' but less than 15'	4
13' but less than 14'	8
Less than 13'	10

Overpass

<u>Height (Feet)</u>	<u>Points</u>
22½' and above	0
20' but less than 22½'	4
18' but less than 20'	8
Less than 18'	10

S3 = Speed Reduction or Slow Order

	<u>Points</u>
None	0
Moderate	2
Severe	5

S4 = Load Limit

	<u>Points</u>
None	0
Moderate	2
Severe	5

S5 = Accidents at or Near Structure (10 Years)

<u>Number</u>	<u>Points</u>
0-10	0
11-20	1
21-30	2
31-40	3
41-50	4
51-60	5
61-70	6
71-80	7
81-90	8
91-100	9
101+	10

S6 = Irreducibles

0-10 points based on:

- (a) Probability of Failure
- (b) Accident Potential
- (c) Delay Effects

The proposed criteria are similar to those used in the 1983-84 fiscal year proceeding.

Projects involving the closure of multiple crossings were evaluated in the same manner as single crossing projects with two major exceptions involving the Accident History and Crossing Blocking Delay Factors. For a multiple crossing project, the Accident History points for each crossing were added and that cumulative total reflected in Table 2A (Appendix C) for G6 - Accident History. (See exception relating to Santa Rita Road in Pleasanton.)

Crossing Blocking Delay was considered on an individual project basis. For single street crossings of two railroads, the delays at each crossing were simply added; at multiple street crossings of a single railroad, the delay points awarded depended on the street configuration. For the vast majority of these projects, delay points were awarded based on a weighted average taking into account the delay and the number of vehicles at each crossing in the project.

The staff's Exhibit 2 lists the nominated projects, the tentative point values assigned each project, and the tentative initial recommended priority list.

Establishment of Final Priority List

During the course of the hearing witnesses for several of the projects were permitted to amend the factual data contained in their nominations while other witnesses gave a fuller explanation of their previously submitted information. This additional information resulted in their projects' points being revised. These projects were:

<u>Agency</u>	<u>Crossing Name</u>	<u>Affected Category</u>
Alameda County	Liv-ALT CNSL	Vehicle Volume Blocking Delay Project Cost
Buena Park	Dale Street	Vehicle Speed
Caltrans	79-Riverside	Vehicle Speed Train Speed Irreducibles
Caltrans	58-San Brdo. (2-753.2)	Train Volume
Caltrans	58-San Brdo. (2-780.3)	Train Volume
Caltrans	237-Santa Clara	Train Speed
Caltrans	70-Yuba	Speed Reduction
El Monte	Peck Rd	Train Speed
Fremont	Newark Bl.	Vehicle Volume Train Volume Project Cost

Fresno County	Chestnut A	Accident History
Fresno County	Chestnut A-1	Accident History
Hayward	Harder Road	Train Speed
Hayward	Tennyson Road	Train Speed
Hayward	W.Winton	Train Speed
Irvine	Sand Canyon	Train Volume
		Blocking Delay
Irvine	Yale Avenue	Blocking Delay
Los Angeles Co.	Telegraph Rd.	Project Cost
Montclair	Montclair CNL	Vehicle Volume
		Accident History
		Irreducibles
		Project Cost
Paramount	Alondra Bl.	Vehicle Volume
San Mateo	Laurie Meadows	Project Cost
Santa Ana	First St.	Train Volume
Santa Ana	Fourth St.	Train Volume
		Train Speed
Santa Ana	17th St.	Train Volume
Santa Ana	Grand Av.	Train Volume
		Train Speed
Santa Ana	McPadden Av.	Train Volume
		Train Speed
		Project Cost

Projects eliminated from consideration for non-appearance:

<u>Agency</u>	<u>Crossing Name</u>
Merced	"G" Street
Merced	Parsons Ave.

The OII also required that agencies anticipating the need for an allocation above \$5 million should be prepared to present evidence at the hearing to justify the additional award. Such evidence was received concerning the following projects:

Projects in Excess of \$5 Million

A. Projects Resulting in Multiple Crossing Closures or Alterations

Fresno	Shaw Av.
Los Angeles Co.	Bandini Bl.
Los Angeles Co.	Grand Av.
Paramount	Alondra Bl.
Pittsburg	Railroad Av.
San Gabriel	Ramona-Msn
San Gabriel	San Gabriel - Lwr
Santa Ana	Fourth St.

B. Projects Achieving Major Changes/Improvements in Traffic Safety and Circulation by Completion or Realignment of Major Arterials or Realignment of Complex Adjacent Street Intersections

<u>Agency</u>	<u>Crossing Name</u>
Caltrans	70-Yuba
Caltrans	237-Santa Clara
El Monte	Peck Rd.
Indio	Monroe St.
Los Angeles	Imperial Hwy.
Los Angeles Co.	Slauson Av. (BG-487.3)
Los Angeles Co.	Slauson Av. (2E-2.83)
Los Angeles Co.	Florence Av. (BBH-488.43)
Los Angeles Co.	Florence Av. (BG-488.3)
Los Angeles Co.	El Segundo Bl.
Riverside	Arlington Av.
Santa Ana	Grand Av.
Santa Ana	17th Street
Santa Ana	McFadden Av.
South San Francisco	Oyster Pt. Bl.
Stockton	Hammer Ln.

During the hearings, a consultant representing the City of Pittsburg and the City of Fresno submitted alternate nominations for Pittsburg's Railroad Avenue project and for Fresno's Shaw Avenue project. The reason for both alternate filings is the Santa Fe Southern Pacific Corporation merger application, filed with the Interstate Commerce Commission (ICC) on March 23, 1984 in Finance Docket No. 30400.

Both alternates involve assumptions on the part of the consultant. Foremost among these assumptions is the actual granting by the ICC of the merger application. The merger, the consultant states, must be approved by the ICC within 31 months from the date the application was filed. He expressed his lack of optimism that such approval will be granted within one year.

The consultant also conceded that there is a further element of speculation contained in the alternate Railroad Avenue nomination, i.e., where the crossing blocking delay is indicated as 110 minutes based upon a guess concerning the number of Santa Fe Railway (AT&SF) movements which will require handling. The consultant also conceded with respect to apportionment of railroad costs, that if the alternate project were to receive a sufficiently high priority to be exercised it would have to be exercised by April 1, 1985 solely against the Southern Pacific Company (SP), rather than both the SP and AT&SF. Staff pointed out that future train traffic at this crossing is highly speculative, and recommended that final priority listing be based upon presently known data, rather than speculation.

With respect to the Shaw Avenue Crossing in the City of Fresno, the situation is comparable: arbitrary and speculative data concerning train counts would have to be used, based upon early approval by the ICC of the proposed merger, to give effect to this alternate nomination.

We will base our adopted priority listings of these two projects on the original, rather than the alternate nomination data, due to the speculative nature of the circumstances surrounding the proposed merger. Both projects may, of course, be nominated again next fiscal year, if necessary, when more current information on the proposed merger should be available.

In connection with the City of Pleasanton's Santa Rita Road project, an alternate project was filed which included construction of an underpass at the existing Santa Rita Road at-grade crossing and construction of an underpass at the proposed Valley Avenue crossing of the Union Pacific tracks. The two projects are approximately one mile apart. The Santa Rita Road separation is classified as the elimination of an existing at-grade crossing and the Valley Avenue separation is classified as the elimination of a proposed at-grade crossing. (The apportionment of costs under each classification is different.) The staff believes that the two separations are unrelated because of the distance separating them and because they do not serve the same vehicular traffic.

The consultant for the City of Pleasanton stated that the proposed Valley Avenue Crossing would replace an existing private crossing which serves a Kaiser Sand and Gravel plant (Tr. 49). The project essentially is to separate Santa Rita Road; but in order to proceed with that undertaking an additional separation at Valley Avenue is necessary to provide a feasible detour during construction of the Santa Rita Road project due to the extremely busy and restricted right-of-way conditions there.

The consultant asked that in evaluating the alternate nomination, the number of fatalities and accidents which have occurred at Valley Avenue be considered. He has furnished an extrapolated number of these incidents for use in making such evaluation.

Staff proposed that we either accept the original nomination for Santa Rita Road, or, if Valley Avenue is deemed an essential element of the total project, give some consideration to the accidents and the potential volume of traffic at that location through treatment of the "irreducibles" element, a factor based on accidents and number of trains per day. However, the basic traffic count would be based only on Santa Rita.

Counsel for the City of Pleasanton urges that we give due consideration to the accident history at Valley Avenue, even though this crossing is classified as private.

Although the evidence concerning Valley Avenue relating both to need and accident history is uncontradicted, we will not include this accident history because Valley Avenue is a private, rather than a public grade crossing. Public Utilities (PU) Code § 1201 under Chapter 6 (Railroad Crossings) states: "No public road, highway, or street shall be constructed across the tracks of any railroad corporation at grade...without having first secured the permission of the commission." (Emphasis added). S&H Code § 2450(c) contains the following definition: "'Highway means city street, a county highway, or a state highway which is not a freeway...'" In the circumstances, the basic data concerning only Santa Rita Road will be used in determining this project's position on our adopted priority list.

The OII specified that all nominations shall be received by December 12, 1983. The City of Anaheim's nomination for a grade separation project located at Lincoln Avenue and the AT&SF tracks was received on December 15, 1983. In previous years nominations not timely received have been excluded from Grade Separation Priority Lists.

In light of our historical treatment of late received nominations, and in fairness to those agencies who might have submitted late nominations but were governed by the directive

contained in the OII that all nominations be received by December 12, 1983, the City of Anaheim's nomination will not be included in our adopted 1984-85 priority list.

Appendixes B, C, D, and E are extracts of late-filed Exhibit 4 corrected to reflect the changes in the number of points to which each project is entitled and pertain as follows:

Appendix B is an alphabetical list of eligible projects nominated for inclusion on the 1984-85 priority list. Included, in addition to information identifying each project, are the vehicular and train volume, project cost, and the $\frac{V \times T}{C \times F}$ calculation associated with each nominated project.

Appendix C is a list of point values awarded in each Special Conditions Factor category to existing or proposed crossings nominated for separation or elimination.

Appendix D is a list of point values awarded in each Special Conditions Factor category to existing grade separations nominated for alteration or reconstruction.

Appendix E is a ranking of projects nominated for inclusion on the 1984-85 priority list by their Priority Index Number.

The legend for use in interpreting some of the figures, numbers, and abbreviations used in Appendixes B, C, D, and E is as follows:

RR

- 1 - Southern Pacific Transportation Company
- 2 - The Atchison, Topeka and Santa Fe Railway Company
- 3 - Union Pacific Railroad Company
- 4 - Western Pacific Railroad Company,
Western District (formerly the
Western Pacific Railroad Company)

BR

Railroad Branch

MILEPOST

Identifying railroad milepost

SUF

Suffix applied to separations nominated for alteration or reconstruction.

- A - Highway Overpass
- B - Highway Underpass

PROP

- * - Proposed Crossing

TYPE PROJ

Type of Project

1. Existing grade crossing nominated for separation.
- 2A. Proposed crossing nominated for separation - Grade Crossing practical and feasible.
3. Grade crossing nominated for elimination by removal or relocation of street or tracks.
4. Grade separation nominated for alteration or reconstruction.

Findings of Fact

1. The criteria set forth in Appendixes B, C, and D, attached, are reasonable and should be used to establish the 1984-85 priority list.

2. The alternate nominations for Pittsburg's Railroad Avenue and Fresno's Shaw Avenue projects are based upon the proposed Santa Fe Southern Pacific Corporation merger. Evidence relating to this proposed merger indicates that the application to the ICC will not be acted upon within one year. Both alternate projects involve considerable speculation relating to train counts.

3. The alternate nomination for the Santa Rita Road project in Pleasanton includes a second crossing at Valley Avenue, which is a private crossing.

4. The nomination for the City of Anaheim's Lincoln Avenue project was not received until after the time specified in the OII for receiving nominations.

5. Those projects described under the heading "Projects in Excess of \$5 Million" qualify for initial allocations in excess of \$5 million as provided by S&H Code § 2454(g).

6. With regard to projects having the same priority index number, consideration should first be given to projects which separate or eliminate existing grade crossings, then to projects which alter or reconstruct existing grade separations. Within each of these categories, first consideration should be given to the lowest cost project so that the maximum number of projects may be accomplished with the available funds.

7. As the statute requires issuance of our order by July 1, the effective date of this order should be the date of signing.

Conclusions of Law

1. The alternate nomination for the City of Pittsburg's Railroad Avenue project should not be included on the 1984-1985 priority list.

2. The alternate nomination for the City of Fresno's Shaw Avenue project should not be included on the 1984-1985 priority list.

3. The determination of the ranking of the City of Pleasanton's Santa Rita Road project on the 1984-1985 priority list should not include accident data relating to Valley Avenue.

4. The City of Anaheim's Lincoln Avenue project should not be included on the 1984-1985 priority list.

5. The list set out in Appendix E should be established as the 1984-1985 priority list.

O R D E R

IT IS ORDERED that:

1. The list of projects appearing in Appendix E is established as required by the California Streets and Highways Code § 2452 as the 1984-85 list, in order of priority, of projects which the Commission determines to be most urgently in need of separation or alteration.

2. With regard to projects having the same priority index number, consideration shall first be given to projects which separate or eliminate existing grade crossings, then to projects which alter or reconstruct existing grade separations, and finally to projects to construct new grade separations. Within each of these categories, first consideration shall be given to the lowest cost project so that the maximum number of projects may be accomplished with the available funds.

3. The Executive Director shall furnish a certified copy of this opinion and order to the California Department of Transportation and California Transportation Commission.

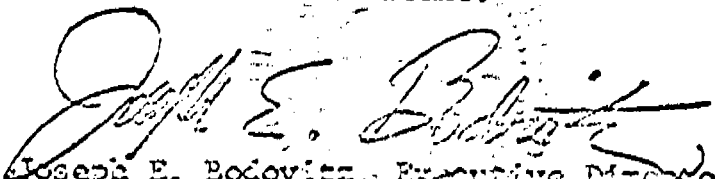
This order is effective today.

Dated JUN 20 1984 , at San Francisco, California.

LEONARD M. GRIMES, JR.
President

VICTOR CALVO
FRUSCILLA C. GREW
DONALD VIAL
WILLIAM T. BAGLEY
Commissioners

I CERTIFY THAT THIS DECISION
WAS APPROVED BY THE ABOVE
COMMISSIONERS TODAY:


Joseph E. Bodovitz, Executive Director

APPENDIX A

LIST OF APPEARANCES

Respondents: Robert M. Barton, for the Cities of Pittsburg, Fresno, Bakersfield, Pleasanton, Pomona, Montclair, and Fontana; Robert V. Faraone, for Contra Costa County; Ron Lefler, for the City of Pittsburg; Ron Miller, for the City of Stockton; Lloyd H. Roberts, for the County of Yolo; Thomas M. Blalock and Allen Sprague, Attorneys at Law, for the City of Fremont; Robert Bezzant, for the City of San Mateo; Robert S. Yee, for the City of South San Francisco; Harold S. Lentz, Attorney at Law, for Southern Pacific Transportation Company and affiliated companies; Eugene C. Bonnstetter, Attorney at Law, for State of California Department of Transportation; David E. Hedlund, for the Cities of Paramount, Caramillo, Irvine, and Ontario; Donald Lee Royce, for Los Angeles County Road Department; Thomas L. Jones, for the City of Los Angeles; H. Richard Neill, for the City of Colton; Don Jensen, for the City of Buena Park; Eldon K. Lee, for the City of Indio; William D. Gardner, for the City of Riverside; Paul Singer, for the City of Anaheim; Hyoung K. Kim, for the County of Santa Barbara; Leslie C. Marquoit, for the City of Hayward; Marvin D. Johnson, for the City of Fresno; Norman G. Preston, for Fresno County; Michael Scott, for the City of El Monte; and Dwight F. French, for the City of San Gabriel.

Interested Party: Graham & James, by James D. Squeri, Attorney at Law, for the City of Pleasanton.

Commission Staff: Robert W. Stich.

(END OF APPENDIX A)

TABLE 1
ALPHABETICAL LIST OF PROJECTS
BY NOMINATING AGENCY

Alphabetical List of Eligible Projects Nominated for
Inclusion on the 1984 Priority List, Including Vehicular
and Train Volume Project Cost and the
V X T Calculation Associated with Each Nominated Project
C X F

AGENCY	CROSSING NAME	RR	BR	MILE POST	SURF	PROP	TYPE PROJ	VEH VOLUME	TRAIN VOLUME	PROJECT COST	V X T	C X F
ALAMEDA COUNTY	LIV-ALT CWSL	1	0	46.0			1	44331	9	5290000	6	
BAKERSFIELD	H STREET	2		887.5			1	13603	86	5110000	10	
BUENA PARK	DALE STREET	2		161.5			1	10659	14	4874000	6	
CALLIPANS	79-RIVERSIDE	1	R	562.4			1	10300	42	2808000	13	
CALLIPANS	238-ALAMEDA	4	G	1.4	0		4	19650	6	2248000	4	
CALLIPANS	267-NEVADA	1	A	209.22		4	2A	5500	22	4200000	2	
CALLIPANS	70-YUBA	1	C	141.7	B		4	12400	42	8900000	7	
CALLIPANS	237-SANTA CLA	1	L	39.8			1	41000	12	24330000	2	
CALLIPANS	166-STA BARRA	1	E	276.8			1	5300	56	3258000	8	
CALLIPANS	58-SAN BRCO	2		280.3			1	8100	26	2852000	6	
CALLIPANS	58-SAN BRDO	2		253.2			1	5400	26	2095000	6	
CAHARRILLO	LAS POSAS RD	1	E	419.0			1	490	11	3850000	0	
COLTON	FOGG ST	2	R	4.1	R		4	1900	35	3100000	2	
CONTRA COSTA COUNTY	MORELLO AV	2		1169.1	B		4	6000	22	2047000	5	
CONTRA COSTA COUNTY	SOMERSVILLE	1	B	52.1			1	15000	4	2207000	2	
CONTRA COSTA COUNTY	PACHECO BL	2		1168.1	R		4	7500	22	2869000	5	
CORONA	RAILROAD ST	2	B	25.6			1	2500	24	4250000	1	
CORONA	LINCOLN AV	2	B	25.1		4	1	22240	24	3750000	12	
EL MONTE	PECK RD	1	A	495.3			1	23000	36	7000000	6	
FONMAMA	FONMAMA CHL	2		88.7			1	20126	19	2840000	11	
FREMONT	NEWARK BL	1	L	28.5			1	10429	26	2346000	10	
FRESNO	BULLARD AV	2		1005.8			1	5684	24	998000	11	
FRESNO	SHAW AV	2		1004.2			1	27248	24	6255000	9	
FRESNO COUNTY	CHESTER A	1	B	210.3			1	6484	16	3265000	3	

Alphabetical List of Eligible Projects Nominated for
Inclusion on the 1984-85 Priority List, Including Vehicular
and Train Volume, Project Cost and the
V X T Calculation Associated with Each Nominated Project
C X F

TABLE 1
ALPHABETICAL LIST OF PROJECTS
BY NOMINATING AGENCY

AGENCY	CROSSING NAME	RR	BR	MILE POST	SUF	PROP	TYPE PROJ	VEH VOLUME	IPATH VOLUME	PROJECT COST	V X T ----- C X F	
FRESNO COUNTY	CLOVIS AV	1	0	213.5			1	8520	16	2926000	4	
FRESNO COUNTY	CHESTNUT A-1	1	0	210.3			1	6616	16	3926000	3	
HAYWARD	W WINTON AV	1	L	20.2			1	7000	34	2322000	9	
HAYWARD	TENNISON RD	1	O	23.0			1	24000	18	3952070	9	
HAYWARD	HAROLD RD	1	O	21.6			1	17000	18	5260000	6	
HAYWARD	A STREET	4		20.2			1	21000	9	7760000	2	
INDIO	MONROE ST	1	P	609.7			1	16200	45	7886000	6	
IRVINE	SAND CANYON	2		182.9			1	4200	19	5170000	3	
IRVINE	VALE AV	2		181.3			2A	10000	19	1355000	12	
LOS ANGELES	IMPERIAL HWY	2	H	13.1			1	55500	10	8012000	6	
LOS ANGELES	ROSCOE BL	1	E	452.3			1	37800	14	5822000	4	
LOS ANGELES	N. SPRING ST	3	R	1.7	A		4	13800	59	5372000	13	
LOS ANGELES	MORHOFF ST	1	E	448.55			4	28	20600	14	5135000	5
LOS ANGELES COUNTY	BANDINI BL	3	A	3.4			1	21213	31	15336000	4	
LOS ANGELES COUNTY	SLAUSON AV	1	06	487.3			1	25432	18	7357000	5	
LOS ANGELES COUNTY	SLAUSON AV	2	H	2.03			1	25432	18	6538000	4	
LOS ANGELES COUNTY	GRAND AV	1	E	508.5			4	24	16000	53	11847000	6
LOS ANGELES COUNTY	FLORENCE AV	1	RRH	488.43			1	30010	12	5348000	3	
LOS ANGELES COUNTY	FLORENCE AV	1	06	488.3			1	31595	16	11634000	4	
LOS ANGELES COUNTY	EL SEGUNDO BL	1	RRH	492.6			1	19096	12	14474000	1	
LOS ANGELES COUNTY	DOUGLAS ST	2	H	15.1			4	24	22000	10	5129000	4
LOS ANGELES COUNTY	DEL APO BL	1	RRH	497.59			1	31439	2	4913000	1	
LOS ANGELES COUNTY	TELEGRAPH RD	2		148.8	H		4	13472	46	3710000	15	
MONTECLAIR	MONTECLAIR CML	2		101.74			1	26764	15	3450000	10	

TABLE 1
ALPHABETICAL LIST OF PROJECTS
BY NOMINATING AGENCY

Alphabetical List of Eligible Projects Nominated for
Inclusion on the 1984-85 Priority List, Including Vehicular
and Train Volume, Project Cost and the
V x T Calculation Associated with Each Nominated Project
C x F

AGENCY	CROSSING NAME	RR	BR	MILE POST	SUF	PROP	TYPE PROJ	VEH VOLUME	TRAIN VOLUME	PROJECT COST	V x T C x F
ONTARIO	HAVEN AV	1	B	524.42			2A	30000	31	3531000	22
PARAMOUNT	ALONDRA BL	3	A	12.3			1	31900	18	6333000	8
PITTSBURG	RAILROAD AV	1	B	48.9			1	19917	60	6390000	16
PITTSBURG	HARBOR ST	1	B	49.3	B		4	8100	4	1900000	1
PITTSBURG	HARBOR ST	2		1155.4	B		4	8100	50	2086000	16
PLEASANTON	SANTA RITA PD	4		41.9			1	29000	12	6880000	4
POMONA	POMONA CML	2		106.6			1	16900	15	3850000	6
RIVERSIDE	ARLINGTON AV	2	B	12.4			1	27470	23	6633000	8
SALINAS	JOHN STREET	1	E	119.29			1	15100	25	3919000	8
SAN GABRIEL	RANOMA-MSN	1	B	490.3			1	31630	14	7601000	6
SAN GABRIEL	SAN GABL LWR	1	B	490.2			1	75469	18	15310000	7
SAN MATEO	LAURIE MEADOW	1	E	21.1		0	2A	15000	55	4750000	14
SAN MATEO	POPLAR AV	1	E	17.2	B		4	9460	55	4630000	10
SAN MATEO	MONTE DIABLO	1	E	17.4	B		4	1250	55	4630000	1
SAN MATEO	HILTON AV	1	E	17.5	B		4	4400	55	4630000	4
SAN MATEO	SANTA INEZ AV	1	F	17.3	B		4	950	55	4630000	1
SANTA ANA	FOURTH ST	2		175.4			1	9700	28	7700000	3
SANTA ANA	FIRST ST	2		175.6	B		4	24200	28	5500000	10
SANTA ANA	MCCADDEN AV	2		176.7			1	12500	26	6600000	4
SANTA ANA	GRAND AV	2		176.2			1	29900	26	9000000	7
SANTA ANA	17TH STREET	2		174.7			1	35900	26	23200000	3
SANTA BARBARA COUNTY	HOLLISTER AV	1	E	365.7	B		4	12500	10	3630000	3
SOUTH SAN FRANCISCO	OSTER PI PL	1	E	8.4			1	15145	62	12450000	6
STOCKTON	HAMPLE LN	4		98.5			1	33976	15	7958000	5

Alphabetical list of Eligible Projects Nominated for
Inclusion on the 1984-85 Priority List, Including Vehicular
and Train Volume, Project Cost and the
 $\frac{V \times T}{C \times F}$ Calculation Associated with Each Nominated Project

TABLE 1
ALPHABETICAL LIST OF PROJECTS
BY NOMINATING AGENCY

AGENCY	CROSSING NAME	RR	BR	MILE POST	SUF	PROP	TYPE PPOJ	VEH VOLUME	TRAIN VOLUME	PROJECT COST	$\frac{V \times T}{C \times F}$
YOLO COUNTY	HARBOR BL	1	A	86.4			1	6915	24	2695000	7

(END OF APPENDIX B)

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LIST OF POINT VALUES ASSIGNED IN EACH
SPECIAL CONDITIONS FACTOR CATEGORY TO EXISTING OR
PROPOSED CROSSINGS NOMINATED FOR SEPARATION OR ELIMINATION

TABLE 2A
SPECIAL CONDITIONS FACTOR FOR GRADE CROSSINGS
NOMINATED FOR SEPARATION OR ELIMINATION

AGENCY	CROSSING NAME	RR	BR	MILE POST	SUF	PROP	VEH SPD LIMIT 61	TRAIN SPEED 62	XING GEOM 63	BLKNG DELAY 64	ALT RTE 65	ACC HIST 66	IRR 67	TOTAL SCF
ALAMEDA COUNTY	LIV-ALT CHSL	1	D	46.0			3	2	5	1	5	8	15	39
BAKERSFIELD	H STREET	2		887.5			0	0	2	10	0	5	11	28
BUENA PARK	DALE STREET	2		161.3			1	5	2	1	3	0	10	22
CALTRANS	79-RIVERSIDE	1	B	562.4			0	3	2	4	1	2	11	23
CALTRANS	267-NEVADA	1	A	209.22		*	5	1	0	2	5	0	7	20
CALTRANS	237-SANTA CLA	1	L	39.8			5	2	2	1	4	5	10	29
CALTRANS	166-STA BARBA	1	E	276.8			0	3	2	10	4	2	8	29
CALTRANS	58-SAN BRDO	2		780.3			5	5	3	1	5	1	8	28
CALTRANS	58-SAN BRDO	2		753.2			5	5	3	1	5	0	8	27
CAMARILLO	LAS POSAS RD	1	E	419.0			0	4	3	0	5	0	7	19
CONTRA COSTA COUNTY	SOMERSVILLE	1	B	52.1			1	2	2	0	3	0	6	14
CORONA	RAILROAD ST	2	B	25.6			1	1	2	2	5	0	9	20
CORONA	LINCOLN AV	2	B	25.1		*	5	2	0	2	5	0	10	24
EL MONTE	PECK RD	1	B	495.3			1	4	1	2	1	17	14	40
FONTANA	FONTANA CHL	2		88.7			0	3	5	1	1	10	17	37
FREMONT	NEWARK BL	1	L	28.5			3	3	3	2	5	0	10	26
FRESNO	BULLARD AV	2		1005.8			1	5	2	4	5	6	8	31
FRESNO	SHAW AV	2		1004.2			4	5	4	4	5	6	14	42
FRESNO COUNTY	CHESTNUT A	1	B	210.3			2	4	4	4	1	9	9	33
FRESNO COUNTY	CLOVIS AV	1	B	213.3			4	4	3	1	2	6	8	28
FRESNO COUNTY	CHESTNUT A-1	1	B	210.3			2	4	4	4	4	12	9	39
HAYWARD	W WINTON AV	1	L	20.2			1	4	2	2	5	0	6	20
HAYWARD	TENNYSON RD	1	D	23.0			1	2	2	1	4	4	6	20
HAYWARD	HARDER RD	1	D	21.6			1	2	3	1	3	0	6	16

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List of Point Values Awarded in Each
Special Conditions Factor Category to Existing or
Proposed Crossings Nominated for Separation or Elimination

TABLE 2A
SPECIAL CONDITIONS FACTOR FOR GRADE CROSSINGS
NOMINATED FOR SEPARATION OR ELIMINATION

AGENCY	CROSSING NAME	RR	BR	MILE POST	SUF	PROP	VEH SPD LIMIT G1	TRAIL SPLEEG G2	YING GEOM G3	BLKNG DELAY G4	ALT RTC G5	ACC HIST G6	IRR G7	TOTAL SCF
HAYWARD	A STREET	4		20.2			0	4	5	0	1	3	8	21
INDIO	MONROE ST	1	B	609.7			2	3	4	7	5	3	11	35
IRVINE	SAND CANYON	2		102.9			5	5	2	1	4	0	8	25
IRVINE	YALE AV	2		101.3		4	3	5	0	1	3	0	7	19
LOS ANGELES	IMPERIAL HWY	2	H	13.1			2	0	5	2	1	1	8	19
LOS ANGELES	ROSCOE BL	1	E	452.3			1	4	2	1	2	4	12	26
LOS ANGELES	NORDHOFF ST	1	E	448.55		4	3	4	0	1	1	0	8	17
LOS ANGELES COUNTY	BANDINI BL	3	A	3.4			3	0	3	5	1	2	9	23
LOS ANGELES COUNTY	SLAUSON AV	1	B6	487.3			1	0	3	4	1	1	10	20
LOS ANGELES COUNTY	SLAUSON AV	2	H	2.83			1	0	3	0	1	4	10	19
LOS ANGELES COUNTY	GRAND AV	1	B	508.5		4	3	4	0	5	2	0	5	19
LOS ANGELES COUNTY	FLORENCE AV	1	BBH	488.43			1	0	2	5	2	5	8	23
LOS ANGELES COUNTY	FLORENCE AV	1	B6	486.3			1	0	3	1	2	2	7	16
LOS ANGELES COUNTY	EL SEGUNDO BL	1	BBH	492.6			1	0	2	1	0	0	6	10
LOS ANGELES COUNTY	DOUGLAS ST	2	H	15.1		4	2	0	0	1	2	0	5	10
LOS ANGELES COUNTY	DEL AYO BL	1	BBH	497.59			3	0	1	0	5	1	6	16
MONTCLAIR	MONTCLAIR CNL	2		103.74			3	4	5	0	2	1	15	30
ONTARIO	HAVEN AV	1	B	524.42		4	3	5	0	2	5	0	6	21
PARAMOUNT	ALONDRA BL	3	A	12.3			1	0	2	4	2	7	12	28
PITTSBURG	RAILROAD AV	1	B	48.9			0	3	4	6	2	4	12	31
PLEASANTON	SANTA RITA PD	4		41.9			0	2	3	1	1	1	12	20
POMONA	POMONA CNL	2		106.6			2	2	3	1	2	1	10	21
RIVERSIDE	ARLINGTON AV	2	B	12.4			1	2	4	2	1	3	9	22
SALINAS	JOHN STREET	1	E	119.29			1	1	2	2	1	2	4	17

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List of Points Awarded in Each
Special Conditions Factor Category to Existing or
Proposed Crossings Nominated for Separation or Elimination

TABLE 2A
SPECIAL CONDITIONS FACTOR FOR GRADE CROSSINGS
NOMINATED FOR SEPARATION OR ELIMINATION

AGENCY	CROSSING NAME	RR	DR	MILE POST	SUF	PROP	VEH SPD LIMIT G1	TRAIN SPEED G2	XING GEOM G3	PLNG DELAY G4	ALT RTE G5	ACC HIST G6	IRR G7	TOTAL SCF
SAN GABRIEL	RAMONA-MSH	1	D	490.3			1	1	4	2	0	2	10	20
SAN GABRIEL	SAN GABL LVR	1	D	490.2			1	1	5	2	2	2	16	29
SAN MATEO	LAURIE MEADOW	1	E	21.1			1	5	5	3	4	0	13	31
SANTA ANA	FOURTH ST	2		175.4			3	3	3	7	0	5	13	31
SANTA ANA	MCFADDEN AV	2		176.7			1	3	3	6	0	4	13	30
SANTA ANA	GRAND AV	2		176.2			2	3	3	6	0	5	13	32
SANTA ANA	17TH STREET	2		174.7			1	4	3	6	2	0	13	29
SOUTH SAN FRANCISCO	OYSTEP PT BL	1	E	8.4			1	4	5	5	3	3	16	37
STOCKTON	HAMMER LN	4		98.5			1	4	1	2	5	7	7	27
YOLO COUNTY	HARBOR BL	1	D	26.4			1	5	4	2	5	4	11	32

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(END OF APPENDIX C)

List of Point Values Awarded in Each Special Conditions Factor Category to Existing Grade Separations Nominated for Alteration or Reconstruction

AGENCY	CROSSING NAME	RR	BP	MILE POST	SURF	PROP	WIDTH		HEIGHT		SPEC RECUC	LOAD LIMIT	ACC	TRR	TOTAL SCR
							51	52	53	54					
CALTRANS	230-ALAMEDA	4	6	1.9	A		8	4	4	0	0	0	1	5	16
CALTRANS	10-YUBA	1	C	191.7	B		6	4	4	3	0	0	2	8	25
COLTON	FOSS ST	2	B	4.1	B		10	10	10	5	0	0	3	10	38
CONTRA COSTA COUNTY	MONELLO AV	2		1169.1	B		10	4	4	2	0	0	0	9	25
CONTRA COSTA COUNTY	PACHECO BL	2		1168.1	B		6	0	0	2	0	0	5	9	22
LOS ANGELES	NA SPRING ST	3	B	1.7	A		10	0	0	2	0	0	0	7	19
LOS ANGELES COUNTY	TELEGRAPH RD	2		148.8	B		6	4	4	0	0	0	3	8	21
PITTSBURG	HARBOR ST	1	B	49.3	B		4	4	4	2	0	0	1	8	23
PITTSBURG	HARBOR ST	2		1155.4	B		7	8	8	2	0	0	1	8	27
SAN MATEO	POPLAR AV	1	C	17.2	B		6	6	6	0	0	0	1	8	23
SAN MATEO	MONTE DIABLO	1	C	17.4	B		4	10	10	0	0	0	0	9	23
SAN MATEO	TILTON AV	1	C	17.5	B		4	10	10	5	0	0	2	10	31
SAN MATEO	SANITA INEZ AV	1	C	17.3	B		4	10	10	0	0	0	0	8	22
SANITA ANA	FIRST ST	2		175.6	B		4	0	0	0	0	0	1	5	10
SANITA BARBARA COUNTY	HOLLISTER AV	1	C	365.7	P		2	4	4	5	0	0	10	9	30

(END OF APPENDIX D)

1984-1985 Railroad-Highway Grade Separation
Priority List by Priority Index Number

TABLE 3
PROJECTS NOMINATED BY
PRIORITY INDEX NUMBER

AGENCY	CROSSING NAME	RR	BR	MILE POST	SUF	PROP	V X T ----- C X F			SCF	PRIORITY INDEX NUMBER	PRIORITY NUMBER
							V	X	T			
FRESNO	SHAW AV	2		1004.2			9			42	51	1
FONTANA	FONTANA CNL	2		88.7			11			37	48	2
EL MONTE	PECK RD	1	B	495.3			8			40	48	3
FITTSBURG	RAILROAD AV	1	B	48.9			16			31	47	4
BAKERSFIELD	H STREET	2		887.5			18			28	46	5
ALAMEDA COUNTY	LIV-ALT CNL	1	D	46.0			6			39	45	6
SAN MATEO	LAURIE MEADOW	1	E	21.1		*	14			31	45	7
INDIO	MONROE ST	1	B	609.7			8			35	43	8
SOUTH SAN FRANCISCO	OYSTER PT BL	1	E	8.4			6			37	43	9
PITTSBURG	HARBOR ST	2		1155.4	B		16			27	43	10
ONTARIO	HAVEN AV	1	B	524.42		*	22			21	43	11
FRESNO	BULLARD AV	2		1005.8			11			31	42	12
FRESNO COUNTY	CHESTNUT A-1	1	B	210.3			3			39	42	13
MONTCLAIR	MONTCLAIR CNL	2		103.74			10			30	40	14
COLTON	FOGG ST	2	B	4.1	B		2			38	40	15
YOLO COUNTY	HARBOR BL	1	A	86.4			7			32	39	16
SANTA ANA	GRAND AV	2		176.2			7			32	39	17
CALTRANS	166-STA BARBA	1	E	276.8			8			29	37	18
FREMONT	NEWARK BL	1	L	28.5			10			26	36	19
CALTRANS	79-RIVERSIDE	1	B	562.4			13			23	36	20
FRESNO COUNTY	CHESTNUT A	1	B	210.3			3			33	36	21
COFONA	LINCOLN AV	2	B	25.1		*	12			24	36	22
PARAMOUNT	ALONDRA BL	3	A	12.3			8			28	36	23
SAN GABRIEL	SAN GABL LVR	1	B	490.2			7			29	36	24

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1984-1985 Railroad-Highway Grade Separation
Priority List by Priority Index Number

TABLE 3
PROJECTS NOMINATED BY
PRIORITY INDEX NUMBER

AGENCY	CROSSING NAME	RM	BR	MILE POST	SUR	PROP	V X I		SCF	PRIORITY INDEX NUMBER	PRIORITY NUMBER
							C	F			
LOS ANGELES COUNTY	TELEGRAPH RD	2	E	148.8	0		15		21	36	25
SAN MATEO	TILTON AV	1	E	17.5	0		4		31	35	26
CALIFRANS	50-SAN BRDO	2		700.3			6		28	39	27
LOS ANGELES	ROSCOE BL	1	E	452.3			8		26	34	28
SANTA ANA	MCFADDEN AV	2		176.7			4		30	34	29
SANTA ANA	FOURTH ST	2		175.4			3		31	34	30
CALIFRANS	50-SAN BRDO	2		753.2			6		27	33	31
SANTA BARBARA COUNTY	HOLLISTER AV	1	E	365.7	0		3		30	33	32
SAN MATEO	POPLAR AV	1	E	17.2	0		10		25	33	33
FRESNO COUNTY	CLOVIS AV	1	B	213.3			4		24	32	34
STOCKTON	HAMREP LN	4		98.5			5		27	32	35
SANTA ANA	17TH STREET	2		174.7			3		29	32	36
LOS ANGELES	M. SPRING ST	3	B	1.7	4		13		19	32	37
CALIFRANS	70-YUBA	1	C	141.7	0		7		25	32	38
CALIFRANS	237-SPAINIA CLA	1	L	39.0			2		29	31	39
IRVINE	YALE AV	2		101.3		0	12		19	31	40
RIVERSIDE	ARLINGTON AV	2	B	12.4			0		22	30	41
CONTRA COSTA COUNTY	MORELLO AV	2		1169.1	8		5		25	30	42
HAYWARD	V WINTON AV	1	L	20.2			9		20	29	43
HAYWARD	TEHMYSON RD	1	O	23.0			9		20	29	44
BUENA PARK	DALE STREET	2		161.3			6		22	28	45
IRVINE	SAND CANYON	2		102.9			3		25	28	46
POYOMA	POMONA CML	2		106.6			6		21	27	47
LOS ANGELES COUNTY	BANDINI BL	3	A	3.4			4		23	27	48

1984-1985 Railroad Highway Grade Separation
Priority List by Priority Index Number

TABLE 3
PROJECTS NOMINATED BY
PRIORITY INDEX NUMBER

AGENCY	CROSSING NAME	RR	RR	MILE POST	SURF	PROP	V T I		SGT	PRIORITY INDEX NUMBER	PRIORITY NUMBER
							C	F			
CONTRA COSTA COUNTY	PACIFIC BL	2	R	1168.1	0		5	5	22	27	49
SAN GABRIEL	RANOMA-MSM	1	R	490.3			6	6	20	26	50
LOS ANGELES COUNTY	FLORENCE AV	1	RRH	488.43			3	3	23	26	51
SALINAS	JOHN STREET	1	E	119.29			0	0	17	25	52
LOS ANGELES COUNTY	SLAUSON AV	1	RG	487.3			5	5	20	25	53
LOS ANGELES	IMPERIAL HWY	2	H	13.1			6	6	19	25	54
LOS ANGELES COUNTY	GRAND AV	1	B	508.5			6	6	19	25	55
HAYWARD	HARPER RD	1	D	21.6			8	8	16	24	56
PLEASANTON	SANTA RITA RD	4		41.9			4	4	20	24	57
PITTSBURG	HARPER ST	1	B	49.3			1	1	23	24	58
SAN MATEO	MONTE DIABLO	1	E	17.4	0		1	1	23	24	59
HAYWARD	A STREET	4		20.2			2	2	21	23	60
LOS ANGELES COUNTY	SLAUSON AV	2	H	2.03			4	4	19	23	61
SAN MATEO	SANTA INEZ AV	1	E	17.3	0		1	1	22	23	62
CALIFRANS	230-ALAMEDA	4	G	1.4	0		4	4	16	22	63
CALIFRANS	267-NEVADA	1	A	209.22			2	2	20	22	64
LOS ANGELES	NORDHOFF ST	1	E	428.55			5	5	17	22	65
CORONA	RAILROAD ST	2	B	25.6			1	1	20	21	66
LOS ANGELES COUNTY	FLORENCE AV	1	RG	488.3			4	4	16	20	67
SANTA ANA	FIRST ST	2		175.6	0		10	10	10	20	68
CAPRIBELLO	LAS POSAS RD	1	E	419.0			0	0	19	19	69
LOS ANGELES COUNTY	OCEANO BL	1	RRH	497.59			1	1	16	17	70
CONTRA COSTA COUNTY	SOMERSVILLE	1	R	52.1			2	2	14	16	71
LOS ANGELES COUNTY	DOUGLASS ST	2	H	15.1			4	4	10	14	72

TABLE 3
PROJECTS NOMINATED BY
PRIORITY INDEX NUMBER

1984-1985 Railroad-Highway Grade Separation
Priority List by Priority Index Number

AGENCY	CROSSINGS NAME	RR	BR	PILE POST	SUR	PROP	V X I ----- C X F	SCF	PRIORITY INDEX NUMBER	PRIORITY NUMBER
LOS ANGELES COUNTY	EL SEGUNDO FL	1	RRM	492.6			1	10	11	23

(END OF APPENDIX E)

APPENDIX E