

Decision 83 CS 036

JUN 1 1983

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Investigation for the purpose of
 establishing a list for the
 fiscal year 1983-84 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 82-10-03
 (Filed October 20, 1982)

(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 1983-84. 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 1983-84 priority list to

submit their nominations to the Commission on or before December 20, 1982. In response to the OII, 35 agencies nominated 85 projects for inclusion on the list. Public hearings were held on the matter in San Francisco and Los Angeles and the investigation was submitted April 27, 1983 upon the receipt of late-filed Exhibit 4.

Background

S&E 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&E 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&E 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&E Code §§ 2540-2461. 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 \$7,970,000.

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 2, 1984.
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 9-82).
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

9-82) 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 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 = 13 for
1983-84 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>MPE</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

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

*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

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

Existing Separations

S1 = Width Clearance

Width (Feet)	Points
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

<u>Underpass</u>	
<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

<u>Overpass</u>	
<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 1982-83 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.

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
Anaheim	Lincoln Avenue	Vehicle Volume Project Cost
Bakersfield	Union-24th	Train Volume
Caltrans	237-Santa CLA	Train Speed
Colton	Fogg Street	Irreducibles
Corona	Lincoln Avenue	Type of Project Crossing Name Milepost Vehicle Volume Project Cost Vehicle Speed Train Speed Crossing Geometrics Alternate Route
El Monte	Peck Road	Train Speed Alternate Route
El Monte	Peck-Ramona	Train Speed Alternate Route
Fremont	Newark Boulevard	Train Volume Blocking Delay
Fremont	Paseo Padre	Train Volume
Fresno County	Chestnut A-1	Accident History
Hayward	Harder Road W. Winton Avenue Tennyson Road	Train Speed Train Speed Train Speed
Indio	Monroe Street	Train Speed
Irvine	Yale Avenue	Project Cost
Livermore	N. Mines ALT 1 N. Mines ALT 2	Train Speed Train Speed
Los Angeles	Nordhoff Street	Train Volume Irreducibles
Los Angeles County	Telegraph Road Slauson Avenue Florence Avenue (BBE-488.43) El Segundo Blvd.	Train Volume Train Volume Alternate Route Alternate Route

Ontario	Haven Avenue	Project Cost
Pittsburg	Harbor St. (B-49.3)	Speed Reduction
	Harbor St. (2-1155.4)	Vehicle Volume
		Project Cost
		Speed Reduction
San Jose	Branham Lane	Vehicle Volume
		Train Volume
		Blocking Delay
		Alternate Route
San Mateo	Monte Diablo	Train Volume
	Laurie Meadows	Train Volume
	Tilton Avenue	Train Volume
	Santa Inez Avenue	Train Volume
	Poplar Avenue	Train Volume
Santa Ana	Grand Avenue	Project Cost
	Fourth Avenue	Project Cost
So. San Francisco	Oyster Pt. Blvd.	Train Volume
		Blocking Delay
Torrance	Torrance RLC	Vehicle Volume
		Train Speed
Yolo County	Harbor Blvd.	Train Volume
		Accident History
		Blocking Delay

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

Alameda County	Livermore-Altamont Consolidation
Bakersfield	Union-24th Street
Caltrans	St. Route 180-Fresno County
Caltrans	St. Route 162-Butte County
El Monte	Peck-Ramona (El Monte Lowering Project)
Irvine	Irvine Lowering
Los Angeles County	Slauson Avenue
Los Angeles County	Grand Avenue
Los Angeles County	Bandini Boulevard

Pittsburg	Railroad Avenue
San Gabriel	San Gabriel Lowering
San Gabriel	Ramona-Mission
Santa Ana	Fourth Street

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

Anaheim	Lincoln Avenue
Caltrans	St. Route 41-Fresno County
Caltrans	St. Route 70-Yuba County
Caltrans	St. Route 237-Santa Clara County
El Monte	Peck Road
Hayward	A Street
Indio	Monroe Street
Los Angeles County	Florence Avenue (Crossing No. BBE-488.43)
Los Angeles County	Florence Avenue (Crossing No. BG-488.3)
Los Angeles County	El Segundo Boulevard
Riverside (City)	Arlington Avenue
San Mateo (City)	Laurie Meadows Drive
Santa Ana	Grand Avenue
Santa Ana	17th Street
So. San Francisco	Oyster Point Boulevard
Stockton	Hammer Lane

The City of Simi Valley nominated its Tapo Canyon Road project for inclusion on the priority list. This project called for construction of a highway overpass across the Coast Line railroad tracks of Southern Pacific Transportation Company (SP) at Milepost 436.8. The project was given a priority number of 66 on the staff's tentative priority list. The project is intended to eliminate a proposed grade crossing at that site. At the hearing the question was raised whether it was practicable and feasible to construct the proposed grade crossing which the nominated project was intended to

replace. It was brought out that before the City of Simi Valley was incorporated, the County of Ventura filed Application 49093 with the Commission for authority to build a crossing at grade at Milepost 436.8, the site of the proposed grade crossing which the Tapo Canyon Road project is intended to replace. Decision 73589 in the case found, among other things, as follows:

- "14. The proposed crossing would be extremely hazardous due to the fact that it would have an 11 percent grade of approach from Los Angeles Street to the Railroad's track. The crossing would be hazardous due to the short distance, approximately 75 feet between the main line and Los Angeles Street. The crossing would be hazardous due to the possibility of two-train-type accidents at the crossing. Public health and safety require that the application be denied."

The application was denied. Such a determination about the proposed crossing is conclusive of the fact that the proposed crossing is not feasible. For this reason the Tapo Canyon Road project does not qualify for the priority list.

The County of Riverside failed to appear at the hearing and support or stand cross-examination on its Limonite Avenue project. The last paragraph of the OII warned that failure of the nominator to appear at the hearing would constitute grounds for exclusion of the nominator's project from the 1983-84 priority list. For this reason the Limonite Avenue project will be excluded from that list.

Shortly before the close of the hearing the staff made a motion that it be allowed to file late-filed Exhibit 4, a revision of its Exhibit 2, taking into consideration the evidence adduced at the hearing. The motion was granted and late-filed Exhibit 4 was filed April 27, 1983. However, late-filed Exhibit 4 contained an error.

While Corona's Lincoln Avenue project was listed on page 2 of the exhibit as a project entitled to revised points because of changes in factual data submitted at the hearing not all points to which it was entitled were assigned to it. Appendixes B, C, D, and E are extracts of late-filed Exhibit 4 corrected to reflect the change in the number of points to which the Corona nomination is entitled and pertain as follows:

Appendix B An alphabetical list of eligible projects nominated for inclusion on the 1983-84 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 A list of point values awarded in each Special Conditions Factor category to existing or proposed crossings nominated for separation or elimination.

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

Appendix E A ranking of projects nominated for inclusion on the 1983-84 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
- 36 - McCloud River Railroad

BR

Railroad Branch

MILEPOST

Identifying railroad milepost

SUF

Suffix applied to separations nominated for alteration or reconstruction and to spur crossings.

- A - Highway Overpass
- B - Highway Underpass
- C - Spur Crossing

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 1983-84 priority list.
2. The proposed grade crossing which the Tapo Canyon Road project is intended to replace is not feasible.
3. The County of Riverside failed to appear and support or stand cross-examination on its Limonite Road project.
4. 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 § 2452(g).

5. 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.

6. 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 Tapo Canyon Road project should not be included on the 1983-84 priority list.

2. The Limonite Road project should not be included on the 1983-84 priority list.

3. The list set out in Appendix E should be established as the 1983-84 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 California Street and Highways Code § 2452 as the 1983-84 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.

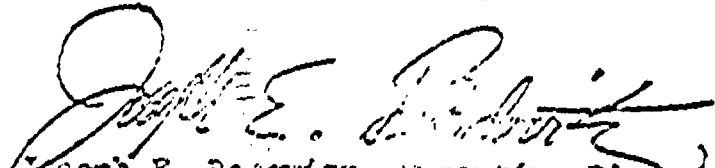
3. The Executive Director shall furnish a certified copy of this opinion and order to the California Department of Transportation and California Transportation Commission.

This order is effective today.

Dated JUN 1 1983, at San Francisco, California.

LEONARD M. GRIMES, JR.
President
VICTOR CALVO
FRISCILLA C. GREW
DONALD VIAL
Commissioners

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


Joseph E. Bodovitz, Executive Director

APPENDIX A

LIST OF APPEARANCES

Respondents: Pat Kiyoshi Adachi, for the County of Sacramento; Elliott B. Andersen, for the City of San Jose; Robert M. Barton, for the County of Alameda, the City of Livermore, and the City of Bakersfield; Tom Blalock, Mark Kenning, and Allen Sprague, Attorney at Law, for the City of Fremont; Ed Hardin, for the City of Hayward; Ron Lefler, for the City of Pittsburg; Richard Luebers, for the City of Pittsburg and the City of San Mateo; Ron Miller, for the City of Stockton; Lloyd Roberts, for the County of Yolo; Ron Tribbett, for the City of Dixon; William J. Warner, for the City of South San Francisco; James Whitaker, for the City of Bakersfield; Robert G. Bezzant, for the City of San Mateo; Marvin Johnson, for the City of Fresno; Norman G. Preston, for the County of Fresno; Wayne Peterson, for the City of San Luis Obispo; James Ross, for the City of Irvine; H. Richard Neill, for the City of Colton; David E. Hedlund, for the City of Paramount and the City of Santa Ana; Richard P. Perkins, for the City of Torrance; Harold Vellins, for the City of Los Angeles; Donald Royce, for the County of Los Angeles; Greg M. Bagnio, for the City of Buena Park; Larry S. Tanaka, for the County of Santa Barbara; William D. Gardner, for the City of Riverside; Leon A. Lies, for the City of Corona; Eldon K. Lee, for the City of Indio; J. D. Burk, for Urban Development; Kenneth C. Johnson, for the City of Simi Valley; Lawrence C. Bevington, for the City of El Monte; Robert Schoenborn, for the City of Fontana; Roy A. Maddock, for the City of Ontario; Paul Singer, Attorney at Law, for the City of Anaheim; Dwight F. French and Frank F. Forbes, for the City of San Gabriel; Gary P. Dysart, for the City of Camarillo; and Robert Hodson, for the City of Fullerton.

Interested Parties: Eugene C. Bonnstetter, Attorney at Law, for the State of California, Department of Transportation, and Harold S. Lentz, Attorney at Law, for Southern Pacific Transportation Company and affiliated companies.

Commission Staff: William L. Oliver.

(END OF APPENDIX A)

TABLE 1
ALPHABETICAL LIST OF PROJECTS
BY NOMINATING AGENCY

Alphabetical List of Eligible Projects Nominated for
Inclusion on the 1983-84 Priority List, Including Vehicular
and Train Volume, Project Cost and the
V X F Calculation Associated with Each Nominated Project

AGENCY	CROSSING NAME	RR	BR	MILE POST	SUF	PROP	TYPE PROJ	VEH VOLUME	TRAIN VOLUME	PROJECT COST	V X F
ALAMEDA COUNTY	LIV-ALT CNSL	1	0	46.0			1	52174	5	6310000	3
AMENIM	LINCOLN AV	2		167.7			1	18076	22	11550000	3
BAKERSFIELD	UNION-24TH	1	0	312.3			1	22956	24	7215000	4
BAKERSFIELD	H STREET	2		887.5			1	17204	36	4775000	10
BUENA PARK	DALE STREET	2		161.3			1	10547	26	4648000	5
CALTRANS	218-ALAMEDA	4	6	1.4	0		4	20000	6	2100000	4
CALTRANS	58-SAN BRDO	2		753.2			1	7300	24	1927000	7
CALTRANS	79-RIVERSIDE	1	0	562.4			1	7500	59	3101000	7
CALTRANS	89-PLUMAS	4	4	21.5	0		4	1529	2	730000	0
CALTRANS	49-PLUMAS	4	4	337.4	0		4	750	14	730000	1
CALTRANS	68-MONTEREY	1	C	119.29			1	14400	32	5830000	6
CALTRANS	100-FRESNO	2		997.8			1	29800	32	7329000	10
CALTRANS	41-FRESNO	1	0	205.9			1	18400	23	8706000	4
CALTRANS	162-QUITE	4		204.0	0		4	24000	55	7150000	9
CALTRANS	70-YUBA	1	C	141.7	0		4	17400	42	8495000	7
CALTRANS	131-SHASTA	1	C	266.2	0		4	4800	19	730000	10
CALTRANS	89-SHASTA	26	0	50.0	0		4	1100	1	110000	1
CALTRANS	89-SHASTA	26	P	32.1	0		4	1600	1	330000	0
CALTRANS	237-SANITA CLA	1	L	39.8			1	40500	14	24325000	2
CALTRANS	166-SIA BARBA	1	E	276.8			1	5200	60	3168000	8
CALTRANS	58-SAN BRDO	2		780.3			1	7700	24	2317000	6
CAMPBELL	LAS POSAS RD	1	E	419.0			1	490	13	3620000	0
COLTON	FOGG ST	2	0	4.1	8		4	1400	35	3100000	2
CORONA	LINCOLN AV	2	0	25.1			4	22240	24	3609000	11

TABLE 1
ALPHABETICAL LIST OF PROJECTS
BY NOMINATING AGENCY

Alphabetical List of Eligible Projects Nominated for
Inclusion on the 1983-84 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	OR	MILE POST	SUF	PROP	TYPE PROJ	VCH VOLUME	TRAIN VOLUME	PROJECT COST	V X T ----- C X F
OJIBWA	W A ST LVR	1	A	67.9			1	13200	24	590000	4
EL MONTE	PECN RD	1	B	495.3			1	23000	30	700000	8
EL MONTE	PECN-RANOMA	1	B	495.0			1	41000	30	1643000	6
FOXBANA	SIERRA AV	2		88.7			1	18500	18	2035000	13
FREMONT	PASTE PAORE	1	L	27.5			2A	13000	28	1809000	15
FREMONT	NIWARR BL	1	L	28.5			1	13000	28	2932000	10
FRESNO	SHAW AV	2		1004.2			1	26000	24	6188000	8
FRESNO	BULLARD AV	2		1005.8			1	5414	24	1340000	7
FRESNO COUNTY	CHESTNUT A-1	1	B	210.3			1	4865	16	3925000	3
FRESNO COUNTY	CHESTNUT A	1	B	210.3			1	4811	16	3270000	3
FRESNO COUNTY	CLOVIS AV	1	B	213.3			1	10329	16	3075000	4
FULLERTON	GILBERT ST	2		162.4			1	25100	44	5853000	15
HAYWARD	HARDER RD	1	D	21.6			1	23000	18	3033000	10
HAYWARD	A STREET	4		20.2			1	21000	10	7283000	2
HAYWARD	W WINTON AV	1	L	20.2			1	5000	36	2184000	6
HAYWARD	TEMWYSON RD	1	D	23.0			1	22000	18	3510000	9
INDIO	MONROE ST	1	B	609.7			1	16700	45	7886000	7
IRVINE	BARE PARKWAY	2		186.4			4	30000	22	1187000	43
IRVINE	YALE AV	2		181.3			4	10000	22	800000	21
IRVINE	IRVINE LVR	2		180.5			1	48506	22	7202000	11
LIVERMORE	M MIMES ALT 2	1	D	48.6			4	8700	13	1948000	4
LIVERMORE	M MIMES ALT 1	1	D	48.6			4	8000	13	2816000	3
LOS ANGELES	MORHOFF ST	1	E	488.55			2A	20500	16	4724000	5
LOS ANGELES COUNTY	TELEGRAPH RD	2		188.8			4	13806	51	2942000	18

TABLE 1
ALPHABETICAL LIST OF PROJECTS
BY NOMINATING AGENCY

Alphabetical List of Eligible Projects Nominated for
Inclusion on the 1983-84 Priority List, Including Vehicular
and Train Volume, Project Cost and the
V X F Calculation Associated with Each Nominated Project
C X F

APPENDIX B
Page 3

AGENCY	CROSSING NAME	RR	BR	MILE POST	SUF	PROP	TYPE PROJ	VEH VOLUME	TRAIN VOLUME	PROJECT COST	V X F ----- C X F
LOS ANGELES COUNTY	SLAUSON AV	1	B5	407.3			1	29386	22	32820000	2
LOS ANGELES COUNTY	GRAMO AV	1	B	508.5			2A	16000	48	11800000	5
LOS ANGELES COUNTY	FLORENCE AV	1	DBH	408.43			1	26620	12	8820000	3
LOS ANGELES COUNTY	FLORENCE AV	1	B6	488.3			1	31000	18	11095000	4
LOS ANGELES COUNTY	EL SEGUNDO BL	1	DBH	492.6			1	20746	12	17992000	1
LOS ANGELES COUNTY	DOUGLAS ST	2	M	15.1			2A	22000	10	4655000	4
LOS ANGELES COUNTY	DEL AMO BL	1	DBH	497.59			1	30792	2	4501000	1
LOS ANGELES COUNTY	BANDINI BL	3	A	3.4			1	26752	24	12690000	4
ONTARIO	HAYEM AV	1	B	524.42			2A	30000	31	2500000	29
PARAMOUNT	ALONDA BL	3	A	12.3			1	29400	18	6030000	7
PARAMOUNT	COMPTON BL	3	A	11.8			1	15350	18	4770000	4
PITTSBURG	HARBOR ST	1	B	49.3	B		4	7900	12	3528000	2
PITTSBURG	RAILROAD AV	1	B	48.9			1	19917	60	6260000	15
PITTSBURG	HARBOR ST	2		1355.4	B		4	8100	50	1955000	16
RIVERSIDE	ARLINGTON AV	2	B	12.4			1	28520	16	4351000	6
SACRAMENTO COUNTY	U STREET	1	A	102.5			1	5130	43	4800000	4
SAN GABRIEL	SAN GABL LVR	1	B	490.2			1	75469	17	14718000	7
SAN GABRIEL	RAMONA-MSH	1	B	490.3			1	31630	17	7488000	6
SAN JOSE	BRANHAM LANE	1	E	57.3			1	4020	18	6060000	2
SAN LUIS OBISPO	ORCUTT RD	1	E	253.3			1	10400	17	3270000	4
SAN MATEO	MONTE DIABLO	1	E	17.4	B		4	1250	55	4350000	1
SAN MATEO	LAURIC MEADOW	1	E	21.1			4	15000	55	9950000	6
SAN MATEO	TILTON AV	1	E	17.5	B		4	4400	55	4350000	4
SAN MATEO	SAMIA INEZ AV	1	E	17.3	B		4	950	55	4350000	1

TABLE 1
ALPHABETICAL LIST OF PROJECTS
BY NOMINATING AGENCY

Alphabetical List of Eligible Projects Nominated for
Inclusion on the 1983-84 Priority List, Including Vehicular
and Train Volume, Project Cost and the
V X I 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 I ----- C X F
SAN MATEO	POPULAR AV	1	E	17.2	0		4	9100	55	4350000	10
SANTA ANA	FIRST ST	2		175.6	0		4	26730	26	5060000	11
SANTA ANA	GRAND AV	2		176.2			1	27600	26	4400000	7
SANTA ANA	17TH STREET	2		179.7			1	35500	26	21576000	3
SANTA ANA	FOURTH ST	2		175.4			1	10000	30	7200000	3
SANTA BARBARA COUNTY	HOLLISTER AV	1	E	345.7	0		4	12300	17	3630000	4
SOUTH SAN FRANCISCO	OYSTER PI BL	1	E	0.4			1	15145	45	11850000	6
STOCKTON	HAMMER LN	4		90.5			1	32904	15	7235000	5
TORRANCE	TORRANCE PLC	1	006	500.73			3	57713	4	4000000	4
TORRANCE	OEL AHO BL	2	H	19.5		4	2A	25000	10	3680000	5
YOLO COUNTY	HARBOR BL	1	A	85.4			1	8915	26	2595000	7

(END OF APPENDIX B)

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

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

APPENDIX C
Page 1

AGENCY	CROSSING NAME	RR	DR	MILE POST	SUF	PROP	VEH SPD LIMIT G1	TRAIN SPEED G2	YING GEOM G3	BLKNG DELAY G4	ALT RTE G5	ACC HST G6	IRR G7	TOTAL SCF
ALAMEDA COUNTY	LIV-ALT CNST	1	0	46.0			3	3	5	0	5	8	15	39
ANAHEIM	LINCOLN AV	2		167.7			0	2	2	3	0	0	15	22
BAKERSFIELD	UNION-24TH	1	0	312.3			1	3	4	6	2	4	11	31
BAKERSFIELD	H STREET	2		887.5			0	0	2	9	0	4	10	25
BUENA PARK	DALE STREET	2		161.3			2	5	2	0	3	0	10	22
CALTRANS	58-SAN BROO	2		753.2			5	4	3	1	5	0	8	26
CALTRANS	29-RIVERSIDE	1	0	562.4			0	3	2	4	1	2	9	21
CALTRANS	68-MONTEREY	1	E	119.29			1	0	2	5	1	2	9	20
CALTRANS	180-FRESNO	2		997.8			0	0	2	5	1	2	10	20
CALTRANS	41-FRESNO	1	0	205.9			0	0	3	4	0	3	8	18
CALTRANS	237-SANTA CLA	1	L	39.8			5	2	2	1	4	4	11	31
CALTRANS	166-STA BARBA	1	E	276.8			0	3	2	10	4	2	9	30
CALTRANS	58-SAN BROO	2		780.3			5	4	3	1	5	1	8	27
CAMARILLO	LAS POSAS RD	1	E	419.0			0	4	3	0	5	0	8	20
CORONA	LINCOLN AV	2	0	25.1		0	5	5	0	2	5	0	9	26
DIXON	W A ST LVR	1	A	67.4			0	5	2	3	5	1	12	28
EL MONTE	PECK RD	1	0	495.3			1	4	1	2	1	14	14	37
EL MONTE	PECK-RAHONA	1	0	495.0			2	4	3	2	1	20	16	48
FONTANA	SIERRA AV	2		88.7			0	3	2	1	1	5	7	19
FREMONT	PASEO PADRE	1	L	27.5		0	3	3	0	2	2	0	7	17
FREMONT	NEWARK BL	1	L	28.5			3	3	3	2	5	0	10	26
FRESNO	SHAW AV	2		1004.2			4	5	4	2	5	6	14	40
FRESNO	BULLARD AV	2		1005.8			1	5	2	4	5	7	8	32
FRESNO COUNTY	CHESTNUT A-1	1	0	210.3			2	4	4	2	4	10	9	35

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

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

AGENCY	CROSSING NAME	RR	OR	MILE POST	SURF PROP	VEH SPD		TRAIN		WING		BLINDS		ALT		ACC		TOTAL SCF
						61	62	63	64	65	66	67	68	69				
FRESNO COUNTY	CHESTNUT A	1	B	210.3		2	4	4	4	4	2	2	1	7	9	29		
FRESNO COUNTY	CLOVIS AV	1	B	213.3		4	4	4	3	2	2	2	2	6	6	29		
FULLERTON	GILBERT ST	2		162.4		2	5	4	4	2	2	5	1	12	31			
HAYWARD	HARDER RD	1	D	21.6		1	2	3	1	1	3	1	6	17				
HAYWARD	A STREET	4		20.2		0	4	5	0	1	1	2	8	20				
HAYWARD	W WINTON AV	1	L	20.2		1	4	2	2	2	2	5	0	6	20			
HAYWARD	TENNISON RD	1	O	23.0		1	2	2	1	1	4	4	6	20				
INDIO	HONROE ST	1	B	609.7		2	3	4	7	5	3	11	35					
IRVINE	DAKE PARKWAY	2		186.4		4	5	5	0	1	1	2	0	21				
IRVINE	VALE AV	2		181.3		4	3	5	0	1	1	3	0	19				
IRVINE	IRVINE LUR	2		180.5		5	5	3	2	2	5	2	13	35				
LIVERMORE	N MIMES ALT 2	1	D	48.6		4	1	2	0	2	2	4	0	17				
LIVERMORE	N MIMES ALT 1	1	D	48.6		4	1	2	0	2	2	4	0	17				
LOS ANGELES	MOROHOF ST	1	E	428.55		4	3	4	0	1	1	1	0	17				
LOS ANGELES COUNTY	SLAUSON AV	1	B6	487.3		1	0	3	3	8	2	2	5	10	29			
LOS ANGELES COUNTY	GRAND AV	1	B	508.5		4	3	4	0	5	2	2	0	19				
LOS ANGELES COUNTY	FLORENCE AV	1	BBH	468.43		1	0	2	2	6	2	2	5	24				
LOS ANGELES COUNTY	FLORENCE AV	1	B6	488.3		1	0	3	1	1	2	2	2	16				
LOS ANGELES COUNTY	EL SEGUNDO BL	1	BBH	492.6		1	0	2	0	0	1	1	0	10				
LOS ANGELES COUNTY	DOUGLAS ST	2	H	15.1		4	2	0	0	1	2	2	0	10				
LOS ANGELES COUNTY	DEL AMO BL	1	BBH	497.59		3	0	0	1	0	5	1	1	16				
LOS ANGELES COUNTY	DAMON BL	3	A	3.4		3	0	3	3	3	1	1	2	21				
ONIARIO	HAVEM AV	1	B	524.42		4	3	5	0	3	3	5	0	22				
PARAMOUNT	ALONDRA BL	3	A	12.3		1	0	2	4	2	4	2	10	12	31			

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

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

APPENDIX C
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AGENCY	CROSSING NAME	RR	BR	MILE POST	SUF	PROP	VEH SPD	TRAIN	TRNG	BLKMS	ALT	ACC	IRR	TOTAL
							LIMIT 61	SPEED 62	GEOM 63	DELAY 64	RTE 65	HIST 66	IRR 67	SCF
PALMOUNT	COMPTON BL	3	A	11.0			1	0	2	4	2	5	11	25
PITTSBURG	RAILROAD AV	1	B	48.9			0	3	4	5	2	2	12	20
RIVERSIDE	ARLINGTON AV	2	B	12.0			1	2	4	1	1	3	9	21
SACRAMENTO COUNTY	U STREET	1	A	102.5			3	1	3	10	5	1	8	31
SAN GABRIEL	SAN GABL LWR	1	B	490.2			1	1	5	2	2	2	16	29
SAN GABRIEL	RAMONA-HSN	1	B	490.3			0	1	4	2	0	2	10	19
SAN JOSE	BRANHAM LANE	1	C	57.3			1	5	3	3	2	2	10	26
SAN LUIS OBISPO	ORCUTT RD	1	C	253.3			2	0	3	6	5	0	10	26
SAN MATEO	LAURIE MEADOW	1	C	21.1			1	5	5	3	4	0	13	31
SANTA ANA	GRAND AV	2		176.2			2	2	3	6	0	2	13	20
SANTA ANA	17TH STREET	2		174.7			1	4	3	6	2	2	13	31
SANTA ANA	FOURTH ST	2		175.4			0	2	3	7	0	5	13	30
SOUTH SAN FRANCISCO	OYSTER PT BL	1	E	0.4			1	4	5	5	3	3	16	37
STOCKTON	HAMMER LN	4		90.5			1	4	1	2	5	7	7	27
TORRANCE	TORRANCE RLC	1	BBG	500.23			0	0	3	1	3	3	9	19
TORRANCE	OCEANO BL	2	H	19.5			3	0	0	4	5	0	5	17
YOLO COUNTY	HARBOR BL	1	A	86.4			1	5	4	2	3	4	12	33

(END OF APPENDIX C)

TABLE 20
SPECIAL CONDITIONS FACTOR FOR SEPARATIONS
NOMINATED FOR ALTERNATION OR RECONSTRUCTION

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

APPENDIX D

AGENCY	CROSSING NAME	RR	DN	MILE POST	SUF	PROP	WIDTH		HEIGHT		SPEED REDUC	LOAD LIMIT	ACC STRAUC	IRR	TOTAL SCF
							51	52	53	54					
CALLIRANS	238-ALAMEDA	4	6	1.9	0		0	4	4	2	0	0	0	5	19
CALLIRANS	09-PLUMAS	4	K	21.5	0		6	4	4	2	0	0	0	6	18
CALLIRANS	49-PLUMAS	4		337.4	0		6	4	4	2	0	0	0	6	18
CALLIRANS	162-DUTTE	4		204.0	0		4	4	4	0	0	0	1	8	17
CALLIRANS	70-YUDA	1	C	141.7	0		6	4	4	0	0	0	2	8	20
CALLIRANS	151-SHASTA	1	C	266.2	0		6	4	4	2	0	0	0	7	23
CALLIRANS	09-SHASTA	26	0	50.0	0		2	4	4	2	0	0	0	5	13
CALLIRANS	09-SHASTA	26	P	32.1	0		6	4	4	2	0	0	0	7	19
COLTON	FOGG ST	2	0	4.1	0		10	10	10	5	0	0	3	10	38
LOS ANGELES COUNTY	TELEGRAPH RD	2		140.0	0		6	4	4	0	0	0	4	8	22
PITTSBURG	HARBOR ST	1	0	49.3	0		0	4	4	2	0	0	1	8	23
PITTSBURG	HARBOR ST	2		155.4	0		0	0	0	2	0	0	1	8	27
SAN MATEO	MONTE DIABLO	1	C	17.0	0		4	10	10	0	0	0	0	9	23
SAN MATEO	TILTON AV	1	C	17.5	0		4	10	10	5	0	0	2	10	31
SAN MATEO	SANTA INEZ AV	1	C	17.3	0		4	10	10	0	0	0	0	8	22
SAN MATEO	POPLAR AV	1	C	17.2	0		6	8	8	0	0	0	1	8	23
SAN MATEO	FIRST ST	2		175.6	0		4	0	0	0	0	0	1	5	10
SANTA BARBARA COUNTY	HOLLISTER AV	1	E	365.7	0		2	4	4	5	0	0	10	9	30

(END OF APPENDIX D)

TABLE 3
PROJECTS NOMINATED BY
PRIORITY INDEX NUMBER

1983-1984 Railroad-Highway Grade Separation
Priority List by Priority Index Number

AGENCY	CROSSING NAME	RR	BR	MILE POST	SUF	PROP	V I T		SCF	PRIORITY INDEX NUMBER	PRIORITY NUMBER
							C	F			
IRVINE	BANK PARKWAY	2		186.4		4	43	21	69	1	
EL MONTE	PECK-PANOMA	1	B	495.0			6	40	59	2	
ONTARIO	HAYEN AV	1	B	529.82		4	29	22	51	3	
FRESNO	SHAW AV	2		1008.2			8	40	40	4	
FULLERTON	GILBERT ST	2		162.4			15	31	46	5	
IRVINE	IRVINE LVR	2		180.5			11	35	46	6	
EL MONTE	PECK RD	1	B	495.3			8	37	45	7	
PITTSBURG	RAILROAD AV	1	B	48.9			15	28	43	8	
SOUTH SAN FRANCISCO	OYSTER PT BL	1	C	0.0			6	37	43	9	
PITTSBURG	HARBOR ST	2		3155.4	B		16	27	43	10	
ALAMEDA COUNTY	LIV-ALT CNCL	1	D	46.0			3	39	42	11	
INDIO	MONROE ST	1	B	609.7			7	35	42	12	
YOLO COUNTY	HARBOR BL	1	A	86.8			7	33	40	13	
LOS ANGELES COUNTY	TELEGRAPH RD	2		148.8	B		10	22	40	14	
COLTON	FOGG ST	2	B	4.1	B		2	38	40	15	
IRVINE	VALE AV	2		181.3		4	21	19	40	16	
FRESNO	BULLARD AV	2		1005.8			7	32	39	17	
CALTRANS	166-STA BARBA	1	C	276.8			8	30	38	18	
FRESNO COUNTY	CHESTNUT A-1	1	B	210.3			3	35	38	19	
PARAMOUNT	ALONDRA BL	3	A	12.3			7	31	38	20	
BIKERSFIELD	UNION-24TH	1	B	312.3			6	31	37	21	
CORONA	LINCOLN AV	2	B	25.1		4	11	26	37	22	
SAN MATEO	LAURIE MEADOW	1	C	21.1		4	6	31	37	23	
FREMONT	MEWAR BL	1	L	28.5			10	26	36	24	

TABLE 3
PROJECTS NOMINATED BY
PRIORITY INDEX NUMBER

1983-1984 Railroad-Highway Grade Separation
Priority List by Priority Index Number

APPENDIX E
Page 2

AGENCY	CROSSING NAME	RR	BR	MILE POST	SURF PROP	V X I		SCF	PRIORITY INDEX NUMBER	PRIORITY NUMBER
						----- C X I	----- F			
SAN GABRIEL	SAN GABL LWR	1	B	490.2		7		29	34	25
DARENSFIELD	H STREET	2		487.5		10		25	35	26
SACRAMENTO COUNTY	U STREET	1	A	102.5		4		31	35	27
SANTA ANA	GRAND AV	2		176.2		7		28	35	28
SAN MATEO	BELTON AV	1	E	17.5	B	4		31	35	29
SANTA ANA	17TH STREET	2		174.7		3		31	34	30
SANTA BARBARA COUNTY	HOLLISTER AV	1	E	365.7	A	4		30	34	31
CALIFRANS	58-SAN ARDO	2		753.2		7		26	33	32
CALIFRANS	50-SAN ARDO	2		700.3		6		27	33	33
FRESNO COUNTY	CLOVIS AV	1	B	213.3		4		29	33	34
SANTA ANA	FOURTH ST	2		175.4		3		30	33	35
CALIFRANS	237-SANTA CLA	1	L	39.8		2		31	33	36
CALIFRANS	151-SHASTA	1	C	266.2	B	10		23	33	37
SAN MATEO	POPLAR AV	1	E	17.2	B	10		23	33	38
FONTANA	SIERRA AV	2		88.7		13		19	32	39
FRESNO COUNTY	CHESTNUT A	1	B	210.3		3		29	32	40
DIXON	V A ST LWR	1	A	67.4		4		28	32	41
STOCKTON	HANMER LN	4		98.5		5		27	32	42
FREMONT	PASEO PADRE	1	L	27.5		15		17	32	43
LOS ANGELES COUNTY	SLAUSON AV	1	B6	487.3		2		29	31	44
SAN LUIS OBISPO	ORCUTT RD	1	E	253.3		4		26	30	45
CALIFRANS	180-FRESNO	2		997.8		10		20	30	46
HAYWARD	TENNISON RD	1	D	23.0		9		20	29	47
PARAMOUNT	COMPTON BL	3	A	11.8		4		25	29	48

TABLE 3
PROJECTS NOMINATED BY
PRIORITY INDEX NUMBER

1983-1984 Railroad-Highway Grade Separation
Priority List by Priority Index Number

AGENCY	CROSSING NAME	RR	GR	MILE POST	SUR	PROP	V X I		SCF	PRIORITY INDEX NUMBER	PRIORITY NUMBER
							C	X			
CALIFRANS	39-RIVERSIDE	1	B	562.4			7	21	21	20	49
SAN JOSE	BRANHAM LANE	1	C	57.3			2	26	26	20	50
HAYWARD	HARDER RD	1	D	21.6			10	17	17	27	51
BUREMA PARK	DALE STREET	2		161.3			5	22	22	27	52
REVERSHIDE	ARLINGTON AV	2	B	12.4			6	21	21	27	53
LOS ANGELES COUNTY	FLORENCE AV	1	BBH	488.43			3	24	24	27	54
CALIFRANS	70-YUBA	1	C	141.7	B		7	20	20	27	55
HAYWARD	V WINTON AV	1	L	20.2			6	20	20	26	56
CALIFRANS	68-MONTEREY	1	C	119.29			6	20	20	26	57
CALIFRANS	162-QUITE	4		204.0	B		9	17	17	26	58
SAN GABRIEL	MANOMA-RSM	1	B	490.3			6	19	19	25	59
AVAMEIM	LINCOLN AV	2		167.7			3	22	22	25	60
LOS ANGELES COUNTY	BANDINI BL	3	A	3.4			4	21	21	25	61
PITTSBURG	HARDOR ST	1	B	49.3	B		2	23	23	25	62
SAN MATEO	MONTE DIABLO	1	C	17.4	B		1	23	23	24	63
LOS ANGELES COUNTY	GRAND AV	1	B	508.5			5	19	19	24	64
TORRANCE	TORRANCE RLC	1	BBG	500.73			4	19	19	23	65
CALIFRANS	238-ALAMEDA	4	G	1.4	B		4	19	19	23	66
SAN MATEO	SANTA INEZ AV	1	E	17.3	B		1	22	22	23	67
HAYWARD	A STREET	4		20.2			2	20	20	22	68
CALIFRANS	41-FRESNO	1	B	205.9			4	18	18	22	69
TORRANCE	DEL ARD BL	2	H	19.5			5	17	17	22	70
LOS ANGELES	MORDHOFF ST	1	E	440.55			5	17	17	22	71
SANTA ANA	FIRST ST	2		175.6	B		11	10	10	21	72

1983-1984 Railroad-Highway Grade Separation
Priority List by Priority Index Number

APPENDIX E
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TABLE 3
PROJECTS NOMINATED BY
PRIORITY INDEX NUMBER

AGENCY	CROSSING NAME	RR	DR	MILE POST	SUF	PROP	V X I	SCF	PRIORITY INDEX NUMBER	PRIORITY NUMBER
							----- C H F			
LIVERMORE	N MINES ALT 2	1	D	48.6		*	4	17	21	73
CAMARILLO	LAS POSAS RD	1	E	419.0			0	20	20	74
LOS ANGELES COUNTY	FLORENCE AV	1	BG	488.3			4	16	20	75
LIVERMORE	N MINES ALT 1	1	D	48.6		*	3	17	20	76
CALTRANS	89-SHASTA	26	P	32.1	0		0	19	19	77
CALTRANS	49-PLUMAS	4		337.4	0		1	18	19	78
CALTRANS	89-PLUMAS	4	K	21.5	0		0	18	18	79
LOS ANGELES COUNTY	DEL AMO BL	1	BBH	497.59			1	16	17	80
CALTRANS	89-SHASTA	26	B	50.0	0		1	13	14	81
LOS ANGELES COUNTY	DOUGLAS ST	2	H	15.1		*	4	10	14	82
LOS ANGELES COUNTY	EL SEGUNDO BL	1	BBH	492.6			1	10	11	83

(END OF APPENDIX E)

OIR 82-10-03 /ALJ/Rm