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Decision 92-06-043 June 17, 1992

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Investigation for the purpose of )  
 establishing a list for the fiscal )  
 years 1992-93 and 1993-94 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 elimi- )  
 nation 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. )

ORIGINAL

I.91-09-037  
(Filed September 25, 1991)

(See Appendix A for appearances.)

INTERIM OPINION

Summary

This order establishes the Railroad-Highway Grade Separation Priority List (Priority List) for the fiscal years 1992-93 and 1993-94 as required by § 2452 of the Streets and Highways (S&H) Code.

Background

S&H Code § 2452 requires the Public Utilities Commission to establish, before July 1, a priority list of railroad crossings of city streets, county roads, or state highways which are most urgently in need of separation or alteration. Alteration includes the elimination of existing or proposed grade crossings, the elimination of grade crossings by removal or relocation of streets or railroad tracks, and existing grade separations most urgently in need of reconstruction. The list, based on criteria established by

the Commission, is for projects on city streets, county roads, and state highways which are not freeways as defined in S&H Code § 257.

S&H Code § 190 provides funding for projects included on each annual priority list. The basis for allocation and state requirements are contained in S&H Code §§ 2450-2461. On 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 made, with the local agency and railroad each contributing 10%. An allocation of 50% of the estimated cost of the project is made for a proposed crossing project, with the remaining 50% contributed by the local agency.

Accordingly, on September 25, 1991, the Commission issued an Order Instituting Investigation (I.) 91-09-037 (OII) to establish Priority Lists for fiscal years 1992-93 and 1993-94. Copies of the OII were served upon every city or county requesting a copy of the OII, every railroad, every railroad corporation, 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 public agencies and railroad corporations desiring to have particular grade separation projects considered for inclusion on the 1992-93 and 1993-94 Priority List to submit their nominations of those projects to the Commission on or before December 2, 1991.

Other details regarding procedures and forms for nominations were included in the OII. Each nominating body was required to furnish copies of its nomination(s) to Caltrans and the appropriate railroad, and was informed of the requirement to appear at the scheduled hearings in either San Francisco or Los Angeles to present evidence concerning the nominations. Parties were informed of the opportunity to submit verification of supplemental data in support of nominations to the Commission's Safety Division following the hearings.

The OII stated that the Priority List would be established under a two-year program. Nominations will be submitted and hearings will be held every other year. In each year in which hearings are held, the former procedures will be observed. In the following year, the Commission will establish a Priority List which has been revised to delete those projects actually funded for the fiscal year during which hearings are held.

The OII also provided that the Priority List for the fiscal years 1992-1993 and 1993-1994 will be based on the formula adopted in Decision (D) 90-06-058 which is included in Appendix B to this order. Appendix B also includes tie-breaking criteria for projects with equal priority as well as procedures for evaluating multiple crossing projects.

Staff Report

In response to the OII, we received 87 timely filed nominations which contained the necessary information. Upon receipt of the nominations, Safety Division staff (staff) compiled additional data utilizing historical accident information from Commission records. Staff conducted engineering site inspections to the extent possible.

After applying the formula and other criteria to the information contained in the nominations and other collected data, staff prepared a report containing its initial Priority List<sup>1</sup> which was mailed to all interested parties on March 12, 1992. Included in the mailing was a list of all project nominations which met the terms set forth in the OII, the criteria proposed for assigning the rankings, and a preliminary list of Priority Index Numbers and rankings assigned to each nomination. Staff invited parties to comment on and offer alternatives to its tie-breaking

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<sup>1</sup> The initial Priority List is included in Appendix C to this order.

proposal at the hearings. This mailing was later admitted into evidence at the hearing as Exhibit 3.

During the hearings, parties were provided an opportunity to make changes and corrections to their nominations and to make comments on staff's report. Parties were also allowed to provide any supplemental information in support of their nominations to staff by April 10, 1992.

Based on the record developed during the hearings and the supplemental information provided by parties, staff prepared its supplemental report (late-filed Exhibit 6) containing the final Priority List which was mailed to all parties on April 24, 1992. Parties were asked to provide their comments, if any, on Exhibit 6 to the administrative law judge (ALJ) by May 4, 1992. Exhibit 6 also contained a table showing the revisions made to the initial Priority List. The table showing the revisions to the initial Priority List and the final Priority List are contained in Appendices D and E, respectively.

In addition, Appendix F is an alphabetical list of projects we include on the fiscal years 1992-93 and 1993-94 Priority List. Included in the table, in addition to information identifying each project, are the vehicular and train volume, project cost, and the special condition factor calculation associated with each project.

#### Hearings

Hearings were held in San Francisco on March 24 and 25, 1992, and in Los Angeles on March 31 and April 1, 1992 before ALJ Garde. The proceeding was submitted on May 4, 1992 upon receipt of comments on staff's late filed Exhibit 6.

All parties nominating projects appeared at the hearings except the City of Hercules to support the grade crossing at Willow Avenue and the Sacramento Regional Transit District to support the crossing at Power Inn Road. Accordingly, these two projects have been deleted from consideration.

Comments on Exhibit 6

Southern Pacific Transportation Company (SP) and the City of Fullerton (Fullerton) filed comments on Exhibit 6.

In its comments, SP correctly points out that staff used an incorrect Average Daily Train Volume (Train Volume) for the grade crossing at Hammer Lane in the City of Stockton. According to SP, the Train Volume for the grade crossing at Hammer Lane should be 25 trains per day. SP contends that staff's Train Volume of 28 trains per day is not supported by the record.

In its comments, Fullerton contends that staff used incorrect Train Volumes for the grade crossing at Highland Avenue in Fullerton. According to Fullerton, if the Train Volume for the grade crossing at Highland Avenue was increased from 70 to 92 trains per day, the project would be No. 7 on the Priority List. Fullerton bases its Train Volume of 92 trains per day on projected future increase in passenger trains.

In support of its claim, Fullerton points out that at the hearings in Los Angeles, the information on the projected future increase in passenger trains was presented by the City of Buena Park and verified by the Atchison, Topeka and Santa Fe Railway Company. Fullerton asserts that its witness testified that the projected future increase in passenger Train Volume for the crossing at Highland Avenue will be the same as the projected increase in Train Volume for the crossing at Dale Street in Buena Park. According to Fullerton, while Exhibit 6 includes the additional trains for the Dale Street crossing, it does not include the additional trains for the Highland Avenue crossing.

Staff has since reviewed the record and agrees with SP's contention. Staff also agrees with Fullerton's contention that the increase in Train Volume for the Dale Street crossing and Highland Avenue crossing should be the same. However, staff asserts that Exhibit 6 contains an increase in Train Volume of 18 passenger trains per day for the Dale Street crossing in Buena Park.

According to staff, an increase in Train Volume of 18 passenger trains per day for the Highland Avenue crossing in Fullerton would result in Train Volume of 88 trains per day for the crossing rather than the 92 trains per day Train Volume claimed by Fullerton. Accordingly, staff has revised Appendices D, E, and F to reflect a Train Volume of 25 trains per day for the Hammer Lane crossing in Stockton and a Train Volume of 88 trains per day for the Highland Avenue crossing in Fullerton.

Discussion

We adopt staff's final Priority List contained in Appendix E to this order. The list is based on the formula adopted by the Commission and other criteria that were agreeable to all parties. In addition, all parties, except Fullerton, agree with the Priority List being adopted.

While Fullerton contends that Train Volume at the Highland Avenue crossing be increased by 22 trains per day, i.e., from 70 to 92 trains per day, its own witness testified that the projected increase in Train Volume at the crossing will be only 18 trains per day. Accordingly, we will increase Train Volume at the Highland Avenue crossing by 18 trains per day.

Future Proceeding

The schedule for this proceeding required parties to submit nominations by December 2, 1991 to the Commission's Docket Office. According to staff, this did not allow sufficient time to complete field investigations and analyses. The Commission is required to arrive at a priority list by July 1, which necessitates hearings by March and accordingly final draft report in February. Staff contends that the January/February season often includes adverse weather conditions further compromising its ability to complete the field investigations.

Accordingly, staff proposes that the nominations be submitted to staff no later than September 1 for each proceeding. Also, during the past two proceedings, nominations were sent to the

Commission's Docket Office. Staff believes that if a copy of the nominations were sent directly to the Safety Division, it would facilitate staff's analysis and field investigation. Staff contends that before 1989 such procedure was used for grade separation proceedings.

We agree with staff that it should be allowed sufficient time to conduct its field investigation and analysis to prepare Priority Lists for future proceedings. Accordingly, for establishing the Priority List for fiscal years 1994-95 and 1995-96, we will begin our investigation in July 1993 to allow staff the required time for its field investigation and analysis. We will also require parties to send a copy of their nominations to the Director of the Safety Division at the time the nominations are tendered for filing with the Commission's Docket Office.

Comments on ALJ's Proposed Decision

The ALJ's proposed decision was filed and was mailed to the parties on May 15, 1992. Staff filed comments on the proposed decision. After reviewing the comments, we conclude that no modifications to the ALJ's proposed decision are necessary. We will issue the decision as proposed.

LEGEND

(Explanation of terms and abbreviations in  
Appendices C, D, E, and F.)

RR

- 1 - Southern Pacific Transportation Company
- 2 - The Atchison, Topeka and Santa Fe Railway Company
- 3 - Union Pacific Railroad Company
- 4 - Union Pacific Railroad Company, Western District  
(formerly The Western Pacific Railroad Company)
- 36, 36D - San Diego & Imperial Valley Railroad
- 83 - Sacramento Regional Transit District

Br

Railroad Branch

Mile  
Post

Identifying Railroad Mile Post

Sfx

Suffix applied to separations nominated for alteration  
or reconstruction.

- Exs O = Existing Highway Overpass
- Exs U = Existing Highway Underpass
- C = Suffix applied to existing crossing of spur tracks
- Pro = Proposed Crossing

Proj  
Type

Type of Project

- O = Highway overpass proposed
- U = Highway underpass proposed
- Depr = Depressing railroad roadbed project
- Other = Railroad consolidation project



Findings of Fact

1. Appendix E is a list of projects timely nominated and eligible to be included on the Priority List in accordance with the procedures established in I.91-09-037.

2. The criteria used in establishing the list included in Appendix E is based on the formula adopted in D.90-06-058 and follows other guidelines adopted in previous Commission decisions.

3. Fullerton contends that Train Volume for the grade crossing at Highland Avenue be revised from 70 to 92 trains per day.

4. Fullerton's recommended Train Volume is based on projected increase in Train Volume of 22 trains per day.

5. According to testimony by the witness for Fullerton, the projected increase in Train Volume for the grade crossing at Highland Avenue will be 18 trains per day bringing the resulting Train Volume for the crossing to 88 trains per day.

6. SP correctly points out that the Train Volume for the grade crossing at Hammer Lane in the City of Stockton should be revised to 25 trains per day.

7. Appendices D, E, and F reflect the correction suggested by SP.

Conclusions of Law

1. The list set out in Appendix E should be established as the 1992-93 Priority List.

2. The Train Volume for the grade crossing at Highland Avenue should be revised to 88 trains per day.

3. The Train Volume for the grade crossing at Hammer Lane in the City of Stockton should be revised to 25 trains per day.

4. This investigation should remain open for the purpose of establishing the 1993-94 Priority List.

5. As the statute requires issuance of our order by July 1, this order should be made effective today.

INTERIM ORDER

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 1992-93 list, in order of priority, of projects which the Commission determines to be most urgently in need of separation or alteration.

2. The Executive Director shall furnish a certified copy of this opinion and order to the California Department of Transportation and the California Transportation Commission before July 1, 1992.

3. This investigation remains open for the purpose of establishing the 1993-94 Priority List.

This order is effective today.

Dated June 17, 1992, at San Francisco, California.

DANIEL Wm. FESSLER  
President  
JOHN B. OHANIAN  
PATRICIA M. ECKERT  
NORMAN D. SHUMWAY  
Commissioners

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

*Neal J. Sulman*  
NEAL J. SULMAN, Executive Director

APPENDIX A

List of Appearances

Applicants: Anthony J. Telesco, for City of Fresno; Ronald D. Ondrozeck, for Los Angeles County; Michael Ritchey, for City of Torrance; Dwight French, for City of San Gabriel; Michael A. Curtin, for City of Ontario; Robert Hodson, for City of Fullerton; Erwin Chodash, for City of Los Angeles; Bellur Devaraj, for City of El Segundo; Loren Tuthill, for City of Buena Park; Joanne Itagaki, for City of Downey; and Morton F. August, City of Solana Beach.

Interested Parties: Deleuw, Cather & Company, by Robert M. Barton, for City of Richmond, Kern County, Bakersfield and Menlo Park; Eugene C. Bonnstetter, for Department of Transportation; Leland E. Butler, Attorney at Law, for Southern Pacific Transportation Company; Min-Tze Cheng, for City of San Mateo; Paulette B. Garcia, Deputy City Attorney, for City of Fremont; Janet Koster, for City of Dixon; Hill, Farrer & Burrill, by R. Curtis Ballantyne, Stanley H. Reidenbach, and Roy Ketring, for Atchison, Topeka and Santa Fe Railway Company; Ronald F. Ruetters, for City of Bakersfield and Greater Bakersfield Separation of Grade District; William A. Sutor, for Kern County Nominations for Oak Creek Road and Rosamond Boulevard; C-REM Engineers, by Roger Young, for City of San Carlos; Neumiller & Beardslee, by Carne L. Brown, Attorney at Law, for Hammer Holding Company; John S. Miller, for Los Angeles County Transportation Commission; Jim Hecht, for San Diego Metropolitan Transit Development Board; and Mark Adams, for County of Santa Barbara.

Safety Division: Alberto Guerrero, Attorney at Law, Raymond D. Yick, and Marc E. Gottlieb.

(END OF APPENDIX A)

APPENDIX B  
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FORMULA FOR CROSSINGS NOMINATED  
FOR SEPARATION OR ELIMINATION

$$P = \frac{V \times (T + 0.1 \times LRT)}{C \times F} (AH + BD) + SCF$$

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
  - LRT = Average 24-Hour Light Rail Transit Volume
  - F = Cost Inflation Factor (Use F = 11 for  
1992-93 & 1993-94 F.Y. Priority List  
Based on the Current Construction Cost Index)
  - AH = Accident History
  - BD = Blocking Delay at Crossing
  - SCF = Special Conditions Factor
- SCF = VS + RS + CG + AR + PT + OF

Where:

Points Possible

VS = Vehicular Speed Limit	0 - 5
RS = Railroad Prevailing Maximum Speed	0 - 7
CG = Crossing Geometrics	0 - 7
ARE = Alternate Route Availability	0 - 5
PT = Passenger Trains	0 - 10
OF = Other Factors	<u>0 - 16</u>

Total Points 0 - 50

POINTS IN EACH CATEGORY ARE ASSIGNED ACCORDING TO THE FOLLOWING  
SCHEDULE:

AH = Accident History (10 Years)  
Each reportable train-involved accident

$$\text{Points} = (1 + 2 \times \text{No. Killed} + \text{No. Injured}) \times \text{PF}^*$$

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\*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.

BD = Crossing Blocking Delay Per Train  
 (Total Minutes per Day ÷ T)

<u>Minutes</u>	<u>Points</u>
0 - .49	0
.5 - .99	.5
1.0 - 1.49	1.0
1.5 - 1.99	1.5
2.0 - 2.49	2.0
2.5 - 2.99	2.5
3.0 - 3.49	3.0
3.5 - 3.99	3.5
4.0 - 4.49	4.0
4.5 - 4.99	4.5
5.0 - 5.49	5.0
5.5 - 5.99	5.5
6.0 - 6.49	6.0
6.5 - 6.99	6.5
7.0 - 7.49	7.0
7.5 - 7.99	7.5
8.0 - 8.49	8.0
8.5 - 8.99	8.5
9.0 - 9.49	9.0
9.5 - 9.99	9.5
10 +	10.0

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VS = 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 +	5

RS = 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 - 75	5
76 - 85	6
86 +	7

CG = Crossing Geometrics

0-7 points based on relative severity  
of physical conditions, i.e., grade,  
alignment, site distance, etc.

AR = 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

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PT = Passenger Trains

<u>No. of Trains Per Day</u>	<u>Points</u>
1 - 2	1
3 - 5	2
6 - 10	3
11 - 20	4
21 - 30	5
31 - 40	6
41 - 50	7
51 - 60	8
61 - 70	9
71 +	10

OF = Other Factors

0 - 16 points based on:  
secondary accidents, emergency vehicle usage,  
passenger buses, school buses, hazardous  
materials trains and trucks, community impact.

FORMULA FOR EXISTING SEPARATIONS  
NOMINATED FOR ALTERATION OR RECONSTRUCTION

$$P = \frac{V \times (T + 0.1 \times LRT)}{C \times F} + SCF$$

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
  - LRT = Average 24-Hour Light Rail Transit Volume
  - F = Cost Inflation Factor (Use F = 11 for  
1992-93 & 1993-94 F.Y. Priority List  
Based on the Current Construction Cost Index)
  - SCF = Special Conditions Factor
- $$SCF = WC + HC + SR + LL + AS + PF$$

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Where:

Points Possible

WC = Width Clearance	0 - 10
HC = Height Clearance	0 - 10
SR = Speed Reduction or Slow Order	0 - 5
LL = Load Limit	0 - 5
AS = Accidents At or Near Structure	0 - 10
PF = Probability of Failure and Other Factors	<u>0 - 30</u>
Total Possible	0 - 70

POINTS IN EACH CATEGORY ARE ASSIGNED ACCORDING TO THE FOLLOWING SCHEDULE:

WC = 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

HC = 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>
22 1/2' and above	0
20' but less than 22 1/2'	4
18' but less than 20'	8
Less than 18'	10



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SR = Speed Reduction or Slow Order

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

LL = Load Limit

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

AS = 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
100+	10

PF = Probability of Failure and other factors

0-30 points based on:

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

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Multiple Crossing Projects

Projects involving the closure of multiple crossings were evaluated by staff in the same manner as single crossing projects with three exceptions involving vehicular volume, accident history, and crossing blocking delay. For a multiple crossing project, staff added vehicular volume, accident history, and crossing blocking delay points for each crossing and used that cumulative total for establishing the priority number for the project.

Tie-Breaking Criteria

S&H Code § 2452, effective January 1, 1987, required that in the case of projects of otherwise equal priority, the Commission give greater priority to projects for which a city or county contributed at least 50% of the cost. However, the provisions of S&H Code § 2452 were to remain in effect only until July 1, 1991. Since this statute was not extended, the requirement to give greater priority to projects with 50% city or county funding no longer exists.

In the absence of any statutory requirement regarding ranking projects with the same Priority Index Number, staff used the following procedure to rank such projects which were adopted in D.88-06-050:

<u>Type of Project</u>	<u>Rank</u>
Projects which separate or eliminate existing grade grade crossings.	1
Projects for the alteration or reconstruction of grade separations.	2
Proposed crossing projects for the construction of new grade separations.	3

Within each of the three categories above, staff gave first consideration to the lowest cost project so that the maximum number of projects may be completed with the available funds.

(END OF APPENDIX B)

## 1992-1993 Grade Separation Priority List

Agency	Crossing Name	RR		Mile		Proj Type	Priority Index	Priority Rank
		RR	Br.	Post	Sfx.			
Fresno	Consolidation	Various, ATSF, & SP		Other			5813	1
Ontario	Grove Avenue	3		39.0		U	88	2
Fremont	Washington Blvd.	1	DA	32.8		O	86	3
Richmond	Cutting Blvd.	1	A	13.8		O	80	4
Bakersfield	Q-30th-M Street		B	311.5		U	78	5
El Monte	Ramona Blvd.	1	B	495.1		U	78	6
Kern County	Oswell Street		B	315.4		O	77	7
Stockton	Hamner Lane	1	D	95.6		U	76	8
San Diego MTDB	32nd Street	36		3.4		O	72	9
West Sacramento	Harbor Blvd.	1	A	86.4		U	69	10
Bakersfield	Coffee Road	2		891.6		O	68	11
Kern County	Oak Creek Road		B	380.2		O	68	12
San Mateo	Poplar Avenue	1	E	17.2	exs U		68	13
San Mateo	Tilton Avenue	1	E	17.5	exs U		61	14
Menlo Park	Ravenswood Ave	1	E	29.0		U	59	15
Fresno	Herndon Avenue		B	195.8		O	57	16
San Carlos	Holly Street	1	E	23.2		U	57	17
Redwood City	Whipple/Hopkins Ave		E	24.8		U	56	18
San Bernardino Co.	National Trail Hwy	2		30.6	exs U		55	19
Stockton	Hamner Lane	4		98.5		U	52	20
Bakersfield	P-Q-S Street	2		886.7		U	51	21
Los Angeles	Valley Blvd.	1	B	485.8		O	51	22
Los Angeles	N. Spring St.	2		139.5	exs O		51	23
Los Angeles Co.	Florence Avenue	1	BBB	488.43		O	50	24
Caltrans	S. Niles Blvd (Rt 238)	4		30.4	exs U		50	25
Los Angeles Co.	Norwalk	1	BBJ	497.28		O	49	26
San Mateo	Monte Diablo Avenue	1	E	17.4	exs U		48	27
Bakersfield	Q Street		B	311.8		U	47	28
San Mateo	25 th Avenue		E	19.7		U	46	29
Sacramento RTD	Pover Inn Road	83	E	5.64		U	45	30
Stockton	March Lane	1	D	94.5	PRO	U	45	31
Fremont	Paseo Padre Pkwy	1	DA	32.1		O	44	32
Los Angeles Co.	Bandini Blvd.	3	A	3.4		O	44	33
Kern County	Rosamond Blvd.		B	393.9		O	43	34
Los Angeles Co.	Florence Avenue	1	BG	488.3		O	43	35
San Mateo	Santa Inez	1	E	17.3	exs U		43	36
Stockton	March Lane	4		97.1		U	42	37
Los Angeles Co.	Imperial Highway	1	BBB	491.6		O	42	38
Alameda County	Pleasanton-Sunol Rd.	4		38.7	exs U		41	39
Santa Barbara Co.	Hollister Avenue		E	165.7	exs U		41	40
Fresno	Shaw Avenue		B	198.5		O	40	41
Fremont	Kato Rd.	1	DA	38.0		U	40	42
Buena Park	Dale Street	2		161.3		O	40	43
El Monte	Arden Drive	1	B	494.0		U	39	44
Kern County	Morning Drive		B	317.5		O	38	45

## 1992-1993 Grade Separation Priority List

Agency	Crossing Name	RR	Br.	Mile Post	Sfx.	Proj Type	Priority Index	Priority Rank
Los Angeles Co.	Telegraph Road	2		148.8	exs	U	38	46
San Diego MTDB	Severin Drive	36	D	14.7		O	37	47
Ontario	Archibald Avenue	3		41.2		U	37	48
Fullerton	Highland Avenue	2		164.7		U	37	49
Caltrans	Edenvale (Rt 238)	4	G	1.4	exs	U	37	50
Los Angeles	N. Main St.	2		139.6		O	36	51
Riverside	Arlington Avenue	2	B	12.4		U	35	52
San Mateo	Tilton, & Consol				exs	Depr	34	53
Ontario	Haven Avenue	3		42.3		U	33	54
San Diego MTDB	B Street	36		7.9		O	33	55
Redwood City	Jefferson Ave.		E	25.6		U	33	56
San Diego MTDB	28th Street	36		2.8		O	33	57
San Diego MTDB	Euclid Avenue	36	D	5.7		O	32	58
Los Angeles	Roscoe Blvd.	1	E	452.3		U	32	59
San Diego MTDB	E Street	36		7.4		O	31	60
San Diego MTDB	University Avenue	36	D	12.5		O	31	61
Los Angeles Co.	El Segundo Blvd.	1	BBB	492.6		O	30	62
Solana Beach	Lomas Santa Fe Drive	2		241.8		O	30	63
San Gabriel	Mission Drive	1	B	490.3		U	29	64
San Diego MTDB	Fletcher Parkway	36	D	17.8	C	O	29	65
El Monte	Balwin Avenue	1	B	493.6		U	29	66
Los Angeles	Van Nuys Avenue	1	B	463.4		U	28	67
Los Angeles	Sunland Blvd.	1	B	467.8		U	28	68
Los Angeles	De Soto Avenue	1	E	446.8		U	27	69
San Diego MTDB	La Mesa Blvd.	36	D	12.3		O	26	70
Los Angeles	Vineland Avenue	1	E	459.6		U	26	71
Downey	Brookshire Avenue	1	BK	495.4		U	25	72
San Diego MTDB	Allison Avenue	36	D	12.4		O	24	73
Ontario	Archibald Avenue		B	523.4		U	24	74
Palmdale	Palmdale Blvd.		B	413.7		U	24	75
Los Angeles Co.	Slauson Avenue	1	BG	487.3		O	24	76
Banning	Sunset Avenue	1	B	566.2		U	23	77
Dixon	West A Street Consol	1	A	67.4		Depr	23	78
Caltrans	Route 166	1	E	276.8		O	22	79
San Diego MTDB	Lemon Avenue	36	D	12.2		O	22	80
Los Angeles Co.	Slauson Avenue	1	BBB	487.42		U	21	81
Torrance	Del Amo Blvd.	2	B	20.0	PRO	O	20	82
Los Angeles	Imperial Highway	2	B	13.1		Depr	16	83
Caltrans	John St (Rt 68)		E	119.29		U	15	84
Los Angeles Co.	Flores Street	3	A	9.7	PRO	U	6	85
Hercules	Willow Avenue	2		1179.7	PRO	U	5	86
El Segundo	Douglas Street	2	B	15.0	PRO		5	87

(END OF APPENDIX C)

The following revisions were made because of changes in factual data, a further explanation of previously submitted data, or additional staff evaluation:

Nominating Agency	Crossing Name	Crossing Number	Affected Category And Change
Bakersfield	Coffee Road	2-891.6	OF increased to 11
Bakersfield	P-Q-S Street	2-886.7	AH decreased to 3 BD decreased to 5
Buena Park	Dale Street	2-161.3	AH increased to 7 T increased to 65 PT increased to 7
Dixon	West A Street	1-A-67.4	AH increased to 2 T increased to 25 PT increased to 3
Downey	Brookshire Ave.	1-BK-495.4	OF increased to 11
El Monte	Romona Blvd.	1-B-495.1	T decreased to 52
Fullerton	Highland Ave.	2-164.7	V increased to 8350 T increased to 88 * RS increased to 6 (79 mph) C decreased to \$8,563,000 PT increased to 6 *
Hercules	Willow Ave.	2-1179.7	deleted from list
Kern County	Oak Creek Road	1-B-380.2	VS decreased to 1 (35 mph) T increased to 77 PT increased to 1
Kern County	Rosamond Blvd.	1-B-393.9	T increased to 31 PT increased to 1
Los Angeles	De Soto Ave.	1-E-446.8	PT increased to 4 T increased to 30
Los Angeles	Imperial Hwy	2-H-13.1	V decreased to 47166
Los Angeles	N. Main Street	2-139.6	T increased to 100 PT increased to 4
Los Angeles	N. Spring Street		V increased to 18631
Los Angeles	Roscoe Street	1-E-452.3	T increased to 32 PT increased to 4
Los Angeles	Sunland Blvd.	1-E-467.8	T increased to 17 PT increased to 3

The following revisions were made because of changes in factual data, a further explanation of previously submitted data, or additional staff evaluation:

Nominating Agency	Crossing Name	Crossing Number	Affected Category And Change
Los Angeles	Van Nuys Blvd.	1-B-463.4	V increased to 28435 T increased to 14 PT increased to 3 BD decreased to 2
Los Angeles	Vineland Ave.	1-E-459.6	T increased to 30 PT increased to 4
Ontario	Archibald Ave.	3-41.2	T increased to 30 LRT decreased to 0 VS decreased to 3 (45mph)
Ontario	Archibald Ave. Grove Ave.	1-B-523.4 3-39.0	VS decreased to 3 (45 mph) T increased to 30 LRT decreased to 0
	Haven Ave.	3-42.3	T increased to 30 LRT decreased to 0
Redwood City	Jefferson Ave.	1-E-25.6	T increased to 70 PT increased to 9
Redwood City	Whipple/Hopkins Ave.	1-E-24.8	T increased to 70 PT increased to 9 BD decreased to .5
Riverside	Arlington Ave.	2-B-12.4	T increased to 26 OF increased to 5
Sacramento RTD San Bernardino Co.	Power Inn Road Nat'l Trail Hwy	83-E-5.64 2-30.6	Delete from list SR increased to 2 AS increased to 3 T increased to 55 C increased to \$6,300,000
San Carlos	Holly Street	1-E-23.2	PT increased to 9 T increased to 70
San Mateo	25th Ave.	1-E-19.7	PT increased to 9 T increased to 70
San Mateo	Monte Diablo Ave.	1-E-17.4	T increased to 70
San Mateo	Poplar Ave.	1-E-17.2	T increased to 70
San Mateo	Santa Inez	1-E-17.3	T increased to 70
San Mateo	Tilton Ave.	1-E-17.5	T increased to 70

The following revisions were made because of changes in factual data, a further explanation of previously submitted data, or additional staff evaluation:

Nominating Agency	Crossing Name	Crossing Number	Affected Category And Change
Solana Beach	Lomas Santa Fe Drive	2-241.8	C decreased to \$19,906,000 OF increased to 11
Stockton	Hammer Lane	4-98.5	C decreased to \$8,243,162
Stockton	Hammer Lane	1-D-95.6	C decreased to \$7,751,560 T remained at 25 * OF increased to 10 RS increased to 4
Stockton	March Lane	1-D-94.5	V decreased to 33,700

(END OF APPENDIX D)

## 1992-1993 Grade Separation Priority List

Agency	Crossing Name	RR	Br.	Mile		Proj Type	Priority Index	Priority Rank
				Post	Sfx.			
Fresno	Consolidation			Various, ATSF, & SP		Other	5813	1
Ontario	Grove Avenue			3	39.0	U	91	2
Buena Park	Dale Street			2	161.3	O	90	3
Stockton	Harmer Lane		D	1	95.6	U	89	4
Fremont	Washington Blvd.		DA	1	32.8	O	86	5
Richmond	Cutting Blvd.		A	1	13.8	O	80	6
Bakersfield	Q-30th-M Street		B	1	311.5	U	78	7
Kern County	Osvell Street		B	1	315.4	O	77	8
El Monte	Ramona Blvd.		B	1	495.1	U	77	9
San Mateo	Poplar Avenue		Z	1	17.2	exs U	74	10
San Diego MTDB	32nd Street			36	3.4	O	72	11
Bakersfield	Coffee Road			2	891.6	O	71	12
West Sacramento	Harbor Blvd.		A	1	86.4	U	69	13
Kern County	Oak Creek Road		B	1	380.2	O	66	14
San Carlos	Holly Street		E	1	23.2	U	65	15
San Mateo	Tilton Avenue		E	1	17.5	exs U	65	16
Menlo Park	Ravenswood Ave		E	1	29.0	U	59	17
Fresno	Berndon Avenue		B	1	195.8	O	57	18
Redwood City	Whipple/Hopkins Ave		E	1	24.8	U	57	19
Stockton	Harmer Lane			4	98.5	U	55	20
Los Angeles	N. Main St.			2	139.6	O	53	21
San Bernardino Co.	National Trail Hwy			2	30.6	exs U	52	22
San Mateo	25 th Avenue		E	1	19.7	U	51	23
Los Angeles	Valley Blvd.		B	1	485.8	O	51	24
Los Angeles	N. Spring St.			2	139.5	exs O	51	25
Fullerton	Highland Avenue			2	164.7	U	51	26
Los Angeles Co.	Florence Avenue		BBH	1	488.43	O	50	27
Caltrans	S. Niles Blvd (Rt 238)			4	10.4	exs U	50	28
Los Angeles Co.	Norwalk		BBJ	1	497.28	O	49	29
San Mateo	Monte Diablo Avenue		E	1	17.4	exs U	49	30
Bakersfield	Q Street		B	1	311.8	U	47	31
Kern County	Rosanond Blvd.		B	1	393.9	O	45	32
Fremont	Paseo Padre Pkwy		DA	1	32.1	O	44	33
Los Angeles Co.	Bandini Blvd.		A	3	3.4	O	44	34
Los Angeles Co.	Florence Avenue		EG	1	488.3	O	43	35
San Mateo	Santa Inez		E	1	17.3	exs U	43	36
Bakersfield	P-Q-S Street			2	886.7	U	42	37
Stockton	March Lane			4	97.1	U	42	38
Los Angeles Co.	Imperial Highway		BBH	1	491.6	O	42	39
Alameda County	Pleasanton-Sunol Rd.			4	38.7	exs U	41	40
Santa Barbara Co.	Hollister Avenue		E	1	365.7	exs U	41	41
Fresno	Shaw Avenue		B	1	198.5	O	40	42
Fremont	Kato Rd.		DA	1	38.0	U	40	43



## 1992-1993 Grade Separation Priority List

Agency	Crossing Name	RR	Br.	Mile Post	Sfx.	Proj Type	Priority Index	Priority Rank
Riverside	Arlington Avenue	2	B	12.4		U	40	44
El Monte	Arden Drive	1	B	494.0		U	39	45
Kern County	Morning Drive	1	B	317.5		O	38	46
Los Angeles Co.	Telegraph Road	2		148.8	exs U		38	47
San Diego MTDB	Severin Drive	36	D	14.7		O	37	48
Los Angeles	Roscoe Blvd.	1	E	452.3		U	37	49
Solana Beach	Lomas Santa Fe Drive	2		241.8		O	37	50
Caltrans	Edenvale (Rt 238)	4	G	1.4	exs U		37	51
Los Angeles	Sunland Blvd.	1	B	467.8		U	36	52
Ontario	Archibald Avenue	3		41.2		U	35	53
Redwood City	Jefferson Ave.	1	E	25.6		U	35	54
Los Angeles	Van Nuys Avenue	1	B	463.4		U	34	55
San Mateo	Tilton, & Consol					exs Depr	34	56
Ontario	Haven Avenue	3		42.3	PRO	U	34	57
San Diego MTDB	H Street	36		7.9		O	33	58
San Diego MTDB	28th Street	36		2.8		O	33	59
Stockton	March Lane	1	D	94.5	PRO	U	33	60
San Diego MTDB	Euclid Avenue	36	D	5.7		O	32	61
San Diego MTDB	E Street	36		7.4		O	31	62
San Diego MTDB	University Avenue	36	D	12.5		O	31	63
Los Angeles	Vineland Avenue	1	E	459.6		U	30	64
Los Angeles Co.	El Segundo Blvd.	1	BBB	492.6		O	30	65
Los Angeles	De Soto Avenue	1	E	446.8		U	30	66
San Gabriel	Mission Drive	1	B	490.3		U	29	67
San Diego MTDB	Fletcher Parkway	36	D	17.8	C	O	29	68
El Monte	Balvin Avenue	1	B	493.6		U	29	69
Downey	Brookshire Avenue	1	BK	495.4		U	28	70
Dixon	West A Street Consol	1	A	67.4		Depr	27	71
San Diego MTDB	La Mesa Blvd.	36	D	12.3		O	26	72
San Diego MTDB	Allison Avenue	36	D	12.4		O	24	73
Palmdale	Palmdale Blvd.	1	B	413.7		U	24	74
Los Angeles Co.	Slauson Avenue	1	BG	487.3		O	24	75
Banning	Sunset Avenue	1	B	566.2		U	23	76
Caltrans	Route 166	1	E	276.8		O	22	77
San Diego MTDB	Lenon Avenue	36	D	12.2		O	22	78
Ontario	Archibald Avenue	1	B	523.4		U	22	79
Los Angeles Co.	Slauson Avenue	1	BBB	487.42		U	21	80
Torrance	Del Amo Blvd.	2	B	20.0	PRO	O	20	81
Caltrans	John St (Rt 68)	1	E	119.29		U	15	82
Los Angeles	Imperial Highway	2	B	13.1		Depr	15	83
Los Angeles Co.	Flores Street	3	A	9.7	PRO	U	6	84
El Segundo	Douglas Street	2	B	15.0	PRO		5	85

(END OF APPENDIX E)

1992-1993 Nominations for Proposed Separations: Alphabetical Order

Agency	Crossing Name	RR	Br.	Mile Post	Sfx	Proj Type	Vehvol	Trvol	LRT	BD	C	Vehmp	VS	Trmp	RS	CG	AR	AH	PT	OF	SCP	VxTx(AH+DD)	
																						CxP	Priority Index
Bakersfield	Coffee Road	2		891.6		O	24203	30	0	1.5	3990	45	3	79	6	2	5	1	3	11	30	41	71
Bakersfield	P-Q-S Street	2		886.7		U	7515	30	0	5.0	5630	35	1	20	0	4	1	3	1	6	13	29	42
Bakersfield	Q Street	1	B	311.8		U	10265	22	0	1.5	5660	35	1	40	2	7	1	6	0	9	20	27	47
Bakersfield	Q-30th-M Street	1	B	311.5		U	18992	22	0	1.5	5780	35	1	40	2	7	2	7	0	10	22	56	78
Banning	Sunset Avenue	1	B	566.2		U	2870	32	0	3.0	4987	35	1	50	3	2	3	4	1	1	11	12	23
Buena Park	Dale Street	2		161.3		O	10070	65	0	1.0	7485	35	1	79	6	2	4	7	7	6	26	64	90
Caltrans	John St (Rt 68)	1	E	119.29		U	19800	12	0	2.0	6575	35	1	27	1	2	1	0	1	2	8	7	15
Caltrans	Route 166	1	E	276.8		O	6500	10	0	2.5	4933	55	5	50	3	3	4	0	1	3	19	3	22
Dixon	West A Street Consol	1	A	67.4		Depr	17300	25	0	1.5	18968	25	0	60	4	3	5	2	3	5	20	7	27
Downey	Brookshire Avenue	1	BK	495.4		U	12000	22	0	4.0	7368	35	1	25	0	3	0	0	0	11	15	13	28
El Monte	Arden Drive	1	B	494.0		U	14342	39	0	2.0	14700	35	1	50	3	3	1	6	1	2	11	28	39
El Monte	Balwin Avenue	1	B	493.6		U	25180	39	0	2.0	14600	40	2	50	3	5	1	0	1	5	17	12	29
El Monte	Ramona Blvd.	1	B	495.1		U	22355	52	0	2.0	15110	35	1	50	3	4	1	6	4	8	21	56	77
El Segundo	Douglas Street	2	H	15.0	PRO		4650	12	0	3.0	8370	35	1	20	0	0	2	0	0	0	3	2	5
Fremont	Washington Blvd.	1	DA	32.8		O	29289	16	0	6.5	6541	25	0	60	4	4	3	4	0	7	18	68	86
Fremont	Kato Rd.	1	DA	38.0		U	10026	20	0	7.0	5469	40	2	60	4	3	5	0	0	3	17	23	40
Fremont	Paseo Padre Pkwy	1	DA	32.1		O	24152	16	0	6.5	8505	35	1	60	4	2	3	0	0	7	17	27	44
Fresno	Consolidation	Various,		ATSF, & SP	Other		590060	53	0	10.0	37925	55	5	70	5	7	5	67	3	16	41	5772	5813
Fresno	Herndon Avenue	1	B	195.8		O	22900	20	0	1.5	6270	55	5	60	4	4	5	3	0	9	27	30	57
Fresno	Shaw Avenue	1	B	198.5		O	30500	20	0	1.5	5221	35	1	60	4	5	5	0	0	9	24	16	40
Fullerton	Highland Avenue	2		164.7		U	8350	88	0	2.0	8563	25	0	79	6	6	1	1	6	9	28	23	51
Kern County	Morning Drive	1	B	317.5		O	9000	52	0	1.5	5493	45	3	60	4	5	5	0	0	9	26	12	38
Kern County	Oak Creek Road	1	B	380.2		O	4300	77	0	3.0	6350	35	1	65	4	2	3	7	1	8	19	47	66
Kern County	Oswell Street	1	B	315.4		O	12000	52	0	2.5	6039	45	3	60	4	6	5	3	0	7	25	52	77
Kern County	Rosamond Blvd.	1	B	393.9		O	14400	31	0	2.5	5020	45	3	65	4	4	5	0	1	8	25	20	45
Los Angeles	De Soto Avenue	1	E	446.8		U	48810	30	0	0.5	20821	40	2	60	4	3	5	0	4	9	27	3	30
Los Angeles	Imperial Highway	2	H	13.1		Depr	47166	4	0	N/D	15045	40	2	15	0	3	1	2	0	7	13	2	15
Los Angeles	N. Main St.	2		139.6		O	18631	100	0	2.5	43915	35	1	15	0	7	1	6	4	7	20	33	53
Los Angeles	Roscoe Blvd.	1	E	452.3		U	48567	32	0	1.0	11067	35	1	60	4	3	2	0	4	10	22	13	37
Los Angeles	Sunland Blvd.	1	B	467.8		U	28586	17	0	1.5	20821	30	0	50	3	3	3	5	3	10	24	14	36
Los Angeles	Valley Blvd.	1	B	485.8		O	30603	34	0	2.5	19711	35	1	30	1	6	4	3	2	11	25	26	51
Los Angeles	Van Nuys Avenue	1	B	463.4		U	28435	14	0	2.0	9447	35	1	55	3	4	2	0	3	13	26	8	34

1992-1993 Nominations for Proposed Separations: Alphabetical Order

Agency	Crossing Name	RR	Br.	Mile Post	Sfx	Proj Type	Vehvol	Trvol	LRT	BD	C	Vehmp	VS	Trmp	RS	CC	AR	AH	PT	OF	SCP	VxTx(AH+BD)	
																						Cxr	Priority Index
Los Angeles	Vineland Avenue	1	E	459.6		U	32356	30	0	0.5	9487	35	1	60	4	3	2	0	4	11	25	5	30
Los Angeles Co.	Bandini Blvd.	3	A	3.4		O	24495	51	0	3.0	18548	35	1	10	0	5	1	1	0	13	20	24	44
Los Angeles Co.	El Segundo Blvd.	1	BBK	492.6		O	22105	18	190	0.5	11572	35	1	20	0	5	0	0	10	11	27	3	30
Los Angeles Co.	Florence Avenue	1	BC	488.3		O	34867	18	0	6.0	16175	35	1	25	0	4	2	0	0	15	22	21	43
Los Angeles Co.	Florence Avenue	1	BBH	488.43		O	36508	20	190	1.0	13328	35	1	20	0	5	2	1	10	13	31	19	50
Los Angeles Co.	Flores Street	3	A	9.7	PRO	U	10600	12	0	3.0	6948	35	1	20	0	0	0	0	0	0	1	5	6
Los Angeles Co.	Imperial Highway	1	BBH	491.6		O	36057	18	190	1.5	23263	35	1	20	0	5	0	1	10	13	29	13	42
Los Angeles Co.	Norwalk	1	BBJ	497.28		O	20669	65	0	1.5	22916	45	3	50	3	5	1	3	4	9	25	24	49
Los Angeles Co.	Slauson Avenue	1	BBH	487.42		U	38165	9	0	2.5	15453	35	1	25	0	3	1	0	0	11	16	5	21
Los Angeles Co.	Slauson Avenue	1	BC	487.3		O	32436	18	0	1.5	16824	35	1	20	0	5	1	0	0	12	19	5	24
Menlo Park	Ravenswood Ave	1	E	29.0		U	22100	70	0	1.0	4995	25	0	70	5	5	1	0	9	11	31	28	59
Ontario	Archibald Avenue	3		41.2		U	12468	30	0	2.0	7456	45	3	60	4	5	2	0	4	8	26	9	55
Ontario	Archibald Avenue	1	B	523.4		U	4112	28	0	2.0	11500	45	3	65	4	4	2	0	1	6	20	2	22
Ontario	Grove Avenue	3		39.0		U	18124	30	0	1.5	8532	35	1	60	4	4	2	10	4	9	24	67	91
Ontario	Haven Avenue	3		42.3	PRO	U	21500	30	0	2.0	5894	45	3	60	4	0	2	0	4	1	14	20	34
Palmdale	Palmdale Blvd.	1	B	413.7		U	25750	22	0	2.0	12950	40	2	45	2	3	2	0	0	7	16	8	24
Redwood City	Whipple/Hopkins Ave	1	E	24.8		U	31140	70	0	0.5	15610	25	0	55	3	3	1	2	9	9	25	12	57
Redwood City	Jefferson Ave.	1	E	25.6		U	18952	70	0	0.5	8500	25	0	55	3	3	0	0	9	13	28	7	35
Richmond	Cutting Blvd.	1	A	13.8		O	23501	36	0	1.5	7555	35	1	60	4	7	3	3	5	14	34	46	80
Riverside	Arlington Avenue	2	B	12.4		U	37500	26	0	1.5	9900	40	2	40	2	5	1	0	1	16	27	13	40
San Carlos	Holly Street	1	E	23.2		U	17600	70	0	0.5	23150	25	0	50	3	5	5	7	9	7	29	36	63
San Diego MTDB	28th Street	36		2.8		O	14300	3.2	190	0.5	8742	30	0	40	2	6	3	2	10	4	25	8	33
San Diego MTDB	32nd Street	36		3.4		O	21500	3.2	190	0.5	9640	30	0	40	2	6	3	10	10	4	25	47	72
San Diego MTDB	Allison Avenue	36	D	12.4		O	6551	2	147	0.5	8379	25	0	30	1	5	0	0	10	7	23	1	24
San Diego MTDB	E Street	36		7.4		O	27360	3.2	190	0.5	7360	35	1	40	2	5	1	0	10	3	27	4	31
San Diego MTDB	Euclid Avenue	36	D	5.7		O	26800	2	147	0.5	7640	35	1	40	2	5	2	0	10	9	29	3	32
San Diego MTDB	Fletcher Parkway	36	D	17.8	C	O	33342	2	147	0.5	8674	40	2	30	1	3	1	0	10	9	26	3	29
San Diego MTDB	H Street	36		7.9		O	27810	3.2	190	0.5	7252	35	1	40	2	5	2	0	10	9	29	4	33
San Diego MTDB	La Mesa Blvd.	36	D	12.3		O	12165	2	147	0.5	8379	25	0	40	2	5	0	0	10	8	25	1	26
San Diego MTDB	Lemon Avenue	36	D	12.2		O	3238	2	147	0.5	8379	25	0	50	3	3	0	0	10	6	22	0	22
San Diego MTDB	Severin Drive	36	D	14.7		O	18605	2	147	0.5	7316	30	0	40	2	5	4	2	10	6	27	10	37
San Diego MTDB	University Avenue	36	D	12.5		O	24740	2	147	0.5	8379	35	1	40	2	5	0	1	10	6	24	7	31

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1992-1993 Nominations for Proposed Separations: Alphabetical Order

Agency	Crossing Name	RR	Br.	Mile Post	Sfx	Proj Type	Vehvol	Trvol	LRT	BD	C	Vehmp	VS	Trmp	RS	CG	AR	AH	PT	OF	SCF	VXTX(AH+BD)	
																						CXF	Priority Index
San Gabriel	Mission Drive	1	B	490.3		U	16100	21	0	3.0	6000	25	0	40	2	5	0	0	0	7	14	15	29
San Mateo	25 th Avenue	1	E	19.7		U	10000	70	0	1.0	6004	25	0	70	5	5	3	1	9	8	30	21	31
Solana Beach	Lomas Santa Fe Drive	2		241.8		O	17500	21	0	1.0	19906	35	1	90	7	5	4	2	4	11	32	5	37
Stockton	Hammer Lane	4		98.5		U	48800	13	0	4.0	8243	35	1	60	4	3	5	0	0	14	27	28	55
Stockton	Hammer Lane	1	D	95.6		U	26800	25	0	3.0	7752	50	4	65	4	3	5	5	0	10	26	63	89
Stockton	March Lane	4		97.1		U	33700	13	0	4.0	9000	45	3	60	4	3	1	1	0	9	20	22	42
Stockton	March Lane	1	D	94.5	PRO	U	33700	25	0	3.0	9000	45	3	40	2	0	2	0	0	0	7	26	33
Torrance	Del Amo Blvd.	2	H	20.0	PRO	O	21700	4	0	10.0	17652	45	3	20	0	3	5	0	0	5	16	4	20
West Sacramento	Harbor Blvd.	1	A	86.4		U	11661	26	0	2.0	2640	35	1	60	4	5	5	2	3	9	27	42	69

1992-1993 Nominations for Existing Separations: Alphabetical Order

Agency	Crossing Name	RR	Br.	Mile Post	Sfx.	Proj Type	Vehvol	Trvol	LRT	C	WC	MC	SR	LL	AS	PF	SCF	VXT	Priority Index
																		CxF	
Alameda County	Pleasanton-Sunol Rd.	4		38.7	exs	U	3082	17	0	2260	6	4	2	0	2	25	39	2	41
Caltrans	Edenvale (Rt 238)	4	G	1.4	exs	U	29500	10	0	2622	8	4	0	0	0	15	27	10	37
Caltrans	S. Niles Blvd (Rt 238)	4		30.4	exs	U	28000	16	0	1621	10	0	0	0	0	15	25	25	50
Los Angeles	N. Spring St.	2		139.5	exs	O	15700	54	0	7877	10	0	5	0	2	24	41	10	51
Los Angeles Co.	Telegraph Road	2		148.8	exs	U	12583	44	0	6728	6	4	0	0	3	18	31	7	38
San Bernardino Co.	National Trail Hwy	2		30.6	exs	U	6103	55	0	6300	6	8	2	0	3	28	47	5	52
San Mateo	Monte Diablo Avenue	1	E	17.4	exs	U	1658	70	0	2467	6	10	2	0	0	27	45	4	49
San Mateo	Poplar Avenue	1	E	17.2	exs	U	13080	70	0	2467	6	8	2	0	0	24	40	34	74
San Mateo	Santa Inez	1	E	17.3	exs	U	1350	70	0	2467	4	10	2	0	0	24	40	3	43
San Mateo	Tilton Avenue	1	E	17.5	exs	U	6998	70	0	2467	6	10	2	0	2	27	47	18	65
San Mateo	Tilton, & Consol				exs	Depr	65879	56	0	72450	0	0	0	0	2	27	29	5	34
Santa Barbara Co.	Hollister Avenue	1	E	365.7	exs	U	12153	9	0	5100	2	4	2	0	10	21	39	2	41

(END OF APPENDIX F)

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APPENDIX F  
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