

LODI DOWNTOWN SPECIFIC PLAN

APPENDICES JANUARY 28, 2026



LODI DOWNTOWN SPECIFIC PLAN



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APPENDIX A: TECHNICAL STUDIES

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INTRODUCTION

The mobility subconsultant analyzed the parking conditions and mobility options within, and connecting to, the Downtown through a review of existing parking and transportation information. Recommendations from this analysis was used to inform the Specific Plan, including both operational strategies and potential policy changes.

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- Downtown Specific Plan Existing Conditions Summary
- Downtown Specific Plan Roadway Modifications Operational Analysis



March 6, 2025

Ms. Debbie Jewell
RRM Design
3765 S. Higuera St., Ste. 102
San Luis Obispo, CA 93401

Downtown Specific Plan Existing Conditions Summary

Dear Ms. Jewell;

As part of the ongoing Downtown Specific Plan effort, W-Trans has prepared an existing conditions summary for the study area in the City of Lodi. The purpose of this letter is to document the current conditions and key factors that will inform the development of the Downtown Specific Plan transportation components.

Background Information

Setting

Downtown Lodi is a mixed-use district made up of commercial developments, restaurants, offices, residences, and public land uses. The City of Lodi Downtown Specific Plan project covers an area generally defined as bounded by Lodi Avenue to the south, Lockeford Street to the north, Pleasant Avenue to the west, and Washington Street to the east. It is situated west of the Golden State Highway (SR-99) and is bisected by the Union Pacific Railroad tracks located between Sacramento Street and Main Street. The *Lodi General Plan, 2010*, outlines guiding policies that would "promote downtown as the center of tourism, business, social, and civic life by directing high intensity office uses, government, and entertainment uses to locate downtown."

The transportation infrastructure within Downtown has been evaluated in several regional planning documents, including the City of Lodi's *Downtown Development Standards & Guidelines, 1997*; the City of Lodi *Downtown Lodi Transit-Oriented Development Design Guidelines, 2007*; the City of Lodi *Eastside Mobility and Access Plan, 2006*; and the City of Lodi *Bicycle Master Plan, 2012*. These documents describe policies, improvements, and goals that seek to create a dynamic and well-connected downtown by enhancing transportation infrastructure, supporting mixed-use development, and fostering a thriving environment for Lodi residents and visitors.

Transportation Equity

Part of the effort that remains critical to this vision includes addressing the challenges faced by certain communities within the City. The City of Lodi's *Environmental Justice Element Public Review Draft, 2024*, classifies several census tracts within the City of Lodi as SB 535 Disadvantaged Communities based on CalEPA criteria. Within the project area, the area east of the railway includes Census Tracts 45.01 and 45.02, which are both identified as SB 535 Disadvantaged Communities. Residents within these communities face limited access to services, economic opportunities, and safe transportation, exacerbating social and health disparities. The railroad right-of-way may contribute to a poor environment for locals due to separation from the rest of the City and noise and pollution generated by trains.

This is supported by the U.S. Census Bureau's *American Community Survey 2022 5-year Estimates, 2022*, wherein the census blocks that comprise the communities to the west and east of the railways vary in many categories such as percentage of high school graduates and average income. In regard to transportation, the west side (Census Tract 42.04) has a slightly higher rate of households with no vehicle at all at 14.2 percent compared to the east side's (Census Tract 45.02) ten percent. However, when comparing one, two, or more vehicle ownership by household, the east side has a higher rate of only a single vehicle per household at 41.1 percent to the west side's 27.1 percent. Additionally, for employed residents there was a difference in mode use when commuting to work, with 69.0 percent of workers living east of the tracks driving alone to work, while 74.4 percent of workers living on the west side drive alone to work.

Taken together, the census data shows that the two neighborhoods have a similar proportion of zero-vehicle households but an unequal number of vehicles available to households with vehicles.

Roadways

The downtown area and surrounding neighborhoods follow a grid pattern with streets running in a north-south or east-west orientation. The area to be included in the Downtown Specific Plan includes roads that are classified in the *General Plan* by street hierarchy. Street hierarchy refers to the organization of streets based on their function and traffic capacity, with major roads (such as arterials and collectors) designed to accommodate higher volumes of traffic and local streets providing direct access to properties and neighborhoods. A map of the roadway system in the City of Lodi from the *General Plan* is enclosed.

Highways

SR-99 is a freeway located approximately one-half mile east of the downtown's eastern boundary of Washington Street. It runs north-south and connects Lodi to the surrounding Central Valley communities, such as the Cities of Sacramento and Stockton in addition to providing regional access to the rest of the Central Valley. SR-12 is an east-west arterial located in the south part of the City. The route passes through Lodi, connecting the Sonoma and Napa Valleys in the North Bay Area with the Sacramento-San Joaquin River Delta and the Sierra Foothills to the east.

Arterials

The study area includes four roadways that are classified as minor arterials by the *General Plan*. Lodi Avenue and Lockeford Street run east-west and provide connections to the residential neighborhoods west and east of the Downtown area and to/from SR-99. Church Street (classified as a minor arterial from Lodi Avenue to Lockeford Street only) and Stockton Street are oriented north-south and provide connections to the residential, industrial, and commercial corridor on Kettleman Lane (SR-12). As mentioned in the *General Plan*, in anticipation of new developments, the City of Lodi intends to increase capacity on several arterials, including widening Lockeford Street to four lanes. As of November 2024, this has not been completed.

Truck routes are designated on certain arterials throughout Lodi. Near downtown, the only designated truck route is Stockton Street along the eastern Plan area boundary.

Collectors

The downtown area includes two roads classified as collectors. West Elm Street and West Pine Street run east-west through the Downtown area, connecting the Downtown with residential communities to the east and west.

Local Roads

All other roads in the study area are classified as local roads, smaller roads with one travel lane in each direction that provide access to local destinations.

Traffic Volumes

The City of Lodi's *Average Daily Traffic (ADT) Volume Map, 2023*, is enclosed and shows daily traffic volumes for significant roadways within City boundaries, including the Downtown area. Volumes are based on weekday counts. Major roads such as Lodi Avenue, Church Street, and Lockeford Street have higher volumes consistent with their classification as minor arterials; Lodi Avenue has an ADT of approximately 11,600 vehicles per day, Church Street averages 10,940 vehicles per day, and Lockeford Street has an average of 8,300 vehicles per day. Other roads within Downtown such as Pine Street and Sacramento Street have lower volumes per day with averages ranging from 2,580 vehicles to 5,140 vehicles per day.

Parking

Parking plays a critical role in a downtown's mobility and potential economic success as parking is used by residents and visitors who frequent Downtown, whether for work, shopping, or recreational purposes. Throughout the Downtown area, parking can be found both on-street and off-street, with public parking lots owned and operated by the City of Lodi and in private lots owned and operated by local businesses.

According to the enclosed City of Lodi's *Downtown Parking Map, 2023*, most on-street parking within the downtown is time-restricted. Approximately half of the on-street parking supply has a limit of 90 minutes, primarily on Sacramento Street and School Street. The rest of the supply is a mixture of 30-minute, three-hour, and four-hour parking. Many spaces within Downtown are marked exclusively for users with a "B Permit." Downtown parking permits are available through the City of Lodi Finance Department.

The off-street parking supply includes a three-level parking garage owned and operated by the Lodi Transit Administration (LTA) at 3 North Sacramento Street. It offers 330 parking spaces, including EV charging space for transit-users, residents, and other travelers. Daily parking is offered for free on a first-come first-served basis. Long-term parking over 72 hours is also free for a maximum of two consecutive weeks with submittance of an online form or contacting the LTA. Parking surveys conducted in 2015 found average occupancies in the garage to be approximately 21 percent; recent observations suggest that the garage remains underutilized in 2024.

The garage, in particular, provides an opportunity for more efficient use of parking in downtown. By shifting existing parking to the underutilized garage, the burden of providing on-site parking within downtown would be reduced for new developments.

There are four other Downtown lots operated by the City on Church Street between Pine Street and Walnut Street. Additionally, the Lodi Transit Center has its own dedicated parking lot. It is understood that the City has identified the potential to construct additional parking structures in the future, with one potential structure to be located on the east side of City Hall in an existing surface lot, and another smaller potential structure at the existing parking lot on the northeast corner of Church Street/Walnut Street.

Collisions

A heat map of collisions in and around the study area was obtained using the University of California, Berkeley's *Transportation Injury Mapping System (TIMS)*. TIMS uses data from the California Highway Patrol's *Statewide Integrated Traffic Records System (SWITRS)* to generate a map of collision hotspots. The data includes collisions for a ten-year period between January 1, 2013, and December 31, 2023. Plate 1 depicts the heat map for downtown Lodi.

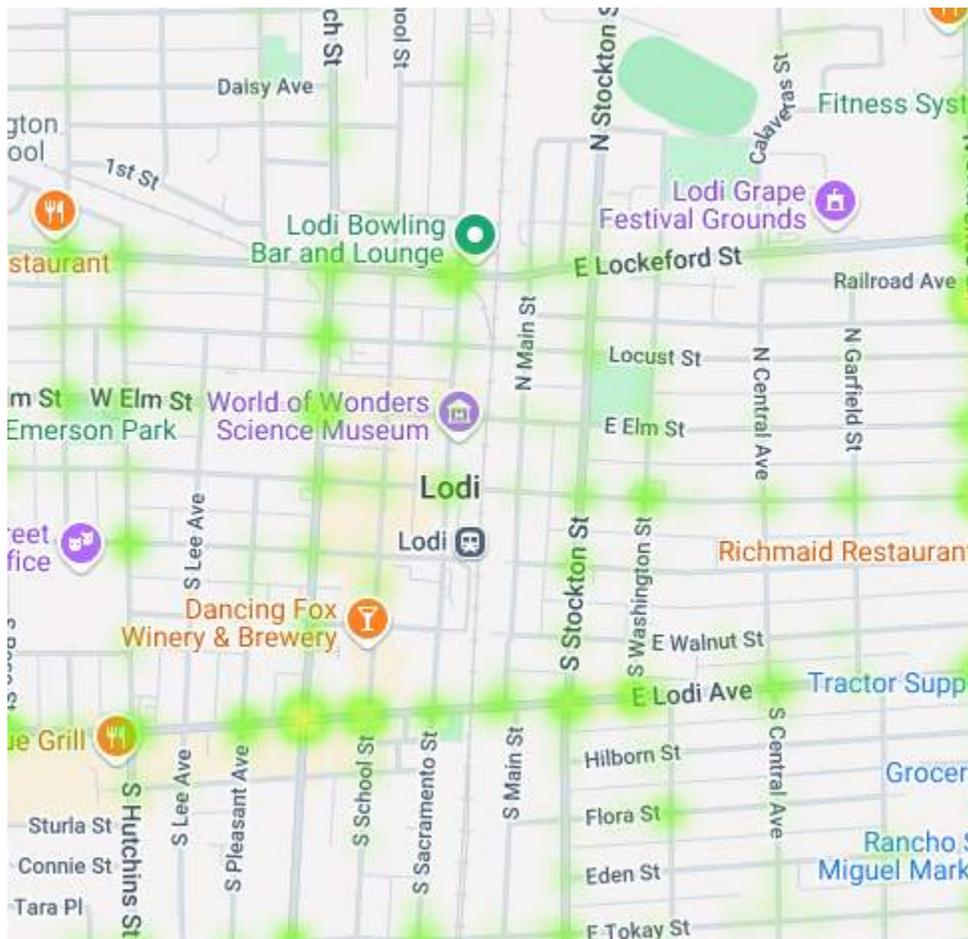


Plate 1 Collision Heat Map (Source: <https://tims.berkeley.edu>)

As shown in Plate 1, there are several hotspots in the project area including North Church Street/West Lodi Avenue and North Sacramento Street/Lockeford Street. TIMS classifies collision by severity, type of collision, and primary collision factor (PCF). Approximately two-thirds of collisions within the City were reported as resulting in minor or no injuries. Collisions resulting in visible injuries comprised 27 percent of collisions, severe injuries were eight percent of crashes, and fatalities constituted two percent of all collisions. The majority of collisions were either broadside (35 percent) or rear-end in nature (28 percent). The remaining collisions include those with stationary objects or pedestrians, sideswipes, head-on collisions, overturned vehicles, and other unclassified collisions. No one PCF emerged as a predominant factor contributing to collisions, though the most common PCFs included automobile right-of-way violations, unsafe speeds, driving under the influence/while intoxicated (DUI/DWI), improper turning, or running a red light or stop sign.

Pedestrian Circulation

The Downtown area has mostly continuous pedestrian access. In general, there is a network of sidewalks, crosswalks, pedestrian signals, and curb ramps that provide adequate access for pedestrians within the Specific Plan area. However, there are major gaps in sidewalk connectivity along some streets in the project area, including the entirety of the west side of North Main Street and the south side of Locust Street from the railroad tracks to North Main Street. Additionally, pedestrians cannot cross the tracks on either Oak Street or Walnut Street and must instead walk farther to either Pine Street or Lodi Avenue.

Additional pedestrian features include street lighting, kiosks, and benches. The downtown area west of the railway includes pedestrian oriented shops and buildings, benches, outdoor seating, and other amenities that create a comfortable walking experience. The side of downtown east of the Union Pacific tracks generally lacks these amenities. According to TIMS, there were 27 collisions involving pedestrians in the downtown area during the ten-year period from January 1, 2013, to December 31, 2022. Major roadways such as Lodi Avenue and Lockeford Street appear to have more collisions, potentially due to higher speed limits and increased volumes of vehicles.

Bicycle Circulation

There are several bicycle facilities that connect to downtown and traverse it. The City of Lodi's *Bicycle Master Plan, 2023*, includes a map of the existing bicycle network and proposed additions; a copy is enclosed. Currently, the downtown area has bicycle lanes on Elm Street, Stockton Street, Pine Street, and Church Street. Designated bike routes are available on Lockeford Street, Elm Street, Lodi Avenue. Proposed future bicycle facilities within the project area include the addition of bicycle lanes on Walnut Street and designating a bicycle route on Sacramento Street. Bicycle racks are sparsely available for most destinations. According to TIMS, in the ten-year study period there were 20 collisions involving bicyclists in the downtown area. As with pedestrian collisions, several bicycle collisions occurred on major roadways such as Lodi Avenue and Lockeford Street.

Transit Circulation

The San Joaquin Regional Transit District (San Joaquin RTD), South County Transit (SCT), and City of Lodi's GrapeLine provide transit service to and from Downtown. The Lodi Transit Station in Downtown on South Sacramento Street between West Oak Street and West Pine Street serves as a key hub for both local and regional bus service, with buses stopping regularly for convenient connections throughout the area. It also functions as a train station, with Amtrak providing passenger service via the San Joaquins. The Lodi Transit Station is fully integrated into the surrounding transportation network, offering easy access for both pedestrians and transit riders, and includes benches, shelter, and bicycle racks. All GrapeLine routes stop at the Transit Station and other stops within the downtown area, which are equipped with signs providing route information. Most stops also have benches and/or a shelter. All stops are integrated into the surrounding sidewalk network. Transit choices in the downtown area are described in Table 1.

Table 1 – Transit Routes				
Transit Agency Route	Service			Destinations
	Days of Operation	Time	Frequency	
SJRTD				
Route 93	Weekdays	6:03 a.m.-6:50 p.m.	8 buses	Stockton
SCT				
Highway 99 Express	Weekdays Saturdays	5:45 a.m. – 6:45 p.m. 8:45 a.m. – 3:45 p.m.	60 min 120 min	Galt City Hall Elk Grove CRC South Sacramento
GrapLine				
Route 1	Weekdays	6:30 a.m. – 6:30 p.m.	60 min	Turner Rd, North Lodi, Lake Lodi, Woodlake Plaza, East Lodi, S Lower Sacramento Rd, Walmart Shopping Center/Sunwest Plaza
Route 2	Weekdays	6:30 a.m. – 6:30 p.m.	60 min	East Lodi, Central Ave, Southwest Lodi, Kettleman Ln, Walmart Shopping Center/Sunwest Plaza
Route 3	Weekdays	6:30 a.m. – 6:30 p.m.	60 min	Central Lodi, Lockeford St, Mill Ave, Ham Ln, Lodi Memorial Hospital, Southwest Lodi, Walmart Shopping Center/Sunwest Plaza,
Route 4	Weekdays	6:30 a.m. – 6:30 p.m.	60 min	Central Lodi, Lodi Memorial Hospital, Southeast Lodi, Hutchin St, Century Blvd
Route 5	Weekdays	6:30 a.m. – 6:30 p.m.	60 min	East Lodi, DMV, Southeast Lodi, Cherokee Ln
Route 2/22	Saturdays Sundays	7:30 a.m. – 5:30 p.m. 7:30a.m. - 2:30 p.m.	60 min 60 min	East Lodi, Central Ave, Southwest Lodi, Kettleman Ln, Walmart Shopping Center/Sunwest Plaza
Route 1/30	Saturdays Sundays	7:30 a.m. – 5:30 p.m. 7:30 a.m. – 2:30 p.m.	60 min 60 min	Turner Rd, North Lodi, Lake Lodi, Woodlake Plaza, East Lodi, S Lower Sacramento Rd, Walmart Shopping Center/Sunwest Plaza
Route 5/31	Saturdays Sundays	7:30 a.m. – 5:30 p.m. 7:30 a.m. – 2:30 p.m.	60 min 60 min	East Lodi, DMV, Southeast Lodi, Cherokee Ln
Route 34	Saturdays Sundays	7:30 a.m. – 5:30 p.m. 7:30 a.m. – 2:30 p.m.	60 min 60 min	Central Lodi, Lockeford St, Mill Ave, Ham Ln, Lodi Memorial Hospital, Southwest Lodi, Walmart Shopping Center/Sunwest Plaza,
Express Route 1	Weekdays	6:55 a.m. – 7:50 a.m. 2:49 p.m. – 3:56 p.m.	3 a.m. buses 4 p.m. buses	East Lodi, Central Lodi, West Lodi
Express Route 2	Weekdays	6:53 a.m. – 8:08 a.m. 2:53 p.m. – 4:29 p.m.	4 a.m. buses 4 p.m. buses	Central Lodi, East, Lodi, Central St, Ham Ln, Central Ave, Kettleman Ln

Table 1 – Transit Routes

Transit Agency Route	Service			Destinations
	Days of Operation	Time	Frequency	
Express Route 6A	Weekdays	7:15 a.m. – 8:13 a.m.	30 min	Central Lodi, East Lodi, Central St, Ham Ln, Central Ave, Harney Ln
Express Route 6P	Weekdays	3:00 p.m. – 4:29 p.m.	60 min	Central Lodi, East Lodi, Central St, Ham Ln, Central Ave, Harney Ln
Amtrak				
San Joaquin	Daily	7:04 a.m. 10:44 p.m.	1 SB train 1 NB train	Sacramento, Stockton, Fresno, Bakersfield

Sources: San Joaquin RTD <https://sanjoaquinrtd.com/>, South County Transit <http://sctlink.com/>, Schedules & Maps | Lodi, CA <https://www.lohi.gov/508/Schedules-Maps>

Two bicycles can be carried on most SJRTD, SCT, and GrapeLine buses. Bike rack space is on a first-come, first-served basis. ADA VineLine, the GrapeLine paratransit service, is available for those who are unable to use the transit system due to physical or mental disability. It is designed to serve the needs of individuals with disabilities within the City of Lodi. Plate 2 shows a map of the transit services available in downtown Lodi.

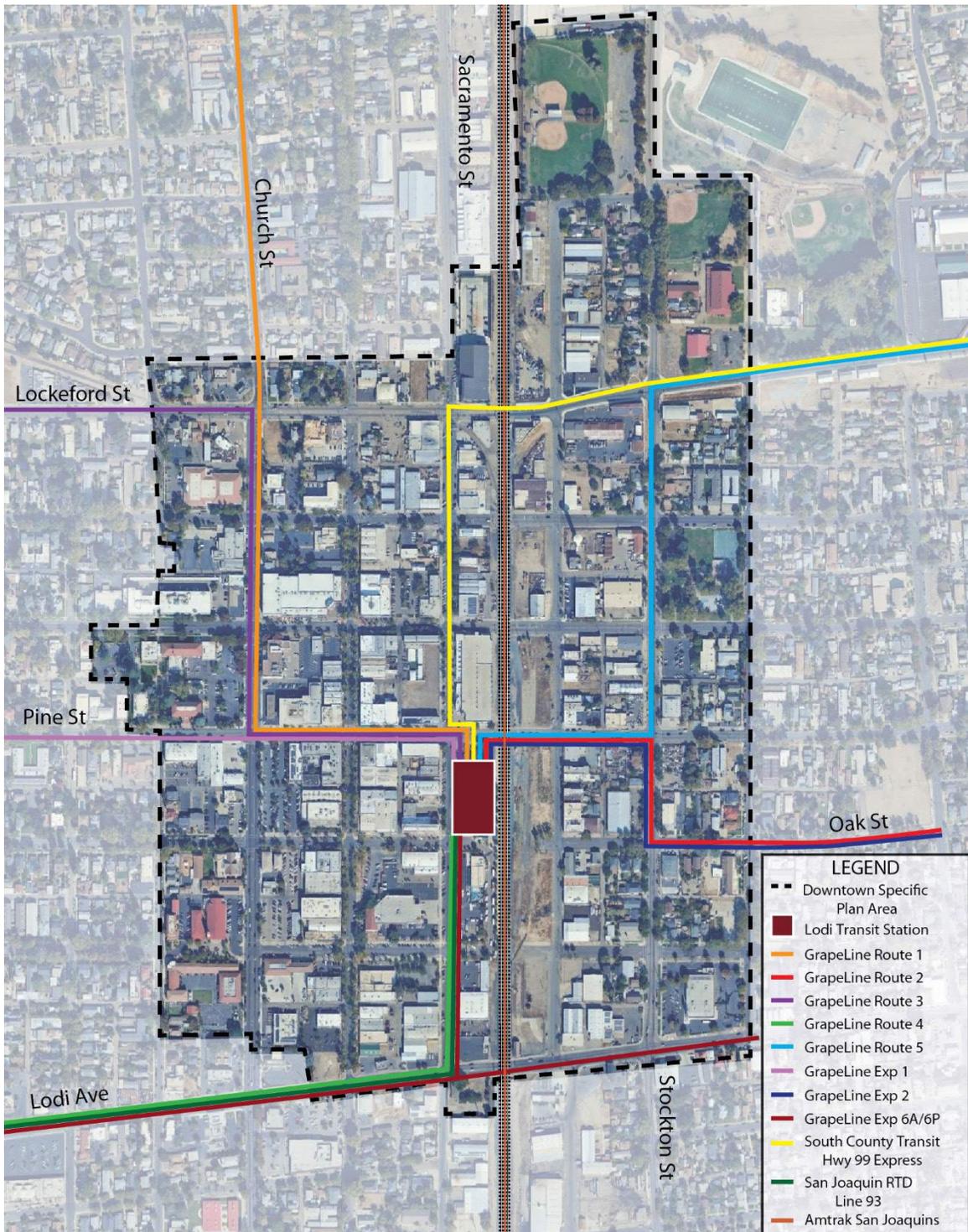


Plate 2 Downtown Lodi Weekday Transit Circulation Map

Rail Freight

In addition to accommodating passenger rail service, the UPRR corridor through downtown Lodi is a busy freight rail corridor. Approximately 14 freight trains per day traverse the downtown area. Freight trains have noticeable effects on circulation, temporarily disrupting auto, bicycle, pedestrian, and transit east-west circulation, along with negative effects related to noise and diesel exhaust.

Constraints

One notable constraint to circulation in the study area is the railroad, which divides the Downtown area. This impacts not only noise and pollution levels but creates a barrier effect for all modes of transportation by limiting east-west connections.

The width of the somewhat barren and treeless railroad right-of-way also disrupts the walking environment, potentially causing many pedestrians to turn around rather than continue walking along the corridor, particularly during hot months. The planned relocation of passenger rail to outside the City would present additional challenges. Residents, workers, and visitors would no longer have the convenience of accessing trains at the centrally-located Lodi Transit Station and would have to reach the relocated station west of Lodi by some other means. Further, while passenger trains directly serving downtown would cease, freight trains would still operate on the Union Pacific tracks. Noise, pollution, and traffic disruptions caused by trains would still be a prevailing issue.

Perceptions about the parking supply can lead to frustration for some users. Currently, Downtown Lodi has ample parking available, though perhaps not always as close to destinations as some users would prefer. Finding parking may also be an issue; wayfinding in the downtown to both parking facilities and key destinations could be improved. Bus stops can also be difficult to notice when they are not accompanied by shelters and/or benches. The current bus stop signs can be especially difficult to distinguish from other traffic signs.

Collision hotspots in downtown Lodi, especially at intersections like North Church Street/West Lodi Avenue and North Sacramento Street/Lockeford Street, pose notable safety concerns. The high volume of vehicles, combined with limited pedestrian and cyclist infrastructure, may increase the risk of crashes, particularly for vulnerable users.

The current roadway network, particularly on arterials like Lodi Avenue and Lockeford Street, is designed primarily for vehicle throughput, and may not support the evolving demands of a denser, more mixed-use environment. The existing infrastructure could lead to increased congestion, longer travel times, and conflicts between different modes of transportation as the area becomes more active.

Opportunities

The City of Lodi's existing grid system provides a well-established framework for transit and connectivity. It offers multiple routes and clear navigation for both vehicular and pedestrian traffic. There is opportunity to redesign the downtown roadway environment to enhance accessibility and safety for all users and to support future growth. The grid system may support strategies such as prioritizing alternative modes by closing off blocks or segments of roads to vehicular traffic, or alternatively, prioritizing different travel modes on different streets.

The existing parking structure is underutilized and presents a significant opportunity to the Downtown. Accommodation of onsite parking at both residential and commercial developments can be a substantial cost burden and can even make development on smaller sites infeasible. Provision of larger shared parking facilities in a mixed-use urban environment is both cost-effective and efficient, particularly where uses with opposing peaks in parking demand are present, such as employment and entertainment-related uses. The Downtown's well-

developed street grid with robust on-street parking supplies is similarly efficient at accommodating short-term parking demand for a variety of different uses.

Adding a Class I multipurpose trail parallel to a railroad spur near Lockeford Street (or potentially replacing it completely) as proposed in the *Lodi Greenline Trail Feasibility Study, 2022*, would create a safer, more pleasant walking and cycling environment between the downtown area and Lodi Lake and Woodbridge. As redevelopment occurs between the UPRR tracks and Main Street, there may be further opportunities to incorporate an off-street trail or path to strengthen north-south connectivity for walkers and bicyclists.

There may also be potential to further develop the Downtown bicycle network by implementing enhanced bicycle infrastructure within existing rights-of-way on one or more of the east-west roads. Several streets are also potential candidates for implementation of pedestrian enhancements, including segments of West Elm Street and North School Street in western Downtown. To the east of the UPRR tracks, the Main Street corridor is an opportunity for full reconstruction and is an optimal corridor to prioritize pedestrian improvements and circulation. Implementing traffic calming measures such as raised crosswalks and curb extensions on these downtown streets may reduce vehicle speeds and enhance safety, and additionally address collisions in these areas.

The Downtown area is generally well-served by transit. Potential pedestrian amenities to further enhance the attractiveness of transit use include the addition of benches and shelter to all stops within the Downtown area. Upon relocation of passenger rail service to the west side of the City, an opportunity exists to establish a new convenient transit or shuttle connection between the new train station and downtown.

Thank you for giving W-Trans the opportunity to provide these services. Please call if you have any questions.

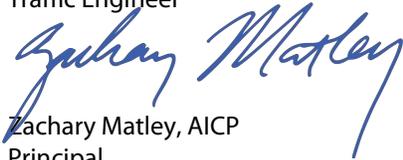
Sincerely,



Gabriel Ramos, EIT
Assistant Engineer



Kevin Carstens, PE (Civil, Traffic)
Traffic Engineer



Zachary Matley, AICP
Principal

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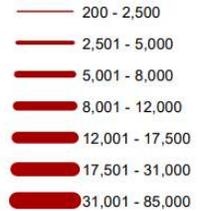
Enclosures: 2010 General Plan Roadway System Map, Average Daily Traffic (ADT) Volume Map, Lodi Downtown Parking Map, City of Lodi Bicycle Master Plan



Average Daily Traffic (ADT) Volume Map

Legend

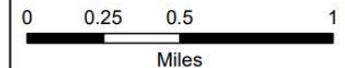
Average Daily Traffic



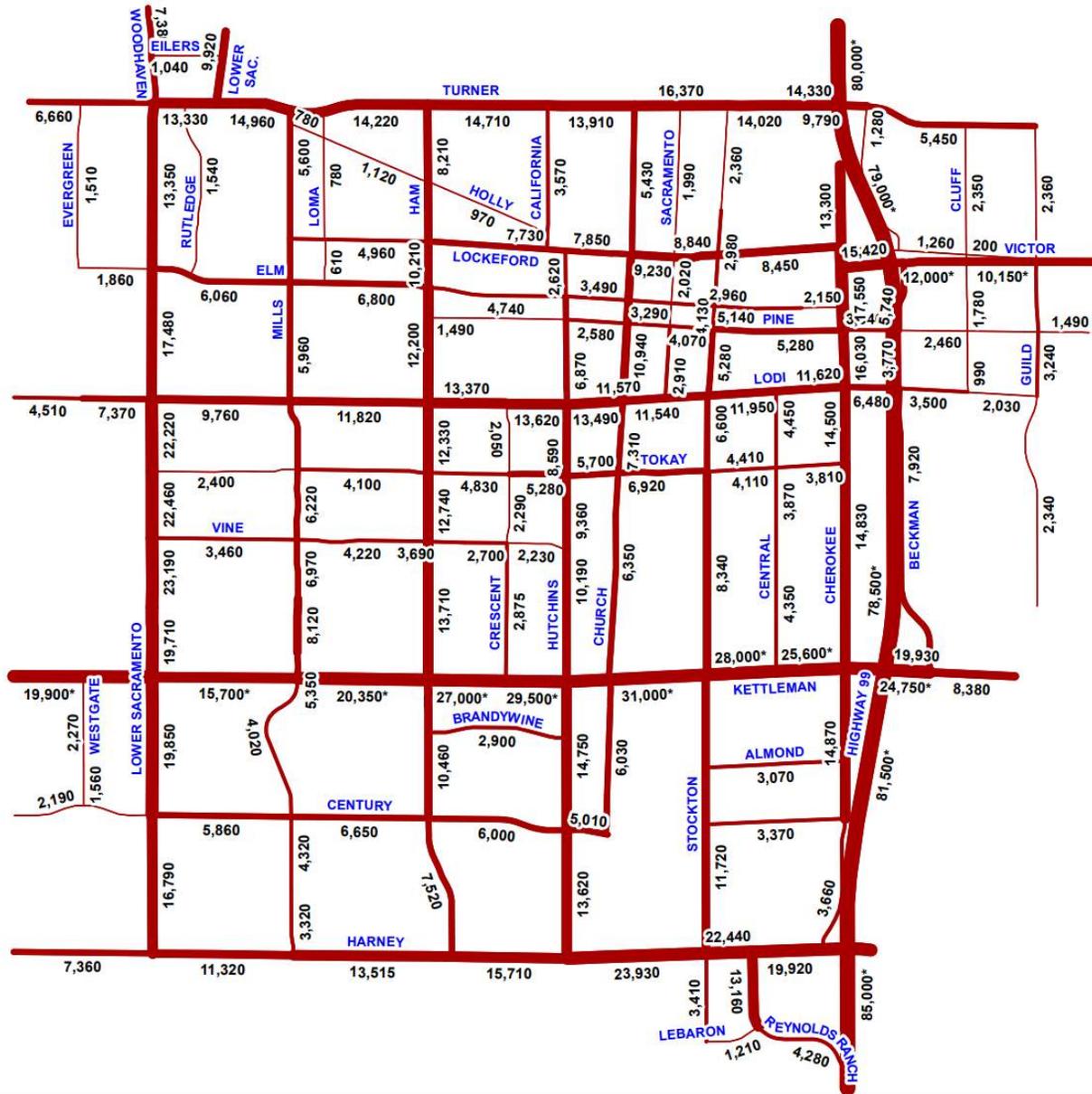
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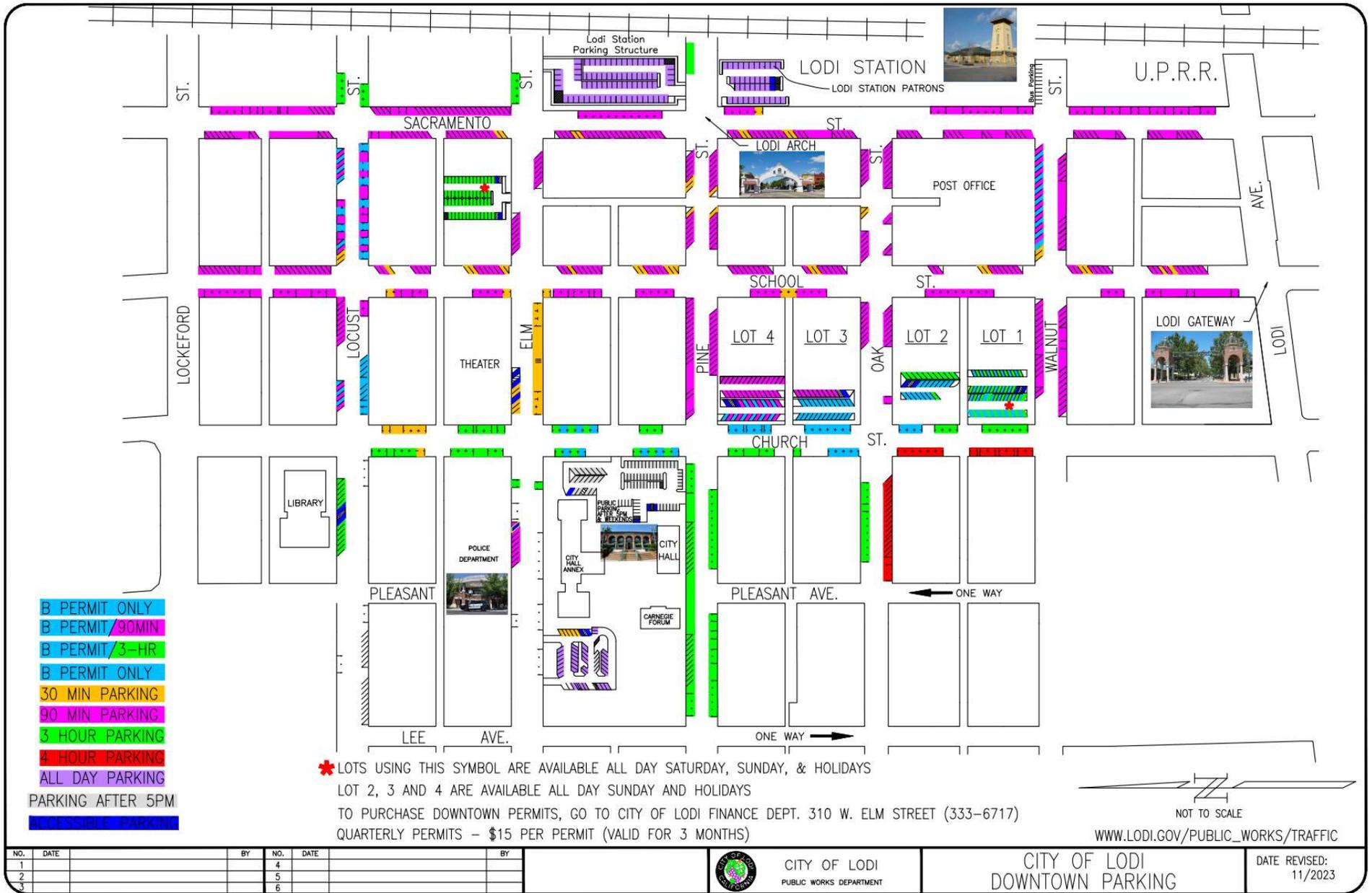
Figures based on weekday counts, no seasonal adjustment except Caltrans State Highway counts are annual average days. Peak month days are approximately 20% higher

*Caltrans Traffic Volume

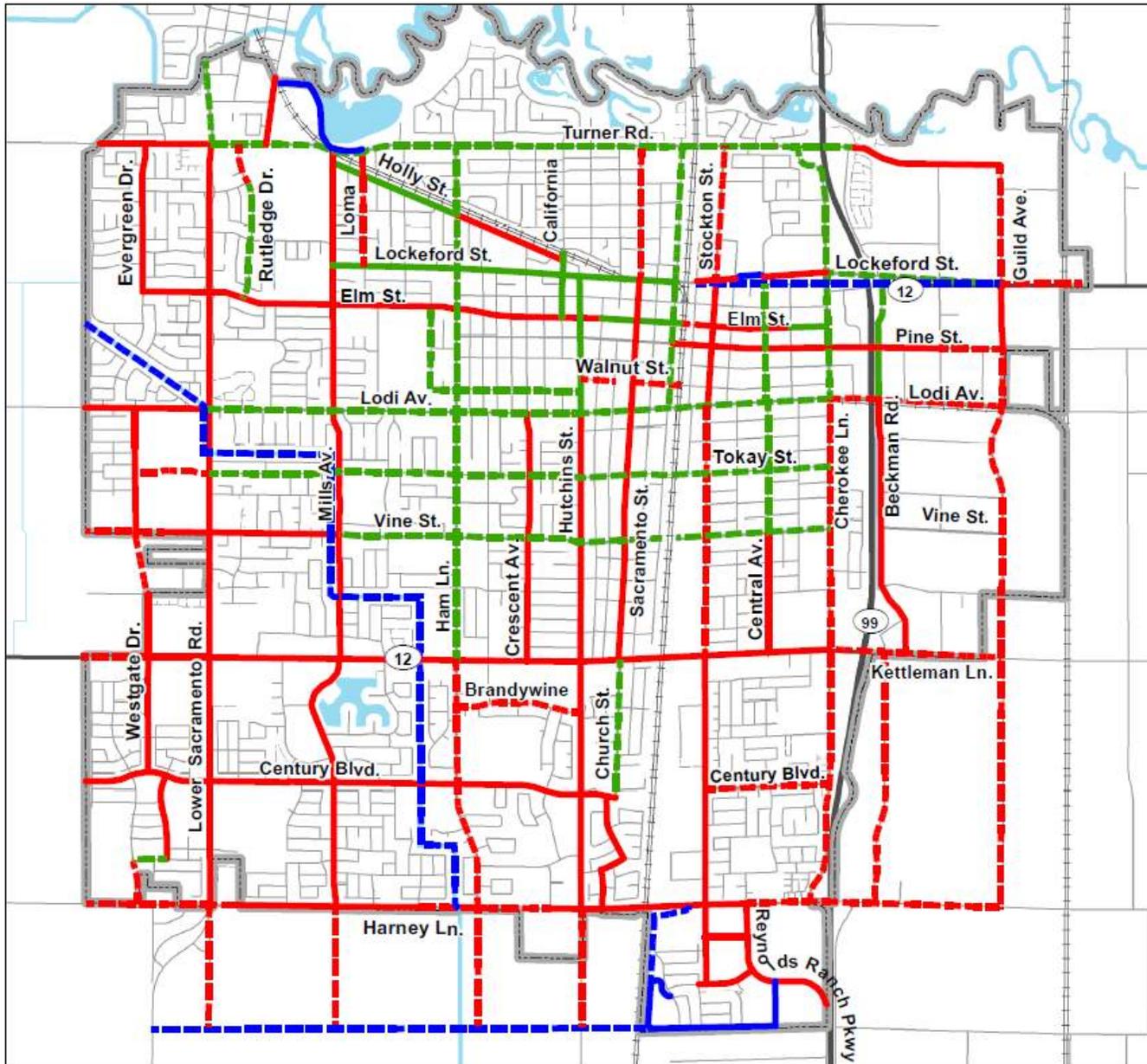


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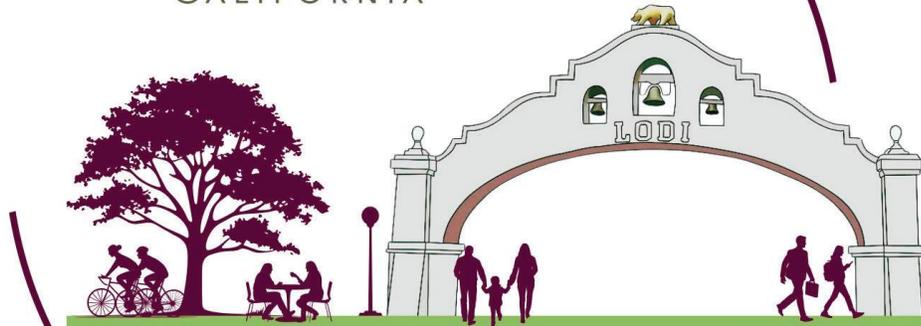
Source: City of Lodi Public Works, 2024



Legend

- Bike Path (Existing)
- Bike Lane (Existing)
- Bike Route (Existing)
- - - Bike Path (Proposed)
- - - Bike Lane (Proposed)
- - - Bike Route (Proposed)

City of Lodi Bicycle Master Plan



D O W N T O W N
S P E C I F I C P L A N



January 26, 2026

Ms. Debbie Jewell
RRM Design
3765 S. Higuera St., Ste. 102
San Luis Obispo, CA 93401

Downtown Specific Plan Roadway Modifications Operational Analysis

Dear Ms. Jewell;

As part of the ongoing Downtown Specific Plan effort, W-Trans has prepared an operational analysis of the study area in the City of Lodi. The purpose of this letter is to document the operations of 15 study intersections in Downtown Lodi and what operational effects there may be with the proposed Lockeford Street Road Diet, Locust Street Closure, Sacramento Street Closure, and combinations of these roadway modifications.

Existing Conditions

Study Area

The following intersections were selected for operational analysis in conjunction with City of Lodi staff. Plate 1 shows the location of these intersections within the Downtown Specific Plan area.

1. Lockeford Street/Pleasant Avenue
2. Lockeford Street/Church Street
3. Lockeford Street/Sacramento Street
4. Lockeford Street/Main Street
5. Lockeford Street/Stockton Street
6. Locust Street/Sacramento Street
7. Locust Street/Main Street
8. Elm Street/Church Street
9. Elm Street/Sacramento Street
10. Elm Street/Main Street
11. Pine Street/Church Street
12. Pine Street/Sacramento Street
13. Lodi Avenue/School Street
14. Lodi Avenue/Sacramento Street
15. Lodi Avenue/Stockton Street

Operating conditions during the a.m. and p.m. peak periods were evaluated to capture the highest volumes on the local transportation network and therefore worst-case intersection operations. The morning peak hour occurs between 7:00 and 9:00 a.m. and reflects conditions during the home to work or school commute, while the p.m. peak hour occurs between 4:00 and 6:00 p.m. and typically reflects the highest level of congestion during the homeward bound commute.

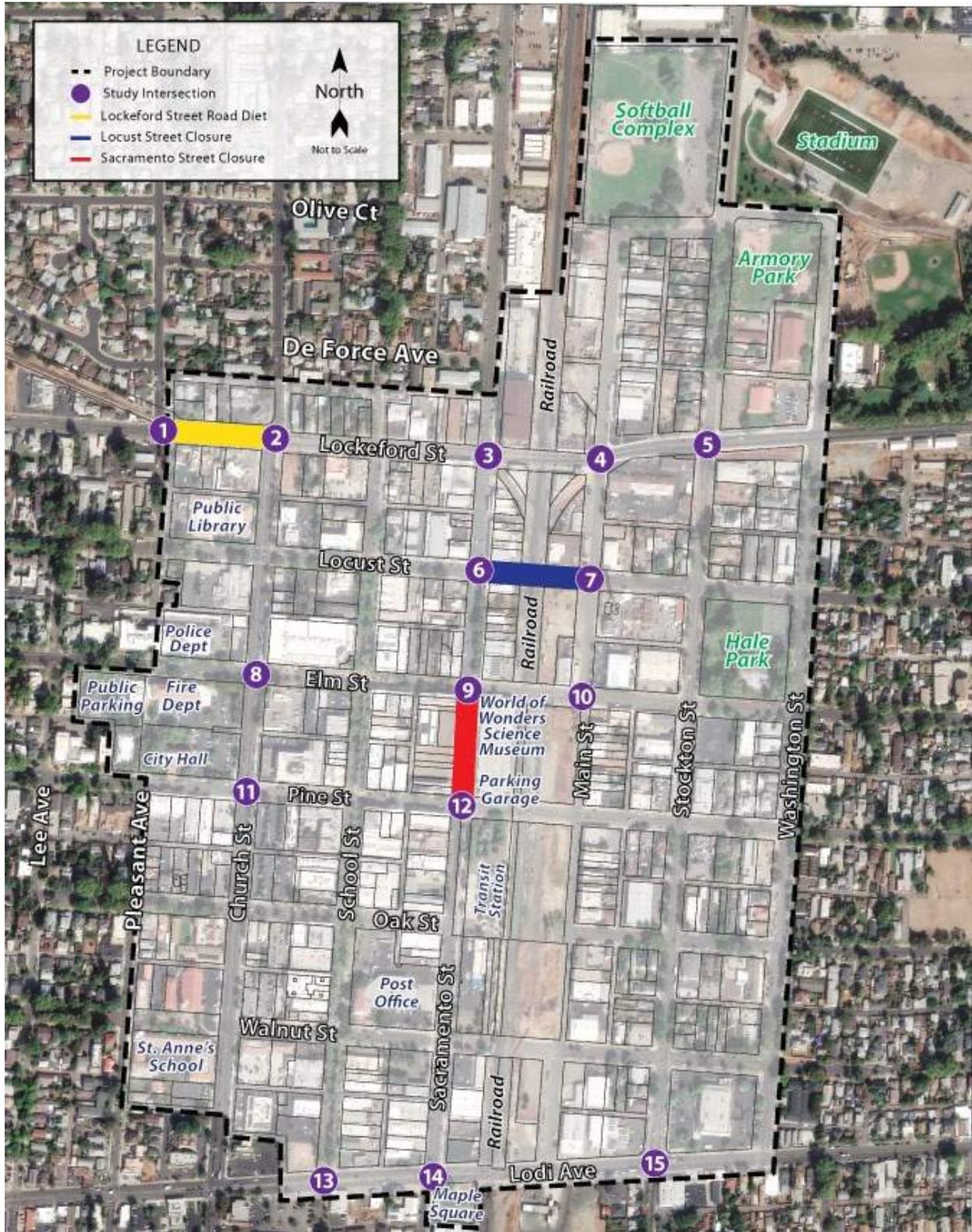


Plate 1 Downtown Specific Plan Study Area

Methodology

Level of Service (LOS) is used to rank traffic operation on various types of facilities based on traffic volumes and roadway capacity using a series of letter designations ranging from A to F. Generally, Level of Service A represents free flow conditions and Level of Service F represents forced flow or breakdown conditions. A unit of measure that indicates a level of delay generally accompanies the LOS designation. The study intersections were analyzed using the signalized and unsignalized intersection methodologies published in the *Highway Capacity Manual (HCM), Seventh Edition*, Transportation Research Board, 2022.

The *General Plan*, City of Lodi, August 2009, lists Policy T-P12 which states that a standard of LOS E applies during peak hour congestion on all streets under the City's jurisdiction for the purpose of design review and environmental assessment. However, Policy T-P10 specifically exempts the Downtown area from LOS standards, where the Downtown is defined as the area with "Downtown Mixed-Use" zoning. This area is generally coterminous with the Specific Plan boundary, and includes all 15 study intersections.

Operational Analysis

Intersection operation was evaluated based on existing traffic volumes during the a.m. and p.m. peak periods. Volume data was collected on December 3, 2024, and April 29, 2025, while local schools were in session. Under existing conditions, all intersections have acceptable overall operations of LOS A or LOS B, and the minor approaches for two-way stop-controlled intersections are operating at LOS C or better. A summary of the intersection Level of Service calculations is contained in Table 1, and copies of the calculations are enclosed.

Table 1 – Existing Peak Hour Intersection Levels of Service

Study Intersection <i>Approach</i>	Control	AM Peak		PM Peak	
		Delay	LOS	Delay	LOS
1. Lockeford St/Pleasant Ave <i>Northbound Approach</i> <i>Southbound Approach</i>	TWSC	1.2 <i>14.0</i> <i>13.9</i>	 <i>B</i> <i>B</i>	1.4 <i>11.5</i> <i>15.0</i>	 <i>B</i> <i>C</i>
2. Lockeford St/Church St	Signal	6.8	A	7.2	A
3. Lockeford St/Sacramento St	Signal	5.2	A	6.4	A
4. Lockeford St/Main St <i>Northbound Approach</i> <i>Southbound Approach</i>	TWSC	0.7 <i>20.4</i> <i>15.9</i>	 <i>C</i> <i>C</i>	0.6 <i>15.5</i> <i>15.0</i>	 <i>C</i> <i>C</i>
5. Lockeford St/Stockton St	Signal	18.5	B	12.3	B
6. Locust St/Sacramento St <i>Eastbound Approach</i> <i>Westbound Approach</i>	TWSC	4.3 <i>9.8</i> <i>9.4</i>	 <i>A</i> <i>A</i>	3.7 <i>10.2</i> <i>10.4</i>	 <i>B</i> <i>B</i>
7. Locust St/Main St <i>Northbound Approach</i> <i>Southbound Approach</i>	TWSC	2.3 <i>9.2</i> <i>9.3</i>	 <i>A</i> <i>A</i>	4.2 <i>9.4</i> <i>9.3</i>	 <i>A</i> <i>A</i>
8. Elm St/Church St	Signal	6.3	A	6.7	A
9. Elm St/Sacramento St	AWSC	7.7	A	7.8	A
10. Elm St/Main St <i>Northbound Approach</i> <i>Southbound Approach</i>	TWSC	1.8 <i>9.9</i> <i>10.0</i>	 <i>A</i> <i>B</i>	2.2 <i>10.0</i> <i>9.9</i>	 <i>B</i> <i>A</i>
11. Pine St/Church St	Signal	5.7	A	6.1	A
12. Pine St/Sacramento St	Signal	5.8	A	7.2	A
13. Lodi Ave/School St	Signal	3.4	A	6.4	A
14. Lodi Ave/Sacramento St	Signal	5.1	A	5.6	A
15. Lodi Ave/Stockton St	Signal	11.7	B	13.7	B

Notes: Delay is measured in average seconds per vehicle; Results for minor approaches to two-way stop-controlled intersections are indicated in *italics*; LOS = Level of Service; TWSC = two-way stop control; AWSC = all-way stop control

Roadway Modifications

Lockeford Street Road Diet

Lockeford Street is a two-lane road for most of its 2.7-mile alignment between North Guild Avenue and North Mills Avenue, but widens to four lanes for the one-third of a mile between North Church Street and North California Street. Average Daily Traffic data from 2023 provided by the City indicates that this four-lane segment has a lower volume of 7,850 vehicles per day than the adjacent two-lane segment between North Church Street and North Stockton Street which has 8,840 vehicles per day, or the two-lane segment between North Stockton Street and

North Cherokee Lane with 8,450 vehicles per day. Therefore, there is potential to reduce this stretch to two lanes to better align the segment with the remainder of the Lockeford Street alignment, provide a traffic calming benefit, and enable the excess right-of-way to be used for bicycle infrastructure, bioretention basins, landscaping, parking, turn lanes, or other such uses.

The portion of this segment between North Church Street and North Pleasant Avenue is within the Downtown Specific Plan area. Therefore, these intersections were evaluated with a potential four-to-two lane road diet in place. Conservatively, turn lanes were not included in the analysis though would result in improved operations if implemented. As shown in Table 2, converting Lockeford Street to two lanes would slightly increase delays at these intersections while retaining LOS C or better operation.

Table 2 – Lockeford Road Diet Peak Hour Intersection Levels of Service

Study Intersection Approach	Control	Existing				Existing with Lockeford Road Diet			
		AM Peak		PM Peak		AM Peak		PM Peak	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1. Lockeford St/Pleasant Ave <i>Northbound Approach</i> <i>Southbound Approach</i>	TWSC	1.2		1.4		1.4		1.4	
		<i>14.0</i>	<i>B</i>	<i>11.5</i>	<i>B</i>	<i>16.5</i>	<i>C</i>	<i>13.1</i>	<i>B</i>
		<i>13.9</i>	<i>B</i>	<i>15.0</i>	<i>C</i>	<i>17.4</i>	<i>C</i>	<i>17.5</i>	<i>C</i>
2. Lockeford St/Church St	Signal	6.8	A	7.2	A	6.9	A	7.3	A

Notes: Delay is measured in average seconds per vehicle; Results for minor approaches to two-way stop-controlled intersections are indicated in *italics*; LOS = Level of Service; TWSC = two-way stop control

Locust Street Closure

During the February 2025 design charrette for this project, one idea brainstormed among community members and the project team was to designate Locust Street as a bicycle boulevard to provide connectivity between North Main Street and areas west of the railroad tracks on a facility that is separate from the busier streets of Lockeford Street or Lodi Avenue. A key design principle of bicycle boulevards is discouraging vehicular traffic from traveling along the corridor with intermittent vehicle blockades that permit bicyclists to pass through. In other words, while all local access would be preserved, a driver seeking to traverse the Downtown east to west or vice versa would need to do so on Lockeford Street or Elm Street whereas a bicyclist could use Locust Street.

To achieve this goal, consideration was given to severing through vehicle access on Locust Street across the railroad tracks. Local access to parcels adjacent to Locust Street would be retained as would bicycle and pedestrian access across the tracks, but vehicles would no longer be able to cross the tracks on Locust Street. This would have the added benefit of removing one vehicle crossing from a potential future quiet zone conversion, where enhanced railroad crossing design features would enable trains to pass through Downtown without needing to sound their horns except in the case of an emergency.

With access on Locust Street between North Sacramento Street and North Main Street severed, vehicular traffic would need to route north to Lockeford Street or south to Elm Street to cross the railroad tracks. Based on traffic counts obtained on Locust Street, this would affect around 20 to 35 vehicles in each direction during each peak hour. For comparison, around 400 to 500 vehicles cross the railroad tracks on Lockeford Street in each direction during each peak hour, as do 500 to 700 vehicles per direction per peak hour on Lodi Avenue.

The operational results at the study intersections that would be most likely to be affected by this closure are shown in Table 3. The change in delays would be relatively minor, including some locations where delay would decrease slightly, but overall operations would remain at LOS C or better. It is noted that with this configuration, Locust

Street/Main Street was assessed as being converted to all-way stop control to avoid having a T-intersection with stop controls on the through legs and free flow conditions on the terminating leg.

Table 3 – Locust Street Closure Peak Hour Intersection Levels of Service

Study Intersection Approach	Control	Existing				Existing with Locust Street Closure			
		AM Peak		PM Peak		AM Peak		PM Peak	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
3. Lockeford St/Sacramento St	Signal	5.2	A	6.4	A	5.6	A	6.6	A
4. Lockeford St/Main St <i>Northbound Approach</i> <i>Southbound Approach</i>	TWSC	0.7		0.6		0.7		0.7	
		<i>20.4</i>	<i>C</i>	<i>15.5</i>	<i>C</i>	<i>20.4</i>	<i>C</i>	<i>16.5</i>	<i>C</i>
		<i>15.9</i>	<i>C</i>	<i>15.0</i>	<i>C</i>	<i>16.0</i>	<i>C</i>	<i>15.1</i>	<i>C</i>
6. Locust St/Sacramento St <i>Eastbound Approach</i> <i>Westbound Approach</i>	TWSC	4.3		3.7		3.4		3.0	
		9.8	A	10.2	B	9.7	A	10.1	B
		9.4	A	10.4	B	-	-	-	-
7. Locust St/Main St <i>Northbound Approach</i> <i>Southbound Approach</i>	TWSC	2.3		4.2					
		9.2	A	9.4	A				
		9.3	A	9.3	A				
	AWSC					7.3	A	7.2	A
9. Elm St/Sacramento St	AWSC	7.7	A	7.8	A	7.8	A	7.8	A
10. Elm St/Main St <i>Northbound Approach</i> <i>Southbound Approach</i>	TWSC	1.8		2.2		2.8		3.0	
		9.9	A	10.0	B	10.0	B	10.1	B
		10.0	B	9.9	A	9.5	A	9.6	A

Notes: Delay is measured in average seconds per vehicle; Results for minor approaches to two-way stop-controlled intersections are indicated in *italics*; LOS = Level of Service; TWSC = two-way stop control; AWSC = all-way stop control

Sacramento Street Closure

Another street closure discussed at the February 2025 design charrette focuses on the block of Sacramento Street between Pine Street and Elm Street. Currently, there are no businesses that directly front this block other than an office adjacent to the Pine Street/Sacramento Street intersection, and the World of Wonders Science Museum. It is understood that the Museum is desiring to expand across the street and would be in favor of this closure to provide additional plaza space between the existing Museum and expanded facilities. It is noted that the adjacent parking garage has access from Pine Street and Elm Street, but critically does not take direct vehicular access from Sacramento Street so would be unaffected by the closure.

Similar to the potential Locust Street Closure, the Sacramento Street Closure was operationally evaluated for the effects of diverting traffic to adjacent streets. This would include around 30 to 40 vehicles in each direction during the a.m. peak hour and 80 to 120 vehicles in each direction during the p.m. peak hour. As shown in Table 4, operations would remain at LOS A or LOS B with these changes.

Table 4 – Sacramento Street Closure Peak Hour Intersection Levels of Service

Study Intersection Approach	Control	Existing				Existing with Sacramento Street Closure			
		AM Peak		PM Peak		AM Peak		PM Peak	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
8. Elm St/Church St	Signal	6.3	A	6.7	A	6.4	A	7.0	A
9. Elm St/Sacramento St	AWSC	7.7	A	7.8	A	7.9	A	8.0	A
10. Elm St/Main St	TWSC	1.8		2.2		1.7		2.0	
<i>Northbound Approach</i>		9.9	A	10.0	B	10.1	B	10.4	B
<i>Southbound Approach</i>		10.0	B	9.9	A	10.1	B	10.3	B
11. Pine St/Church St	Signal	5.7	A	6.1	A	6.1	A	7.0	A
12. Pine St/Sacramento St	Signal	5.8	A	7.2	A	6.7	A	7.8	A

Notes: Delay is measured in average seconds per vehicle; Results for minor approaches to two-way stop-controlled intersections are indicated in *italics*; LOS = Level of Service; TWSC = two-way stop control; AWSC = all-way stop control

Combination of Roadway Modifications

An additional scenario was assessed with the Lockeford Road Diet, Locust Street Closure, and Sacramento Street Closure combined to evaluate the effect of implementing all three roadway modification scenarios. The results of this combination scenario is presented in Table 5 though it is noted that only Elm Street/Sacramento Street and Elm Street/Main Street would have effects from both the Locust Street Closure and Sacramento Street Closure, while all other intersections would be affected by at most one roadway modification scenario. Lockeford Street/Stockton Street and the three Lodi Avenue intersections would not be affected by any of the potential scenarios, so are provided for informational purposes only.

Table 5 – Combination of Roadway Modifications Peak Hour Intersection Levels of Service

Study Intersection Approach	Control	Existing				Existing with Combination of Roadway Modifications			
		AM Peak		PM Peak		AM Peak		PM Peak	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1. Lockeford St/Pleasant Ave Northbound Approach Southbound Approach	TWSC	1.2		1.4		1.4		1.4	
		<i>14.0</i>	<i>B</i>	<i>11.5</i>	<i>B</i>	<i>16.5</i>	<i>C</i>	<i>13.1</i>	<i>B</i>
		<i>13.9</i>	<i>B</i>	<i>15.0</i>	<i>C</i>	<i>17.4</i>	<i>C</i>	<i>17.5</i>	<i>C</i>
2. Lockeford St/Church St	Signal	6.8	A	7.2	A	6.9	A	7.3	A
3. Lockeford St/Sacramento St	Signal	5.2	A	6.4	A	5.6	A	6.6	A
4. Lockeford St/Main St Northbound Approach Southbound Approach	TWSC	0.7		0.6		0.7		0.7	
		<i>20.4</i>	<i>C</i>	<i>15.5</i>	<i>C</i>	<i>20.4</i>	<i>C</i>	<i>16.5</i>	<i>C</i>
		<i>15.9</i>	<i>C</i>	<i>15.0</i>	<i>C</i>	<i>16.0</i>	<i>C</i>	<i>15.1</i>	<i>C</i>
5. Lockeford St/Stockton St	Signal	18.5	B	12.3	B	18.5	B	12.3	B
6. Locust St/Sacramento St Eastbound Approach Westbound Approach	TWSC	4.3		3.7		3.4		3.0	
		<i>9.8</i>	<i>A</i>	<i>10.2</i>	<i>B</i>	<i>9.7</i>	<i>A</i>	<i>10.1</i>	<i>B</i>
		<i>9.4</i>	<i>A</i>	<i>10.4</i>	<i>B</i>	-	-	-	-
7. Locust St/Main St Northbound Approach Southbound Approach	TWSC	2.3		4.2					
		<i>9.2</i>	<i>A</i>	<i>9.4</i>	<i>A</i>				
		<i>9.3</i>	<i>A</i>	<i>9.3</i>	<i>A</i>				
	AWSC					7.3	A	7.2	A
8. Elm St/Church St	Signal	6.3	A	6.7	A	6.4	A	7.0	A
9. Elm St/Sacramento St	AWSC	7.7	A	7.8	A	7.9	A	8.1	A
10. Elm St/Main St Northbound Approach Southbound Approach	TWSC	1.8		2.2		2.6		2.6	
		<i>9.9</i>	<i>A</i>	<i>10.0</i>	<i>B</i>	<i>10.2</i>	<i>B</i>	<i>10.6</i>	<i>B</i>
		<i>10.0</i>	<i>B</i>	<i>9.9</i>	<i>A</i>	<i>9.5</i>	<i>A</i>	<i>9.8</i>	<i>A</i>
11. Pine St/Church St	Signal	5.7	A	6.1	A	6.1	A	7.0	A
12. Pine St/Sacramento St	Signal	5.8	A	7.2	A	6.7	A	7.8	A
13. Lodi Ave/School St	Signal	3.4	A	6.4	A	3.4	A	6.4	A
14. Lodi Ave/Sacramento St	Signal	5.1	A	5.6	A	5.1	A	5.6	A
15. Lodi Ave/Stockton St	Signal	11.7	B	13.7	B	11.7	B	13.7	B

Notes: Delay is measured in average seconds per vehicle; Results for minor approaches to two-way stop-controlled intersections are indicated in *italics*; LOS = Level of Service; TWSC = two-way stop control; AWSC = all-way stop control

Conclusions

- All 15 intersections evaluated are operating at LOS C or better during the a.m. and p.m. peak hours.

- LOS C or better operation would be retained with implementation of the Lockeford Road Diet, Locust Street Closure, Sacramento Street Closure, or all three roadway modifications.

Thank you for giving W-Trans the opportunity to provide these services. Please call if you have any questions.

Sincerely,



Kevin Carstens, PE (Civil, Traffic)
Senior Traffic Engineer



Zachary Matley, AICP
Principal

JZM/krc/LOD003.L2

Enclosures: LOS Calculation Worksheets

HCM 7th TWSC

1: N Pleasant Ave & W Lockeford St

07/03/2025

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔		↔↔		↔↔		↔↔		↔↔		↔↔	
Traffic Vol, veh/h	20	439	0	0	397	12	4	1	8	16	0	35
Future Vol, veh/h	20	439	0	0	397	12	4	1	8	16	0	35
Conflicting Peds, #/hr	9	0	5	5	0	9	5	0	5	9	0	9
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	0
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	24	516	0	0	467	14	5	1	9	19	0	41
Major/Minor	Major1	Major2	Minor1	Minor2								
Conflicting Flow All	490	0	-	-	0	806	1054	267	798	1047	259	
Stage 1	-	-	-	-	-	564	564	-	483	483	-	
Stage 2	-	-	-	-	-	243	490	-	315	564	-	
Critical Hdwy	4.14	-	-	-	-	7.54	6.54	6.94	7.54	6.54	6.94	
Critical Hdwy Stg 1	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-	
Critical Hdwy Stg 2	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-	
Follow-up Hdwy	2.22	-	-	-	-	3.52	4.02	3.32	3.52	4.02	3.32	
Pot Cap-1 Maneuver	1069	-	0	0	-	273	225	731	277	227	740	
Stage 1	-	-	0	0	-	478	507	-	534	551	-	
Stage 2	-	-	0	0	-	739	547	-	671	507	-	
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1060	-	-	-	-	249	217	725	260	219	728	
Mov Cap-2 Maneuver	-	-	-	-	-	249	217	-	260	219	-	
Stage 1	-	-	-	-	-	466	494	-	529	546	-	
Stage 2	-	-	-	-	-	692	542	-	638	494	-	
Approach	EB	WB	NB	SB								
HCM Ctrl Dly, s/v	0.56	0	13.97	13.87								
HCM LOS			B	B								
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	WBT	WBR	SBLn1					
Capacity (veh/h)	242	725	157	-	-	-	465					
HCM Lane V/C Ratio	0.024	0.013	0.022	-	-	-	0.129					
HCM Ctrl Dly (s/v)	20.3	10	8.5	0.2	-	-	13.9					
HCM Lane LOS	C	B	A	A	-	-	B					
HCM 95th %tile Q(veh)	0.1	0	0.1	-	-	-	0.4					

HCM 7th Signalized Intersection Summary

2: Church St & W Lockeford St

07/03/2025

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (veh/h)	39	401	38	46	339	14	33	64	45	41	125	47
Future Volume (veh/h)	39	401	38	46	339	14	33	64	45	41	125	47
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	0.99	1.00	0.99	1.00	0.98	1.00	0.98	1.00	1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	46	472	40	54	399	12	39	75	42	48	147	31
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	579	881	743	526	851	26	407	226	126	452	303	64
Arrive On Green	0.47	0.47	0.47	0.47	0.47	0.47	0.20	0.20	0.20	0.20	0.20	0.20
Sat Flow, veh/h	972	1870	1577	886	1806	54	1205	1115	624	1273	1497	316
Grp Volume(v), veh/h	46	472	40	54	0	411	39	0	117	48	0	178
Grp Sat Flow(s),veh/h/ln	972	1870	1577	886	0	1860	1205	0	1740	1273	0	1813
Q Serve(g_s), s	0.9	4.8	0.4	1.2	0.0	4.0	0.8	0.0	1.6	0.9	0.0	2.3
Cycle Q Clear(g_c), s	5.0	4.8	0.4	6.1	0.0	4.0	3.1	0.0	1.6	2.5	0.0	2.3
Prop In Lane	1.00	1.00	1.00	1.00	0.03	1.00	0.36	1.00	0.36	1.00	0.36	1.00
Lane Grp Cap(c), veh/h	579	881	743	526	0	876	407	0	352	452	0	367
V/C Ratio(X)	0.08	0.54	0.05	0.10	0.00	0.47	0.10	0.00	0.33	0.11	0.00	0.48
Avail Cap(c_a), veh/h	1232	2137	1801	1122	0	2125	1522	0	1962	1648	0	2071
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	6.5	5.0	3.9	7.2	0.0	4.8	10.9	0.0	9.2	10.2	0.0	9.5
Incr Delay (d2), s/veh	0.1	0.7	0.0	0.1	0.0	0.6	0.0	0.0	0.2	0.0	0.0	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.9	0.1	0.2	0.0	0.7	0.2	0.0	0.4	0.2	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	6.6	5.8	3.9	7.3	0.0	5.4	10.9	0.0	9.4	10.3	0.0	9.9
LnGrp LOS	A	A	A	A		A	B		A	B		A
Approach Vol, veh/h	558			465			156			226		
Approach Delay, s/veh	5.7			5.6			9.8			10.0		
Approach LOS	A			A			A			A		
Timer - Assigned Phs	2		4		6		8					
Phs Duration (G+Y+Rc), s	10.1		16.9		10.1		16.9					
Change Period (Y+Rc), s	4.6		4.2		* 4.6		4.2					
Max Green Setting (Gmax), s	30.4		30.8		* 31		30.8					
Max Q Clear Time (g_c+I1), s	5.1		7.0		4.5		8.1					
Green Ext Time (p_c), s	0.5		5.0		0.7		4.1					
Intersection Summary												
HCM 7th Control Delay, s/veh	6.8											
HCM 7th LOS	A											
Notes												
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 7th Signalized Intersection Summary
3: N Sacramento St & W Lockeford St

07/03/2025

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔		↔	↔			↔		↔	↔	
Traffic Volume (veh/h)	17	438	9	13	359	21	14	14	11	18	19	21
Future Volume (veh/h)	17	438	9	13	359	21	14	14	11	18	19	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.98		0.99	0.98		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	20	515	11	15	422	21	16	16	11	21	22	10
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	623	909	19	564	880	44	269	66	44	278	71	32
Arrive On Green	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
Sat Flow, veh/h	947	1824	39	877	1767	88	594	623	419	643	673	306
Grp Volume(v), veh/h	20	0	526	15	0	443	43	0	0	53	0	0
Grp Sat Flow(s),veh/h/ln	947	0	1863	877	0	1855	1636	0	0	1622	0	0
Q Serve(g_s), s	0.3	0.0	4.7	0.3	0.0	3.8	0.0	0.0	0.0	0.1	0.0	0.0
Cycle Q Clear(g_c), s	4.1	0.0	4.7	5.0	0.0	3.8	0.5	0.0	0.0	0.7	0.0	0.0
Prop In Lane	1.00		0.02	1.00		0.05	0.37			0.26	0.40	0.19
Lane Grp Cap(c), veh/h	623	0	928	564	0	924	379	0	0	381	0	0
V/C Ratio(X)	0.03	0.00	0.57	0.03	0.00	0.48	0.11	0.00	0.00	0.14	0.00	0.00
Avail Cap(c_a), veh/h	1351	0	2362	1253	0	2382	1968	0	0	1924	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	5.3	0.0	4.2	6.0	0.0	4.0	9.8	0.0	0.0	9.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.8	0.0	0.0	0.6	0.0	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.5	0.0	0.0	0.4	0.1	0.0	0.0	0.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	5.4	0.0	5.0	6.0	0.0	4.5	9.9	0.0	0.0	9.9	0.0	0.0
LnGrp LOS	A		A	A		A	A			A		
Approach Vol, veh/h	546			458			43			53		
Approach Delay, s/veh	5.0			4.6			9.9			9.9		
Approach LOS	A			A			A			A		
Timer - Assigned Phs	2		4		6		8					
Phs Duration (G+Y+Rc), s	16.5		7.4		16.5		7.4					
Change Period (Y+Rc), s	4.6		4.9		* 4.6		* 4.9					
Max Green Setting (Gmax), s	30.4		26.1		* 31		* 27					
Max Q Clear Time (g_c+I1), s	6.7		2.7		7.0		2.5					
Green Ext Time (p_c), s	5.2		0.1		4.2		0.1					

Intersection Summary	
HCM 7th Control Delay, s/veh	5.2
HCM 7th LOS	A

Notes
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 7th TWSC
4: N Main St & W Lockeford St

07/03/2025

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔	↔		↔		↔	↔	
Traffic Vol, veh/h	10	417	7	11	412	7	3	4	2	4	2	10
Future Vol, veh/h	10	417	7	11	412	7	3	4	2	4	2	10
Conflicting Peds, #/hr	2	0	3	3	0	2	3	0	3	2	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	90	-	-	-	-	-	-	-	-	60
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	491	8	13	485	8	4	5	2	5	2	12

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	495	0	502	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.12	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.218	-	2.218	-
Pot Cap-1 Maneuver	1069	-	1063	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	1067	-	1059	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.19	0.22	20.35	15.85
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	245	1067	-	-	1059	-	-	204	573
HCM Lane V/C Ratio	0.043	0.011	-	-	0.012	-	-	0.035	0.021
HCM Ctrl Dly (s/v)	20.4	8.4	-	-	8.4	-	-	23.2	11.4
HCM Lane LOS	C	A	-	-	A	-	-	C	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1	0.1

HCM 7th Signalized Intersection Summary
5: Stockton St & W Lockford St

07/03/2025

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↑	↘	↔	↑	↘	↔	↑	↘	↔	↑	↘
Traffic Volume (veh/h)	48	364	56	14	300	18	55	135	19	16	140	41
Future Volume (veh/h)	48	364	56	14	300	18	55	135	19	16	140	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	1.00	0.98	1.00	0.98	1.00	1.00	1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	56	428	46	16	353	15	65	159	8	19	165	28
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	72	579	490	27	505	21	109	222	629	79	478	642
Arrive On Green	0.04	0.31	0.31	0.02	0.28	0.28	0.41	0.41	0.41	0.41	0.41	0.41
Sat Flow, veh/h	1781	1870	1585	1781	1779	76	59	545	1548	18	1177	1581
Grp Volume(v), veh/h	56	428	46	16	0	368	224	0	8	184	0	28
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	0	1855	605	0	1548	1194	0	1581
Q Serve(g_s), s	1.7	11.3	1.1	0.5	0.0	9.7	2.4	0.0	0.2	0.9	0.0	0.6
Cycle Q Clear(g_c), s	1.7	11.3	1.1	0.5	0.0	9.7	21.9	0.0	0.2	21.1	0.0	0.6
Prop In Lane	1.00	1.00	1.00	1.00	0.04	0.29	1.00	0.10	1.00	0.10	1.00	1.00
Lane Grp Cap(c), veh/h	72	579	490	27	0	527	330	0	629	557	0	642
V/C Ratio(X)	0.78	0.74	0.09	0.59	0.00	0.70	0.68	0.00	0.01	0.33	0.00	0.04
Avail Cap(c_a), veh/h	486	1392	1179	486	0	1367	586	0	876	827	0	883
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	26.1	17.0	13.5	26.9	0.0	17.6	13.3	0.0	9.7	11.4	0.0	9.9
Incr Delay (d2), s/veh	6.5	2.7	0.1	7.6	0.0	2.4	3.5	0.0	0.0	0.5	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	4.7	0.4	0.3	0.0	4.0	1.9	0.0	0.1	1.3	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	32.6	19.7	13.6	34.5	0.0	20.0	16.8	0.0	9.8	11.9	0.0	9.9
LnGrp LOS	C	B	B	C		B	B		A	B		A
Approach Vol, veh/h	530			384			232			212		
Approach Delay, s/veh	20.5			20.6			16.5			11.6		
Approach LOS	C			C			B			B		
Timer - Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	4.8	22.8	28.9		6.3	21.4	28.9					
Change Period (Y+Rc), s	4.0	* 5.5	* 5.3		4.0	5.5	5.3					
Max Green Setting (Gmax), s	15.0	* 41	* 31		15.0	40.5	30.7					
Max Q Clear Time (g_c+I1), s	2.5	13.3	23.9		3.7	11.7	23.1					
Green Ext Time (p_c), s	0.0	4.3	1.0		0.0	3.4	0.8					
Intersection Summary												
HCM 7th Control Delay, s/veh	18.5											
HCM 7th LOS	B											
Notes												
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 7th TWSC
6: N Sacramento St & Locust St

07/03/2025

Intersection												
Int Delay, s/veh	4.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔		↔		↔		↔		↔		↔	
Traffic Vol, veh/h	2	21	1	1	15	10	4	24	6	7	36	5
Future Vol, veh/h	2	21	1	1	15	10	4	24	6	7	36	5
Conflicting Peds, #/hr	3	0	3	10	0	10	3	0	10	10	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	23	1	1	16	11	4	26	7	8	39	5
Major/Minor	Minor2	Minor1	Major1	Major2								
Conflicting Flow All	113	111	55	124	111	49	48	0	0	43	0	0
Stage 1	60	60	-	48	48	-	-	-	-	-	-	-
Stage 2	53	51	-	76	63	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	864	779	1012	850	779	1019	1560	-	-	1566	-	-
Stage 1	951	845	-	965	855	-	-	-	-	-	-	-
Stage 2	960	852	-	933	843	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	820	763	1000	802	764	1000	1555	-	-	1551	-	-
Mov Cap-2 Maneuver	820	763	-	802	764	-	-	-	-	-	-	-
Stage 1	944	838	-	953	844	-	-	-	-	-	-	-
Stage 2	919	842	-	894	836	-	-	-	-	-	-	-
Approach	EB	WB	NB	SB								
HCM Ctrl Dly, s/v	9.81	9.43	0.86	1.07								
HCM LOS	A	A										
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	204	-	-	775	842	256	-	-				
HCM Lane V/C Ratio	0.003	-	-	0.034	0.034	0.005	-	-				
HCM Ctrl Dly (s/v)	7.3	0	-	9.8	9.4	7.3	0	-				
HCM Lane LOS	A	A	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-				

HCM 7th TWSC
7: N Main St & Locust St

07/03/2025

Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔		↔		↔		↔		↔		↔	
Traffic Vol, veh/h	0	30	5	0	25	1	0	6	3	3	7	1
Future Vol, veh/h	0	30	5	0	25	1	0	6	3	3	7	1
Conflicting Peds, #/hr	2	0	1	1	0	2	1	0	1	2	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	35	6	0	29	1	0	7	4	4	8	1
Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	33	0	0	42	0	0	75	72	41	73	74	34
Stage 1	-	-	-	-	-	-	39	39	-	32	32	-
Stage 2	-	-	-	-	-	-	36	33	-	41	42	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1579	-	-	1567	-	-	915	819	1030	918	816	1039
Stage 1	-	-	-	-	-	-	976	862	-	984	868	-
Stage 2	-	-	-	-	-	-	980	868	-	974	860	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1576	-	-	1565	-	-	902	816	1027	903	814	1035
Mov Cap-2 Maneuver	-	-	-	-	-	-	902	816	-	903	814	-
Stage 1	-	-	-	-	-	-	975	861	-	982	867	-
Stage 2	-	-	-	-	-	-	968	866	-	961	859	-
Approach	EB		WB		NB		SB					
HCM Ctrl Dly, s/v	0		0		9.16		9.28					
HCM LOS	A		A		A		A					
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	876	1576	-	-	1565	-	-	854				
HCM Lane V/C Ratio	0.012	-	-	-	-	-	-	0.015				
HCM Ctrl Dly (s/v)	9.2	0	-	-	0	-	-	9.3				
HCM Lane LOS	A	A	-	-	A	-	-	A				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0				

HCM 7th Signalized Intersection Summary
8: Church St & W Elm St

07/03/2025

	↔	→	↘	↙	←	↖	↗	↘	↙	↕	↖	↗	↘	↙	
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR			
Lane Configurations	↔		↔		↔		↔		↔		↔				
Traffic Volume (veh/h)	9	119	34	8	75	4	29	138	16	6	190	26			
Future Volume (veh/h)	9	119	34	8	75	4	29	138	16	6	190	26			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00		1.00	1.00		0.97	1.00	0.97			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach	No			No			No			No					
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	11	140	19	9	88	4	34	162	15	7	224	23			
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85			
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2			
Cap, veh/h	207	270	36	216	290	13	617	556	52	673	550	57			
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	0.33	0.33	0.33	0.33	0.33	0.33			
Sat Flow, veh/h	81	1516	201	110	1633	72	1129	1682	156	1202	1663	171			
Grp Volume(v), veh/h	170	0	0	101	0	0	34	0	177	7	0	247			
Grp Sat Flow(s),veh/h/ln	1797	0	0	1814	0	0	1129	0	1837	1202	0	1834			
Q Serve(g_s), s	0.6	0.0	0.0	0.0	0.0	0.0	0.5	0.0	1.4	0.1	0.0	2.1			
Cycle Q Clear(g_c), s	1.7	0.0	0.0	0.9	0.0	0.0	2.6	0.0	1.4	1.5	0.0	2.1			
Prop In Lane	0.06	0.11		0.09	0.04		1.00	0.08		1.00	0.09				
Lane Grp Cap(c), veh/h	512	0	0	519	0	0	617	0	608	673	0	607			
V/C Ratio(X)	0.33	0.00	0.00	0.19	0.00	0.00	0.06	0.00	0.29	0.01	0.00	0.41			
Avail Cap(c_a), veh/h	2366	0	0	2364	0	0	1991	0	2845	2137	0	2841			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	7.4	0.0	0.0	7.1	0.0	0.0	6.2	0.0	4.9	5.5	0.0	5.2			
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.4	0.0	0.0	0.6			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	0.2	0.0	0.0	0.1	0.0	0.2	0.0	0.0	0.3			
Unsig. Movement Delay, s/veh															
LnGrp Delay(d), s/veh	7.6	0.0	0.0	7.2	0.0	0.0	6.2	0.0	5.3	5.5	0.0	5.8			
LnGrp LOS	A	A		A	A		A	A		A	A				
Approach Vol, veh/h	170		101		211		254								
Approach Delay, s/veh	7.6		7.2		5.5		5.8								
Approach LOS	A		A		A		A								
Timer - Assigned Phs	2		4		6		8								
Phs Duration (G+Y+Rc), s	8.2		11.7		8.2		11.7								
Change Period (Y+Rc), s	4.7		5.1		4.7		5.1								
Max Green Setting (Gmax), s	24.3		30.9		24.3		30.9								
Max Q Clear Time (g_c+I1), s	3.7		4.1		2.9		4.6								
Green Ext Time (p_c), s	0.6		2.1		0.3		1.6								
Intersection Summary															
HCM 7th Control Delay, s/veh	6.3														
HCM 7th LOS	A														

Intersection												
Intersection Delay, s/veh 7.7												
Intersection LOS A												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕			↕			↕		
Traffic Vol, veh/h	2	71	4	5	81	9	5	27	3	7	23	9
Future Vol, veh/h	2	71	4	5	81	9	5	27	3	7	23	9
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	82	5	6	93	10	6	31	3	8	26	10
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB		WB			NB			SB			
Opposing Approach	WB		EB			SB			NB			
Opposing Lanes	1		1			1			1			
Conflicting Approach Left	SB		NB			EB			WB			
Conflicting Lanes Left	1		1			1			1			
Conflicting Approach Right	NB		WB			EB			SB			
Conflicting Lanes Right	1		1			1			1			
HCM Control Delay, s/veh7.7	7.8		7.8			7.6			7.6			
HCM LOS	A		A			A			A			
Lane	NBLn1	EBLn1	WBLn1	SBLn1								
Vol Left, %	14%	3%	5%	18%								
Vol Thru, %	77%	92%	85%	59%								
Vol Right, %	9%	5%	9%	23%								
Sign Control	Stop	Stop	Stop	Stop								
Traffic Vol by Lane	35	77	95	39								
LT Vol	5	2	5	7								
Through Vol	27	71	81	23								
RT Vol	3	4	9	9								
Lane Flow Rate	40	89	109	45								
Geometry Grp	1	1	1	1								
Degree of Util (X)	0.049	0.102	0.124	0.054								
Departure Headway (Hd)	4.394	4.14	4.104	4.311								
Convergence, Y/N	Yes	Yes	Yes	Yes								
Cap	819	855	864	836								
Service Time	2.396	2.217	2.177	2.312								
HCM Lane V/C Ratio	0.049	0.104	0.126	0.054								
HCM Control Delay, s/veh	7.6	7.7	7.8	7.6								
HCM Lane LOS	A	A	A	A								
HCM 95th-tile Q	0.2	0.3	0.4	0.2								

Intersection												
Int Delay, s/veh 1.8												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕			↕			↕		
Traffic Vol, veh/h	5	73	1	2	87	3	1	11	8	0	8	4
Future Vol, veh/h	5	73	1	2	87	3	1	11	8	0	8	4
Conflicting Peds, #/hr	6	0	3	4	0	7	3	0	4	7	0	6
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	85	1	2	101	3	1	13	9	0	9	5
Major/Minor	Major1		Major2			Minor1		Minor2				
Conflicting Flow All	112	0	0	90	0	0	218	217	96	224	216	116
Stage 1	-	-	-	-	-	-	101	101	-	115	115	-
Stage 2	-	-	-	-	-	-	116	116	-	110	102	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1478	-	-	1505	-	-	739	681	960	731	682	936
Stage 1	-	-	-	-	-	-	905	811	-	890	801	-
Stage 2	-	-	-	-	-	-	888	799	-	895	811	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1468	-	-	1499	-	-	714	670	950	697	671	925
Mov Cap-2 Maneuver	-	-	-	-	-	-	714	670	-	697	671	-
Stage 1	-	-	-	-	-	-	898	805	-	883	794	-
Stage 2	-	-	-	-	-	-	867	793	-	863	805	-
Approach	EB		WB			NB			SB			
HCM Ctrl Dly, s/v	0.47		0.16			9.87			9.97			
HCM LOS	A		A			A			A			
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	762	114	-	-	39	-	-	738				
HCM Lane V/C Ratio	0.031	0.004	-	-	0.002	-	-	0.019				
HCM Ctrl Dly (s/v)	9.9	7.5	0	-	7.4	0	-	10				
HCM Lane LOS	A	A	A	-	A	A	-	A				
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1				

HCM 7th Signalized Intersection Summary
11: Church St & W Pine St

07/03/2025

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔			↔	↔		↔	↔	
Traffic Volume (veh/h)	16	67	12	21	74	10	6	156	20	20	201	9
Future Volume (veh/h)	16	67	12	21	74	10	6	156	20	20	201	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.99		0.96	0.99		0.96	0.99		0.97	0.99		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	19	79	7	25	87	12	7	184	20	24	236	10
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	267	265	22	277	244	31	659	575	63	691	620	26
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.35	0.35	0.35	0.35	0.35	0.35
Sat Flow, veh/h	229	1400	116	262	1292	167	1128	1652	180	1171	1779	75
Grp Volume(v), veh/h	105	0	0	124	0	0	7	0	204	24	0	246
Grp Sat Flow(s),veh/h/ln	1746	0	0	1721	0	0	1128	0	1831	1171	0	1854
Q Serve(g_s), s	0.0	0.0	0.0	0.2	0.0	0.0	0.1	0.0	1.6	0.3	0.0	1.9
Cycle Q Clear(g_c), s	0.9	0.0	0.0	1.1	0.0	0.0	2.0	0.0	1.6	1.8	0.0	1.9
Prop In Lane	0.18		0.07	0.20		0.10	1.00		0.10	1.00		0.04
Lane Grp Cap(c), veh/h	553	0	0	553	0	0	659	0	638	691	0	646
V/C Ratio(X)	0.19	0.00	0.00	0.22	0.00	0.00	0.01	0.00	0.32	0.03	0.00	0.38
Avail Cap(c_a), veh/h	2539	0	0	2516	0	0	2092	0	2965	2155	0	2963
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	6.6	0.0	0.0	6.7	0.0	0.0	5.4	0.0	4.5	5.2	0.0	4.7
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	6.9	0.0	0.0	7.0	0.0	0.0	5.4	0.0	5.0	5.2	0.0	5.2
LnGrp LOS	A			A			A		A	A		A
Approach Vol, veh/h		105			124			211				270
Approach Delay, s/veh		6.9			7.0			5.0				5.2
Approach LOS		A			A			A				A
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		7.8		11.2		7.8		11.2				
Change Period (Y+Rc), s		4.2		4.6		4.2		* 4.6				
Max Green Setting (Gmax), s		25.8		30.4		25.8		* 31				
Max Q Clear Time (g_c+I1), s		2.9		3.9		3.1		4.0				
Green Ext Time (p_c), s		0.7		2.2		0.9		1.7				
Intersection Summary												
HCM 7th Control Delay, s/veh			5.7									
HCM 7th LOS			A									
Notes	* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.											

HCM 7th Signalized Intersection Summary
12: S Sacramento St & N Sacramento St & W Pine St

07/03/2025

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔			↔	↔		↔	↔	
Traffic Volume (veh/h)	3	81	6	23	120	11	5	30	23	7	28	3
Future Volume (veh/h)	3	81	6	23	120	11	5	30	23	7	28	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.99		0.97	0.99		0.97	0.96		0.93	0.96		0.93
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	3	90	7	26	133	11	6	33	20	8	31	2
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	116	1006	76	209	899	68	130	131	73	154	190	11
Arrive On Green	0.59	0.59	0.59	0.59	0.59	0.59	0.13	0.13	0.13	0.13	0.13	0.13
Sat Flow, veh/h	10	1698	129	146	1519	115	99	1008	568	203	1468	86
Grp Volume(v), veh/h	100	0	0	170	0	0	59	0	0	41	0	0
Grp Sat Flow(s),veh/h/ln	1837	0	0	1780	0	0	1675	0	0	1757	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.8	0.0	0.0	1.4	0.0	0.0	1.0	0.0	0.0	0.7	0.0	0.0
Prop In Lane	0.03		0.07	0.15		0.06	0.10		0.34	0.20		0.05
Lane Grp Cap(c), veh/h	1198	0	0	1177	0	0	334	0	0	355	0	0
V/C Ratio(X)	0.08	0.00	0.00	0.14	0.00	0.00	0.18	0.00	0.00	0.12	0.00	0.00
Avail Cap(c_a), veh/h	1482	0	0	1448	0	0	1111	0	0	1157	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	3.0	0.0	0.0	3.1	0.0	0.0	13.3	0.0	0.0	13.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.2	0.0	0.0	0.3	0.0	0.0	0.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	3.0	0.0	0.0	3.1	0.0	0.0	13.3	0.0	0.0	13.1	0.0	0.0
LnGrp LOS	A			A			B			B		
Approach Vol, veh/h		100			170			59				41
Approach Delay, s/veh		3.0			3.1			13.3				13.1
Approach LOS		A			A			B				B
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		9.1		24.7		9.1		24.7				
Change Period (Y+Rc), s		4.7		4.7		4.7		4.7				
Max Green Setting (Gmax), s		20.3		25.3		20.3		25.3				
Max Q Clear Time (g_c+I1), s		3.0		2.8		2.7		3.4				
Green Ext Time (p_c), s		0.1		0.1		0.1		0.2				
Intersection Summary												
HCM 7th Control Delay, s/veh			5.8									
HCM 7th LOS			A									
Notes												

HCM 7th Signalized Intersection Summary
13: S School St & W Lodi Ave

07/03/2025

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (veh/h)	44	518	5	15	501	15	6	5	25	5	3	15
Future Volume (veh/h)	44	518	5	15	501	15	6	5	25	5	3	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	1.00	0.98	0.99	1.00	0.99	1.00	0.99	0.98	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	52	609	6	18	589	18	7	6	0	6	4	6
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	653	2066	20	650	2016	62	269	69	0	225	38	51
Arrive On Green	0.57	0.57	0.57	0.57	0.57	0.57	0.09	0.09	0.00	0.09	0.09	0.09
Sat Flow, veh/h	812	3605	36	806	3517	107	811	790	0	548	432	588
Grp Volume(v), veh/h	52	300	315	18	297	310	13	0	0	16	0	0
Grp Sat Flow(s),veh/h/ln	812	1777	1864	806	1777	1848	1601	0	0	1568	0	0
Q Serve(g_s), s	1.0	2.4	2.4	0.3	2.4	2.4	0.0	0.0	0.0	0.1	0.0	0.0
Cycle Q Clear(g_c), s	3.4	2.4	2.4	2.8	2.4	2.4	0.2	0.0	0.0	0.2	0.0	0.0
Prop In Lane	1.00	0.02	1.00	0.06	0.54	0.00	0.37	0.00	0.37	0.00	0.37	0.00
Lane Grp Cap(c), veh/h	653	1018	1068	650	1018	1059	338	0	0	314	0	0
V/C Ratio(X)	0.08	0.29	0.29	0.03	0.29	0.29	0.04	0.00	0.00	0.05	0.00	0.00
Avail Cap(c_a), veh/h	1062	1912	2006	1055	1912	1989	1912	0	0	1867	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	3.9	3.1	3.1	3.8	3.1	3.1	11.7	0.0	0.0	11.8	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.2	0.2	0.0	0.2	0.2	0.0	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.2	0.2	0.0	0.2	0.2	0.1	0.0	0.0	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	4.0	3.2	3.2	3.8	3.2	3.2	11.8	0.0	0.0	11.8	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	B			B		
Approach Vol, veh/h	667			625			13			16		
Approach Delay, s/veh	3.3			3.2			11.8			11.8		
Approach LOS	A			A			B			B		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	20.9			7.0			20.9			7.0		
Change Period (Y+Rc), s	4.9			4.6			4.9			4.6		
Max Green Setting (Gmax), s	30.1			30.4			30.1			30.4		
Max Q Clear Time (g_c+I1), s	5.4			2.2			4.8			2.2		
Green Ext Time (p_c), s	4.3			0.0			4.0			0.0		
Intersection Summary												
HCM 7th Control Delay, s/veh		3.4										
HCM 7th LOS		A										

HCM 7th Signalized Intersection Summary
14: S Sacramento St & W Lodi Ave/E Lodi Ave

07/03/2025

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (veh/h)	28	512	9	14	508	24	7	14	21	30	7	13
Future Volume (veh/h)	28	512	9	14	508	24	7	14	21	30	7	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	0.99	1.00	1.00	0.97	0.99	1.00	0.99	0.99	0.99	0.99	0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	33	602	11	16	598	27	8	16	23	35	8	11
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	570	1670	31	576	1618	73	193	71	93	453	82	113
Arrive On Green	0.47	0.47	0.47	0.47	0.47	0.47	0.12	0.12	0.12	0.12	0.12	0.12
Sat Flow, veh/h	798	3570	65	807	3458	156	223	612	801	1354	703	967
Grp Volume(v), veh/h	33	300	313	16	307	318	47	0	0	35	0	19
Grp Sat Flow(s),veh/h/ln	798	1777	1858	807	1777	1837	1637	0	0	1354	0	1670
Q Serve(g_s), s	0.7	2.7	2.7	0.3	2.8	2.8	0.1	0.0	0.0	0.0	0.0	0.3
Cycle Q Clear(g_c), s	3.5	2.7	2.7	3.1	2.8	2.8	0.6	0.0	0.0	0.5	0.0	0.3
Prop In Lane	1.00	0.04	1.00	0.08	0.17	0.00	0.17	0.00	0.17	0.49	1.00	0.58
Lane Grp Cap(c), veh/h	570	831	869	576	831	860	358	0	0	453	0	195
V/C Ratio(X)	0.06	0.36	0.36	0.03	0.37	0.37	0.13	0.00	0.00	0.08	0.00	0.10
Avail Cap(c_a), veh/h	1163	2152	2251	1176	2152	2225	2022	0	0	1844	0	1910
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	5.5	4.3	4.3	5.3	4.3	4.3	10.1	0.0	0.0	10.1	0.0	10.0
Incr Delay (d2), s/veh	0.1	0.4	0.4	0.0	0.4	0.4	0.1	0.0	0.0	0.0	0.0	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.4	0.0	0.4	0.4	0.2	0.0	0.0	0.0	0.1	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	5.5	4.7	4.7	5.3	4.7	4.7	10.2	0.0	0.0	10.1	0.0	10.1
LnGrp LOS	A	A	A	A	A	A	B			B		B
Approach Vol, veh/h	646			641			47			54		
Approach Delay, s/veh	4.7			4.7			10.2			10.1		
Approach LOS	A			A			B			B		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	17.2			8.0			17.2			8.0		
Change Period (Y+Rc), s	5.4			5.1			5.4			5.1		
Max Green Setting (Gmax), s	30.6			28.9			30.6			28.9		
Max Q Clear Time (g_c+I1), s	5.5			2.5			5.1			2.6		
Green Ext Time (p_c), s	5.9			0.1			5.9			0.1		
Intersection Summary												
HCM 7th Control Delay, s/veh		5.1										
HCM 7th LOS		A										

HCM 7th Signalized Intersection Summary
15: Stockton St & E Lodi Ave

07/03/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕	↔	↔	↕	↔	↔	↕	↔	↔	↕	↔
Traffic Volume (veh/h)	46	411	69	24	455	7	75	143	25	29	102	41
Future Volume (veh/h)	46	411	69	24	455	7	75	143	25	29	102	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	0.99	1.00	1.00	0.97	1.00	0.99	1.00	0.99	1.00	0.99	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	54	484	67	28	535	4	88	168	22	34	120	26
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	81	1172	161	48	1284	10	381	363	48	348	333	72
Arrive On Green	0.05	0.37	0.37	0.03	0.36	0.36	0.22	0.22	0.22	0.22	0.22	0.22
Sat Flow, veh/h	1781	3134	432	1781	3614	27	1241	1617	212	1192	1485	322
Grp Volume(v), veh/h	54	273	278	28	263	276	88	0	190	34	0	146
Grp Sat Flow(s), veh/h/ln	1781	1777	1789	1781	1777	1865	1241	0	1829	1192	0	1807
Q Serve(g_s), s	1.1	4.4	4.4	0.6	4.3	4.3	2.5	0.0	3.5	1.0	0.0	2.6
Cycle Q Clear(g_c), s	1.1	4.4	4.4	0.6	4.3	4.3	5.1	0.0	3.5	4.4	0.0	2.6
Prop In Lane	1.00		0.24	1.00		0.01	1.00		0.12	1.00		0.18
Lane Grp Cap(c), veh/h	81	664	669	48	631	662	381	0	410	348	0	405
V/C Ratio(X)	0.66	0.41	0.41	0.58	0.42	0.42	0.23	0.00	0.46	0.10	0.00	0.36
Avail Cap(c_a), veh/h	1178	1623	1635	1178	1637	1718	1075	0	1433	1024	0	1430
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.0	8.9	8.9	18.5	9.4	9.4	14.7	0.0	12.9	14.8	0.0	12.6
Incr Delay (d2), s/veh	3.4	0.9	0.9	4.1	0.9	0.9	0.3	0.0	0.8	0.1	0.0	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	1.4	1.4	0.3	1.4	1.5	0.6	0.0	1.2	0.2	0.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	21.5	9.8	9.8	22.6	10.3	10.3	15.0	0.0	13.7	14.9	0.0	13.1
LnGrp LOS	C	A	A	C	B	B	B		B	B		B
Approach Vol, veh/h	605			567			278				180	
Approach Delay, s/veh	10.8			10.9			14.1				13.5	
Approach LOS	B			B			B				B	
Timer - Assigned Phs	1	2		4	5	6	8					
Phs Duration (G+Y+Rc), s	19.3			13.5	6.4	18.5	13.5					
Change Period (Y+Rc), s	4.6	4.9		4.9	4.6	* 4.9	* 4.9					
Max Green Setting (Gmax), s	35.1			30.1	25.4	* 35	* 30					
Max Q Clear Time (g_c+1/2), s	6.4			7.1	3.1	6.3	6.4					
Green Ext Time (p_c), s	0.0	6.9		1.4	0.1	6.7	0.9					

Intersection Summary	
HCM 7th Control Delay, s/veh	11.7
HCM 7th LOS	B

Notes
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 7th TWSC
1: N Pleasant Ave & W Lockeford St

07/03/2025

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕	↔	↔	↕	↔	↔	↕	↔	↔	↕	↔
Traffic Vol, veh/h	30	336	0	0	421	35	6	1	17	22	0	20
Future Vol, veh/h	30	336	0	0	421	35	6	1	17	22	0	20
Conflicting Peds, #/hr	9	0	9	8	0	8	9	0	8	8	0	9
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	92	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	31	346	0	0	458	36	6	1	18	23	0	21

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	503	0	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.14	-	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.22	-	-	-
Pot Cap-1 Maneuver	1058	-	0	0
Stage 1	-	-	0	0
Stage 2	-	-	0	0
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	1049	-	-	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.92	0	11.52	14.98
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	320	824	295	-	-	-	404
HCM Lane V/C Ratio	0.023	0.021	0.029	-	-	-	0.107
HCM Ctrl Dly (s/v)	16.5	9.5	8.5	0.2	-	-	15
HCM Lane LOS	C	A	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0.1	0.1	-	-	-	0.4

HCM 7th Signalized Intersection Summary

2: Church St & W Lockeford St

07/03/2025

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	304	79	53	385	44	54	123	78	47	133	19
Future Volume (veh/h)	26	304	79	53	385	44	54	123	78	47	133	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	0.99		0.97	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	27	317	70	55	401	37	56	128	58	49	139	17
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	502	809	667	575	727	67	480	300	136	450	406	50
Arrive On Green	0.43	0.43	0.43	0.43	0.43	0.43	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	949	1870	1543	994	1682	155	1225	1204	545	1188	1630	199
Grp Volume(v), veh/h	27	317	70	55	0	438	56	0	186	49	0	156
Grp Sat Flow(s),veh/h/ln	949	1870	1543	994	0	1837	1225	0	1749	1188	0	1830
Q Serve(g_s), s	0.6	3.2	0.7	1.1	0.0	4.9	1.1	0.0	2.5	1.0	0.0	1.9
Cycle Q Clear(g_c), s	5.5	3.2	0.7	4.3	0.0	4.9	3.0	0.0	2.5	3.5	0.0	1.9
Prop In Lane	1.00	1.00	1.00	1.00	0.08	1.00	0.31	1.00				0.11
Lane Grp Cap(c), veh/h	502	809	667	575	0	795	480	0	435	450	0	455
V/C Ratio(X)	0.05	0.39	0.10	0.10	0.00	0.55	0.12	0.00	0.43	0.11	0.00	0.34
Avail Cap(c_a), veh/h	1149	2085	1720	1253	0	2048	1522	0	1924	1479	0	2040
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	7.9	5.4	4.7	6.8	0.0	5.8	9.8	0.0	8.7	10.2	0.0	8.5
Incr Delay (d2), s/veh	0.1	0.4	0.1	0.1	0.0	0.9	0.0	0.0	0.2	0.0	0.0	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.7	0.1	0.2	0.0	1.0	0.2	0.0	0.6	0.2	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	8.0	5.8	4.8	6.9	0.0	6.7	9.8	0.0	9.0	10.2	0.0	8.7
LnGrp LOS	A	A	A	A	A	A	A	A	A	B	A	A
Approach Vol, veh/h	414			493			242			205		
Approach Delay, s/veh	5.8			6.7			9.2			9.1		
Approach LOS	A			A			A			A		
Timer - Assigned Phs	2		4		6		8					
Phs Duration (G+Y+Rc), s	11.5		16.2		11.5		16.2					
Change Period (Y+Rc), s	4.6		4.2		* 4.6		4.2					
Max Green Setting (Gmax), s	30.4		30.8		* 31		30.8					
Max Q Clear Time (g_c+I1), s	5.0		7.5		5.5		6.9					
Green Ext Time (p_c), s	0.8		3.3		0.6		4.5					

Intersection Summary	
HCM 7th Control Delay, s/veh	7.2
HCM 7th LOS	A

Notes
 * HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 7th Signalized Intersection Summary

3: N Sacramento St & W Lockeford St

07/03/2025

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	385	16	32	431	31	20	37	28	23	44	33
Future Volume (veh/h)	28	385	16	32	431	31	20	37	28	23	44	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	0.98		0.94	0.98		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	30	414	17	34	463	24	22	40	25	25	47	18
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	521	836	34	561	825	43	214	160	84	224	183	59
Arrive On Green	0.47	0.47	0.47	0.47	0.47	0.47	0.18	0.18	0.18	0.18	0.18	0.18
Sat Flow, veh/h	906	1781	73	953	1759	91	263	902	470	300	1026	332
Grp Volume(v), veh/h	30	0	431	34	0	487	87	0	0	90	0	0
Grp Sat Flow(s),veh/h/ln	906	0	1855	953	0	1850	1635	0	0	1658	0	0
Q Serve(g_s), s	0.7	0.0	4.3	0.7	0.0	5.1	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	5.8	0.0	4.3	5.0	0.0	5.1	1.2	0.0	0.0	1.2	0.0	0.0
Prop In Lane	1.00		1.00	1.00	0.04	1.00	0.05	0.25	0.29	0.28	0.20	
Lane Grp Cap(c), veh/h	521	0	870	561	0	868	458	0	0	466	0	0
V/C Ratio(X)	0.06	0.00	0.50	0.06	0.00	0.56	0.19	0.00	0.00	0.19	0.00	0.00
Avail Cap(c_a), veh/h	1118	0	2094	1205	0	2116	1749	0	0	1731	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	7.2	0.0	4.9	6.7	0.0	5.1	9.6	0.0	0.0	9.6	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.6	0.1	0.0	0.8	0.1	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.7	0.1	0.0	0.9	0.3	0.0	0.0	0.0	0.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	7.3	0.0	5.6	6.7	0.0	6.0	9.6	0.0	0.0	9.7	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h	461			521			87			90		
Approach Delay, s/veh	5.7			6.0			9.6			9.7		
Approach LOS	A			A			A			A		
Timer - Assigned Phs	2		4		6		8					
Phs Duration (G+Y+Rc), s	17.2		9.7		17.2		9.7					
Change Period (Y+Rc), s	4.6		4.9		* 4.6		* 4.9					
Max Green Setting (Gmax), s	30.4		26.1		* 31		* 27					
Max Q Clear Time (g_c+I1), s	7.8		3.2		7.1		3.2					
Green Ext Time (p_c), s	4.1		0.3		4.9		0.3					

Intersection Summary	
HCM 7th Control Delay, s/veh	6.4
HCM 7th LOS	A

Notes
 * HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↑		↑			↑			↑	↑
Traffic Vol, veh/h	2	399	4	7	425	2	3	5	9	3	2	7
Future Vol, veh/h	2	399	4	7	425	2	3	5	9	3	2	7
Conflicting Peds, #/hr	3	0	5	5	0	3	5	0	5	3	0	3
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	90	-	-	-	-	-	-	-	-	60
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	438	4	8	467	2	3	5	10	3	2	8

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	472	0	448	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.12	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.218	-	2.218	-
Pot Cap-1 Maneuver	1090	-	1112	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	1087	-	1107	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.04	0.13	15.47	15
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	363	1087	-	-	1107	-	-	242	584
HCM Lane V/C Ratio	0.052	0.002	-	-	0.007	-	-	0.023	0.013
HCM Ctrl Dly (s/v)	15.5	8.3	-	-	8.3	-	-	20.3	11.2
HCM Lane LOS	C	A	-	-	A	-	-	C	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.1	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↑	↔	↔	↔	↔	↔	↑	↔	↔	↔	↔
Traffic Volume (veh/h)	32	356	48	18	368	31	83	113	42	16	107	25
Future Volume (veh/h)	32	356	48	18	368	31	83	113	42	16	107	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	1.00		1.00	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	34	383	34	19	396	24	89	122	26	17	115	13
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	56	689	570	34	620	38	244	240	362	129	394	353
Arrive On Green	0.03	0.37	0.37	0.02	0.36	0.36	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	1781	1870	1546	1781	1742	106	488	1044	1578	103	1715	1539
Grp Volume(v), veh/h	34	383	34	19	0	420	211	0	26	132	0	13
Grp Sat Flow(s),veh/h/ln	1781	1870	1546	1781	0	1848	1532	0	1578	1818	0	1539
Q Serve(g_s), s	0.7	6.3	0.5	0.4	0.0	7.3	2.6	0.0	0.5	0.0	0.0	0.3
Cycle Q Clear(g_c), s	0.7	6.3	0.5	0.4	0.0	7.3	4.8	0.0	0.5	2.3	0.0	0.3
Prop In Lane	1.00		1.00	1.00		0.06	0.42		1.00	0.13		1.00
Lane Grp Cap(c), veh/h	56	689	570	34	0	657	484	0	362	523	0	353
V/C Ratio(X)	0.60	0.56	0.06	0.56	0.00	0.64	0.44	0.00	0.07	0.25	0.00	0.04
Avail Cap(c_a), veh/h	691	1980	1637	691	0	1936	1377	0	1270	1514	0	1223
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.5	9.7	7.9	18.8	0.0	10.4	13.3	0.0	11.7	12.3	0.0	11.6
Incr Delay (d2), s/veh	3.8	1.0	0.1	5.2	0.0	1.5	0.9	0.0	0.1	0.4	0.0	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	2.1	0.1	0.2	0.0	2.5	1.4	0.0	0.2	0.8	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	22.3	10.7	7.9	24.0	0.0	11.9	14.1	0.0	11.8	12.7	0.0	11.6
LnGrp LOS	C	B	A	C		B	B		B	B		B
Approach Vol, veh/h		451			439			237				145
Approach Delay, s/veh		11.4			12.4			13.9				12.6
Approach LOS		B			B			B				B
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.7	19.7		14.2	5.2	19.2		14.2				
Change Period (Y+Rc), s	4.0	* 5.5		* 5.3	4.0	5.5		5.3				
Max Green Setting (Gmax), s	15.0	* 41		* 31	15.0	40.5		30.7				
Max Q Clear Time (g_c+I1), s	2.4	8.3		6.8	2.7	9.3		4.3				
Green Ext Time (p_c), s	0.0	3.9		1.9	0.0	4.1		1.1				

Intersection Summary		
HCM 7th Control Delay, s/veh		12.3
HCM 7th LOS		B

Notes
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection												
Int Delay, s/veh	3.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕		↕		↕		↕		↕		↕	
Traffic Vol, veh/h	9	14	16	3	13	6	19	60	5	9	54	15
Future Vol, veh/h	9	14	16	3	13	6	19	60	5	9	54	15
Conflicting Peds, #/hr	16	0	11	10	0	15	11	0	10	15	0	16
Sign Control	Stop	Stop	Stop	Stop	Stop	Free						
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	15	18	3	14	7	21	66	5	10	59	16

Major/Minor	Minor2	Minor1	Major1	Major2
Conflicting Flow All	234	232	95	223
Stage 1	103	103	-	125
Stage 2	131	128	-	98
Critical Hdwy	7.12	6.52	6.22	7.12
Critical Hdwy Stg 1	6.12	5.52	-	6.12
Critical Hdwy Stg 2	6.12	5.52	-	6.12
Follow-up Hdwy	3.518	4.018	3.318	3.518
Pot Cap-1 Maneuver	720	668	962	732
Stage 1	902	810	-	878
Stage 2	873	790	-	909
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	664	635	938	670
Mov Cap-2 Maneuver	664	635	-	670
Stage 1	883	792	-	853
Stage 2	825	767	-	859

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	10.16	10.35	1.69	0.86
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	401	-	-	740	697	199	-	-
HCM Lane V/C Ratio	0.014	-	-	0.058	0.035	0.007	-	-
HCM Ctrl Dly (s/v)	7.5	0	-	10.2	10.4	7.4	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.1	0	-	-

Intersection												
Int Delay, s/veh	4.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕		↕		↕		↕		↕		↕	
Traffic Vol, veh/h	0	29	0	2	12	3	3	12	0	2	14	3
Future Vol, veh/h	0	29	0	2	12	3	3	12	0	2	14	3
Conflicting Peds, #/hr	5	0	2	3	0	6	2	0	3	6	0	5
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	33	0	2	14	3	3	14	0	2	16	3

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	23	0	0	36
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.12	-	-	4.12
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.218	-	-	2.218
Pot Cap-1 Maneuver	1592	-	-	1574
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	1583	-	-	1570
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0.86	9.41	9.32
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	833	1583	-	-	204	-	-	856
HCM Lane V/C Ratio	0.021	-	-	-	0.001	-	-	0.026
HCM Ctrl Dly (s/v)	9.4	0	-	-	7.3	0	-	9.3
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

HCM 7th Signalized Intersection Summary
8: Church St & W Elm St

07/03/2025

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↔	↔		↔	↔	
Traffic Volume (veh/h)	27	81	37	22	67	41	57	228	36	26	226	17
Future Volume (veh/h)	27	81	37	22	67	41	57	228	36	26	226	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.97		0.94	0.97		0.94	0.99		0.96	0.99		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	28	84	19	23	70	24	59	238	34	27	235	15
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	233	278	56	224	259	78	597	578	83	578	630	40
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.36	0.36	0.36	0.36	0.36	0.36
Sat Flow, veh/h	221	1233	247	193	1147	346	1119	1591	227	1098	1735	111
Grp Volume(v), veh/h	131	0	0	117	0	0	59	0	272	27	0	250
Grp Sat Flow(s),veh/h/ln	1700	0	0	1686	0	0	1119	0	1819	1098	0	1846
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	2.7	0.5	0.0	2.4
Cycle Q Clear(g_c), s	1.4	0.0	0.0	1.3	0.0	0.0	3.4	0.0	2.7	3.1	0.0	2.4
Prop In Lane	0.21		0.15	0.20			0.21	1.00	0.13	1.00		0.06
Lane Grp Cap(c), veh/h	567	0	0	561	0	0	597	0	661	578	0	670
V/C Ratio(X)	0.23	0.00	0.00	0.21	0.00	0.00	0.10	0.00	0.41	0.05	0.00	0.37
Avail Cap(c_a), veh/h	1869	0	0	1853	0	0	1642	0	2358	1602	0	2393
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	7.7	0.0	0.0	7.7	0.0	0.0	6.8	0.0	5.7	6.8	0.0	5.6
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.6	0.0	0.0	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	0.3	0.0	0.0	0.1	0.0	0.5	0.1	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	7.8	0.0	0.0	7.7	0.0	0.0	6.9	0.0	6.3	6.9	0.0	6.1
LnGrp LOS	A			A			A		A	A		A
Approach Vol, veh/h		131			117			331			277	
Approach Delay, s/veh		7.8			7.7			6.4			6.2	
Approach LOS		A			A			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		10.1		13.8		10.1		13.8				
Change Period (Y+Rc), s		4.7		5.1		4.7		5.1				
Max Green Setting (Gmax), s		24.3		30.9		24.3		30.9				
Max Q Clear Time (g_c+I1), s		3.4		5.1		3.3		5.4				
Green Ext Time (p_c), s		0.5		2.3		0.4		2.7				
Intersection Summary												
HCM 7th Control Delay, s/veh				6.7								
HCM 7th LOS				A								

HCM 7th AWSC
9: N Sacramento St & W Elm St/E Elm St

07/03/2025

Intersection												
Intersection Delay, s/veh	7.8											
Intersection LOS	A											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↔	↔		↔	↔	
Traffic Vol, veh/h	8	58	14	9	47	10	13	63	5	11	56	18
Future Vol, veh/h	8	58	14	9	47	10	13	63	5	11	56	18
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	59	14	9	47	10	13	64	5	11	57	18
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB	WB	NB	SB								
Opposing Approach	WB	EB	SB	NB								
Opposing Lanes	1	1	1	1								
Conflicting Approach Left SB		NB	EB	WB								
Conflicting Lanes Left	1	1	1	1								
Conflicting Approach RightNB		SB	WB	EB								
Conflicting Lanes Right	1	1	1	1								
HCM Control Delay, s/veh7.8		7.7		7.8		7.7						
HCM LOS	A	A		A		A						
Lane	NBLn1	EBLn1	WBLn1	SBLn1								
Vol Left, %	16%	10%	14%	13%								
Vol Thru, %	78%	73%	71%	66%								
Vol Right, %	6%	18%	15%	21%								
Sign Control	Stop	Stop	Stop	Stop								
Traffic Vol by Lane	81	80	66	85								
LT Vol	13	8	9	11								
Through Vol	63	58	47	56								
RT Vol	5	14	10	18								
Lane Flow Rate	82	81	67	86								
Geometry Grp	1	1	1	1								
Degree of Util (X)	0.099	0.096	0.08	0.101								
Departure Headway (Hd)	4.352	4.299	4.335	4.253								
Convergence, Y/N	Yes	Yes	Yes	Yes								
Cap	826	837	829	846								
Service Time	2.361	2.308	2.345	2.263								
HCM Lane V/C Ratio	0.099	0.097	0.081	0.102								
HCM Control Delay, s/veh	7.8	7.8	7.7	7.7								
HCM Lane LOS	A	A	A	A								
HCM 95th-tile Q	0.3	0.3	0.3	0.3								

Intersection												
Int Delay, s/veh	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔		↔		↔		↔		↔		↔	
Traffic Vol, veh/h	3	63	6	4	58	2	1	10	3	3	11	4
Future Vol, veh/h	3	63	6	4	58	2	1	10	3	3	11	4
Conflicting Peds, #/hr	5	0	10	12	0	7	10	0	12	7	0	5
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	72	7	5	66	2	1	11	3	3	13	5
Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	75	0	0	90	0	0	185	178	99	179	180	84
Stage 1	-	-	-	-	-	-	94	94	-	83	83	-
Stage 2	-	-	-	-	-	-	91	84	-	96	97	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1524	-	-	1505	-	-	776	716	957	783	714	975
Stage 1	-	-	-	-	-	-	913	817	-	925	826	-
Stage 2	-	-	-	-	-	-	916	825	-	911	815	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1514	-	-	1487	-	-	738	699	935	749	697	959
Mov Cap-2 Maneuver	-	-	-	-	-	-	738	699	-	749	697	-
Stage 1	-	-	-	-	-	-	900	806	-	916	818	-
Stage 2	-	-	-	-	-	-	886	817	-	882	803	-
Approach	EB		WB		NB		SB					
HCM Ctrl Dly, s/v	0.31		0.46		9.96		9.93					
HCM LOS	A		A		A		A					
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	742	74	-	-	112	-	-	751				
HCM Lane V/C Ratio	0.021	0.002	-	-	0.003	-	-	0.027				
HCM Ctrl Dly (s/v)	10	7.4	0	-	7.4	0	-	9.9				
HCM Lane LOS	A	A	A	-	A	A	-	A				
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1				



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔		↔		↔		↔		↔		↔	
Traffic Volume (veh/h)	24	68	15	33	85	33	19	256	38	26	248	15
Future Volume (veh/h)	24	68	15	33	85	33	19	256	38	26	248	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.98	0.98		0.98	0.98		1.00	0.97		1.00	0.97	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	25	71	11	34	89	18	20	267	34	27	258	12
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	262	279	38	269	262	47	629	603	77	602	659	31
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.22	0.37	0.37	0.37	0.37	0.37	0.37
Sat Flow, veh/h	254	1283	176	278	1206	217	1105	1619	206	1074	1770	82
Grp Volume(v), veh/h	107	0	0	141	0	0	20	0	301	27	0	270
Grp Sat Flow(s),veh/h/ln	1712	0	0	1701	0	0	1105	0	1826	1074	0	1853
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	2.7	0.4	0.0	2.3
Cycle Q Clear(g_c), s	1.0	0.0	0.0	1.4	0.0	0.0	2.6	0.0	2.7	3.1	0.0	2.3
Prop In Lane	0.23	0.10		0.24	0.13		1.00	0.11		1.00	0.04	
Lane Grp Cap(c), veh/h	579	0	0	578	0	0	629	0	679	602	0	690
V/C Ratio(X)	0.18	0.00	0.00	0.24	0.00	0.00	0.03	0.00	0.44	0.04	0.00	0.39
Avail Cap(c_a), veh/h	2207	0	0	2204	0	0	1805	0	2622	1726	0	2627
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	7.0	0.0	0.0	7.1	0.0	0.0	5.9	0.0	5.1	6.2	0.0	4.9
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.6	0.0	0.0	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.4	0.1	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	7.2	0.0	0.0	7.4	0.0	0.0	5.9	0.0	5.7	6.3	0.0	5.5
LnGrp LOS	A	A		A	A		A	A		A	A	
Approach Vol, veh/h	107				141		321				297	
Approach Delay, s/veh	7.2				7.4		5.7				5.5	
Approach LOS	A				A		A				A	
Timer - Assigned Phs	2		4		6		8					
Phs Duration (G+Y+Rc), s	8.9		12.6		8.9		12.6					
Change Period (Y+Rc), s	4.2		4.6		4.2		* 4.6					
Max Green Setting (Gmax), s	25.8		30.4		25.8		* 31					
Max Q Clear Time (g_c+I1), s	3.0		5.1		3.4		4.7					
Green Ext Time (p_c), s	0.8		2.5		1.1		2.8					
Intersection Summary												
HCM 7th Control Delay, s/veh	6.1											
HCM 7th LOS	A											
Notes												
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 7th Signalized Intersection Summary
 12: S Sacramento St/N Sacramento St & W Pine St

07/03/2025

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕			↕			↕		
Traffic Volume (veh/h)	12	95	19	36	155	26	7	51	49	17	69	30
Future Volume (veh/h)	12	95	19	36	155	26	7	51	49	17	69	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.99		0.96	0.99		0.96	0.97		0.94	0.97		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	12	99	16	38	161	26	7	53	36	18	72	23
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	150	857	129	217	789	116	121	154	99	145	188	55
Arrive On Green	0.57	0.57	0.57	0.57	0.57	0.16	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	65	1493	225	167	1375	202	62	988	630	164	1201	349
Grp Volume(v), veh/h	127	0	0	225	0	0	96	0	0	113	0	0
Grp Sat Flow(s),veh/h/ln	1782	0	0	1744	0	0	1680	0	0	1714	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.1	0.0	0.0	2.1	0.0	0.0	1.8	0.0	0.0	2.0	0.0	0.0
Prop In Lane	0.09		0.13	0.17		0.12	0.07		0.37	0.16		0.20
Lane Grp Cap(c), veh/h	1136	0	0	1122	0	0	374	0	0	388	0	0
V/C Ratio(X)	0.11	0.00	0.00	0.20	0.00	0.00	0.26	0.00	0.00	0.29	0.00	0.00
Avail Cap(c_a), veh/h	1398	0	0	1378	0	0	1079	0	0	1099	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	3.4	0.0	0.0	3.6	0.0	0.0	13.1	0.0	0.0	13.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	0.4	0.0	0.0	0.6	0.0	0.0	0.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	3.4	0.0	0.0	3.6	0.0	0.0	13.3	0.0	0.0	13.4	0.0	0.0
LnGrp LOS	A			A			B			B		
Approach Vol, veh/h	127			225			96			113		
Approach Delay, s/veh	3.4			3.6			13.3			13.4		
Approach LOS	A			A			B			B		
Timer - Assigned Phs	2		4		6		8					
Phs Duration (G+Y+Rc), s	10.1		24.7		10.1		24.7					
Change Period (Y+Rc), s	4.7		4.7		4.7		4.7					
Max Green Setting (Gmax), s	20.3		25.3		20.3		25.3					
Max Q Clear Time (g_c+I1), s	3.8		3.1		4.0		4.1					
Green Ext Time (p_c), s	0.3		0.1		0.3		0.3					
Intersection Summary												
HCM 7th Control Delay, s/veh	7.2											
HCM 7th LOS	A											

HCM 7th Signalized Intersection Summary
 13: S School St & W Lodi Ave

07/03/2025

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕			↕			↕		
Traffic Volume (veh/h)	87	510	11	36	578	36	6	21	41	40	22	70
Future Volume (veh/h)	87	510	11	36	578	36	6	21	41	40	22	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.97	0.99		0.99	0.99		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	90	526	8	37	596	32	6	22	13	41	23	47
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	507	1711	26	551	1636	88	145	260	131	233	133	161
Arrive On Green	0.48	0.48	0.48	0.48	0.48	0.48	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	796	3583	54	868	3424	184	92	1086	547	360	555	672
Grp Volume(v), veh/h	90	261	273	37	309	319	41	0	0	111	0	0
Grp Sat Flow(s),veh/h/ln	796	1777	1860	868	1777	1831	1725	0	0	1587	0	0
Q Serve(g_s), s	2.7	3.0	3.0	0.9	3.7	3.7	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	6.4	3.0	3.0	3.9	3.7	3.7	0.6	0.0	0.0	1.8	0.0	0.0
Prop In Lane	1.00		0.03	1.00		0.10	0.15		0.32	0.37		0.42
Lane Grp Cap(c), veh/h	507	849	889	551	849	875	536	0	0	527	0	0
V/C Ratio(X)	0.18	0.31	0.31	0.07	0.36	0.36	0.08	0.00	0.00	0.21	0.00	0.00
Avail Cap(c_a), veh/h	839	1591	1666	913	1591	1640	1643	0	0	1536	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	7.6	5.4	5.4	6.6	5.6	5.6	9.9	0.0	0.0	10.4	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.2	0.2	0.1	0.3	0.3	0.1	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.7	0.7	0.1	0.8	0.8	0.2	0.0	0.0	0.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	7.7	5.6	5.6	6.6	5.8	5.8	10.0	0.0	0.0	10.6	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	B			B		
Approach Vol, veh/h	624			665			41			111		
Approach Delay, s/veh	5.9			5.9			10.0			10.6		
Approach LOS	A			A			B			B		
Timer - Assigned Phs	2		4		6		8					
Phs Duration (G+Y+Rc), s	21.0		12.7		21.0		12.7					
Change Period (Y+Rc), s	4.9		4.6		4.9		4.6					
Max Green Setting (Gmax), s	30.1		30.4		30.1		30.4					
Max Q Clear Time (g_c+I1), s	8.4		3.8		5.9		2.6					
Green Ext Time (p_c), s	3.9		0.6		4.3		0.2					
Intersection Summary												
HCM 7th Control Delay, s/veh	6.4											
HCM 7th LOS	A											

HCM 7th Signalized Intersection Summary
14: S Sacramento St & W Lodi Ave/E Lodi Ave

07/03/2025

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕	↔	↔	↕	↔	↔	↕	↔	↔	↕	↔
Traffic Volume (veh/h)	36	550	5	22	597	43	4	24	22	67	32	44
Future Volume (veh/h)	36	550	5	22	597	43	4	24	22	67	32	44
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	0.97	1.00	0.97	0.99	0.99	0.99	0.99	0.99	0.98	0.98	0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No											
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	37	567	5	23	615	41	4	25	12	69	33	31
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	544	1666	15	582	1558	104	168	146	67	467	116	109
Arrive On Green	0.46	0.46	0.46	0.46	0.46	0.46	0.13	0.13	0.13	0.13	0.13	0.13
Sat Flow, veh/h	776	3609	32	838	3374	225	113	1111	506	1363	878	825
Grp Volume(v), veh/h	37	279	293	23	323	333	41	0	0	69	0	64
Grp Sat Flow(s),veh/h/ln	776	1777	1864	838	1777	1822	1730	0	0	1363	0	1703
Q Serve(g_s), s	0.9	2.6	2.6	0.5	3.1	3.1	0.0	0.0	0.0	0.5	0.0	0.9
Cycle Q Clear(g_c), s	4.0	2.6	2.6	3.1	3.1	3.1	0.5	0.0	0.0	1.0	0.0	0.9
Prop In Lane	1.00	0.02	1.00	0.12	0.10			0.29	1.00	0.48		
Lane Grp Cap(c), veh/h	544	820	860	582	820	841	381	0	0	467	0	224
V/C Ratio(X)	0.07	0.34	0.34	0.04	0.39	0.40	0.11	0.00	0.00	0.15	0.00	0.29
Avail Cap(c_a), veh/h	1105	2106	2209	1188	2106	2160	2069	0	0	1813	0	1906
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	5.9	4.4	4.4	5.4	4.6	4.6	10.0	0.0	0.0	10.2	0.0	10.1
Incr Delay (d2), s/veh	0.1	0.3	0.3	0.0	0.4	0.4	0.0	0.0	0.0	0.1	0.0	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln0.1	0.4	0.4	0.0	0.5	0.5	0.2	0.0	0.0	0.0	0.3	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	6.0	4.8	4.8	5.5	5.0	5.0	10.0	0.0	0.0	10.2	0.0	10.4
LnGrp LOS	A	A	A	A	A	A	B			B		B
Approach Vol, veh/h	609			679				41		133		
Approach Delay, s/veh	4.8			5.0				10.0		10.3		
Approach LOS	A			A				B		B		
Timer - Assigned Phs	2			4				6		8		
Phs Duration (G+Y+Rc), s	17.3			8.5				17.3		8.5		
Change Period (Y+Rc), s	5.4			5.1				5.4		5.1		
Max Green Setting (Gmax), s	30.6			28.9				30.6		28.9		
Max Q Clear Time (g_c+I1), s	6.0			3.0				5.1		2.5		
Green Ext Time (p_c), s	5.5			0.3				6.4		0.1		
Intersection Summary												
HCM 7th Control Delay, s/veh				5.6								
HCM 7th LOS				A								

HCM 7th Signalized Intersection Summary
15: Stockton St & E Lodi Ave

07/03/2025

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕	↔	↔	↕	↔	↔	↕	↔	↔	↕	↔
Traffic Volume (veh/h)	69	475	80	42	518	27	63	235	42	30	187	62
Future Volume (veh/h)	69	475	80	42	518	27	63	235	42	30	187	62
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	1	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	0.97	1.00	0.97	1.00	0.97	1.00	0.98	1.00	0.98	1.00	0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No		No		No		No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	72	495	69	44	540	23	66	245	32	31	195	36
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	95	1114	155	67	1183	50	361	448	59	327	425	78
Arrive On Green	0.05	0.36	0.36	0.04	0.34	0.34	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	1781	3123	433	1781	3468	147	1145	1616	211	1098	1530	283
Grp Volume(v), veh/h	72	281	283	44	276	287	66	0	277	31	0	231
Grp Sat Flow(s),veh/h/ln	1781	1777	1779	1781	1777	1838	1145	0	1827	1098	0	1813
Q Serve(g_s), s	1.7	5.3	5.3	1.1	5.3	5.3	2.2	0.0	5.7	1.1	0.0	4.6
Cycle Q Clear(g_c), s	1.7	5.3	5.3	1.1	5.3	5.3	6.9	0.0	5.7	6.8	0.0	4.6
Prop In Lane	1.00	0.24	1.00	0.08	1.00			0.12	1.00	0.16		
Lane Grp Cap(c), veh/h	95	634	635	67	606	627	361	0	507	327	0	503
V/C Ratio(X)	0.76	0.44	0.45	0.65	0.46	0.46	0.18	0.00	0.55	0.09	0.00	0.46
Avail Cap(c_a), veh/h	1033	1424	1426	1033	1437	1486	831	0	1256	785	0	1259
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.5	10.8	10.8	20.9	11.3	11.3	16.0	0.0	13.5	16.5	0.0	13.1
Incr Delay (d2), s/veh	4.6	1.0	1.1	3.9	1.1	1.1	0.2	0.0	0.9	0.1	0.0	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
%ile BackOfQ(50%),veh/ln0.8	1.8	1.9	0.5	1.9	2.0	0.5	0.0	2.1	0.3	0.0	0.0	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	25.1	11.9	11.9	24.8	12.5	12.4	16.2	0.0	14.4	16.7	0.0	13.8
LnGrp LOS	C	B	B	C	B	B	B		B	B		B
Approach Vol, veh/h	636			607				343		262		
Approach Delay, s/veh	13.4			13.3				14.8		14.1		
Approach LOS	B			B				B		B		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	20.5			17.0	6.9	19.9		17.0				
Change Period (Y+Rc), s	4.6	4.9		4.9	4.6	* 4.9		* 4.9				
Max Green Setting (Gmax), s	25.4	35.1		30.1	25.4	* 35		* 30				
Max Q Clear Time (g_c+I1), s	7.3			8.9	3.7	7.3		8.8				
Green Ext Time (p_c), s	0.0	7.1		1.9	0.1	7.0		1.4				
Intersection Summary												
HCM 7th Control Delay, s/veh				13.7								
HCM 7th LOS				B								
Notes												
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 7th TWSC

1: N Pleasant Ave & W Lockeford St

07/07/2025

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	439	0	0	397	12	4	1	8	16	0	35
Future Vol, veh/h	20	439	0	0	397	12	4	1	8	16	0	35
Conflicting Peds, #/hr	9	0	5	5	0	9	5	0	5	9	0	9
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	24	516	0	0	467	14	5	1	9	19	0	41
Major/Minor	Major1	Major2	Minor1	Minor2								
Conflicting Flow All	490	0	-	-	0	1040	1054	525	1056	1047	492	
Stage 1	-	-	-	-	-	564	564	-	483	483	-	
Stage 2	-	-	-	-	-	476	490	-	573	564	-	
Critical Hdwy	4.12	-	-	-	-	7.12	6.52	6.22	7.12	6.52	6.22	
Critical Hdwy Stg 1	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-	
Critical Hdwy Stg 2	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-	
Follow-up Hdwy	2.218	-	-	-	-	3.518	4.018	3.318	3.518	4.018	3.318	
Pot Cap-1 Maneuver	1073	-	0	0	-	209	226	552	203	228	577	
Stage 1	-	-	0	0	-	511	509	-	565	553	-	
Stage 2	-	-	0	0	-	570	549	-	504	509	-	
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	
Mov Cap-1 Maneuver	1064	-	-	-	-	187	219	547	191	221	567	
Mov Cap-2 Maneuver	-	-	-	-	-	187	219	-	191	221	-	
Stage 1	-	-	-	-	-	499	497	-	560	548	-	
Stage 2	-	-	-	-	-	524	544	-	480	497	-	
Approach	EB	WB	NB	SB								
HCM Ctrl Dly, s/v	0.37	0	16.52	17.39								
HCM LOS			C	C								
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	WBT	WBR	SBLn1					
Capacity (veh/h)	193	547	1064	-	-	-	350					
HCM Lane V/C Ratio	0.03	0.017	0.022	-	-	-	0.171					
HCM Ctrl Dly (s/v)	24.2	11.7	8.5	-	-	-	17.4					
HCM Lane LOS	C	B	A	-	-	-	C					
HCM 95th %tile Q(veh)	0.1	0.1	0.1	-	-	-	0.6					

HCM 7th Signalized Intersection Summary

2: Church St & W Lockeford St

07/07/2025

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	401	38	46	339	14	33	64	45	41	125	47
Future Volume (veh/h)	39	401	38	46	339	14	33	64	45	41	125	47
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	0.99	1.00	0.99	1.00	0.98	1.00	0.98	1.00	1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	46	472	40	54	399	12	39	75	42	48	147	31
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	171	784	63	736	896	27	384	222	124	429	298	63
Arrive On Green	0.50	0.50	0.50	0.50	0.50	0.50	0.20	0.20	0.20	0.20	0.20	0.20
Sat Flow, veh/h	72	1581	128	886	1806	54	1204	1115	624	1273	1497	316
Grp Volume(v), veh/h	558	0	0	54	0	411	39	0	117	48	0	178
Grp Sat Flow(s),veh/h/ln	1780	0	0	886	0	1860	1204	0	1740	1273	0	1813
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	4.1	0.9	0.0	1.7	1.0	0.0	2.5
Cycle Q Clear(g_c), s	6.3	0.0	0.0	0.8	0.0	4.1	3.4	0.0	1.7	2.6	0.0	2.5
Prop In Lane	0.08	0.07	1.00	0.03	1.00	0.36	1.00	0.36	1.00	0.36	1.00	0.36
Lane Grp Cap(c), veh/h	1018	0	0	736	0	923	384	0	347	429	0	361
V/C Ratio(X)	0.55	0.00	0.00	0.07	0.00	0.45	0.10	0.00	0.34	0.11	0.00	0.49
Avail Cap(c_a), veh/h	1997	0	0	1241	0	1984	1412	0	1831	1533	0	1933
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	5.3	0.0	0.0	3.9	0.0	4.7	11.8	0.0	9.9	11.1	0.0	10.3
Incr Delay (d2), s/veh	0.7	0.0	0.0	0.1	0.0	0.5	0.0	0.0	0.2	0.0	0.0	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	0.0	0.1	0.0	0.7	0.2	0.0	0.5	0.2	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	5.9	0.0	0.0	3.9	0.0	5.2	11.8	0.0	10.1	11.1	0.0	10.7
LnGrp LOS	A			A		A	B		B	B		B
Approach Vol, veh/h	558		465		156		226					
Approach Delay, s/veh	5.9		5.0		10.6		10.7					
Approach LOS	A		A		B		B					
Timer - Assigned Phs	2	4	6	8								
Phs Duration (G+Y+Rc), s	10.4	18.5	10.4	18.5								
Change Period (Y+Rc), s	4.6	4.2	* 4.6	4.2								
Max Green Setting (Gmax), s	30.4	30.8	* 31	30.8								
Max Q Clear Time (g_c+I1), s	5.4	8.3	4.6	6.1								
Green Ext Time (p_c), s	0.5	5.5	0.7	4.2								
Intersection Summary												
HCM 7th Control Delay, s/veh	6.9											
HCM 7th LOS	A											
Notes												
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 7th TWSC

1: N Pleasant Ave & W Lockeford St

07/07/2025

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	336	0	0	421	35	6	1	17	22	0	20
Future Vol, veh/h	30	336	0	0	421	35	6	1	17	22	0	20
Conflicting Peds, #/hr	9	0	9	8	0	8	9	0	8	8	0	9
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	92	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	31	346	0	0	458	36	6	1	18	23	0	21
Major/Minor	Major1	Major2	Minor1	Minor2								
Conflicting Flow All	503	0	-	-	0	875	911	354	901	893	494	
Stage 1	-	-	-	-	-	408	408	-	485	485	-	
Stage 2	-	-	-	-	-	467	503	-	417	408	-	
Critical Hdwy	4.12	-	-	-	-	7.12	6.52	6.22	7.12	6.52	6.22	
Critical Hdwy Stg 1	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-	
Critical Hdwy Stg 2	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-	
Follow-up Hdwy	2.218	-	-	-	-	3.518	4.018	3.318	3.518	4.018	3.318	
Pot Cap-1 Maneuver	1062	-	0	0	-	270	274	689	259	281	576	
Stage 1	-	-	0	0	-	620	597	-	564	559	547	
Stage 2	-	-	0	0	-	576	542	-	613	597	-	
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1053	-	-	-	-	250	264	684	240	270	566	
Mov Cap-2 Maneuver	-	-	-	-	-	250	264	-	240	270	-	
Stage 1	-	-	-	-	-	602	579	-	559	547	-	
Stage 2	-	-	-	-	-	551	537	-	575	579	-	
Approach	EB	WB	NB	SB								
HCM Ctrl Dly, s/v	0.7	0	13.11	17.52								
HCM LOS			B	C								
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	WBT	WBR	SBLn1					
Capacity (veh/h)	252	684	1053	-	-	-	331					
HCM Lane V/C Ratio	0.029	0.026	0.029	-	-	-	0.131					
HCM Ctrl Dly (s/v)	19.7	10.4	8.5	-	-	-	17.5					
HCM Lane LOS	C	B	A	-	-	-	C					
HCM 95th %tile Q(veh)	0.1	0.1	0.1	-	-	-	0.4					

HCM 7th Signalized Intersection Summary

2: Church St & W Lockeford St

07/07/2025

Intersection Summary												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	304	79	53	385	44	54	123	78	47	133	19
Future Volume (veh/h)	26	304	79	53	385	44	54	123	78	47	133	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	0.97	1.00	0.97	0.99	0.97	0.99	0.97	0.99	0.97	0.99	0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	27	317	70	55	401	37	56	128	58	49	139	17
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	160	611	129	768	727	67	479	300	136	450	405	50
Arrive On Green	0.43	0.43	0.43	0.43	0.43	0.43	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	49	1413	298	994	1682	155	1220	1204	545	1188	1627	199
Grp Volume(v), veh/h	414	0	0	55	0	438	56	0	186	49	0	156
Grp Sat Flow(s),veh/h/ln	1760	0	0	994	0	1837	1220	0	1749	1188	0	1826
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	4.9	1.1	0.0	2.5	1.0	0.0	1.9
Cycle Q Clear(g_c), s	4.7	0.0	0.0	0.6	0.0	4.9	3.0	0.0	2.5	3.5	0.0	1.9
Prop In Lane	0.07	0.17	1.00	0.08	1.00	0.31	1.00	0.11	0.31	1.00	0.11	0.11
Lane Grp Cap(c), veh/h	900	0	0	768	0	794	479	0	435	450	0	455
V/C Ratio(X)	0.46	0.00	0.00	0.07	0.00	0.55	0.12	0.00	0.43	0.11	0.00	0.34
Avail Cap(c_a), veh/h	2061	0	0	1446	0	2048	1518	0	1924	1479	0	2036
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	5.8	0.0	0.0	4.6	0.0	5.8	9.8	0.0	8.7	10.2	0.0	8.5
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.1	0.0	0.9	0.0	0.0	0.2	0.0	0.0	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.0	0.1	0.0	1.0	0.2	0.0	0.6	0.2	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	6.3	0.0	0.0	4.7	0.0	6.7	9.8	0.0	9.0	10.2	0.0	8.7
LnGrp LOS	A			A		A	A		A	B		A
Approach Vol, veh/h	414			493			242			205		
Approach Delay, s/veh	6.3			6.5			9.2			9.1		
Approach LOS	A			A			A			A		
Timer - Assigned Phs	2		4		6		8					
Phs Duration (G+Y+Rc), s	11.5		16.2		11.5		16.2					
Change Period (Y+Rc), s	4.6		4.2		* 4.6		4.2					
Max Green Setting (Gmax), s	30.4		30.8		* 31		30.8					
Max Q Clear Time (g_c+I1), s	5.0		6.7		5.5		6.9					
Green Ext Time (p_c), s	0.8		3.9		0.6		4.5					
Intersection Summary												
HCM 7th Control Delay, s/veh	7.3											
HCM 7th LOS	A											
Notes												
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 7th Signalized Intersection Summary
3: N Sacramento St & W Lockeford St

07/07/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔		↔	↔			↔			↔	
Traffic Volume (veh/h)	17	438	9	13	359	21	14	14	38	18	19	21
Future Volume (veh/h)	17	438	9	13	359	21	14	14	38	18	19	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.99		0.99	0.99		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	20	515	11	15	422	21	16	16	43	21	22	10
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	608	898	19	549	870	43	213	48	112	274	92	38
Arrive On Green	0.49	0.49	0.49	0.49	0.49	0.49	0.12	0.12	0.12	0.12	0.12	0.12
Sat Flow, veh/h	947	1824	39	877	1767	88	294	392	921	575	756	310
Grp Volume(v), veh/h	20	0	526	15	0	443	75	0	0	53	0	0
Grp Sat Flow(s),veh/h/ln	947	0	1863	877	0	1855	1607	0	0	1641	0	0
Q Serve(g_s), s	0.4	0.0	4.9	0.3	0.0	3.9	0.4	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	4.3	0.0	4.9	5.2	0.0	3.9	1.0	0.0	0.0	0.7	0.0	0.0
Prop In Lane	1.00		0.02	1.00		0.05	0.21		0.57	0.40		0.19
Lane Grp Cap(c), veh/h	608	0	918	549	0	913	372	0	0	403	0	0
V/C Ratio(X)	0.03	0.00	0.57	0.03	0.00	0.49	0.20	0.00	0.00	0.13	0.00	0.00
Avail Cap(c_a), veh/h	1312	0	2303	1216	0	2323	1892	0	0	1863	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	5.6	0.0	4.4	6.3	0.0	4.2	9.9	0.0	0.0	9.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.8	0.0	0.0	0.6	0.1	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.6	0.0	0.0	0.5	0.3	0.0	0.0	0.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	5.6	0.0	5.2	6.3	0.0	4.7	10.0	0.0	0.0	9.8	0.0	0.0
LnGrp LOS	A		A	A		A	B			A		
Approach Vol, veh/h	546			458			75			53		
Approach Delay, s/veh	5.2			4.8			10.0			9.8		
Approach LOS	A			A			B			A		
Timer - Assigned Phs	2		4		6		8					
Phs Duration (G+Y+Rc), s	16.7		7.9		16.7		7.9					
Change Period (Y+Rc), s	4.6		4.9		* 4.6		* 4.9					
Max Green Setting (Gmax), s	30.4		26.1		* 31		* 27					
Max Q Clear Time (g_c+I1), s	6.9		2.7		7.2		3.0					
Green Ext Time (p_c), s	5.2		0.1		4.2		0.2					

Intersection Summary	
HCM 7th Control Delay, s/veh	5.6
HCM 7th LOS	A

Notes
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 7th TWSC
4: N Main St & W Lockeford St

07/07/2025

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔	↔		↔			↔	↔
Traffic Vol, veh/h	10	417	34	11	412	7	3	4	2	4	2	10
Future Vol, veh/h	10	417	34	11	412	7	3	4	2	4	2	10
Conflicting Peds, #/hr	2	0	3	3	0	2	3	0	3	2	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	90	-	-	-	-	-	-	-	-	60
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	491	40	13	485	8	4	5	2	5	2	12
Major/Minor	Major1	Major2	Minor1	Minor2								
Conflicting Flow All	495	0	0	534	0	0	1032	1038	497	1036	1074	494
Stage 1	-	-	-	-	-	-	517	517	-	517	517	-
Stage 2	-	-	-	-	-	-	515	521	-	519	557	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1069	-	-	1034	-	-	211	231	573	210	220	575
Stage 1	-	-	-	-	-	-	541	534	-	541	534	-
Stage 2	-	-	-	-	-	-	543	532	-	540	512	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1067	-	-	1031	-	-	197	222	570	197	212	573
Mov Cap-2 Maneuver	-	-	-	-	-	-	197	222	-	197	212	-
Stage 1	-	-	-	-	-	-	531	524	-	531	524	-
Stage 2	-	-	-	-	-	-	519	521	-	523	503	-
Approach	EB	WB	NB	SB								
HCM Ctrl Dly, s/v	0.18	0.22	20.37	15.95								
HCM LOS			C	C								
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2			
Capacity (veh/h)	245	1067	-	-	1031	-	-	202	573			
HCM Lane V/C Ratio	0.043	0.011	-	-	0.013	-	-	0.035	0.021			
HCM Ctrl Dly (s/v)	20.4	8.4	-	-	8.5	-	-	23.5	11.4			
HCM Lane LOS	C	A	-	-	A	-	-	C	B			
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1	0.1			

HCM 7th TWSC

6: N Sacramento St & Locust St

07/07/2025

Intersection												
Int Delay, s/veh	3.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕			↕			↕		
Traffic Vol, veh/h	23	0	1	0	0	0	30	30	0	0	43	5
Future Vol, veh/h	23	0	1	0	0	0	30	30	0	0	43	5
Conflicting Peds, #/hr	3	0	3	10	0	10	3	0	10	10	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	25	0	1	0	0	0	33	33	0	0	47	5
Major/Minor	Minor2	Minor1	Major1	Major2								
Conflicting Flow All	160	160	62	165	163	53	55	0	0	43	0	0
Stage 1	52	52	-	108	108	-	-	-	-	-	-	-
Stage 2	108	108	-	57	55	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	805	732	1002	800	729	1015	1550	-	-	1566	-	-
Stage 1	960	851	-	898	806	-	-	-	-	-	-	-
Stage 2	898	806	-	955	849	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	778	707	990	767	705	996	1545	-	-	1551	-	-
Mov Cap-2 Maneuver	778	707	-	767	705	-	-	-	-	-	-	-
Stage 1	957	849	-	870	781	-	-	-	-	-	-	-
Stage 2	870	781	-	945	846	-	-	-	-	-	-	-
Approach	EB	WB	NB	SB								
HCM Ctrl Dly, s/v	9.74	0	3.69	0								
HCM LOS	A	A										
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	900	-	-	785	-	1551	-	-				
HCM Lane V/C Ratio	0.021	-	-	0.033	-	-	-	-				
HCM Ctrl Dly (s/v)	7.4	0	-	9.7	0	0	-	-				
HCM Lane LOS	A	A	-	A	A	A	-	-				
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-	0	-	-				

HCM 7th AWSC

7: N Main St & Locust St

07/07/2025

Intersection												
Intersection Delay, s/veh	7.3											
Intersection LOS	A											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕			↕			↕		
Traffic Vol, veh/h	0	0	0	25	0	1	0	6	10	30	8	0
Future Vol, veh/h	0	0	0	25	0	1	0	6	10	30	8	0
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	29	0	1	0	7	12	35	9	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB	WB	NB	SB								
Opposing Approach	WB	EB	SB	NB								
Opposing Lanes	1	1	1	1								
Conflicting Approach Left	SB	NB	EB	WB								
Conflicting Lanes Left	1	1	1	1								
Conflicting Approach Right	NB	SB	WB	EB								
Conflicting Lanes Right	1	1	1	1								
HCM Control Delay, s/veh	0	7.4	6.7	7.4								
HCM LOS	-	A	A	A								
Lane	NBLn1	EBLn1	WBLn1	SBLn1								
Vol Left, %	0%	0%	96%	79%								
Vol Thru, %	38%	100%	0%	21%								
Vol Right, %	63%	0%	4%	0%								
Sign Control	Stop	Stop	Stop	Stop								
Traffic Vol by Lane	16	0	26	38								
LT Vol	0	0	25	30								
Through Vol	6	0	0	8								
RT Vol	10	0	1	0								
Lane Flow Rate	19	0	31	45								
Geometry Grp	1	1	1	1								
Degree of Util (X)	0.019	0	0.036	0.052								
Departure Headway (Hd)	3.646	4.068	4.214	4.16								
Convergence, Y/N	Yes	Yes	Yes	Yes								
Cap	980	0	849	862								
Service Time	1.674	2.104	2.241	2.179								
HCM Lane V/C Ratio	0.019	0	0.037	0.052								
HCM Control Delay, s/veh	6.7	7.1	7.4	7.4								
HCM Lane LOS	A	N	A	A								
HCM 95th %tile Q	0.1	0	0.1	0.2								

Intersection												
Intersection Delay, s/veh 7.8												
Intersection LOS A												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕			↕			↕		
Traffic Vol, veh/h	2	71	4	5	81	35	5	27	3	14	23	9
Future Vol, veh/h	2	71	4	5	81	35	5	27	3	14	23	9
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	82	5	6	93	40	6	31	3	16	26	10
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			1			1		
Conflicting Approach Right	NB			WB			EB			SB		
Conflicting Lanes Right	1			1			1			1		
HCM Control Delay, s/veh	7.8			7.8			7.7			7.7		
HCM LOS	A			A			A			A		
Lane	NBLn1	EBLn1	WBLn1	SBLn1								
Vol Left, %	14%	3%	4%	30%								
Vol Thru, %	77%	92%	67%	50%								
Vol Right, %	9%	5%	29%	20%								
Sign Control	Stop	Stop	Stop	Stop								
Traffic Vol by Lane	35	77	121	46								
LT Vol	5	2	5	14								
Through Vol	27	71	81	23								
RT Vol	3	4	35	9								
Lane Flow Rate	40	89	139	53								
Geometry Grp	1	1	1	1								
Degree of Util (X)	0.05	0.103	0.154	0.065								
Departure Headway (Hd)	4.464	4.177	3.999	4.417								
Convergence, Y/N	Yes	Yes	Yes	Yes								
Cap	807	845	883	816								
Service Time	2.466	2.268	2.083	2.418								
HCM Lane V/C Ratio	0.05	0.105	0.157	0.065								
HCM Control Delay, s/veh	7.7	7.8	7.8	7.7								
HCM Lane LOS	A	A	A	A								
HCM 95th-tile Q	0.2	0.3	0.5	0.2								

Intersection												
Int Delay, s/veh 2.8												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕			↕			↕		
Traffic Vol, veh/h	12	73	1	2	87	3	1	11	8	0	8	30
Future Vol, veh/h	12	73	1	2	87	3	1	11	8	0	8	30
Conflicting Peds, #/hr	6	0	3	4	0	7	3	0	4	7	0	6
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	85	1	2	101	3	1	13	9	0	9	35
Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	112	0	0	90	0	0	234	234	96	241	233	116
Stage 1	-	-	-	-	-	-	117	117	-	115	115	-
Stage 2	-	-	-	-	-	-	116	116	-	126	118	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1478	-	-	1505	-	-	721	667	960	713	668	936
Stage 1	-	-	-	-	-	-	887	798	-	890	801	-
Stage 2	-	-	-	-	-	-	888	799	-	878	798	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1468	-	-	1499	-	-	670	652	950	676	653	925
Mov Cap-2 Maneuver	-	-	-	-	-	-	670	652	-	676	653	-
Stage 1	-	-	-	-	-	-	875	788	-	883	794	-
Stage 2	-	-	-	-	-	-	838	793	-	841	787	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	1.04			0.16			9.98			9.47		
HCM LOS	A			A			A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	747	250	-	-	39	-	-	850				
HCM Lane V/C Ratio	0.031	0.01	-	-	0.002	-	-	0.052				
HCM Ctrl Dly (s/v)	10	7.5	0	-	7.4	0	-	9.5				
HCM Lane LOS	A	A	A	-	A	A	-	A				
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.2				

HCM 7th Signalized Intersection Summary
3: N Sacramento St & W Lockeford St

07/07/2025

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (veh/h)	28	385	16	35	431	31	20	37	47	23	44	33
Future Volume (veh/h)	28	385	16	35	431	31	20	37	47	23	44	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	0.97	1.00	0.97	0.98	0.98	0.94	0.98	0.95			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	30	414	17	38	463	24	22	40	46	25	47	18
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	517	834	34	557	823	43	197	131	125	223	188	60
Arrive On Green	0.47	0.47	0.47	0.47	0.47	0.47	0.18	0.18	0.18	0.18	0.18	0.18
Sat Flow, veh/h	906	1781	73	953	1759	91	205	716	684	293	1031	331
Grp Volume(v), veh/h	30	0	431	38	0	487	108	0	0	90	0	0
Grp Sat Flow(s),veh/h/ln	906	0	1855	953	0	1850	1605	0	0	1655	0	0
Q Serve(g_s), s	0.7	0.0	4.4	0.8	0.0	5.2	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	5.8	0.0	4.4	5.2	0.0	5.2	1.5	0.0	0.0	1.2	0.0	0.0
Prop In Lane	1.00	0.04	1.00	0.05	0.20			0.43	0.28			
Lane Grp Cap(c), veh/h	517	0	868	557	0	866	452	0	0	471	0	0
V/C Ratio(X)	0.06	0.00	0.50	0.07	0.00	0.56	0.24	0.00	0.00	0.19	0.00	0.00
Avail Cap(c_a), veh/h	1106	0	2074	1191	0	2096	1707	0	0	1707	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	7.3	0.0	5.0	6.8	0.0	5.2	9.7	0.0	0.0	9.6	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.6	0.1	0.0	0.8	0.1	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.8	0.1	0.0	0.9	0.4	0.0	0.0	0.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	7.4	0.0	5.6	6.9	0.0	6.0	9.8	0.0	0.0	9.6	0.0	0.0
LnGrp LOS	A		A	A		A	A			A		
Approach Vol, veh/h	461			525			108			90		
Approach Delay, s/veh	5.8			6.1			9.8			9.6		
Approach LOS	A			A			A			A		
Timer - Assigned Phs	2		4	6		8						
Phs Duration (G+Y+Rc), s	17.3		9.9	17.3		9.9						
Change Period (Y+Rc), s	4.6		4.9	* 4.6		* 4.9						
Max Green Setting (Gmax), s	30.4		26.1	* 31		* 27						
Max Q Clear Time (g_c+I1), s	7.8		3.2	7.2		3.5						
Green Ext Time (p_c), s	4.1		0.3	4.9		0.4						
Intersection Summary												
HCM 7th Control Delay, s/veh		6.6										
HCM 7th LOS		A										

Notes
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 7th TWSC
4: N Main St & W Lockeford St

07/07/2025

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔	↔		↔	↔		↔	↔
Traffic Vol, veh/h	2	399	23	7	425	2	6	5	9	3	2	7
Future Vol, veh/h	2	399	23	7	425	2	6	5	9	3	2	7
Conflicting Peds, #/hr	3	0	5	5	0	3	5	0	5	3	0	3
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	90	-	-	-	-	-	-	-	-	60
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	438	25	8	467	2	7	5	10	3	2	8
Intersection												
Int Delay, s/veh		0.7										
Major/Minor	Major1	Major2	Minor1	Minor2								
Conflicting Flow All	472	0	0	469	0	0	936	935	448	937	960	476
Stage 1	-	-	-	-	-	-	448	448	-	487	487	-
Stage 2	-	-	-	-	-	-	489	488	-	451	473	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1090	-	-	1093	-	-	245	265	610	245	257	589
Stage 1	-	-	-	-	-	-	590	573	-	562	551	-
Stage 2	-	-	-	-	-	-	561	550	-	588	558	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1087	-	-	1088	-	-	235	260	605	231	252	584
Mov Cap-2 Maneuver	-	-	-	-	-	-	235	260	-	231	252	-
Stage 1	-	-	-	-	-	-	586	569	-	555	544	-
Stage 2	-	-	-	-	-	-	543	543	-	569	554	-
Approach	EB		WB		NB		SB					
HCM Ctrl Dly, s/v	0.04		0.13		16.5		15.07					
HCM LOS					C		C					
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2			
Capacity (veh/h)	335	1087	-	-	1088	-	-	239	584			
HCM Lane V/C Ratio	0.066	0.002	-	-	0.007	-	-	0.023	0.013			
HCM Ctrl Dly (s/v)	16.5	8.3	-	-	8.3	-	-	20.4	11.2			
HCM Lane LOS	C	A	-	-	A	-	-	C	B			
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.1	0			

HCM 7th TWSC

6: N Sacramento St & W Locust St/ Locust St

07/07/2025

Intersection												
Int Delay, s/veh	3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕			↕			↕		
Traffic Vol, veh/h	23	0	16	0	0	0	34	65	0	0	63	18
Future Vol, veh/h	23	0	16	0	0	0	34	65	0	0	63	18
Conflicting Peds, #/hr	16	0	11	10	0	15	11	0	10	15	0	16
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	25	0	18	0	0	0	37	71	0	0	69	20
Major/Minor	Minor2	Minor1	Major1	Major2								
Conflicting Flow All	257	256	106	241	266	102	105	0	0	86	0	0
Stage 1	95	95	-	161	161	-	-	-	-	-	-	-
Stage 2	162	161	-	80	105	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	696	648	948	713	640	953	1486	-	-	1510	-	-
Stage 1	912	816	-	841	765	-	-	-	-	-	-	-
Stage 2	840	765	-	928	808	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	657	612	924	664	604	925	1464	-	-	1488	-	-
Mov Cap-2 Maneuver	657	612	-	664	604	-	-	-	-	-	-	-
Stage 1	898	804	-	807	734	-	-	-	-	-	-	-
Stage 2	805	734	-	901	796	-	-	-	-	-	-	-
Approach	EB	WB	NB	SB								
HCM Ctrl Dly, s/v	10.13	0	2.58	0								
HCM LOS	B	A										
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	618	-	-	745	-	1488	-	-				
HCM Lane V/C Ratio	0.026	-	-	0.058	-	-	-	-				
HCM Ctrl Dly (s/v)	7.5	0	-	10.1	0	0	-	-				
HCM Lane LOS	A	A	-	B	A	A	-	-				
HCM 95th %tile Q(veh)	0.1	-	-	0.2	-	0	-	-				

HCM 7th AWSC

7: N Main St & Locust St

07/07/2025

Intersection												
Intersection Delay, s/veh	7.2											
Intersection LOS	A											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕			↕			↕		
Traffic Vol, veh/h	0	0	0	14	0	3	0	15	9	21	17	0
Future Vol, veh/h	0	0	0	14	0	3	0	15	9	21	17	0
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	16	0	3	0	17	10	24	20	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB	WB	NB	SB								
Opposing Approach	WB	EB	SB	NB								
Opposing Lanes	1	1	1	1								
Conflicting Approach Left	SB	NB	EB	WB								
Conflicting Lanes Left	1	1	1	1								
Conflicting Approach Right	NB	SB	WB	EB								
Conflicting Lanes Right	1	1	1	1								
HCM Control Delay, s/veh	0	7.2	6.9	7.3								
HCM LOS	-	A	A	A								
Lane	NBLn1	EBLn1	WBLn1	SBLn1								
Vol Left, %	0%	0%	82%	55%								
Vol Thru, %	63%	100%	0%	45%								
Vol Right, %	38%	0%	18%	0%								
Sign Control	Stop	Stop	Stop	Stop								
Traffic Vol by Lane	24	0	17	38								
LT Vol	0	0	14	21								
Through Vol	15	0	0	17								
RT Vol	9	0	3	0								
Lane Flow Rate	28	0	20	44								
Geometry Grp	1	1	1	1								
Degree of Util (X)	0.029	0	0.022	0.05								
Departure Headway (Hd)	3.775	4.073	4.117	4.099								
Convergence, Y/N	Yes	Yes	Yes	Yes								
Cap	949	0	869	876								
Service Time	1.794	2.107	2.146	2.112								
HCM Lane V/C Ratio	0.03	0	0.023	0.05								
HCM Control Delay, s/veh	6.9	7.1	7.2	7.3								
HCM Lane LOS	A	N	A	A								
HCM 95th-tile Q	0.1	0	0.1	0.2								

Intersection												
Intersection Delay, s/veh 7.8												
Intersection LOS A												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕			↕			↕		
Traffic Vol, veh/h	8	58	14	9	47	25	13	63	5	20	56	18
Future Vol, veh/h	8	58	14	9	47	25	13	63	5	20	56	18
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	59	14	9	47	25	13	64	5	20	57	18
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			1			1		
HCM Control Delay, s/veh	7.7			7.7			7.9			7.9		
HCM LOS	A			A			A			A		
Lane	NBLn1	EBLn1	WBLn1	SBLn1								
Vol Left, %	16%	10%	11%	21%								
Vol Thru, %	78%	73%	58%	60%								
Vol Right, %	6%	18%	31%	19%								
Sign Control	Stop	Stop	Stop	Stop								
Traffic Vol by Lane	81	80	81	94								
LT Vol	13	8	9	20								
Through Vol	63	58	47	56								
RT Vol	5	14	25	18								
Lane Flow Rate	82	81	82	95								
Geometry Grp	1	1	1	1								
Degree of Util (X)	0.1	0.097	0.097	0.114								
Departure Headway (Hd)	4.396	4.337	4.259	4.315								
Convergence, Y/N	Yes	Yes	Yes	Yes								
Cap	817	828	844	834								
Service Time	2.409	2.351	2.273	2.328								
HCM Lane V/C Ratio	0.1	0.098	0.097	0.114								
HCM Control Delay, s/veh	7.9	7.8	7.7	7.9								
HCM Lane LOS	A	A	A	A								
HCM 95th-tile Q	0.3	0.3	0.3	0.4								

Intersection												
Int Delay, s/veh 3												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕			↕			↕		
Traffic Vol, veh/h	12	63	6	4	58	2	1	10	3	3	11	19
Future Vol, veh/h	12	63	6	4	58	2	1	10	3	3	11	19
Conflicting Peds, #/hr	5	0	10	12	0	7	10	0	12	7	0	5
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	72	7	5	66	2	1	11	3	3	13	22
Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	75	0	0	90	0	0	206	199	99	200	201	84
Stage 1	-	-	-	-	-	-	114	114	-	83	83	-
Stage 2	-	-	-	-	-	-	91	84	-	117	118	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1524	-	-	1505	-	-	752	697	957	759	695	975
Stage 1	-	-	-	-	-	-	891	801	-	925	826	-
Stage 2	-	-	-	-	-	-	916	825	-	888	798	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1514	-	-	1487	-	-	698	676	935	721	674	959
Mov Cap-2 Maneuver	-	-	-	-	-	-	698	676	-	721	674	-
Stage 1	-	-	-	-	-	-	872	784	-	916	818	-
Stage 2	-	-	-	-	-	-	870	817	-	854	782	-
Approach	EB		WB		NB		SB					
HCM Ctrl Dly, s/v	1.1		0.46		10.11		9.61					
HCM LOS					B		A					
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	720	262	-	-	112	-	-	819				
HCM Lane V/C Ratio	0.022	0.009	-	-	0.003	-	-	0.046				
HCM Ctrl Dly (s/v)	10.1	7.4	0	-	7.4	0	-	9.6				
HCM Lane LOS	B	A	A	-	A	A	-	A				
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1				

HCM 7th Signalized Intersection Summary
8: Church St & W Elm St

07/07/2025

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↔	↔		↔	↔	
Traffic Volume (veh/h)	9	119	34	13	75	4	29	138	57	6	190	26
Future Volume (veh/h)	9	119	34	13	75	4	29	138	57	6	190	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	11	140	19	15	88	4	34	162	63	7	224	23
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	202	271	36	233	276	12	622	432	168	634	566	58
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	0.34	0.34	0.34	0.34	0.34	0.34
Sat Flow, veh/h	79	1518	201	177	1546	67	1129	1271	494	1152	1663	171
Grp Volume(v), veh/h	170	0	0	107	0	0	34	0	225	7	0	247
Grp Sat Flow(s),veh/h/ln	1798	0	0	1790	0	0	1129	0	1765	1152	0	1834
Q Serve(g_s), s	0.6	0.0	0.0	0.0	0.0	0.0	0.5	0.0	2.0	0.1	0.0	2.1
Cycle Q Clear(g_c), s	1.7	0.0	0.0	1.0	0.0	0.0	2.6	0.0	2.0	2.1	0.0	2.1
Prop In Lane	0.06		0.11	0.14		0.04	1.00		0.28	1.00		0.09
Lane Grp Cap(c), veh/h	509	0	0	521	0	0	622	0	601	634	0	624
V/C Ratio(X)	0.33	0.00	0.00	0.21	0.00	0.00	0.05	0.00	0.37	0.01	0.00	0.40
Avail Cap(c_a), veh/h	2318	0	0	2276	0	0	1950	0	2678	1989	0	2782
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	7.6	0.0	0.0	7.3	0.0	0.0	6.1	0.0	5.1	5.9	0.0	5.1
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.6	0.0	0.0	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	0.2	0.0	0.0	0.1	0.0	0.3	0.0	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	7.7	0.0	0.0	7.4	0.0	0.0	6.2	0.0	5.6	5.9	0.0	5.7
LnGrp LOS	A			A			A		A	A		A
Approach Vol, veh/h		170			107			259			254	
Approach Delay, s/veh		7.7			7.4			5.7			5.7	
Approach LOS		A			A			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		8.3		12.0		8.3		12.0				
Change Period (Y+Rc), s		4.7		5.1		4.7		5.1				
Max Green Setting (Gmax), s		24.3		30.9		24.3		30.9				
Max Q Clear Time (g_c+I1), s		3.7		4.1		3.0		4.6				
Green Ext Time (p_c), s		0.6		2.2		0.3		2.1				
Intersection Summary												
HCM 7th Control Delay, s/veh				6.4								
HCM 7th LOS				A								

HCM 7th AWSC
9: N Sacramento St & W Elm St

07/07/2025

Intersection												
Intersection Delay, s/veh	7.9											
Intersection LOS	A											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	43	75	0	0	86	12	0	0	0	30	0	9
Future Vol, veh/h	43	75	0	0	86	12	0	0	0	30	0	9
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	49	86	0	0	99	14	0	0	0	34	0	10
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB	WB	NB	SB								
Opposing Approach	WB	EB	SB	NB								
Opposing Lanes	1	1	1	1								
Conflicting Approach Left SB		NB	EB	WB								
Conflicting Lanes Left	1	1	1	1								
Conflicting Approach RightNB		SB	WB	EB								
Conflicting Lanes Right	1	1	1	1								
HCM Control Delay, s/veh	8	7.7	0	7.8								
HCM LOS	A	A	-	A								
Lane	NBLn1	EBLn1	WBLn1	SBLn1								
Vol Left, %	0%	36%	0%	77%								
Vol Thru, %	100%	64%	88%	0%								
Vol Right, %	0%	0%	12%	23%								
Sign Control	Stop	Stop	Stop	Stop								
Traffic Vol by Lane	0	118	98	39								
LT Vol	0	43	0	30								
Through Vol	0	75	86	0								
RT Vol	0	0	12	9								
Lane Flow Rate	0	136	113	45								
Geometry Grp	1	1	1	1								
Degree of Util (X)	0	0.157	0.126	0.056								
Departure Headway (Hd)	4.528	4.171	4.042	4.489								
Convergence, Y/N	Yes	Yes	Yes	Yes								
Cap	0	854	879	802								
Service Time	2.53	2.225	2.105	2.489								
HCM Lane V/C Ratio	0	0.159	0.129	0.056								
HCM Control Delay, s/veh	7.5	8	7.7	7.8								
HCM Lane LOS	N	A	A	A								
HCM 95th-tile Q	0	0.6	0.4	0.2								

HCM 7th TWSC
10: N Main St & W Elm St

07/07/2025

Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔		↔		↔		↔		↔		↔	
Traffic Vol, veh/h	5	73	28	2	87	3	4	11	8	0	8	4
Future Vol, veh/h	5	73	28	2	87	3	4	11	8	0	8	4
Conflicting Peds, #/hr	6	0	3	4	0	7	3	0	4	7	0	6
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	85	33	2	101	3	5	13	9	0	9	5
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	112	0	0	121	0	0	233	233	112	224	248	116
Stage 1	-	-	-	-	-	-	117	117	-	115	115	-
Stage 2	-	-	-	-	-	-	116	116	-	110	133	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1478	-	-	1466	-	-	721	667	941	731	655	936
Stage 1	-	-	-	-	-	-	888	799	-	890	801	-
Stage 2	-	-	-	-	-	-	888	799	-	895	786	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1468	-	-	1460	-	-	697	656	931	696	644	925
Mov Cap-2 Maneuver	-	-	-	-	-	-	697	656	-	696	644	-
Stage 1	-	-	-	-	-	-	881	793	-	883	794	-
Stage 2	-	-	-	-	-	-	867	793	-	863	780	-
Approach	EB		WB		NB		SB					
HCM Ctrl Dly, s/v	0.35		0.16		10.05		10.12					
HCM LOS	B		B		B		B					
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	740	80	-	-	39	-	-	717				
HCM Lane V/C Ratio	0.036	0.004	-	-	0.002	-	-	0.019				
HCM Ctrl Dly (s/v)	10	7.5	0	-	7.5	0	-	10.1				
HCM Lane LOS	B	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1				

HCM 7th Signalized Intersection Summary
11: Church St & W Pine St

07/07/2025

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔		↔		↔		↔		↔		↔	
Traffic Volume (veh/h)	16	67	12	21	74	51	6	156	20	25	201	9
Future Volume (veh/h)	16	67	12	21	74	51	6	156	20	25	201	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.99	0.99	0.96	0.99	0.96	0.99	0.99	0.99	0.97	0.99	0.97	0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	19	79	7	25	87	60	7	184	20	29	236	10
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	251	339	27	237	220	137	616	555	60	647	598	25
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.34	0.34	0.34	0.34	0.34	0.34
Sat Flow, veh/h	185	1445	116	152	937	583	1128	1652	180	1171	1779	75
Grp Volume(v), veh/h	105	0	0	172	0	0	7	0	204	29	0	246
Grp Sat Flow(s),veh/h/ln	1746	0	0	1672	0	0	1128	0	1831	1171	0	1854
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	1.7	0.4	0.0	2.1
Cycle Q Clear(g_c), s	0.9	0.0	0.0	1.7	0.0	0.0	2.2	0.0	1.7	2.1	0.0	2.1
Prop In Lane	0.18	-	-	0.07	0.15	-	0.35	1.00	0.10	1.00	0.00	0.04
Lane Grp Cap(c), veh/h	617	0	0	593	0	0	616	0	615	647	0	623
V/C Ratio(X)	0.17	0.00	0.00	0.29	0.00	0.00	0.01	0.00	0.33	0.04	0.00	0.39
Avail Cap(c_a), veh/h	2344	0	0	2271	0	0	1933	0	2754	1992	0	2752
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	6.4	0.0	0.0	6.7	0.0	0.0	6.0	0.0	5.1	5.9	0.0	5.2
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	6.5	0.0	0.0	7.0	0.0	0.0	6.1	0.0	5.5	5.9	0.0	5.8
LnGrp LOS	A	-	-	A	-	-	A	-	A	A	-	A
Approach Vol, veh/h	105		172		211		275					
Approach Delay, s/veh	6.5		7.0		5.5		5.8					
Approach LOS	A		A		A		A					
Timer - Assigned Phs	2		4		6		8					
Phs Duration (G+Y+Rc), s	9.0		11.5		9.0		11.5					
Change Period (Y+Rc), s	4.2		4.6		4.2		* 4.6					
Max Green Setting (Gmax), s	25.8		30.4		25.8		* 31					
Max Q Clear Time (g_c+I1), s	2.9		4.1		3.7		4.2					
Green Ext Time (p_c), s	0.7		2.3		1.3		1.7					
Intersection Summary												
HCM 7th Control Delay, s/veh	6.1											
HCM 7th LOS	A											
Notes												
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 7th Signalized Intersection Summary
 12: S Sacramento St/N Sacramento St & W Pine St

07/07/2025

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔			↔			↔		
Traffic Volume (veh/h)	0	84	11	50	131	0	35	0	23	0	0	0
Future Volume (veh/h)	0	84	11	50	131	0	35	0	23	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.97	0.99		1.00	0.94		0.92	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	93	12	56	146	-1	39	0	20	0	0	-1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	978	126	267	556	0	272	11	52	0	0	585
Arrive On Green	0.00	0.61	0.61	0.61	0.61	0.00	0.11	0.00	0.11	0.00	0.00	0.00
Sat Flow, veh/h	0	1616	209	347	1373	-9	830	99	476	0	0	1585
Grp Volume(v), veh/h	0	0	105	0	0	0	59	0	0	0	0	-1
Grp Sat Flow(s),veh/h/ln	0	0	1824	0	0	0	1405	0	0	0	0	1585
Q Serve(g_s), s	0.0	0.0	0.8	0.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.8	0.0	0.0	0.0	1.2	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.00		0.11	0.28		0.00	0.66		0.34	0.00		1.00
Lane Grp Cap(c), veh/h	0	0	1104	0	0	0	336	0	0	0	0	0
V/C Ratio(X)	0.00	0.00	0.10	0.00	0.00	0.00	0.18	0.00	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	0	0	1397	0	0	0	1029	0	0	0	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	2.7	0.0	0.0	0.0	13.6	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.1	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	2.7	0.0	0.0	0.0	13.7	0.0	0.0	0.0	0.0	0.0
LnGrp LOS			A				B					
Approach Vol, veh/h		105			0			59				-1
Approach Delay, s/veh		2.7			0.0			13.7				0.0
Approach LOS		A						B				A
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		8.3		24.7		8.3		24.7				
Change Period (Y+Rc), s		4.7		4.7		4.7		4.7				
Max Green Setting (Gmax), s		20.3		25.3		20.3		25.3				
Max Q Clear Time (g_c+I1), s		3.2		2.8		0.0		0.0				
Green Ext Time (p_c), s		0.1		0.1		0.0		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			6.7									
HCM 7th LOS			A									

HCM 7th Signalized Intersection Summary
 8: Church St & W Elm St

07/07/2025

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔			↔			↔		
Traffic Volume (veh/h)	27	81	37	31	67	41	57	228	113	26	226	17
Future Volume (veh/h)	27	81	37	31	67	41	57	228	113	26	226	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.97		0.94	0.97		0.94	0.99		0.96	0.99		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	28	84	19	32	70	24	59	238	114	27	235	15
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	220	273	55	235	240	70	618	465	223	529	684	44
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.22	0.39	0.39	0.39	0.39	0.39	0.39
Sat Flow, veh/h	218	1236	247	260	1084	316	1120	1178	564	1022	1735	111
Grp Volume(v), veh/h	131	0	0	126	0	0	59	0	352	27	0	250
Grp Sat Flow(s),veh/h/ln	1701	0	0	1660	0	0	1120	0	1743	1022	0	1846
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	3.9	0.5	0.0	2.4
Cycle Q Clear(g_c), s	1.6	0.0	0.0	1.5	0.0	0.0	3.4	0.0	3.9	4.4	0.0	2.4
Prop In Lane	0.21		0.15	0.25		0.19	1.00		0.32	1.00		0.06
Lane Grp Cap(c), veh/h	547	0	0	544	0	0	618	0	687	529	0	728
V/C Ratio(X)	0.24	0.00	0.00	0.23	0.00	0.00	0.10	0.00	0.51	0.05	0.00	0.34
Avail Cap(c_a), veh/h	1749	0	0	1711	0	0	1535	0	2114	1366	0	2239
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.3	0.0	0.0	8.3	0.0	0.0	6.6	0.0	5.9	7.5	0.0	5.4
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.8	0.1	0.0	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	0.4	0.0	0.0	0.1	0.0	0.8	0.1	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	8.4	0.0	0.0	8.4	0.0	0.0	6.7	0.0	6.7	7.6	0.0	5.8
LnGrp LOS	A			A			A		A	A		A
Approach Vol, veh/h		131			126			411				277
Approach Delay, s/veh		8.4			8.4			6.7				6.0
Approach LOS		A			A			A				A
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		10.3		15.1		10.3		15.1				
Change Period (Y+Rc), s		4.7		5.1		4.7		5.1				
Max Green Setting (Gmax), s		24.3		30.9		24.3		30.9				
Max Q Clear Time (g_c+I1), s		3.6		6.4		3.5		5.9				
Green Ext Time (p_c), s		0.5		2.3		0.4		3.6				
Intersection Summary												
HCM 7th Control Delay, s/veh			7.0									
HCM 7th LOS			A									

Intersection													
Intersection Delay, s/veh	8												
Intersection LOS	A												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	↕		↕				↕		↕				
Traffic Vol, veh/h	85	72	0	0	56	22	0	0	0	67	0	18	
Future Vol, veh/h	85	72	0	0	56	22	0	0	0	67	0	18	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	
Mvmt Flow	86	73	0	0	57	22	0	0	0	68	0	18	
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0	
Approach	EB				WB				NB				SB
Opposing Approach	WB				EB				SB				NB
Opposing Lanes	1				1				1				1
Conflicting Approach Left	SB				NB				EB				WB
Conflicting Lanes Left	1				1				1				1
Conflicting Approach Right	SB				WB				EB				NB
Conflicting Lanes Right	1				1				1				1
HCM Control Delay, s/veh	8.3				7.6				0				8
HCM LOS	A				A				-				A
Lane	NBLn1	EBLn1	WBLn1	SBLn1									
Vol Left, %	0%	54%	0%	79%									
Vol Thru, %	100%	46%	72%	0%									
Vol Right, %	0%	0%	28%	21%									
Sign Control	Stop	Stop	Stop	Stop									
Traffic Vol by Lane	0	157	78	85									
LT Vol	0	85	0	67									
Through Vol	0	72	56	0									
RT Vol	0	0	22	18									
Lane Flow Rate	0	159	79	86									
Geometry Grp	1	1	1	1									
Degree of Util (X)	0	0.187	0.091	0.107									
Departure Headway (Hd)	4.563	4.253	4.139	4.491									
Convergence, Y/N	Yes	Yes	Yes	Yes									
Cap	0	833	871	802									
Service Time	2.571	2.334	2.139	2.496									
HCM Lane V/C Ratio	0	0.191	0.091	0.107									
HCM Control Delay, s/veh	7.6	8.3	7.6	8									
HCM Lane LOS	N	A	A	A									
HCM 95th-tile Q	0	0.7	0.3	0.4									

Intersection													
Int Delay, s/veh	2												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	↕		↕				↕		↕				
Traffic Vol, veh/h	3	63	76	4	58	2	13	10	3	3	11	4	
Future Vol, veh/h	3	63	76	4	58	2	13	10	3	3	11	4	
Conflicting Peds, #/hr	5	0	10	12	0	7	10	0	12	7	0	5	
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None	
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-	
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-	
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88	
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	
Mvmt Flow	3	72	86	5	66	2	15	11	3	3	13	5	
Major/Minor	Major1			Major2			Minor1			Minor2			
Conflicting Flow All	75	0	0	170	0	0	225	218	139	179	260	84	
Stage 1	-	-	-	-	-	-	134	134	-	83	83	-	
Stage 2	-	-	-	-	-	-	91	84	-	96	177	-	
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22	
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-	
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-	
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318	
Pot Cap-1 Maneuver	1524	-	-	1407	-	-	731	680	909	783	645	975	
Stage 1	-	-	-	-	-	-	870	786	-	925	826	-	
Stage 2	-	-	-	-	-	-	916	825	-	911	753	-	
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-	
Mov Cap-1 Maneuver	1514	-	-	1391	-	-	694	664	889	748	629	959	
Mov Cap-2 Maneuver	-	-	-	-	-	-	694	664	-	748	629	-	
Stage 1	-	-	-	-	-	-	858	775	-	916	818	-	
Stage 2	-	-	-	-	-	-	886	817	-	881	742	-	
Approach	EB				WB				NB				SB
HCM Ctrl Dly, s/v	0.16				0.47				10.37				10.29
HCM LOS									B				B
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1					
Capacity (veh/h)	699	34	-	-	112	-	-	702					
HCM Lane V/C Ratio	0.042	0.002	-	-	0.003	-	-	0.029					
HCM Ctrl Dly (s/v)	10.4	7.4	0	-	7.6	0	-	10.3					
HCM Lane LOS	B	A	A	-	A	A	-	B					
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1					

HCM 7th Signalized Intersection Summary
11: Church St & W Pine St

07/07/2025

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↔	↔		↔	↔	
Traffic Volume (veh/h)	24	68	15	33	85	110	19	256	38	35	248	15
Future Volume (veh/h)	24	68	15	33	85	110	19	256	38	35	248	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.99		0.98	0.99		0.98	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	25	71	11	34	89	99	20	267	34	36	258	12
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	238	383	50	210	222	211	566	577	74	540	631	29
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.36	0.36	0.36	0.36	0.36	0.36
Sat Flow, veh/h	201	1341	177	142	777	740	1105	1619	206	1074	1770	82
Grp Volume(v), veh/h	107	0	0	222	0	0	20	0	301	36	0	270
Grp Sat Flow(s),veh/h/ln	1718	0	0	1659	0	0	1105	0	1825	1074	0	1853
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	3.1	0.7	0.0	2.7
Cycle Q Clear(g_c), s	1.1	0.0	0.0	2.6	0.0	0.0	3.0	0.0	3.1	3.8	0.0	2.7
Prop In Lane	0.23		0.10	0.15		0.45	1.00		0.11	1.00		0.04
Lane Grp Cap(c), veh/h	671	0	0	642	0	0	566	0	651	540	0	661
V/C Ratio(X)	0.16	0.00	0.00	0.35	0.00	0.00	0.04	0.00	0.46	0.07	0.00	0.41
Avail Cap(c_a), veh/h	1907	0	0	1878	0	0	1556	0	2288	1485	0	2292
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	6.7	0.0	0.0	7.2	0.0	0.0	7.1	0.0	6.1	7.5	0.0	6.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.7	0.1	0.0	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	0.6	0.0	0.0	0.1	0.0	0.7	0.1	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	6.8	0.0	0.0	7.7	0.0	0.0	7.1	0.0	6.8	7.6	0.0	6.5
LnGrp LOS	A			A			A		A	A		A
Approach Vol, veh/h	107			222			321			306		
Approach Delay, s/veh	6.8			7.7			6.8			6.7		
Approach LOS	A			A			A			A		
Timer - Assigned Phs	2		4		6		8					
Phs Duration (G+Y+Rc), s	11.2		13.4		11.2		13.4					
Change Period (Y+Rc), s	4.2		4.6		4.2		* 4.6					
Max Green Setting (Gmax), s	25.8		30.4		25.8		* 31					
Max Q Clear Time (g_c+I1), s	3.1		5.8		4.6		5.1					
Green Ext Time (p_c), s	0.8		2.5		1.9		2.8					

Intersection Summary		
HCM 7th Control Delay, s/veh	7.0	
HCM 7th LOS	A	

Notes
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 7th Signalized Intersection Summary
12: S Sacramento St/N Sacramento St & W Pine St

07/07/2025

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↔	↔		↔	↔	
Traffic Volume (veh/h)	0	107	28	106	181	0	58	0	49	0	0	0
Future Volume (veh/h)	0	107	28	106	181	0	58	0	49	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.96	0.99		1.00	0.95		0.93	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	111	25	110	189	-1	60	0	36	0	0	-8
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	872	196	317	462	0	275	11	67	0	0	585
Arrive On Green	0.00	0.59	0.59	0.59	0.59	0.00	0.13	0.00	0.13	0.00	0.00	0.00
Sat Flow, veh/h	0	1466	330	483	1148	-5	803	84	532	0	0	1585
Grp Volume(v), veh/h	0	0	136	0	0	0	96	0	0	0	0	-8
Grp Sat Flow(s),veh/h/ln	0	0	1796	0	0	0	1418	0	0	0	0	1585
Q Serve(g_s), s	0.0	0.0	1.1	0.0	0.0	0.0	1.8	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	1.1	0.0	0.0	0.0	2.1	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.00		0.18	0.37		0.00	0.62		0.37	0.00		1.00
Lane Grp Cap(c), veh/h	0	0	1068	0	0	0	353	0	0	0	0	0
V/C Ratio(X)	0.00	0.00	0.13	0.00	0.00	0.00	0.27	0.00	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	0	0	1351	0	0	0	1018	0	0	0	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	3.0	0.0	0.0	0.0	13.7	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.2	0.0	0.0	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	3.0	0.0	0.0	0.0	13.9	0.0	0.0	0.0	0.0	0.0
LnGrp LOS			A				B					
Approach Vol, veh/h	136			0			96			-8		
Approach Delay, s/veh	3.0			0.0			13.9			0.0		
Approach LOS	A			B			A			A		
Timer - Assigned Phs	2		4		6		8					
Phs Duration (G+Y+Rc), s	8.9		24.7		8.9		24.7					
Change Period (Y+Rc), s	4.7		4.7		4.7		4.7					
Max Green Setting (Gmax), s	20.3		25.3		20.3		25.3					
Max Q Clear Time (g_c+I1), s	4.1		3.1		0.0		0.0					
Green Ext Time (p_c), s	0.3		0.1		0.0		0.0					

Intersection Summary		
HCM 7th Control Delay, s/veh	7.8	
HCM 7th LOS	A	

Intersection													
Intersection Delay, s/veh 7.9													
Intersection LOS A													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	↕			↕			↕			↕			
Traffic Vol, veh/h	43	75	0	0	86	38	0	0	0	37	0	9	
Future Vol, veh/h	43	75	0	0	86	38	0	0	0	37	0	9	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	
Mvmt Flow	49	86	0	0	99	44	0	0	0	43	0	10	
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0	
Approach	EB				WB				NB				SB
Opposing Approach	WB				EB				SB				NB
Opposing Lanes	1				1				1				1
Conflicting Approach Left SB					NB				EB				WB
Conflicting Lanes Left	1				1				1				1
Conflicting Approach Right NB					SB				WB				EB
Conflicting Lanes Right	1				1				1				1
HCM Control Delay, s/veh	8.1				7.8				0				7.9
HCM LOS	A				A								A
Lane	NBLn1	EBLn1	WBLn1	SBLn1									
Vol Left, %	0%	36%	0%	80%									
Vol Thru, %	100%	64%	69%	0%									
Vol Right, %	0%	0%	31%	20%									
Sign Control	Stop	Stop	Stop	Stop									
Traffic Vol by Lane	0	118	124	46									
LT Vol	0	43	0	37									
Through Vol	0	75	86	0									
RT Vol	0	0	38	9									
Lane Flow Rate	0	136	143	53									
Geometry Grp	1	1	1	1									
Degree of Util (X)	0	0.159	0.156	0.067									
Departure Headway (Hd)	4.599	4.208	3.946	4.576									
Convergence, Y/N	Yes	Yes	Yes	Yes									
Cap	0	845	898	787									
Service Time	2.601	2.274	2.019	2.576									
HCM Lane V/C Ratio	0	0.161	0.159	0.067									
HCM Control Delay, s/veh	7.6	8.1	7.8	7.9									
HCM Lane LOS	N	A	A	A									
HCM 95th-tile Q	0	0.6	0.6	0.2									

Intersection													
Int Delay, s/veh 2.6													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	↕			↕			↕			↕			
Traffic Vol, veh/h	12	73	28	2	87	3	4	11	8	0	8	30	
Future Vol, veh/h	12	73	28	2	87	3	4	11	8	0	8	30	
Conflicting Peds, #/hr	6	0	3	4	0	7	3	0	4	7	0	6	
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None	
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-	
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-	
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86	
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	
Mvmt Flow	14	85	33	2	101	3	5	13	9	0	9	35	
Major/Minor	Major1			Major2			Minor1			Minor2			
Conflicting Flow All	112	0	0	121	0	0	250	249	112	241	264	116	
Stage 1	-	-	-	-	-	-	133	133	-	115	115	-	
Stage 2	-	-	-	-	-	-	116	116	-	126	149	-	
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22	
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-	
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-	
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318	
Pot Cap-1 Maneuver	1478	-	-	1466	-	-	704	653	941	713	641	936	
Stage 1	-	-	-	-	-	-	870	786	-	890	801	-	
Stage 2	-	-	-	-	-	-	888	799	-	878	774	-	
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-	
Mov Cap-1 Maneuver	1468	-	-	1460	-	-	653	639	931	675	627	925	
Mov Cap-2 Maneuver	-	-	-	-	-	-	653	639	-	675	627	-	
Stage 1	-	-	-	-	-	-	858	775	-	883	794	-	
Stage 2	-	-	-	-	-	-	838	793	-	840	763	-	
Approach	EB				WB				NB				SB
HCM Ctrl Dly, s/v	0.79				0.16				10.19				9.52
HCM LOS									B				A
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1					
Capacity (veh/h)	720	181	-	-	39	-	-	841					
HCM Lane V/C Ratio	0.037	0.01	-	-	0.002	-	-	0.053					
HCM Ctrl Dly (s/v)	10.2	7.5	0	-	7.5	0	-	9.5					
HCM Lane LOS	B	A	A	-	A	A	-	A					
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.2					

Intersection													
Intersection Delay, s/veh 8.1													
Intersection LOS A													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	↕			↕			↕			↕			
Traffic Vol, veh/h	85	72	0	0	56	37	0	0	0	76	0	18	
Future Vol, veh/h	85	72	0	0	56	37	0	0	0	76	0	18	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	
Mvmt Flow	86	73	0	0	57	37	0	0	0	77	0	18	
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0	
Approach	EB				WB				NB				SB
Opposing Approach	WB				EB				SB				NB
Opposing Lanes	1				1				1				1
Conflicting Approach Left SB					NB				EB				WB
Conflicting Lanes Left	1				1				1				1
Conflicting Approach Right NB					SB				WB				EB
Conflicting Lanes Right	1				1				1				1
HCM Control Delay, s/veh	8.4				7.6				0				8.2
HCM LOS	A				A								A
Lane	NBLn1	EBLn1	WBLn1	SBLn1									
Vol Left, %	0%	54%	0%	81%									
Vol Thru, %	100%	46%	60%	0%									
Vol Right, %	0%	0%	40%	19%									
Sign Control	Stop	Stop	Stop	Stop									
Traffic Vol by Lane	0	157	93	94									
LT Vol	0	85	0	76									
Through Vol	0	72	56	0									
RT Vol	0	0	37	18									
Lane Flow Rate	0	159	94	95									
Geometry Grp	1	1	1	1									
Degree of Util (X)	0	0.189	0.107	0.12									
Departure Headway (Hd)	4.609	4.281	4.09	4.54									
Convergence, Y/N	Yes	Yes	Yes	Yes									
Cap	0	825	880	794									
Service Time	2.618	2.374	2.098	2.545									
HCM Lane V/C Ratio	0	0.193	0.107	0.12									
HCM Control Delay, s/veh	7.6	8.4	7.6	8.2									
HCM Lane LOS	N	A	A	A									
HCM 95th-tile Q	0	0.7	0.4	0.4									

Intersection													
Int Delay, s/veh 2.6													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	↕			↕			↕			↕			
Traffic Vol, veh/h	12	63	76	4	58	2	13	10	3	3	11	19	
Future Vol, veh/h	12	63	76	4	58	2	13	10	3	3	11	19	
Conflicting Peds, #/hr	5	0	10	12	0	7	10	0	12	7	0	5	
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None	
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-	
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-	
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88	
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	
Mvmt Flow	14	72	86	5	66	2	15	11	3	3	13	22	
Major/Minor	Major1			Major2			Minor1			Minor2			
Conflicting Flow All	75	0	0	170	0	0	245	238	139	200	280	84	
Stage 1	-	-	-	-	-	-	154	154	-	83	83	-	
Stage 2	-	-	-	-	-	-	91	84	-	117	197	-	
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22	
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-	
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-	
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318	
Pot Cap-1 Maneuver	1524	-	-	1407	-	-	708	663	909	759	628	975	
Stage 1	-	-	-	-	-	-	848	770	-	925	826	-	
Stage 2	-	-	-	-	-	-	916	825	-	888	738	-	
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-	
Mov Cap-1 Maneuver	1514	-	-	1391	-	-	655	642	889	720	608	959	
Mov Cap-2 Maneuver	-	-	-	-	-	-	655	642	-	720	608	-	
Stage 1	-	-	-	-	-	-	830	754	-	916	818	-	
Stage 2	-	-	-	-	-	-	870	817	-	853	722	-	
Approach	EB				WB				NB				SB
HCM Ctrl Dly, s/v	0.59				0.47				10.62				9.82
HCM LOS									B				A
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1					
Capacity (veh/h)	670	129	-	-	112	-	-	785					
HCM Lane V/C Ratio	0.044	0.009	-	-	0.003	-	-	0.048					
HCM Ctrl Dly (s/v)	10.6	7.4	0	-	7.6	0	-	9.8					
HCM Lane LOS	B	A	A	-	A	A	-	A					
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.2					

APPENDIX A: TECHNICAL STUDIES

Appendix A.2: *Economic Analysis*



INTRODUCTION

The economic subconsultant prepared a real estate market analysis for the Downtown that served to inform the Specific Plan and to provide essential input for the financial feasibility analyses.

As part of this economic analysis, the project team selected six priority sites for financial feasibility examination. Conceptual prototype designs and development programs were prepared for these six priority sites to test project feasibility and refine the initial design concepts, and to estimate development project residual land value.

The prototypes were developed for priority sites within the Specific Plan but they are provided to be applied to fit other parcels capable of supporting the development program with similar characteristics such as parcel size, frontage exposure, and building footprint area.

Contents

- Economics and Market Report for Downtown Lodi Specific Plan
- Evaluation of Financial Feasibility of Prototype Development Projects in Lodi

ECONOMICS AND MARKET REPORT FOR DOWNTOWN LODI SPECIFIC PLAN

Prepared for:

City of Lodi

RRM Design

Submitted by:



Date: February 20, 2025

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I. INTRODUCTION

This real estate market and financial feasibility report serves the dual purpose of informing the creation of the Downtown Lodi Specific Plan by the RRM Design team and providing market data and professional opinions for the development community going forward. The private real estate development sector will have an important role to play in implementing this Specific Plan. This market report has two key components:

- First, it reviews four case studies of pivotal development project or public investments or policies that transformed towns like Healdsburg, Paso Robles, Los Olivos and Sebastopol into more vibrant wine tourism destinations.
- Second, it examines the city of Lodi and Downtown Lodi real estate market trends and forecasts forward for the next 20 years. The Specific Plan area is illustrated in Figure 1 below. The market demand forecast includes hotel development, multi-family housing, retail and office development.
- Third, informed by the market analysis and the (This section is not included in this draft.)

While this market report is LEG's primary contribution to the Specific Plan, our responsibilities include three additional work products: 1) a memorandum summarizing interviews with four developers active in or near Lodi (submitted on November 25, 2024), 2) a joint RRM/LEG evaluation of site opportunities and a development feasibility analysis of those sites, and 3) another memorandum discussing implementation issues and strategies from an economics perspective.

Figure 1: Downtown Lodi Specific Plan Area



II. EXECUTIVE SUMMARY

Experience of Other California Towns with Wine Tourism

Lodi is a considerably larger than the well patronized wine tourism towns like St. Helena, Yountville, Healdsburg, Sebastopol, Sonoma, Los Olivos and Paso Robles. Maintaining a small-town scale in Downtown Lodi is a key lesson from the case studies. A second key lesson is the preservation and adaptive reuse of historic buildings that add charm and uniqueness. Quality restaurants to complement the interest in wine is a key third lesson. A central public space or plaza, like Sonoma Plaza or Healdsburg Plaza, is another important lesson. A well organized and spirited downtown association can be very helpful. Perhaps the most important lesson is the development of a high-quality wine country hotel in the downtown. The development of the Hotel Healdsburg and the major reinvestment in the Inn at Mattei’s Tavern in Los Olivos were highly instrumental in upgrading those towns into upscale wine country destinations.

Summary of Downtown Lodi Market Forecasts

We have made two sets of market forecasts for the next two decades. The low forecast assumes that the California economy will experience at least one recession during the forecast period and the high forecast assumes steady moderate growth for California and San Joaquin County. Both forecasts assume that the current weak demand for wine grapes will not persist and demand will rebound within one or two years. In the short term, local wine tourism is not closely correlated to wine grape demand because much of the local grape production is sold to major global corporations. A summary of our forecast is presented in Table 1 below.

Table 1: Summary of Citywide and Downtown Lodi Market Demand – 20 Year Forecast

Land Use Type	City of Lodi		Downtown Lodi		Comment on Downtown Market
	Low	High	Low	High	
Hotel Demand (Units)	700	1,000	120	200	Should encourage boutique hotels downtown
Multi-Family Housing (Units)	1,400	2,000	200	400	Does not include below market housing
Retail & Restaurant Space (Sq Ft)	1,000,000	1,200,000	80,000	120,000	Food, beverage and specialty shops
Office/Lab Space (Sq Ft)	100,000	200,000	25,000	40,000	Upper floor of mixed use buildings

Source: Land Econ Group

Since the primary objective of this market study is to inform the Downtown Lodi Specific Plan, LEG recommends that the zoning capacity of the new Specific Plan exceed the market forecast by at least three folds, if it is the City’s objective to attract rather than to constrain development. The excess zoning capacity provides developers with choice in selecting sites and more flexibility in negotiating with land owners. This ample capacity is an important key to plan implementation in addition to investment in public infrastructure and amenities. The environmental analysis of the Plan should consider the market forecast rather than simply the Plan or zoning capacity.

III. CASE STUDIES OF WINE TOURISM TOWNS IN CALIFORNIA

The following four case studies highlight examples of downtown or near downtown development projects and investments that helped to transform towns like Healdsburg, Paso Robles, Los Olivos and Sebastopol into wine country destinations.

Healdsburg

Healdsburg is located at the northern end of Sonoma Valley. In addition to being a renowned wine destination, the reputation of Healdsburg is one of fine dining, luxury accommodations and spas, and boutique shopping. Healdsburg’s pedestrian friendly downtown provides charm and attraction for visitors, all centered around Healdsburg Plaza as the focal point for downtown.

The town prioritized preserving and beautifying the Plaza, which was a central square dating back to the late 19th century. The Plaza serves as a gathering place surrounded by shopping, restaurants, tasting rooms and galleries, and over time has been enhanced with lush landscaping, shaded seating areas, creating a welcoming space for the community to gather. It is also used as a space to host events such as farmers’ markets, holiday festivals, and outdoor concerts, drawing foot traffic and fostering community. With the Plaza as a focal point historic buildings surrounding the plaza were redeveloped into modern spaces to serve as boutique retails shops, tasting rooms, restaurants and art galleries with a local artisan focus.

Figure 2: Historic Healdsburg Plaza



Luxury Downtown Anchors

Healdsburg has long been home to boutique hotels like Hotel Healdsburg, Harmon Guest House and Duchamp Hotel, which offer high-end lodging for wine tourists.

Hotel Healdsburg was built by the Piazza Hotel group, an independent and boutique hotel developer and operator founded in 2001. A luxury hotel anchoring the Plaza was discussed by city council since the 1980s, but the building was only completed in 2001. At the time, the community was heavily split between those that felt that introducing luxury lodging would compromise the local community's character and quality of life in exchange for tourist dollars. Others saw that it was a viable path to build on the city's historic character and enhance the visitor experience. The development of Hotel Healdsburg was instrumental in transforming the image of the town from a working-class community to an upscale wine country destination.

In addition, Healdsburg promoted its downtown as a hub for tasting rooms, making wine accessible to visitors without requiring vineyard tours. By pulling tourists out of cars and onto the sidewalks in downtown, tourists are encouraged to linger and walk along the charming historic downtown streets lined with boutique shopping and dining options. To further enhance the downtown experience the city strategically located parking lots and garages outside the main downtown area and invested in bike-friendly features such as bike lanes and bike rental programs. Creating a calm pedestrian-and-bicycle environment allowing visitors to take their time strolling between attractions. Residents also benefit from a livable, community-oriented downtown that balances tourism with local needs.

Healdsburg took an early gambit on a specific approach to luxury tourism in the 1990s and has successfully attracted a critical mass of rarified fine hotels and restaurants that appeal to the preferences of tourists that are spending top dollar.

Several wineries, including Jordan Vineyard & Winery, Ridge Vineyards and Ferrari-Carano, all invested in luxurious tasting rooms and curated wine experiences to try to set apart their offerings from those of other wineries in the valley. Healdsburg wineries host the Sonoma County Barrel Auction, an annual event exclusively for trade and media where Sonoma County winemakers prepare rare and exclusive wines that they may only make once, and then auction off.

Figure 3: Downtown Healdsburg Shops



The Mill District

An ambitious mixed-use product sited on a former lumber mill, the Mill District incorporates luxury residences, boutique retail, dining and open spaces mere blocks away from Healdsburg Plaza. The new community master plan and design concepts reflect the structure of the town with mid-rise flats and townhouses interwoven with courtyards and green spaces, giving new and usable spaces to the downtown in a way that minimizes impacts to the existing character. The total project development cost is estimated at \$500 million.

Sales at the Mill District have already exceeded \$90 million, with the first construction phase, Canopy, already completed. The first phase, which is now 70 percent sold, includes 43 luxury residences spread across three buildings, all designed by world-renowned architects. The Mill District is entirely integrated, and includes some resident-exclusive amenities, such as The Poolhouse, a private social, health and wellness facility, but also publicly accessible green spaces and park land. The Mill District will also include a 53-room luxury hotel owned and operated by Replay and Mayacama, one of North America's most coveted private golf clubs and wine communities, expected to begin construction in spring 2025.

Figure 4: The Mill District Development



Paso Robles

Paso Robles is located on the Salina River north of San Luis Obispo. Originally known for its hot springs, the Blackburn brothers purchased the land grant in 1857. Soon after the first hotels were built and featured hot spring bath houses. While the first vineyards in the area were established by priests of the mission, commercial winemaking was introduced in the Paso Robles region in 1882. The first winery was built within a few years, and the development of viticulture took off through successive waves of development and innovation. The region acquired an American Viticultural Area (AVA) designation in 1983, which subsequently gave rise to eleven separate appellations in the Paso Robles Valley, highlighting the diverse terroirs and microclimates. This designation has given a tailwind to the renown of wines in the area.

Investments to upgrade Highway 46 in 2022, a primary route connecting Paso Robles to the Central Coast, San Francisco and Los Angeles, has facilitated the wine industry and tourism growth, streamlined wine distribution logistics and made it easier for visitors to travel to Paso Robles.

Strong Downtown Association

Paso Robles consciously cultivated a unique downtown that leveraged its history of hot springs and incorporated additional visitor attractions such as boutique shopping, fine dining and wine bars and tasting rooms. A key initiative was the establishment of the Paso Robles Downtown Main Street Association in 1988. This nonprofit organization brought together business owners, property owners, and citizen volunteers dedicated to the preservation, restoration, and promotion of the downtown area.

The work of the Association has managed to maintain low vacancy rates, foster community spirit, and attract visitors to the downtown. The Association's impact has been such that it has earned an accreditation from the Main Street America program. Examples of projects that have been spearheaded by the Association include the restoration of historic buildings and landmarks, including the renovation of the historic bandstand and the return of sulfur baths to downtown. These projects have preserved the unique historical value of the area while enhancing its appeal to visitors.

The Downtown Association also spearheaded programs such as the Painted Art Wine Barrel Beautification Project which deployed 100 artistically designed wine barrel planters throughout downtown, adding aesthetic value and celebrating the region's wine heritage.

Targeted grants for facade improvement offered financial support to help business owners restore storefronts and maintain historic architecture. Having a coordinated approach and funding for small businesses and developers provides a greater ability to preserve cultural heritage.

Figure 5: Downtown Paso Robles Shops



Promoting Wine and the Arts

After Paso Robles was designated as an AVA in 1983, direct efforts were made to develop an identity distinct from the Napa and Sonoma valley AVAs. This took several avenues, including wine tourism campaigns to promote Paso Robles as a destination for wine enthusiasts, and larger events like the Paso Robles Wine Festival and the Harvest Wine Weekend.

These events promote Paso Robles as a wine destination, but the city goes further, using the wineries as venues to showcase the community's vibrant cultural scene. This includes hosting festivals, art walks, laser displays and live music performances at vineyards to attract diverse visitors, including those who may not directly be wine tourists.

The Paso Robles Inn

Paso Robles Inn is a reconstruction of the historic inn and thermal springs facility located in downtown. The original inn, dating from the 1800s, was brick construction in a Spanish Colonial style derived from a massive Spanish land grant. The inn was originally not on the railroad, but on the El Camino Trail. It had thermal hot springs with restorative properties and was seen as a spa and resort destination. Unfortunately, the original hotel burned to the ground in the first half of the 20th century and was rebuilt in homage to the original but to a significantly lesser degree of grandiosity and splendor. While the hotel may not have the cachet and stature of the original, the effort made to retain historical elements, such as by reusing bricks from the original hotel, give it a claim to authenticity that still resonates with tourists and guests.

Figure 6: Rebuilt Historic Paso Robles Inn



Carnegie Library

The Carnegie Foundation donated \$10,000 to build a Carnegie Library in downtown Paso Robles, and the historical building functioned as a library until the 1990s. At that time the city took the wise decision of having the historical society purchase the building, which has since been turned into a museum. The

Carnegie library is a nod to the long-term view that the city has taken on historical preservation, and the benefits that accrue from maintaining these historic buildings.

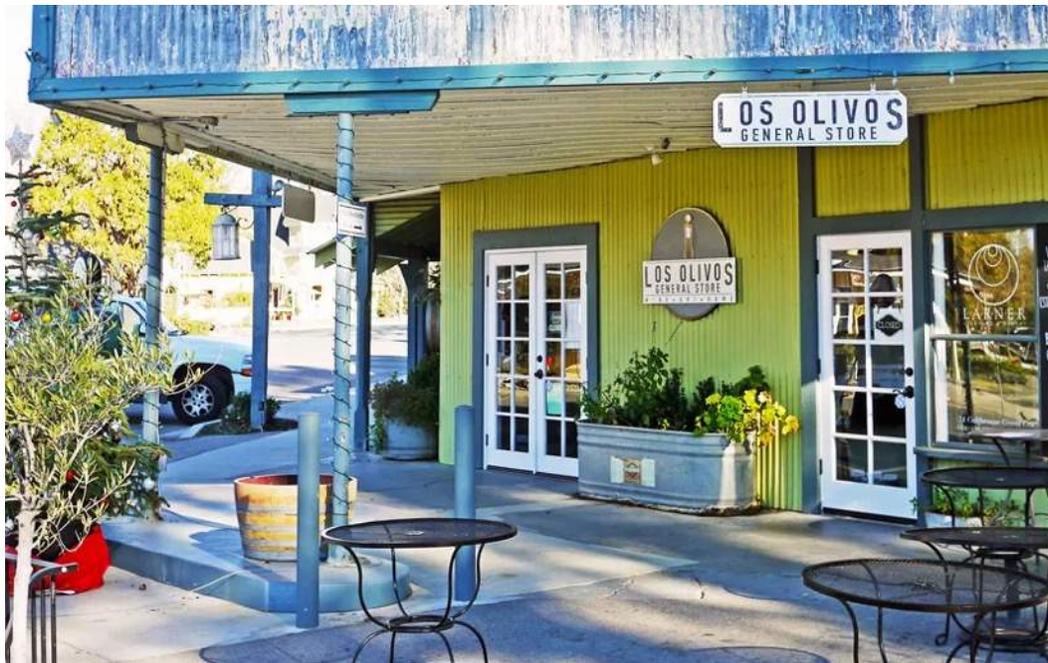
Paso Robles Event Center

Located about a mile north of downtown is the Paso Robles Event Center. First opened in 1946 the entertainment complex has been expanded and upgraded multiple times. In 2020 the Paso Robles Event Center was awarded \$1.4 million to improve the facilities. The venue hosts a variety of functions year-round including major events like the annual Flower Show, circuses, rodeos and high-profile concerts at the 14,600-seat outdoor arena.

Los Olivos

Los Olivos is an unincorporated community in the Santa Ynez Valley of Santa Barbara County. In 2016, the Los Olivos District was designated as an American Viticultural Area (AVA), recognizing its unique terroir and enhancing its reputation in the wine industry. Los Olivos has the advantage of a healthy stock of preserved historic buildings, which allows wine-related commercial uses to blend Los Olivos' rich heritage with modern wine culture. For example, the Los Olivos Tasting Room & Wine Shop, which holds the distinction of being California's first independent tasting room, operates in a 19th-century general store, maintaining the town's historical charm.

Figure 7: Los Olivos Tasting Room & Wine Shop



Los Olivos has concentrated its wine tourism scene into a proliferation of tasting rooms along Grand Avenue. The street alone hosts over 30 tasting rooms within a five-block area, offering visitors a diverse

selection of wines in a compact, walkable setting. This concentration enhances the town's appeal as a convenient and immersive wine-tasting destination.

This five-block area also encompasses most of the historic downtown, meaning that the integration of the urban core and the city as a wine destination is nearly complete. The town rose to prominence with the 2004 film "Sideways," set in the Santa Ynez Valley. Following the film's release, the region experienced a staggering 20 percent increase in visitors, and local establishments featured in the film reported significant increases in business. Indeed, even today itineraries to visit Los Olivos identify restaurants and sites from the movie. The growth of Los Olivos as a destination can be charted in its hospitality and culinary experiences.

Mattei's Tavern

Los Olivos has a prominent food and beverage scene, with Michelin-recognized restaurants and luxury accommodations available for visitors. Los Olivos is 35 miles from Santa Barbara via the windy San Marcos Pass (Highway 154) and 54 miles via Highway 101, making Los Olivos one of several destinations for wine and culinary tourism in Santa Barbara County. However, because its primary market is the Los Angeles basin, having accommodations and dining options in the city itself is crucial for economic and financial vitality.

Figure 8: Historic Mattei's Tavern in Los Olivos





Mattei's Tavern is pivotal in this development. The tavern dates to the 1800s when Swiss immigrant Felix Mattei learned about the Pacific Coast Railroad plans and purchased land directly adjacent to what he surmised would be a future station for Los Olivos. When the only other hotel in town burned down, Mattei had a monopoly, and travelers would visit the area for its bucolic charm and local comfort. With a major recent renovation and acquisition into the Auberge Resort family, Mattei's Tavern has increased its profile as a culinary destination; and the resort is now the premiere lodging facility in the San Ynez Valley with visitation from the Hollywood set.

While there are only a small number of hotel accommodations Los Olivos, those available are luxury boutiques, such as the Inn at Mattei's Tavern and Fess Parker Wine Country Inn. Additionally, Los Olivos hosts several annual events, such as the Jazz & Olive Festival in June, "Day in the Country" in October, and an "Olde Fashioned Christmas" in December, which draw significant crowds and boost tourism.

Los Olivos has created a compact and coherent destination by leveraging charming spots of history, legacy buildings, and a focus on high standards in the accouterments of tourism. The Santa Ynez Valley AVA produces quality wine, although it may not yet have the acclaim of the Northern California wine growing regions. However, by concentrating the touristic attraction of the wine industry along Grand Avenue, fostering a group of attractive and high-end restaurants, and preserving historical buildings as a unique piece of its cultural heritage, Los Olivos has managed to build a sustainable wine-focused destination.

Figure 9: Tasting Rooms Along Grand Avenue in Los Olivos



Sebastopol

Sebastopol is located in Sonoma County, on the Santa Rosa plain between the eponymous city and Bodega Bay on the California Coast. The town was incorporated in 1902 but had a longer history dating back to the 1800s. The area first rose to prominence as the apple capital of Northern California, with the local Gravenstein apples having allegedly been planted by the Russian fur traders in the 19th century that congregated at Fort Ross. While apples and grapes were both key crops in Northern California at the turn of the 20th century, prohibition devastated the commercial viability of vineyards, leading to a surge in industry surrounding the local Gravenstein apples. As times changes, however, and the California wine boom of the mid-1990s took flight, agricultural entrepreneurs like John Balletto and the Halleck family began uprooting apple orchards and planting vineyards. Recognition of the high-quality grape cultivation in this area laid the groundwork for Sebastopol's wine industry.

Sebastopol's vineyards fall under the renowned Russian River Valley American Viticultural Area. While large, this AVA is prominent and has provided tailwinds to vineyard expansion. The city of Sebastopol itself is small, with a resident population of under 10,000 people per the latest US Census and an area of less than two square miles. Nonetheless it has become a tourist destination among the already-crowded wine towns in Sonoma County.

Sebastopol's downtown revitalization can be characterized by several significant projects undertaken in the last decade:

The Barlow Market District

The Barlow is a 12-acre outdoor market district located outside of the downtown. The entire area used to be an industrial site built by the Barlow family in Sebastopol in the 1930s. The family recognized the value of industrial canning and apple processing for an area that already had over 11,000 acres of apple orchards.

The need for apple processing has long since disappeared, but the property found new life when the historical industrial buildings were used as the framework on which to create a heritage themed mixed-use center to promote food, beverage, local wine, beer, and spirits, as well as local arts and crafts.

Figure 10: The Barlow



The Barlow was acquired by real estate developer Aldridge Development in 2005, with a goal of creating a revitalized commercial destination. Working with the city, local architects, designers, and potential business partners meant that it took seven years for the plan to finally break ground, expanding the area from seven older industrial buildings to a campus of eighteen buildings, designed in reference and homage to the existing small-town aesthetic of Sebastopol.

Key aspects of the Barlow's success are:

- Providing an easily walkable area with a pleasant, leafy environment a short distance from the historic downtown.
- Tasting rooms for local wineries, breweries, and distilleries to attract tourists that are interested in the local wine trade and related merchandise.

- A curated roster of local restaurants, and food and drink purveyors, covering a spectrum of price points, to provide destinations within the campus to allow visitors to extend their stay.
- Local art galleries, ceramics-makers, boutiques, and handicraft sellers provide commercial interest to complement the food and wine scene.

Notably, providing a curated mix of vendors and experiences that involve the local wine scene, but that are not exclusive to that scene, have played a significant part in retaining interest in the Barlow as a destination.

The Livery on Main

The Beale Group sought to develop a site on Sebastopol's Main Street that originally housed an 1890s livery (in recent years, less romantically, as a Round Table Pizza). The Beale Group, which consists of a real estate investment group, a construction company, and an architecture and design firm, as well as a food-and-beverage focused public benefit corporation, purchased the building with the intent to develop a 22,000 square-foot modern food hall on Main Street, called The Livery on Main.

The timing of the reconstruction, in early 2022, proved to be a challenge, and the project has not yet reached fruition. The Beale Group has invested in a neighboring property, previously Michelin-starred restaurant K&L Bistro, which while successful was not able to remain open after the pandemic. The new restaurant opened in that space, Goldfinch, has been well-received. At the same time the building behind the Livery has been developed by the Beale Group into a coworking space. However, the Livery itself lost its funding weeks away from breaking ground and has been suspended due to high interest costs.

Figure 11: Coworking Space at the Livery on Main in Sebastopol



Hotel Sebastopol

Piazza Hotels sought to develop a new 66-room boutique hotel located just two blocks from the Livery, and two blocks from The Barlow. It is remarkable that Sebastopol itself does not have any boutique or targeted lodging for tourists, with most opting to stay in Santa Rosa or other cities in the area. The initiative began in 2015 with early site reconnaissance and feasibility planning, with community focus groups over the following two years and finally construction document submission in 2018. Feedback from the city was received in fall 2019, shortly before the Kincadee wildfire. With the pandemic following directly on the heels of the wildfire, the project was finally able to pull construction permits in 2022. However, they have been unable to secure funding, and the project remains in limbo.

Lessons may be gleaned from how Sebastopol managed to find a tourism niche against considerable headwinds. For such a small city, it is difficult to balance growth and development with preserving small-town historic charm as witnessed by the protracted period required to complete the Barlow redevelopment. The result vindicated that ensuring the project had the support of all relevant stakeholders was time well spent.

At the same time, Sebastopol does not have a large stock of good-quality historical buildings on which it can provide a quaint, old-town quality to attract tourists. It is notable that the main tourist destination, the Barlow, is not in downtown, and needed to be meticulously redeveloped. By contrast, the effort to develop the Livery has been stalled despite its location in the center of the downtown, and its comparatively modest size.

Notably, there is no single concentration of wine tasting rooms such as are common in other towns in Napa and Sonoma counties. The two tasting rooms in the Barlow are the only ones within a short distance of downtown, and the majority of other tasting rooms are situated out in the surrounding vineyards.

IV. LODI'S REAL ESTATE MARKET TRENDS

Lodi History

In 1869 the Central Pacific Railroad was establishing a new route and local property owners offered a 160-acre site as an incentive to build a station in town. The City of Lodi was incorporated in 1906 and a number of significant buildings were constructed in that era. Lodi is now best known for wine grape production. In recent years, the Lodi Appellation has become highly respected for both its old vine Zinfandel and its focus on sustainability. The winegrape grower formed a Lodi Winegrape Commission in 1991 funded by a self-imposed tax; and the commission's functions include marketing, education and research on issues like sustainability and pest management. *Wine Enthusiast* magazine awarded Lodi "2015 Wine Region of the Year."

Lodi's population grew from under 3,000 in 1910 to 57,000 by 2000. The 2020 Census counted 66,348 residents. The city has continued to grow although at a more modest pace; the estimated population in 2023 was 67,679. Although deeply rooted in Central Valley agriculture, Lodi's economy is now well diversified with the top six employers being Pacific Coast Producers (an agricultural cooperative that specialize in canning fruits and tomatoes for private brands), Lodi Unified School District, Cepheid (a provider of molecular diagnostic testing solutions), Blue Shield of California, Adventist Health Lodi Memorial Hospital and the City of Lodi.

Current Demographics

A cross-sectional comparison of Lodi to a number of the other well-known wine tourism cities in California reveals some interesting contrasts. First, Lodi is a much larger city than wine towns like Healdsburg, Sonoma, Sebastopol and St. Helena. These well-known wine destination towns have a fraction of the population of Lodi but have significantly higher incomes and home values (Table 2). These smaller wine towns also have high retail sales per capita indicating considerable wine and restaurant sales to visitors. These smaller wine towns have done well over the past decades as the California wine industry expanded and prospered in a global context. However, Lodi being a larger city with a more diversified economy is in better position to weather any sustained downturn in the California wine industry which is currently struggling with low wine grape demand.

Table 2: Comparison of Lodi to Other Wine Tourism Cities in California

	Lodi	Napa City	Paso Robles	Healdsburg	Sonoma	Sebastopol	St. Helena
Population Estimate 7.1.2023	67,679	77,492	31,134	11,137	10,619	7,380	5,272
Percentage Hispanic	39.5%	40.8%	33.7%	27.8%	15.9%	15.7%	23.1%
Households	22,841	29,443	12,005	4,838	5,338	3,258	2,466
Persons per Household	2.87	2.65	2.62	2.35	1.95	2.26	2.18
Owner Occupied Rate	55.2%	59.1%	61.2%	57.2%	61.5%	55.7%	67.9%
Median Household Income	\$78,468	\$100,273	\$83,948	\$94,799	\$96,090	\$98,185	\$135,781
Per Capita Income 2018-2022	\$35,345	\$48,578	\$43,370	\$56,833	\$70,445	\$49,297	\$105,719
Median Home Value 2018-2022	\$439,400	\$771,700	\$620,300	\$933,400	\$924,700	\$824,400	\$1,631,700
Median Gross Rent 2018-2022	\$1,473	\$2,051	\$1,661	\$2,167	\$2,164	\$1,681	\$1,898
Retail Sales per Capita in 2017	\$19,348	\$16,767	\$21,277	\$30,282	\$23,745	\$25,531	\$29,554

Source: US Census Bureau, American Community Survey and California State Department of Finance

The Hotel Market

Because overnight visitors tend to spend much more at their destination than day visitors, the overnight lodging sector is an important economic development instrument for the city and the downtown. As the case studies in the previous section demonstrated, luxury hotel development along with high end restaurants have been instrumental in the success of a number of wine tourism destinations.

Lodi currently has 15 hotels that total 899 rooms, and they range in size from the 20-room Budet Inn built in 1982 to the 101 room Hampton Inn and Suites. A closer examination of the inventory (Table 3) indicates that 35 percent of the rooms are in older economy properties built over 30 years ago. These properties would not appeal to most wine tourists and would have difficulty competing against larger national chain hotels. Since 2019 as the economy recovered from the Covid pandemic, several larger national chain hotels have been constructed. These include the Candlewood Suites (95 rooms), Fairfield Inn (72 rooms), the Residence Inn (83 rooms) and Tru by Hilton (81 rooms) all constructed in west suburbs of the city.

Of all of the hotel properties in Lodi, only the Wine and Roses Hotel of 66 rooms can be considered a wine tourism hotel. It was built in 1984, renovated in 2009, has ample ground, 4,000 square feet of meeting facilities and command the highest room rates in town. With the wine related tourism market source expected to be dominated by the San Francisco Bay Area, particularly the East Bay and South Bay because of proximity, size of population and high household incomes, it is not at all surprising that the new hotel construction and the upscale wine tourism hotel are on the westside of Lodi closest to the Bay Area.

Table 3: Current Inventory of Hotels in the Lodi Market Area

Count	Name	Address	CoStar Class	Year Opened/Renov	Rooms	Meeting Space in SF	Parking Stalls	Parking Ratio
1	Econo Lodge Inn	118 N Cherokee Ln	Economy	1992	53	-	59	1.11
2	Days Inn	710 S Cherokee Ln	Economy	1961	49	-	55	1.12
3	Viking Motel	815 S Cherokee Ln	Economy	1996	19	-	20	1.32
4	Motel 6	1140 S Cherokee Ln	Economy	1986	92	-	NA	NA
5	Holiday Inn Express	1341 E Kettleman Ln	Upper Midscale	2009	89	1,825	70	0.79
6	Residence Inn	2855 Reynolds Ranch Parkway	Upscale	2024	83	510	68	0.82
7	Fairfield Inn	262 Rocky Ln	Upper Midscale	2020	72	3,304	80	1.11
8	Hampton Inn & Suites	1337 S Beckman Rd	Upper Midscale	2008	101	814	NA	NA
9	Lodi El Rancho Motel	603 N Cherokee Ln	Economy	1950	33	-	NA	NA
10	Wine Country Inn	607 S Cherokee Ln	Economy	1955	22	-	NA	NA
11	Budget Inn of Lodi	917 S Cherokee Ln	Economy	1982	20	-	30	1.50
12	Marion's Motel	12404 N Highway 99	Economy	1952	24	-	45	1.88
13	Tru by Hilton	1337 E Kettleman Ln	Midscale	2024	81	-	44	0.54
14	Candlewood Suites	1345 E Kettleman Ln	Midscale	2019	95	-	NA	NA
15	Wine and Roses Hotel	2505 W Turner Rd	Upper Upscale	1984/2009	66	4,068	267	4.05
Total Existing					899			1.42
Total Economy					312			

Source: CoStar 10.23.2024 and auddated by City 2.19.2025

A review of room revenue trends confirms strong demand growth as reflected by the construction of four major properties totaling 331 rooms since 2019. In September 2018, which was just before the pandemic, 12-month hotel revenue in Lodi totaled \$14.2 million. By September 2024, this total had grown to \$22.0 million, an increase of over 50 percent (Table 4). While occupancy has dropped due to the substantial inventory increase, the average daily room rate (ADR) has climbed from \$98.20 to \$126.19 over this same period. The transaction price per hotel room has also increased from \$122,100 to \$173,500. The capitalization rate for sales transactions has also dropped from 8.3 to 7.6 percent indicating that the financial markets view hotel investment in Lodi to be one of diminishing risk. Lodi's growth benefitted from population out migration from the Bay Area due to high housing cost, the desire for more space related to the pandemic and the increased flexibility of working remotely at least part of the time. The hotel market tracked with this growth; however, the wine tourism opportunity has not yet been fully realized.

Table 4: Trend in Lodi Hotel Market Performance – Properties within Four Miles of Downtown

Period	Inventory Rooms	Existing Buildings	Avg Rooms Per Building	12 Mo Revenue	12 Mo Occupancy	12 Mo ADR	Current Month Occupancy	Market Sale Price/Room	Market Cap Rate
Sep 2024	849	15	57	\$21,993,662	59.1%	\$126.19	61.3%	\$173,507	7.6%
Sep 2023	766	14	55	\$22,256,411	61.6%	\$129.13	63.7%	\$160,501	7.2%
Sep 2022	766	14	55	\$23,698,923	67.5%	\$126.38	67.9%	\$152,350	6.8%
Sep 2021	748	14	53	\$21,084,626	70.0%	\$110.37	76.1%	\$140,472	6.9%
Sep 2020	748	14	53	\$16,504,306	65.0%	\$99.29	71.8%	\$132,987	7.9%
Sep 2019	676	13	52	\$15,326,265	70.4%	\$101.24	77.1%	\$130,683	8.2%
Sep 2018	581	12	48	\$14,227,103	68.3%	\$98.20	74.9%	\$122,101	8.3%
Sep 2017	581	12	48	\$13,672,442	68.0%	\$94.82	73.4%	\$109,727	8.6%
Sep 2016	580	12	48	\$12,639,920	66.5%	\$89.77	72.6%	\$96,556	8.9%
Sep 2015	580	12	48	\$10,978,820	61.9%	\$83.73	71.2%	\$85,794	9.0%
Sep 2014	580	12	48	\$9,399,384	56.6%	\$78.41	61.6%	\$77,780	9.1%

Source: CoStar 10.23.2024

The influences that will determine the hotel market in Lodi over the next 20 years include the following:

- Lodi will continue to experience population and economic growth because of abundant land, modest housing cost, a vibrant downtown and a quality place to live and work.
- The construction of four hotels totaling 331 rooms over the past five years may cause development to pause until occupancy rates catch up in three or four years. However, a typical hotel project will likely require two to three years from planning to completion.
- Including the hotels completed in 2024, Lodi has added 374 rooms over the last decade for 37.4 rooms per year.
- Nearly 35 percent of the hotel inventory is small, over 30 years old and not competitive with newly developed properties. Many of these properties will likely be redeveloped into new hotels or alternative uses over the next two decades. Recent examples include the Deluxe Hotel on Main which ceased operation and the Imperial Hotel which was converted to housing.
- The dominant wine tourism market will be the south and east part of the Bay Area making development on the westside preferable. Hotel developers have indicated that name brands prefer their guests to step out the door and immediately see shops and restaurants within easy walking distance. Their preferred location is along Sacramento Street.

Considering these factors, our hotel demand forecast for Lodi for the next 20 years ranges from 35 to 50 rooms per year for a total of 700 to 1,000 rooms citywide. With an estimated downtown share of 17 to 20 percent, the range of downtown demand is 120 to 200 rooms. The low forecast represents one or two boutique hotels and the high forecast translates into one or two small boutique hotels plus one national chain property. For planning purposes, we suggest using the high forecast of three downtown

hotels and approximately 200 rooms because it allows future hotel developers more choice of sites and more flexibility in real estate negotiations.

Multi-Family Market Trends

From 2000 to 2016, Lodi experienced essentially no significant multi-family apartment construction. However, from 2016 to 2024 the number of multi-family units in developments of at least 25 units has increased from 2,859 to 3,496 units. This represents an increase of 637 units over eight years or approximately 80 units per year. Even with this level of recent construction, the current vacancy rate is still a very low 3.8 percent. Over this eight-year period, per square foot asking rent has increased from \$1.68 to \$2.43, an increase of 45 percent indicating strong demand growth (Table 5).

Table 5: Multi Family Market Trends in Lodi – Properties within Four Miles of Downtown and in Projects of 25+ Units

Period	Inventory Bldgs	Inventory Units	Inventory Avg SF	Asking Rent Per Unit	Asking Rent Per SF	Vacant Units	Vacancy Percent	Occupied Units	Occupancy Percent
2024 YTD	44	3,496	843	\$2,081	\$2.43	133	3.8%	3,363	96.2%
2023	44	3,496	843	\$2,013	\$2.35	208	6.0%	3,288	94.0%
2022	43	3,388	837	\$2,003	\$2.33	219	6.5%	3,169	93.5%
2021	43	3,388	837	\$1,948	\$2.25	240	7.1%	3,148	92.9%
2020	42	3,236	829	\$1,784	\$2.05	140	4.3%	3,096	95.7%
2019	42	3,236	829	\$1,679	\$1.93	194	6.0%	3,042	94.0%
2018	41	3,094	825	\$1,602	\$1.83	122	3.9%	2,972	96.1%
2017	40	2,938	813	\$1,537	\$1.76	115	3.9%	2,823	96.1%
2016	39	2,859	822	\$1,477	\$1.68	75	2.6%	2,784	97.4%
2015	39	2,859	822	\$1,400	\$1.59	94	3.3%	2,765	96.7%
2014	39	2,859	822	\$1,310	\$1.48	107	3.7%	2,752	96.3%
2013	39	2,859	822	\$1,278	\$1.45	131	4.6%	2,728	95.4%
2012	39	2,859	822	\$1,248	\$1.41	148	5.2%	2,711	94.8%
2011	39	2,859	822	\$1,236	\$1.40	145	5.1%	2,714	94.9%
2010	39	2,859	822	\$1,226	\$1.39	129	4.5%	2,730	95.5%
2009	39	2,859	822	\$1,217	\$1.38	137	4.8%	2,722	95.2%
2008	39	2,859	822	\$1,297	\$1.47	119	4.1%	2,740	95.9%
2007	39	2,859	822	\$1,281	\$1.45	97	3.4%	2,762	96.6%
2006	39	2,859	822	\$1,224	\$1.38	104	3.7%	2,755	96.3%
2005	39	2,859	822	\$1,163	\$1.32	121	4.2%	2,738	95.8%
2004	39	2,859	822	\$1,121	\$1.27	134	4.7%	2,725	95.3%
2003	39	2,859	822	\$1,115	\$1.26	111	3.9%	2,748	96.1%
2002	39	2,859	822	\$1,128	\$1.28	110	3.9%	2,749	96.1%
2001	39	2,859	822	\$1,146	\$1.30	93	3.3%	2,766	96.7%
2000	39	2,859	822	\$1,082	\$1.22	66	2.3%	2,793	97.7%

Source: CoStar 10.23.2024

As the city continues its economic and population growth over the next 20 years, the pace of multi-family construction will likely accelerate. Our 20-year multi-family demand forecast ranges from a low of 70 units per year to a high of 100 units per year. The citywide demand forecast then ranges from 1,400 to 2,000 units. Depending upon site availability and the level of public investment in infrastructure and amenities, our forecast of market rate multi-family housing demand in the downtown ranges from a low of 200 units to a high of 400 units over the next 20 years. The planning for any below

market units, which will require external funding, would be in addition to these market rate units. One developer interviewed cautioned against an over concentration of below market units because their tenants do not have the spending power to support downtown shops and restaurants and such concentration will discourage market rate development. Over the next decade, we expect the development to be mostly three-story apartments with surface parking. In the second decade, as downtown sites become more precious, four-story buildings with some structured parking can be expected.

One possible strategy to achieve the higher market demand would be for the City to renovate Hale Park and use that enhanced public amenity to induce multi-family development on surrounding blocks. A pedestrian bridge across the railroad track would accelerate market acceptance by enhancing the linkage between this Eastside redevelopment area and the already vibrant Westside of downtown. The Downtown Specific Plan zoning capacity should exceed projected market demand by at least three folds to facilitate land market competition to encourage multi-family housing development.

Retail Market Trends in Lodi and Downtown

Retail demand in Lodi has grown over the past decade as population in the city and San Joaquin County have both increased. In the ten years from 2014 to 2024, occupied retail space in the Lodi has increased from 4.26 million to 4.82 million square feet for a net increase of 560,000 square feet or 56,000 square feet per year. Over this ten-year period, per square foot rent has more than doubled and vacancy has dropped from 5.5 percent to a very low 2.3 percent (Table 6). Much of the recent development has been larger floorplate stores and centers in the suburban greenfield areas. With vacancies staying below four percent during the past eight years, the retail sector has enjoyed a robust decade in Lodi.

Table 6: Retail Market Trends in Lodi – within Four Miles of Downtown

Period	Inventory		Vacant SF	Vacant		Occupancy		Deliveries SF	All Service Type Rent		NNN Rent Overall
	Bldgs	Inventory SF		Percent	Occupied SF	Percent	Overall		Overall		
2024 YTD	384	4,938,531	113,604	2.3%	4,824,927	97.7%	12,364	\$22.97	\$28.65		
2023	382	4,926,167	87,454	1.8%	4,838,713	98.2%	-	\$21.24	\$24.71		
2022	382	4,926,167	93,248	1.9%	4,832,919	98.1%	-	\$15.59	\$15.94		
2021	382	4,926,167	96,434	2.0%	4,829,733	98.0%	13,000	\$15.10	\$14.81		
2020	380	4,913,167	130,972	2.7%	4,782,195	97.3%	5,200	\$16.55	\$18.72		
2019	379	4,907,967	152,003	3.1%	4,755,964	96.9%	23,629	\$14.94	\$16.31		
2018	375	4,884,338	154,736	3.2%	4,729,602	96.8%	66,238	\$14.40	\$14.57		
2017	371	4,818,100	188,235	3.9%	4,629,865	96.1%	11,047	\$12.80	\$13.61		
2016	368	4,807,053	131,773	2.7%	4,675,280	97.3%	298,514	\$16.18	\$17.52		
2015	361	4,508,539	202,074	4.5%	4,306,465	95.5%	-	\$11.10	\$11.12		
2014	361	4,508,539	248,573	5.5%	4,259,966	94.5%	6,500	\$10.70	\$11.01		
2013	361	4,505,739	265,217	5.9%	4,240,522	94.1%	15,202	\$14.32	\$18.75		
2012	358	4,490,537	322,279	7.2%	4,168,258	92.8%	134,240	\$15.00	\$17.44		
2011	358	4,360,521	308,300	7.1%	4,052,221	92.9%	148,000	\$12.71	\$13.91		
2010	357	4,212,521	338,220	8.0%	3,874,301	92.0%	3,200	\$12.62	\$12.84		
2009	356	4,209,321	667,287	15.9%	3,542,034	84.1%	17,984	\$13.65	\$14.31		
2008	354	4,191,337	460,364	11.0%	3,730,973	89.0%	17,033	\$18.14	\$18.16		
2007	352	4,174,304	324,796	7.8%	3,849,508	92.2%	8,839	\$17.98	\$18.04		

Source: CoStar 10.29.2024

The retail demand picture in the downtown is more subdued. Downtown currently has 740,000 square feet of retail space for 15 percent of the citywide total. Over the same ten years, occupied retail space downtown has grown from 682,000 to 735,000 square feet for a total gain of 53,000 square feet or 5,300 square feet per year (Table 7). Downtown’s retail market share as measured by the gain in occupied space over the 2014 to 2024 period amounted to 9.5 percent. The current vacancy rate in downtown is a very low 0.7 percent, but rents are still at \$21 per square foot which is below the requirement to stimulate new development. As demand pressure continue to build, rents will increase and new construction will become feasible.

Table 7: Downtown Lodi Retail Market Trend

Period	Inventory		Vacant SF	Vacant Percent	Occupied SF	Occupancy Percent	Net Absorption SF	Under Construction SF	All Service Type Rent Overall	NNN Rent Overall
	Bldgs	Inventory SF								
2024 YTD	95	740,343	4,985	0.7%	735,358	99.3%	7,568	-	\$21.00	\$21.00
2023	95	740,343	12,553	1.7%	727,790	98.3%	2,527	-	\$22.34	\$21.00
2022	95	740,343	15,080	2.0%	725,263	98.0%	5,959	-	\$16.12	\$21.00
2021	95	740,343	21,039	2.8%	719,304	97.2%	9,271	-	\$18.63	\$21.00
2020	94	730,343	20,310	2.8%	710,033	97.2%	555	10,000	\$15.21	\$21.00
2019	94	730,343	20,865	2.9%	709,478	97.1%	2,913	-	\$14.05	\$21.00
2018	94	730,343	23,778	3.3%	706,565	96.7%	26,978	-	\$13.29	\$13.29
2017	94	730,343	50,756	6.9%	679,587	93.1%	(32,509)	-	\$12.03	\$15.69
2016	94	730,343	18,247	2.5%	712,096	97.5%	27,040	-	\$12.22	\$18.60
2015	94	730,343	45,287	6.2%	685,056	93.8%	3,174	-	\$12.03	\$17.48
2014	94	730,343	48,461	6.6%	681,882	93.4%	3,537	-	\$10.65	\$14.32
2013	94	727,543	49,198	6.8%	678,345	93.2%	(14,503)	-	\$9.88	\$14.62
2012	94	727,543	34,695	4.8%	692,848	95.2%	(10,685)	-	\$12.32	\$15.44
2011	94	727,543	24,010	3.3%	703,533	96.7%	47,475	-	\$10.52	\$14.91
2010	94	727,543	71,485	9.8%	656,058	90.2%	39,272	-	\$9.63	\$9.52
2009	94	727,543	110,757	15.2%	616,786	84.8%	(65,687)	-	\$13.03	\$14.84
2008	94	727,543	45,070	6.2%	682,473	93.8%	(11,720)	-	\$13.21	\$13.19
2007	94	727,543	36,550	5.0%	690,993	95.0%	4,000	-	\$15.60	\$15.55

Source: CoStar 11.7.2024

Over the next 20 years, our forecast for citywide retail demand is 50,000 to 60,000 square feet per year or 1.0 to 1.2 million square feet. The downtown share is projected to be in the eight to ten percent range indicating demand for 80,000 to 120,000 square feet. The newer downtown stores are expected to be restaurants, coffee shops, wine tasting rooms, delicatessens, specialty markets, bakeries, breweries, chocolatiers and other specialty shops.

Office Demand in Lodi and Downtown

The Lodi office market has remained flat over the past ten years with total inventory staying at 1.52 million square feet (Table 8). While vacancies have remained low (currently at 2.2 percent) office rents have also remained fairly low (currently \$20.24 per square foot). Past trends suggest the lack of an office market going forward; however, as the economy continues to mature and diversify, office or laboratory uses could find Lodi to be an attractive location. New office or laboratory development of any scale will likely locate in the suburbs.

The downtown office market has remained flat at 228,500 square feet for the last 20 years (Table 9). Vacancies have remained very low in recent years but rents have not been high enough to justify new construction. Projecting forward for the next 20 years, we expect growth in downtown office demand to be in the 25,000 to 40,000 square feet range but also expect office growth to be largely accommodated in renovated older buildings, in the upper floors of mixed-use buildings or in home offices in the new multi-family housing.

Table 8: Office Market in Lodi – within Four Miles of Downtown

Period	Inventory		Vacant SF	Vacant		Occupancy		Deliveries SF	Office Base Rent Overall
	Bldgs	Inventory SF		Percent	Occupied SF	Percent			
2024 YTD	167	1,521,754	33,653	2.2%	1,488,101	97.8%	-	\$20.24	
2023	167	1,521,754	27,758	1.8%	1,493,996	98.2%	-	\$19.40	
2022	167	1,521,754	22,636	1.5%	1,499,118	98.5%	-	\$17.71	
2021	167	1,521,754	14,501	1.0%	1,507,253	99.0%	-	\$18.01	
2020	167	1,521,754	33,089	2.2%	1,488,665	97.8%	-	\$16.92	
2019	167	1,521,754	10,936	0.7%	1,510,818	99.3%	-	\$11.21	
2018	167	1,521,754	13,797	0.9%	1,507,957	99.1%	-	\$14.68	
2017	167	1,521,754	19,266	1.3%	1,502,488	98.7%	-	\$13.87	
2016	167	1,521,754	44,914	3.0%	1,476,840	97.0%	-	\$13.75	
2015	167	1,521,754	39,175	2.6%	1,482,579	97.4%	-	\$16.17	
2014	167	1,521,754	49,466	3.3%	1,472,288	96.7%	-	\$14.02	
2013	167	1,521,754	84,769	5.6%	1,436,985	94.4%	-	\$10.20	
2012	167	1,521,754	167,112	11.0%	1,354,642	89.0%	-	\$9.62	
2011	168	1,523,254	184,753	12.1%	1,338,501	87.9%	-	\$9.50	
2010	168	1,523,254	179,321	11.8%	1,343,933	88.2%	-	\$12.21	
2009	168	1,523,254	161,880	10.6%	1,361,374	89.4%	-	\$13.65	
2008	168	1,523,254	156,454	10.3%	1,366,800	89.7%	202,477	\$16.59	
2007	167	1,335,228	71,409	5.3%	1,263,819	94.7%	-	\$19.37	

Source: CoStar 10.29.2024

Table 9: Lodi Downtown Office Market Trend

Period	Inventory		Vacant SF	Vacant Percent	Occupied SF	Occupancy Percent	Office Gross Rent Overall	Office Base Rent Overall
	Bldgs	Inventory SF						
2024 YTD	26	228,529	2,550	1.1%	225,979	98.9%	-	\$21.60
2023	26	228,529	1,412	0.6%	227,117	99.4%	\$40.44	\$19.50
2022	26	228,529	6,397	2.8%	222,132	97.2%	\$40.44	\$14.71
2021	26	228,529	5,262	2.3%	223,267	97.7%	-	\$13.25
2020	26	228,529	5,575	2.4%	222,954	97.6%	\$24.00	\$17.06
2019	26	228,529	2,304	1.0%	226,225	99.0%	\$16.20	\$16.20
2018	26	228,529	560	0.2%	227,969	99.8%	\$13.92	\$16.20
2017	26	228,529	2,188	1.0%	226,341	99.0%	\$13.41	\$13.83
2016	26	228,529	3,054	1.3%	225,475	98.7%	-	-
2015	26	228,529	-	-	228,529	100.0%	\$16.59	\$17.74
2014	26	228,529	300	0.1%	228,229	99.9%	\$10.72	\$11.41
2013	26	228,529	4,271	1.9%	224,258	98.1%	\$11.17	\$12.62
2012	26	228,529	8,740	3.8%	219,789	96.2%	\$11.97	\$11.83
2011	26	228,529	12,394	5.4%	216,135	94.6%	\$10.56	\$10.56
2010	26	228,529	15,000	6.6%	213,529	93.4%	\$7.20	\$7.20
2009	26	228,529	11,880	5.2%	216,649	94.8%	\$7.20	\$7.20
2008	26	228,529	4,100	1.8%	224,429	98.2%	-	\$12.00
2007	26	228,529	6,500	2.8%	222,029	97.2%	-	\$12.00
2006	26	228,529	7,500	3.3%	221,029	96.7%	\$27.48	\$21.00
2005	26	228,529	13,513	5.9%	215,016	94.1%	\$15.30	\$13.61

Source: CoStar 11.7.2024



D O W N T O W N
S P E C I F I C P L A N



MEMO

To: RRM Design and City of Lodi

From: Land Econ Group

RE: Evaluation of Financial Feasibility of Prototype Development Projects in Lodi
Downtown Specific Plan Area

Date: December 4, 2025

Introduction

As part of the Downtown Lodi Specific Plan preparation, the RRM Design and Land Econ Group (LEG) team proposed to test the financial feasibility of six redevelopment project concepts. The six prototype projects were selected in a cooperative fashion by RRM and LEG and vetted by the City staff. They are intended to demonstrate new development approaches that either improve private sector development feasibility and/or identify City actions that enhance such feasibility. The overriding objective is to use these project concepts to stimulate private development to upgrade the economic vitality, pedestrian activity and design quality of Downtown Lodi.

Conclusions

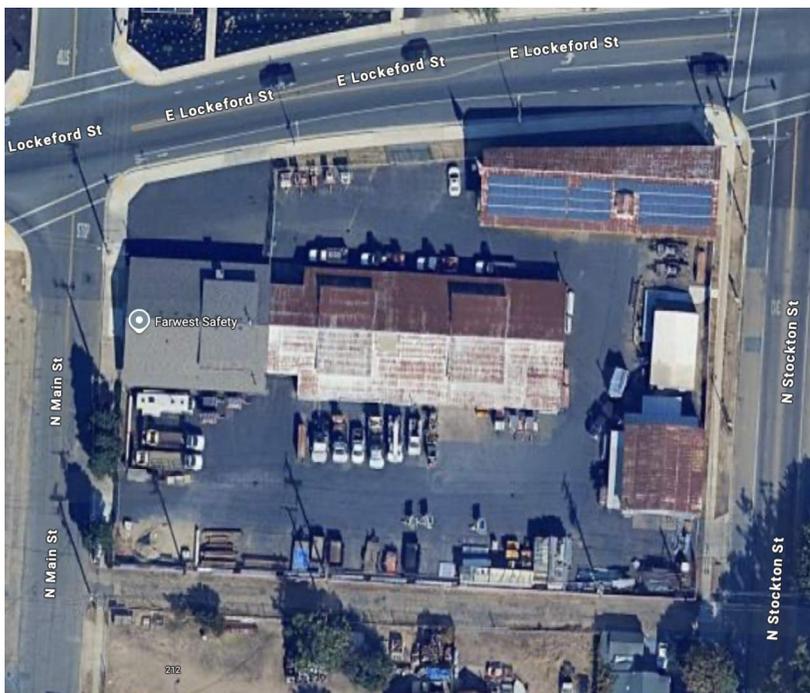
Because Lodi is surrounded by an abundance of land, developers prefer to buy extra inexpensive land to provide surface parking rather than to invest in the more expensive podium or structured parking more typical of larger urban areas. However, this approach does not work in downtown where there is no longer an abundance of readily developable land and surface parking promotes suburban style development that degrades pedestrian vitality and Lodi's historic small-town charm. For Downtown Lodi to grow and prosper over the next 20 years, the downtown needs a set of parking standards that is different from the balance of the city. After some initial feasibility testing, the RRM/LEG team is recommending a requirement of one parking stall per unit for multi-family development in the Specific Plan Area. Developers have the right to build more than one stall per unit in response to market requirements; however, this approach allow each project to optimize its parking economics by balancing surface, structured and rent implications. The prototypes advanced RRM are designed to test this approach which will greatly improve multi-family development feasibility in the Downtown



Specific Plan Area. LEG has conducted feasibility analysis of each of these six prototype projects, and our conclusions and recommendations are summarized below. These conclusions are presented in order of recommended implementation priority based upon likely private sector development feasibility and the project's impact on a successful Downtown Lodi looking forward for the next 20 years.

Priority One – 1.7 Acres Industrial Parcel Located at E. Lockeford Between Main and Stockton (RRM Prototype 1)

This is a single parcel of 1.7 acres that does not require the assembly of multiple parcels to create a large enough project to attract developers that are well capitalized. Our analysis indicates this project is likely feasible with the unknowns being the relocation of the existing industrial use – where and what would it cost and any site contamination issues. This development is at a location and of a scale that will change the market perception of the Eastside of Downtown, which has received little investment in recent decades. Once completed and occupied, other private investment will follow into this older area. We recommend that the City make every effort to promote the redevelopment of this industrial parcel into a well-designed apartment project, including the use of fee waivers or industrial relocation assistance.





NEW RESIDENTIAL PROJECT

ZONING: MCO
TOTAL PARCEL SIZE: 1.7 ACRES
HEIGHT ALLOWED: 4 STORIES

PROPOSED BUILDING
3 STORY BUILDING
38 2BED (1,000 SF)
41 1BED (750 SF)
TOTAL UNITS = 79

PARKING PROVIDED
28 GARAGE SPACES
51 SURFACE PARKING SPACES
79 TOTAL PROVIDED PARKING SPACES

REVISED/SUGGESTED PARKING REQ'D
1 SPACE/UNIT, NO GUEST
= 32 REQUIRED PARKING SPACES

EXISTING CODE PARKING REQ'D
PARKING REQUIRED: 1/ 1BED, 2/2BED (1 COVERED), .2 GUEST/UNIT
= 38*2.2 + 41*1.2 = 83.6 + 49.2 = 132.8 SPACES TOTAL REQUIRED



OPPORTUNITY SITE 1 - GROUND FLOOR
MAIN STREET - LODI

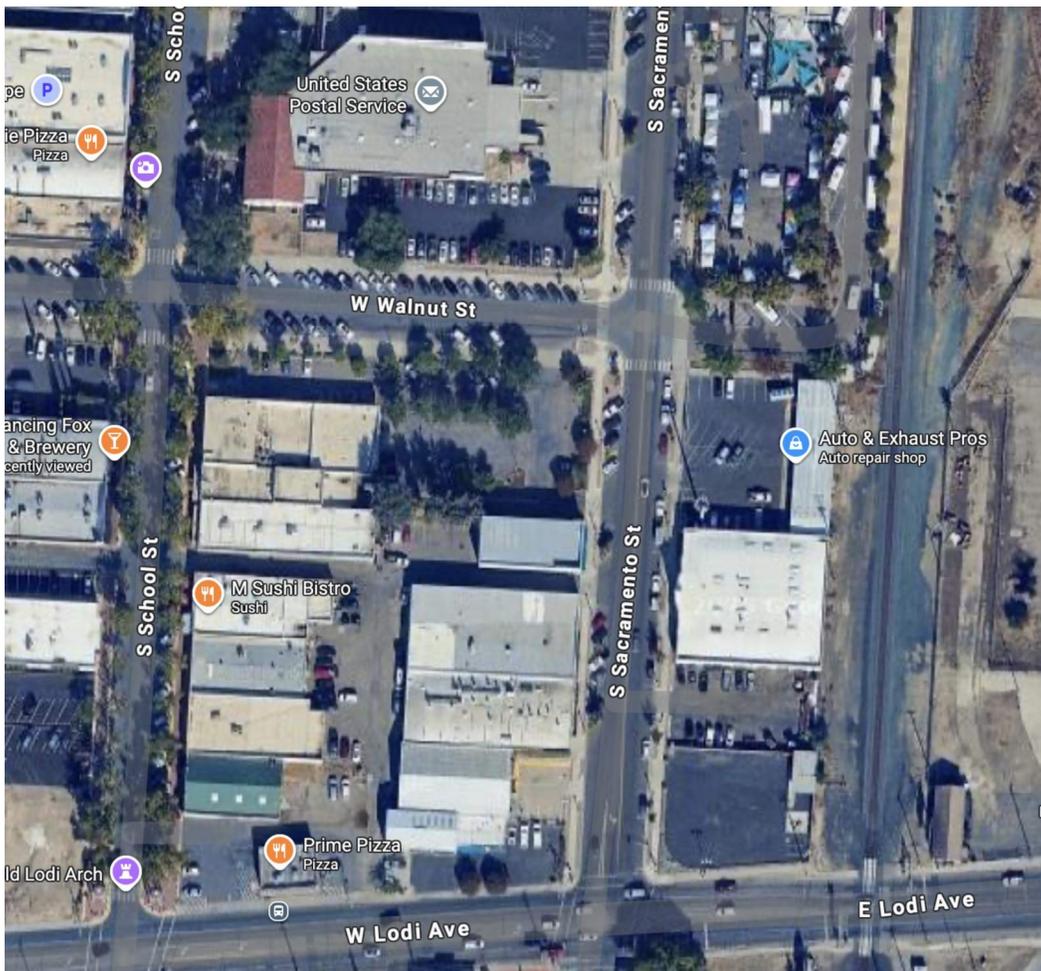
14 NOV 2025
3435-01-PP24

Priority Two – Wine Country Hotel Development on two Parcels Spanning Sacramento Street on the South Side of Walnut Street (RRM Prototype 6)

This project is designed as a wine country style hotel of 60 rooms located at the southwest corner of the intersection of Sacramento and Walnut Streets with much of its parking located on a surface lot across Sacramento Street which is currently occupied by an automobile repair shop. The feasibility analysis indicates this is clearly a feasible development with one major caveat, which is the proposed 150-room hotel under discussion a few blocks to the north. If that much larger and complex joint use hotel proceeds to construction, the Downtown Lodi hotel market may be saturated for a period and this proposed hotel will likely be delayed until the market regains equilibrium. Since most successful wine country hotels are in the 50 to 70 room range and the Wine and Roses Hotel has recently been rebranded and upgraded to Appellation Lodi, which moves Lodi up one notch as a wine tourism destination, this proposed hotel is the correct size and well located to be the Downtown Lodi's wine country hotel. If the 150-room mixed use hotel does not proceed, we recommend that the City aggressively push this project forward which could include the use of development fee rebates that



would be recovered through transient occupancy tax collections in three to four years. Even if the 150-room hotel moves forward, the City should move to control these two parcels for future hotel development either through specific hotel zoning or outright acquisition for future hotel development. RRM has found a well located and workable hotel site, and this site opportunity should be protected to achieve one of the City's key objectives. The issue is timing relative to the larger hotel development.



Our recommendation is for this hotel to include a high-end restaurant and for the east block to be reserved entirely for surface parking for this hotel and restaurant. The office/service building shown below that will require its own parking should not be promoted. With a larger surface lot, this subject hotel could be slightly larger than 60 rooms.



NEW HOTEL PROJECT

ZONING: DMU
TOTAL PARCEL SIZE: .45 + .35 = .8 ACRES
2 COMBINED PARCELS
HEIGHT ALLOWED: 4 STORIES

PROPOSED BUILDING
4 STORY BUILDING
GROUND FLOOR LOBBY, RESTAURANT, SERVICES = 8,500 SQFT
60 ROOM HOTEL
ROOF TOP BAR / POOL

PARKING PROVIDED
30 GARAGE/PODIUM SPACES
40 SURFACE VALET SPACES
70 TOTAL PROVIDED PARKING SPACES

RECOMMEND PARKING REQ'D
1 SPACE/UNIT = 60 SPACES



PROTOTYPE 6 - WALNUT AND SACRAMENTO MAIN STREET - LODI

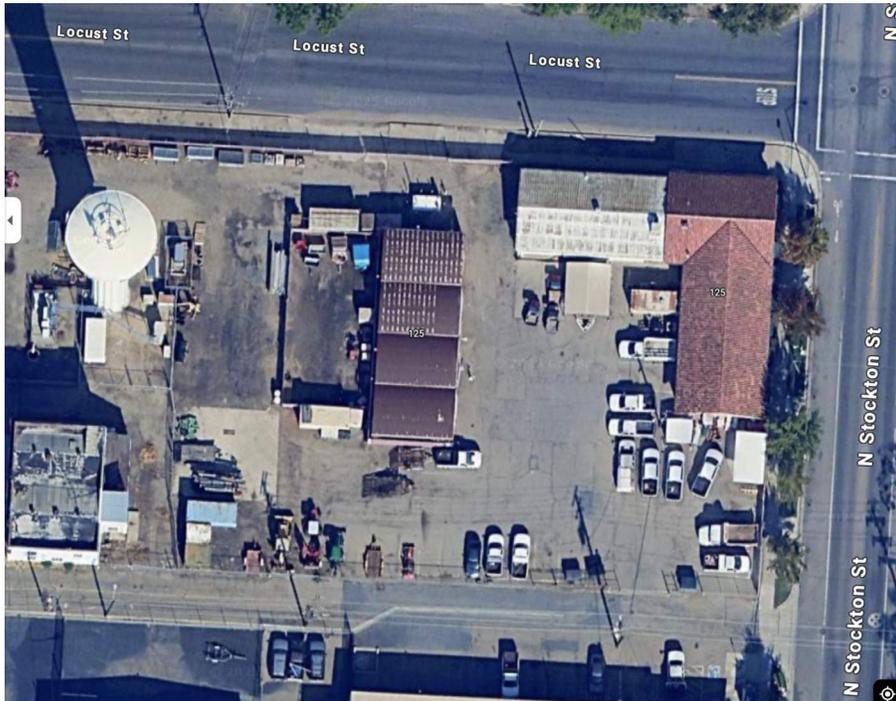


14 NOV 2025
3435-01-PP24

8

Priority Three – 0.73 Acres Industrial Parcel Located at Stockton and Locust (RRM Prototype 2)

This is a smaller 32-unit apartment project located adjacent to Hale Park with 8,000 square feet of ground floor retail space facing a proposed new paseo connecting Hale Park to a new plaza opportunity adjacent to the water tower. The feasibility of this project is marginal in part because the retail frontage is single loaded and at an unproven location. Pro forma rents for this retail space are lower than rents in the downtown and lower than residential rents in this building. This project is likely to proceed following the completion of Prototype One, the renovation of Hale Park and construction of the new paseo and water tower plaza become imminent. Our recommendation for Prototype 2 is to encourage action after completion of Prototype One and the renovation of Hale Park. The reduction in the amount of retail space will likely improve project feasibility and reduce development risk. However, from a neighborhood building perspective, some retail such as a coffee shop and bakery at this location would be welcomed.



NEW MIXED USE PROJECT

ZONING: MCO
 TOTAL PARCEL SIZE: .73 ACRES
 NOT INCLUDING PLAZA/PASEO
 HEIGHT ALLOWED: 4 STORIES

PROPOSED BUILDING
 3 STORY BUILDING
 8,000 SQFT RETAIL
 RESIDENTIAL
 14 2BED (1,000 SF)
 18 1BED (750 SF)
 TOTAL UNITS = 32

PARKING PROVIDED
 14 GARAGE SPACES
 24 SURFACE PARKING SPACES
 38 TOTAL PROVIDED PARKING SPACES

REVISED/SUGGESTED PARKING REQ'D
 1 SPACE/UNIT, NO GUEST
 NO COMM. PARKING REQ'D
 = 32 REQUIRED PARKING SPACES

EXISTING CODE PARKING REQ'D
 PARKING REQUIRED: 1/1BED, 2/2BED (1 COVERED), .2 GUEST/UNIT
 = 14*2.2 + 18* 1.2 = 30.8 + 21.6 =
 52.4 SPACES RESIDENTIAL
 1/600 RETAIL = 14
 = 67 TOTAL REQUIRED



PROTOTYPE 2 - LOCUST AND STOCKTON
MAIN STREET - LODI

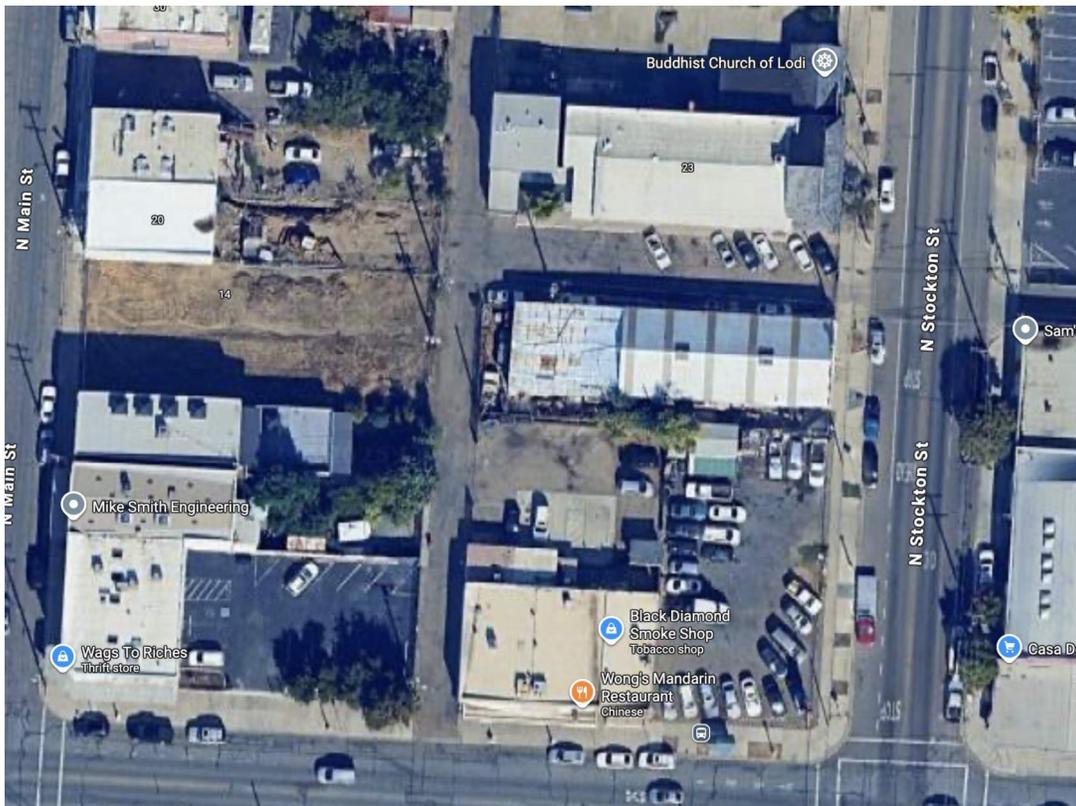


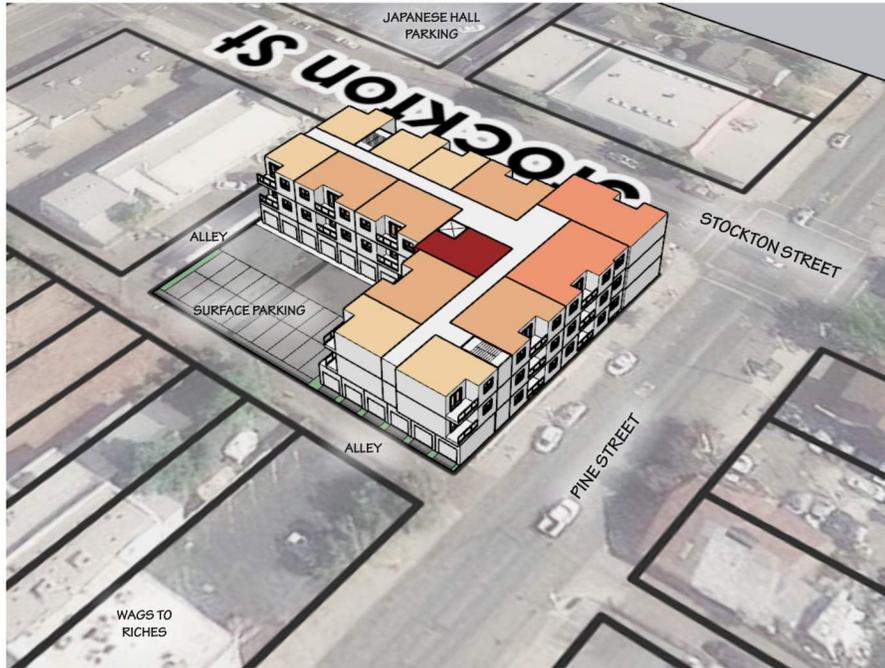
14 NOV 2025
 3435-01-PP24



Priority Four – 0.58 Acres Industrial Parcel Located at Stockton and Pine Streets (RRM Prototype 3)

This is a 32-unit apartment development which requires the assembly of three parcels into a building site of slightly over a half-acre. The feasibility is marginal in part because of the risk to reward ratio. The assembly of three parcels and the relocation of industrial uses requires considerable effort and cost while the financial reward is limited by the small size of the project. The development of this project is likely a decade away and will follow the successful development of Prototypes One and Two and public investment into the eastside of downtown.





NEW RESIDENTIAL PROJECT

ZONING: MCO
TOTAL PARCEL SIZE: .58 ACRES
3 COMBINED PARCELS
HEIGHT ALLOWED: 4 STORIES

PROPOSED BUILDING
3 STORY BUILDING
6 3BED (1,250 SF)
12 2BED (1,000 SF)
14 1BED (750 SF)
TOTAL UNITS = 32

PARKING PROVIDED
18 GARAGE SPACES
18 SURFACE PARKING SPACES
36 TOTAL PROVIDE PARKING SPACES

RECOMMEND PARKING REQ'D
1 SPACE/UNIT, NO GUEST
= 32 REQUIRED PARKING SPACES

EXISTING CODE PARKING REQ'D
PARKING REQUIRED: 1/ 1BED, 2/2BED (1 COVERED), .2 GUEST/UNIT
= 18*2.2 + 14* 1.2 = 39.6 + 16.8 =
56.4 SPACES TOTAL REQUIRED



PROTOTYPE 3 - STOCKTON AND PINE MAIN STREET - LODI

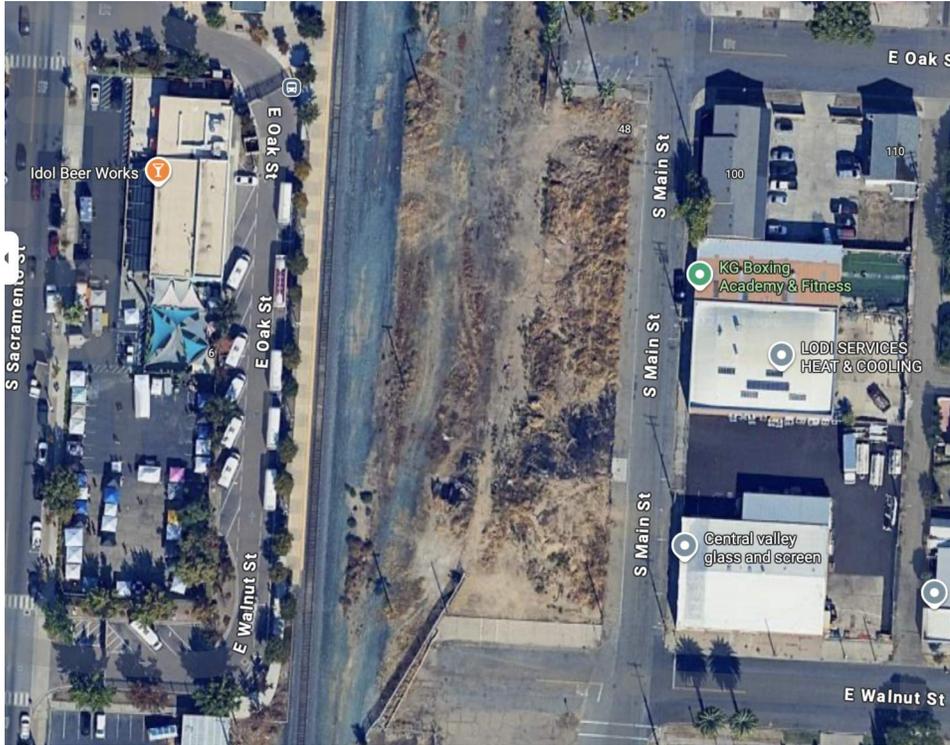


14 NOV 2025
3435-01-PP24

5

Priority Five – 1.17 Acre Railroad Parcel Located at Walnut and Main Streets (RRM Prototype 5)

The 14 row houses proposed for this location faces significant challenges because it is a pioneering product type for the Lodi market. While the ground floor ADU offer office, granny unit or rental possibilities, the layout is a difficult because the units front on older industrial uses to the east, the freight rail tracks in the back on the west; and most units have no light penetration from the north and south. In the Lodi market this level of density for an ownership townhouse product would be venerable to suburban competition from zero lot line or duplex townhouses. Given these constraints, we analyzed this prototype as a rental product and it proved to be marginally feasible. However, a larger complex with project amenities and more articulation of design to improve light penetration into more of the units would improve market acceptance.



NEW RESIDENTIAL PROJECT

ZONING: DMU
 TOTAL PARCEL SIZE: 1.17 ACRES
 NOT INCLUDING RAIL SETBACK AREA
 HEIGHT ALLOWED: 4 STORIES

PROPOSED BUILDINGS
 3 STORY TOWNHOMES
 14 UNITS,
 3BED (1,950 SF) +
 500 SF ADU/OFFICE (GROUND FLOOR)
 EACH HAS 2 CAR GARAGE
 + 30 ALLEY PARKING SURFACE SPACES

PARKING PROVIDED
 28 GARAGE SPACES
 30 SURFACE PARKING SPACES
 58 TOTAL PROVIDE PARKING SPACES

RECOMMEND PARKING REQ'D
 1 SPACE/UNIT, NO GUEST
 = 14 REQUIRED PARKING SPACES



**PROTOTYPE 5 - MAIN AND
 MAIN STREET - LODI**

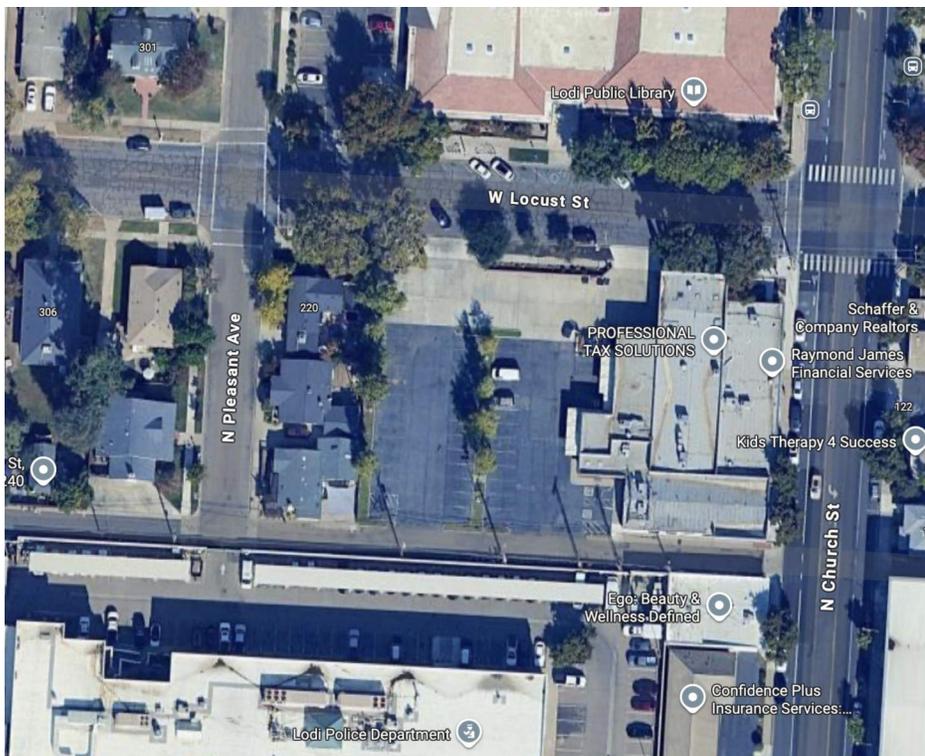


14 NOV 2025
 3435-01-PP24



Priority Six – One Acres Office Parcel Located at Church and Locust Streets (RRM Prototype 4)

This proposed 38-unit apartment development is well located on the westside of downtown with the Lodi Public Library on the northside across Locust Street, the Police Station across the alley to the south and single-family homes to the immediate west. However, current project feasibility is marginal because the acquisition of the site requires the purchase of an office complex with an assessed value over \$1.1 million and market value likely higher. Redevelopment of this office property into a four-story apartment complex is likely a decade away assuming residential demand in the downtown gains increasing popularity. Land economics currently favors the redevelopment of older and low intensity industrial uses into multi-family apartment in contrast to redevelopment of viable office uses in the downtown.





NEW RESIDENTIAL PROJECT

ZONING: DMU
TOTAL PARCEL SIZE: .97ACRES
HEIGHT ALLOWED: 4-STORIES

PROPOSED BUILDING
3 STORY BUILDING
6 3BED (1,250 SF)
21 2BED (1,000 SF)
11 1BED (750 SF)
TOTAL UNITS = 38

PARKING PROVIDED
19 GARAGE SPACES
36 SURFACE PARKING SPACES
55 TOTAL PROVIDED PARKING SPACES

RECOMMEND PARKING REQ'D
1 SPACE/UNIT, NO GUEST
= 38 REQUIRED PARKING SPACES

EXISTING CODE PARKING REQ'D
PARKING REQUIRED: 1/ 1BED, 2/2BED (1 COVERED), 2 GUEST/UNIT
= 27*2.2 + 11*1.2 = 59.4 + 13.2 = 72.6 SPACES TOTAL REQUIRED

*BILL, WE COULD GO TO A FOURTH STORY HERE, AND GAIN ANOTHER 15 UNITS (OR 13 AND A SWEET ROOF DECK)



PROTOTYPE 4 - LOCUST AND CHURCH
MAIN STREET - LODI



14 NOV 2025
3435-01-PP24

6

Method of Analysis

Our feasibility approach compares a proposed development project’s residual land value to the cost of acquiring and clearing the site. Residual land value is what a developer would be willing to pay for land after all development costs and required profits are covered. In Downtown Lodi where the prototypes are rarely proposed on vacant land, the cost of relocation of existing industrial and office uses and demolition of existing buildings must be taken into consideration. Issue like availability of relocation sites, the cost of moving heavy industrial equipment, buyout of existing leases and clean-up of contaminated sites complicates the analysis beyond the depth possible in a planning study. In those cases, we made educated estimates based upon visual inspection and best available information.

In analyzing the development pro formas for the six prototype projects, all of the following variables were incorporated:

- Parcel land area
- Type and size of buildings to be cleared
- Cost of acquiring and demolishing existing industrial or office buildings
- Assessed value of building improvements to be demolished



- Estimated premium paid for relocation of existing businesses
- Redevelopment program in units and square feet
- Net rentable area
- Gross building area
- Average monthly rent per unit and per square foot
- Rate of rent increase
- Rate of project lease-up for each use
- Direct construction cost for building areas and parking spaces by type of construction
- Indirect construction cost
- Construction financing
- Long-term financing
- Debt coverage ratio in year four (to reflect project stabilization)
- Project capitalization rate
- Capitalized project value
- Operating cost and revenue
- Loan amortization
- Project terminal value
- Developer's internal rate of return

The estimates and assumptions are based upon our experience over five decades of this type of work, local market research and interviews with local developers. The data used and pro formas for the six prototypes development concepts are detailed in the Statistical Appendix Tables 1-9. The conclusions cited above are based upon this analysis.

APPENDIX A

DRAFT PRO FORMA ANALYSIS TABLES

Prepared for RRM Design and the City of Lodi

By Land Econ Group

5-Dec-25

Table 1
COMPARABLE LAND PARCELS TRANSACTIONS IN LODI SINCE JUNE 2024

Parcel	Address	Sale Date	Land		Price/Acre	Price /SF	
			Sale Price	Acres			Square Feet
1	9036 Thornton Road	8/13/2024	\$1,093,000	2.12	92,347	\$515,566	\$11.84
2	2641 Bronzan Road	10/30/2024	\$1,589,945	3.65	158,994	\$79	\$10.00
3	4260 Bilby Road	6/11/2024	\$1,105,000	0.51	22,216	\$2,166,667	\$49.74
4	2693 Bronzan Road	12/9/2024	\$2,250,000	3.65	158,994	\$616,438	\$14.15
5	8740 Bruceville Road	12/23/2024	\$1,150,000	3.34	145,490	\$344,311	\$7.90
6	222 E. Kettleman Lane	3/7/2025	\$1,750,000	3.55	154,638	\$492,958	\$11.32
7	620 S. Central Avenue	6/27/2025	\$629,000	0.34	14,810	\$1,850,000	\$42.47
Total & Average			\$9,566,945	17.16	747,490	\$557,514	\$12.80

Source: DRAFT PRO FORMA ANALYSIS TABLES

Table 2
ASKING PRICE FOR LAND IN LODI - AUGUST 2025

Parcel	Address	Days on Market	Asking Price		Price/Acre	Price /SF
			of Land Parcel	Acres		
1	113 N Cherokee Lane	56	\$650,000	0.58	\$1,120,690	\$25.73
2	1811 W Kettleman Lane	165	\$1,600,000	1.71	\$79	\$21.48
3	1320 W Lockeford Street	672	\$1,403,000	1.13	\$1,241,593	\$28.50
4	68 Taylor Road	2456	\$1,100,000	4.37	\$251,716	\$5.78
Total & Average			\$4,753,000	7.79	\$610,141	\$14.01

Source: CoStar - Aug 25, 2025

Table 3
BUILDING AREA AND IMPROVEMENT VALUES FOR RRM PROTOTYPE PARCELS

Number	Parcels	Land Area	Bldg Area	2025 Assesemnt			Total Per SF Land	Percent Building	Development
				Improvement	Land	Total			Residual
1	1	1.74	17,378	\$166,113	\$290,700	\$456,813	\$6.03	36.4%	\$20.43
2				No Data Available					\$15.03
3	3	0.58	5,000	\$322,553	\$384,552	\$707,105	\$27.99	45.6%	\$29.34
4	1	1.01	13,994	\$1,140,000	\$400,000	\$1,540,000	\$35.00	74.0%	\$34.12
5				No Data Available - Railroad Land					\$21.00
6	2	0.85	4,352	\$110,057	\$404,337	\$514,394	\$13.89	21.4%	\$46.25

Source: CoStar

Table 4

FINANCIAL FEASIBILITY OF RRM SITE 1 - RESIDENTIAL WITH SOME PODIUM PARKING AT LOCKFORD AND MAIN Levered

Date: 12.1.2025
Project: Lodi

A: Key Project Information

Total Allocated Land Area	Acres	1.74	Number of Apt Units	79	
Total Parcel Land Area	SF	75,794	Average SF per unit	870	
Retail Space	SF	0	Monthly Rent per Unit	\$2,393	
Retail & Restaurant Rent NNN	Per SF	\$0.00	\$0.00 Annual Rent		
Affordable Apartments Net Area	SF	0	Annual Rate of Rent Increase		
Affordable Apartment Rents	Per SF	\$0.00	Retail	3.0%	
Market Apartments Net Area	SF	68,750	Affordable Units	0.0%	
Market Rate Apt Rent	FORMA ANAL	\$2.75	Market Apartments	3.0%	
Total Residential Gross Area	SF	79,750			
Total Gross Bldg Area	SF	79,750			
Parking		79	28 spaces in podium garage plus 51 Surface		
Relocation of Industrial Uses	SF	\$18.00	Total	\$477,505	
Demolition Cost per SF	Per SF	\$15.00	Total	260,670	Bldg area is 17,378 SF
Dir Bldg Const Cost Inc Amenities	Per SF	\$250.00	Total	19,937,500	
Parking Const Cost	Per Space	\$13,867	Total	1,095,500	
Indirect Const Cost & Fees	Percent Dir	20.0%	Total	4,258,734	
Total Construction Cost			Total	26,029,909	
Construction Interest	Per SF	\$11.89	Total	948,440	
Total Project Cost Excluding Land	Per GSF	\$338.29	Total	26,978,349	
Total Project Cost Including Land			Total	28,039,470	Assume \$1.06 million for site including demolition for financing calculation only
Amount Financed Inc Land	Percent	78.0%	Total	21,870,787	
Year Four Debt Cover Ratio		1.46			
Long Term Financing Rate		6.30%			
Terms in Years		30			
Construction Interest Rate		7.5%			
Project Capitalization Rate		6.0%			

Effective Annual Occupancy Rate

	Year 1	Year 2	Year 3+
Retail	60%	90%	95%
Affordable	0%	0%	0%
Apartments	50%	85%	95%

SUMMARY OF RESULTS	
Project Internal Rate of Return	12.0% Levered IRR
Residual for Land	\$1,548,751
Residual for Land per Acre	\$890,087
Residual for Land Per SF	\$20

Table 4 Continued
FINANCIAL FEASIBILITY OF RRM SITE 1 - RESIDENTIAL WITH SOME PODIUM PARKING AT LOCKFORD AND MAIN

Date: 12.1.2025
 Project: Lodi

B: Operating Cash Flow

	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037
Retail & Restaurant														
Leaseable Square Feet			0	0	0	0	0	0	0	0	0	0	0	0
Percentage Leased			60%	90%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%
Avg Lease Rate			\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Lease Revenue (\$1,000)			0	0	0	0	0	0	0	0	0	0	0	0
Apartment Complex														
Leaseable Square Feet			68,750	68,750	68,750	68,750	68,750	68,750	68,750	68,750	68,750	68,750	68,750	68,750
Percentage Leased			60%	85%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%
Avg Lease Rate			\$2.75	\$2.83	\$2.92	\$3.00	\$3.10	\$3.19	\$3.28	\$3.38	\$3.48	\$3.59	\$3.70	\$3.81
Total Lease Revenue (\$1,000)			1,361	1,986	2,287	2,355	2,426	2,499	2,574	2,651	2,730	2,812	2,897	2,983
Parking Revenue @ 5%			68	99	114	118	121	125	129	133	137	141	145	149
Total Gross Lease Revenue (\$1,000)			1,429	2,086	2,401	2,473	2,547	2,624	2,702	2,783	2,867	2,953	3,041	3,133
Less Operating Cost @ 26%			-372	-542	-624	-643	-662	-682	-703	-724	-745	-768	-791	-814
Total Gross Operating Revenue (\$1,000)			1,058	1,543	1,777	1,830	1,885	1,941	2,000	2,060	2,121	2,185	2,251	2,318
Net Operating Income (\$1,000)			\$1,058	\$1,543	\$1,777	\$1,830	\$1,885	\$1,941	\$2,000	\$2,060	\$2,121	\$2,185	\$2,251	\$2,318
Capitalized Value (\$1,000)			\$17,628	\$25,722	\$29,611	\$30,499	\$31,414	\$32,357	\$33,328	\$34,327	\$35,357	\$36,418	\$37,510	\$38,636
Cap Value per Unit			\$223,142	\$325,601	\$374,824	\$386,069	\$397,651	\$409,580	\$421,868	\$434,524	\$447,559	\$460,986	\$474,816	\$489,060

Table 5

**FINANCIAL FEASIBILITY OF RRM SITE 2 - RESIDENTIAL WITH SOME GARAGE PARKING AND LIMITED RETAIL AT LOCUST AND STOCKTON
Levered**

Date: 11.30.2025
Project: Lodi

A: Key Project Information

Total Allocated Land Area	Acres	0.73	Number of Apt Units	32	
Total Parcel Land Area	SF	31,799	Average SF per unit	859	
Retail Space	SF	8,000	Monthly Rent per Unit	\$2,363	
Retail & Restaurant Rent NNN	Per SF	\$2.50	\$30.00 Annual Rent		
Affordable Apartments Net Area	SF	0	Annual Rate of Rent Increase		
Affordable Apartment Rents	Per SF	\$0.00	Retail	3.0%	
Market Apartments Net Area	SF	27,500	Affordable Units	0.0%	
Market Rate Apt Rent	FORMA ANAL	\$2.75	Market Apartments	3.0%	
Total Residential Gross Area	SF	31,900			
Total Gross Bldg Area	SF	39,900			
Parking		38	14 spaces in garage plus 28 Surface		
Relocation of Industrial Uses	SF	\$18.00	Total	\$200,332	
Demolition Cost per SF	Per SF	\$15.00	Total	166,944	Bldg area is assumed to be 35 percent of site area
Dir Bldg Const Cost Inc Amenities	Per SF	\$250.00	Total	9,975,000	
Parking Const Cost	Per Space	\$28,829	Total	1,095,500	
Indirect Const Cost & Fees	Percent Dir	20.0%	Total	2,247,489	
Total Construction Cost			Total	13,685,265	
Construction Interest	Per SF	\$12.52	Total	499,425	
Total Project Cost Excluding Land	Per GSF	\$355.51	Total	14,184,689	
Total Project Cost Including Land			Total	14,629,873	Assume \$445,000 million for site including demolition for financing calculation only
Amount Financed Inc Land	Percent	78.0%	Total	11,411,301	
Year Four Debt Cover Ratio		1.40			
Long Term Financing Rate		6.30%			
Terms in Years		30			
Construction Interest Rate		7.5%			
Project Capitalization Rate		6.0%			

	Effective Annual Occupancy Rate		
	Year 1	Year 2	Year 3+
Retail	60%	90%	95%
Affordable	0%	0%	0%
Apartments	50%	85%	95%

SUMMARY OF RESULTS	
Project Internal Rate of Return	12.0% Levered IRR
Residual for Land	\$477,864
Residual for Land per Acre	\$654,608
Residual for Land Per SF	\$15

Table 5 Continued

FINANCIAL FEASIBILITY OF RRM SITE 2 - RESIDENTIAL WITH SOME GARAGE PARKING AND LIMITED RETAIL AT LOCUST AND STOCKTON

Date: 11.30.2025
Project: Lodi

B: Operating Cash Flow

	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037
Retail & Restaurant														
Leaseable Square Feet			8,000	8,000	8,000	8,000	8,000	8,000	8,000	8,000	8,000	8,000	8,000	8,000
Percentage Leased			60%	90%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%
Avg Lease Rate			\$2.50	\$2.58	\$2.65	\$2.73	\$2.81	\$2.90	\$2.99	\$3.07	\$3.17	\$3.26	\$3.36	\$3.46
Total Lease Revenue (\$1,000)			144	222	242	249	257	264	272	280	289	297	306	316
Apartment Complex														
Leaseable Square Feet			27,500	27,500	27,500	27,500	27,500	27,500	27,500	27,500	27,500	27,500	27,500	27,500
Percentage Leased			60%	85%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%
Avg Lease Rate			\$2.75	\$2.83	\$2.92	\$3.00	\$3.10	\$3.19	\$3.28	\$3.38	\$3.48	\$3.59	\$3.70	\$3.81
Total Lease Revenue (\$1,000)			545	795	915	942	970	999	1,029	1,060	1,092	1,125	1,159	1,193
Parking Revenue @ 5%			27	40	46	47	49	50	51	53	55	56	58	60
Total Gross Lease Revenue (\$1,000)			574	1,057	1,202	1,238	1,275	1,314	1,353	1,394	1,436	1,479	1,523	1,569
Less Operating Cost @ 24%			-138	-254	-289	-297	-306	-315	-325	-334	-345	-355	-366	-376
Total Gross Operating Revenue (\$1,000)			436	803	914	941	969	998	1,028	1,059	1,091	1,124	1,157	1,192
Net Operating Income (\$1,000)			\$436	\$803	\$914	\$941	\$969	\$998	\$1,028	\$1,059	\$1,091	\$1,124	\$1,157	\$1,192
Capitalized Value (\$1,000)			\$7,274	\$13,385	\$15,228	\$15,685	\$16,156	\$16,641	\$17,140	\$17,654	\$18,184	\$18,729	\$19,291	\$19,870
Cap Value per Unit			\$227,297	\$418,286	\$475,889	\$490,165	\$504,870	\$520,016	\$535,617	\$551,685	\$568,236	\$585,283	\$602,842	\$620,927

Table 6

**FINANCIAL FEASIBILITY OF RRM SITE 3 - RESIDENTIAL WITH SOME GARAGE PARKING AND LIMITED RETAIL AT LOCUST AND STOCKTON
Levered**

Date: 12.1.2025
Project: Lodi

A: Key Project Information

Total Allocated Land Area	Acres	0.58	Number of Apt Units	32	
Total Parcel Land Area	SF	25,265	Average SF per unit	938	
Retail Space	SF	0	Monthly Rent per Unit	\$2,578	
Retail & Restaurant Rent NNN	Per SF	\$2.50	\$30.00 Annual Rent		
Affordable Apartments Net Area	SF	0	Annual Rate of Rent Increase		
Affordable Apartment Rents	Per SF	\$0.00	Retail	3.0%	
Market Apartments Net Area	SF	30,000	Affordable Units	0.0%	
Market Rate Apt Rent	FORMA ANAL	\$2.75	Market Apartments	3.0%	
Total Residential Gross Area	SF	34,800			
Total Gross Bldg Area	SF	34,800			
Parking		36	18 spaces in garage plus 18 Surface		
Relocation of Industrial Uses	SF	\$18.00	Total	\$400,000	Estimated
Demolition Cost per SF	Per SF	\$15.00	Total	200,000	Estimated
Dir Bldg Const Cost Inc Amenities	Per SF	\$250.00	Total	8,700,000	
Parking Const Cost	Per Space	\$19,750	Total	711,000	
Indirect Const Cost & Fees	Percent Dir	20.0%	Total	1,922,200	
Total Construction Cost			Total	11,933,200	
Construction Interest	Per SF	\$12.21	Total	424,995	
Total Project Cost Excluding Land	Per GSF	\$355.12	Total	12,358,195	
Total Project Cost Including Land			Total	12,758,195	Assume \$400,000 million for site including demolition for financing calculation only
Amount Financed Inc Land	Percent	78.0%	Total	9,951,392	
Year Four Debt Cover Ratio		1.40			
Long Term Financing Rate		6.30%			
Terms in Years		30			
Construction Interest Rate		7.5%			
Project Capitalization Rate		6.0%			

	Effective Annual Occupancy Rate		
	Year 1	Year 2	Year 3+
Retail	60%	90%	95%
Affordable	0%	0%	0%
Apartments	50%	85%	95%

SUMMARY OF RESULTS	
Project Internal Rate of Return	12.0% Levered IRR
Residual for Land	\$741,332
Residual for Land per Acre	\$1,278,158
Residual for Land Per SF	\$29

Table 6 Continued

FINANCIAL FEASIBILITY OF RRM SITE 3 - RESIDENTIAL WITH SOME GARAGE PARKING AND LIMITED RETAIL AT LOCUST AND STOCKTON

Date: 12.1.2025
Project: Lodi

B: Operating Cash Flow

	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037
Retail & Restaurant														
Leaseable Square Feet			0	0	0	0	0	0	0	0	0	0	0	0
Percentage Leased			60%	90%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%
Avg Lease Rate			\$2.50	\$2.58	\$2.65	\$2.73	\$2.81	\$2.90	\$2.99	\$3.07	\$3.17	\$3.26	\$3.36	\$3.46
Total Lease Revenue (\$1,000)			0	0	0	0	0	0	0	0	0	0	0	0
Apartment Complex														
Leaseable Square Feet			30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000
Percentage Leased			60%	85%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%
Avg Lease Rate			\$2.75	\$2.83	\$2.92	\$3.00	\$3.10	\$3.19	\$3.28	\$3.38	\$3.48	\$3.59	\$3.70	\$3.81
Total Lease Revenue (\$1,000)			594	867	998	1,028	1,059	1,090	1,123	1,157	1,191	1,227	1,264	1,302
Parking Revenue @ 5%			30	43	50	51	53	55	56	58	60	61	63	65
Total Gross Lease Revenue (\$1,000)			626	910	1,048	1,079	1,111	1,145	1,179	1,215	1,251	1,288	1,327	1,367
Less Operating Cost @ 24%			-150	-218	-251	-259	-267	-275	-283	-291	-300	-309	-319	-328
Total Gross Operating Revenue (\$1,000)			476	692	796	820	845	870	896	923	951	979	1,009	1,039
Net Operating Income (\$1,000)			\$476	\$692	\$796	\$820	\$845	\$870	\$896	\$923	\$951	\$979	\$1,009	\$1,039
Capitalized Value (\$1,000)			\$7,932	\$11,528	\$13,270	\$13,669	\$14,079	\$14,501	\$14,936	\$15,384	\$15,846	\$16,321	\$16,811	\$17,315
Cap Value per Unit			\$247,871	\$360,241	\$414,701	\$427,142	\$439,956	\$453,155	\$466,749	\$480,752	\$495,174	\$510,030	\$525,331	\$541,091

Table 7

**FINANCIAL FEASIBILITY OF RRM SITE 4 - RESIDENTIAL WITH SOME GARAGE PARKING AT LOCUST AND N. CHURCH
Levered**

Date: 12.1.2025
Project: Lodi

A: Key Project Information

Total Allocated Land Area	Acres	1.01	Number of Apt Units	38
Total Parcel Land Area	SF	43,996	Average SF per unit	967
Retail Space	SF	0	Monthly Rent per Unit	\$2,756
Retail & Restaurant Rent NNN	Per SF	\$2.50	\$30.00 Annual Rent	
Affordable Apartments Net Area	SF	0	Annual Rate of Rent Increase	
Affordable Apartment Rents	Per SF	\$0.00	Retail	3.0%
Market Apartments Net Area	SF	36,750	Affordable Units	0.0%
Market Rate Apt Rent	FORMA ANAL	\$2.85	Market Apartments	3.0%
Total Residential Gross Area	SF	42,630		
Total Gross Bldg Area	SF	42,630		
Parking		55	19 spaces in garage plus 36 Surface	
Acquisition of Office Bldgs	SF	\$66.67	\$1,200,000	Estimated
Demolition Cost per SF	Per SF	\$15.00	Total	270,000 Estimated
Dir Bldg Const Cost Inc Amenities	Per SF	\$250.00	Total	10,657,500
Parking Const Cost	Per Space	\$14,109	Total	776,000
Indirect Const Cost & Fees	Percent Dir	20.0%	Total	2,340,700
Total Construction Cost			Total	15,244,200
Construction Interest	Per SF	\$12.12	Total	516,533
Total Project Cost Excluding Land	Per GSF	\$369.71	Total	15,760,733
Total Project Cost Including Land			Total	16,160,733 Assume \$400,000 million for site including demolition for financing calculation only
Amount Financed Inc Land	Percent	78.0%	Total	12,605,371
Year Four Debt Cover Ratio		1.41		
Long Term Financing Rate		6.30%		
Terms in Years		30		
Construction Interest Rate		7.5%		
Project Capitalization Rate		6.0%		

	Effective Annual Occupancy Rate		
	Year 1	Year 2	Year 3+
Retail	60%	90%	95%
Affordable	0%	0%	0%
Apartments	50%	85%	95%

SUMMARY OF RESULTS	
Project Internal Rate of Return	12.0% Levered IRR
Residual for Land	\$1,500,944
Residual for Land per Acre	\$1,486,083
Residual for Land Per SF	\$34

Table 7 Continued
FINANCIAL FEASIBILITY OF RRM SITE 4 - RESIDENTIAL WITH SOME GARAGE PARKING AT LOCUST AND N. CHURCH

Date: 12.1.2025
 Project: Lodi

B: Operating Cash Flow

	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037
Retail & Restaurant														
Leaseable Square Feet			0	0	0	0	0	0	0	0	0	0	0	0
Percentage Leased			60%	90%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%
Avg Lease Rate			\$2.50	\$2.58	\$2.65	\$2.73	\$2.81	\$2.90	\$2.99	\$3.07	\$3.17	\$3.26	\$3.36	\$3.46
Total Lease Revenue (\$1,000)			0	0	0	0	0	0	0	0	0	0	0	0
Apartment Complex														
Leaseable Square Feet			36,750	36,750	36,750	36,750	36,750	36,750	36,750	36,750	36,750	36,750	36,750	36,750
Percentage Leased			60%	85%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%
Avg Lease Rate			\$2.85	\$2.94	\$3.02	\$3.11	\$3.21	\$3.30	\$3.40	\$3.51	\$3.61	\$3.72	\$3.83	\$3.95
Total Lease Revenue (\$1,000)			754	1,100	1,267	1,305	1,344	1,384	1,426	1,468	1,513	1,558	1,605	1,653
Parking Revenue @ 5%			38	55	63	65	67	69	71	73	76	78	80	83
Total Gross Lease Revenue (\$1,000)			794	1,155	1,330	1,370	1,411	1,453	1,497	1,542	1,588	1,636	1,685	1,735
Less Operating Cost @ 24%			-191	-277	-319	-329	-339	-349	-359	-370	-381	-393	-404	-417
Total Gross Operating Revenue (\$1,000)			604	878	1,011	1,041	1,072	1,105	1,138	1,172	1,207	1,243	1,281	1,319
Net Operating Income (\$1,000)			\$604	\$878	\$1,011	\$1,041	\$1,072	\$1,105	\$1,138	\$1,172	\$1,207	\$1,243	\$1,281	\$1,319
Capitalized Value (\$1,000)			\$10,061	\$14,635	\$16,847	\$17,353	\$17,873	\$18,410	\$18,962	\$19,531	\$20,117	\$20,720	\$21,342	\$21,982
Cap Value per Unit			\$264,772	\$385,130	\$443,353	\$456,653	\$470,353	\$484,464	\$498,998	\$513,968	\$529,387	\$545,268	\$561,626	\$578,475

Table 8

**FINANCIAL FEASIBILITY OF RRM SITE 5 - RENTAL TOWNHOUSES ON MAIN STREET
Levered**

Date: 12.1.2025
Project: Lodi

A: Key Project Information

Total Allocated Land Area	Acres	1.17	Number of Apt Units	28	
Total Parcel Land Area	SF	50,965	Average SF per unit	1,225	
Retail Space	SF	0	Monthly Rent per Unit	\$3,124	
Retail & Restaurant Rent NNN	Per SF	\$0.00	\$0.00 Annual Rent		
Affordable Apartments Net Area	SF	0	Annual Rate of Rent Increase		
Affordable Apartment Rents	Per SF	\$0.00	Retail	3.0%	
Market Apartments Net Area	SF	34,300	Affordable Units	0.0%	
Market Rate Apt Rent	FORMA ANAL	\$2.55	Market Apartments	3.0%	
Total Residential Gross Area	SF	34,300			
Total Gross Bldg Area	SF	34,300			
Parking		55	28 spaces in garage plus 30 Surface		
Acquisition of Office Bldgs	SF	\$0.00	Total	\$0	
Demolition Cost per SF	Per SF	\$0.00	Total	0	
Dir Bldg Const Cost Inc Amenities	Per SF	\$240.00	Total	8,232,000	
Parking Const Cost	Per Space	\$23,727	Total	1,305,000	
Indirect Const Cost & Fees	Percent Dir	20.0%	Total	1,907,400	
Total Construction Cost			Total	11,444,400	
Construction Interest	Per SF	\$12.51	Total	429,165	
Total Project Cost Excluding Land	Per GSF	\$346.17	Total	11,873,565	
Total Project Cost Including Land			Total	12,473,565	Assume \$600,000 for site including demolition for financing calculation only
Amount Financed Inc Land	Percent	78.0%	Total	9,729,381	
Year Four Debt Cover Ratio		1.52			
Long Term Financing Rate		6.30%			
Terms in Years		30			
Construction Interest Rate		7.5%			
Project Capitalization Rate		6.0%			

	Effective Annual Occupancy Rate		
	Year 1	Year 2	Year 3+
Retail	60%	90%	95%
Affordable	0%	0%	0%
Apartments	50%	85%	95%

SUMMARY OF RESULTS	
Project Internal Rate of Return	12.0% Levered IRR
Residual for Land	\$1,070,073
Residual for Land per Acre	\$914,592
Residual for Land Per SF	\$21

Table 8 Continued
FINANCIAL FEASIBILITY OF RRM SITE 5 - RENTAL TOWNHOUSES ON MAIN STREET

Date: 12.1.2025
 Project: Lodi

B: Operating Cash Flow

	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037
Retail & Restaurant														
Leaseable Square Feet			0	0	0	0	0	0	0	0	0	0	0	0
Percentage Leased			60%	90%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%
Avg Lease Rate			\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Lease Revenue (\$1,000)			0	0	0	0	0	0	0	0	0	0	0	0
Apartment Complex														
Leaseable Square Feet			34,300	34,300	34,300	34,300	34,300	34,300	34,300	34,300	34,300	34,300	34,300	34,300
Percentage Leased			60%	85%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%
Avg Lease Rate			\$2.55	\$2.63	\$2.71	\$2.79	\$2.87	\$2.96	\$3.04	\$3.14	\$3.23	\$3.33	\$3.43	\$3.53
Total Lease Revenue (\$1,000)			630	919	1,058	1,090	1,122	1,156	1,191	1,226	1,263	1,301	1,340	1,380
Parking Revenue @ 5%			31	46	53	54	56	58	60	61	63	65	67	69
Total Gross Lease Revenue (\$1,000)			661	965	1,111	1,144	1,178	1,214	1,250	1,288	1,326	1,366	1,407	1,449
Less Operating Cost @ 24%			-159	-232	-267	-275	-283	-291	-300	-309	-318	-328	-338	-348
Total Gross Operating Revenue (\$1,000)			503	733	844	869	896	922	950	979	1,008	1,038	1,069	1,101
Net Operating Income (\$1,000)			\$503	\$733	\$844	\$869	\$896	\$922	\$950	\$979	\$1,008	\$1,038	\$1,069	\$1,101
Capitalized Value (\$1,000)			\$8,376	\$12,221	\$14,069	\$14,491	\$14,926	\$15,374	\$15,835	\$16,310	\$16,799	\$17,303	\$17,822	\$18,357
Cap Value per Unit			\$299,130	\$436,481	\$502,467	\$517,541	\$533,067	\$549,059	\$565,531	\$582,497	\$599,971	\$617,971	\$636,510	\$655,605

Table 9

FINANCIAL ANALYSIS OF HOTEL DEVELOPMENT AT SACRAMENTO AND WALNUT

Lodi 12.1.2025

PROJECT INFORMATION

Land Area	Acres	0.85	Two parcels			
Land Parcel Area	SF	37,026				
Number of Units	Units	60				
Parking Spaces	Spaces	70	30 podium and 40 surface across Sacramento Street			
Average Room Size	SF	400	Includes hallways			
Total Room Area	SF	24,000	Includes hallways			
Common Area	SF	9,600				
Gross Building Area	SF	33,600				
Initial Year's Eff Room Rate	'ORMA ANAL'	\$235.00				
Annual Room Rate Increase		3.0%				
Dir Bldg Const Cost	Per SF	\$325.00	Total	\$10,920,000		
Parking Const Cost	Per Space	\$17,143	Total	\$1,200,000		
Indir Const Cost	Percent Dir	20.0%	Total	\$2,424,000		
Furniture, Fixture & Equipment	Per Unit	\$85,000	Total	\$5,100,000		
Total Cost Before Const Interest	Per Unit	\$327,400	Total	\$19,644,000		
Construction Interest	Per Unit	\$15,224	Total	\$913,446		
Total Project Cost No Land	Per Unit	\$342,624	Total	\$20,557,446	\$342,624	Cost per Key
Land Cost and Demo Cost				\$650,000		
Total Cost Including Land				\$21,207,446		
Amount Financed Exc Land	Percent	80%	Total	\$16,965,957		
Year Four Debt Cover Ratio		1.44				
Long Term Financing Rate		6.5%				
Terms in Years		30				
Construction Interest Rate		7.5%				
Project Capitalization Rate		7.0%				

SUMMARY OF RESULTS	
Project Internal Rate of Return	13.0%
Residual for Land	\$1,712,293
Residual for Land Per SF	\$46

Table 9
FINANCIAL ANALYSIS OF HOTEL DEVELOPMENT AT SACRAMENTO AND WALNUT

	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038
OPERATING ANALYSIS (Revenue & Expenses in \$1,000)														
Project Completion Percentage		30%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Number of Units Completed				60	60	60	60	60	60	60	60	60	60	60
Occupancy Rate				52.0%	65.0%	72.0%	72.0%	72.0%	70.0%	70.0%	70.0%	70.0%	70.0%	70.0%
Average Effective Room Rate				\$235.00	\$242.05	\$249.31	\$256.79	\$264.49	\$272.43	\$280.60	\$289.02	\$297.69	\$306.62	\$315.82
Room Nights Sold				11,388	14,235	15,768	15,768	15,768	15,330	15,330	15,330	15,330	15,330	15,330
Hotel Revenue														
Room Revenue				2,676	3,446	3,931	4,049	4,171	4,176	4,302	4,431	4,564	4,701	4,842
Food & Beverage Revenue				990	1,275	1,455	1,498	1,543	1,545	1,592	1,639	1,689	1,739	1,791
Garage & Misc.				201	258	295	304	313	313	323	332	342	353	363
Hotel Retail				94	121	138	142	146	146	151	155	160	165	169
Total Revenue				3,961	5,099	5,818	5,993	6,172	6,181	6,366	6,557	6,754	6,957	7,165
Departmental Expenses														
Room				803	1,034	1,061	1,012	1,043	1,044	1,075	1,108	1,141	1,175	1,210
Food & Beverage				832	1,071	1,164	1,169	1,204	1,205	1,241	1,279	1,317	1,357	1,397
Garage & Misc.				72	93	106	109	113	113	116	120	123	127	131
Hotel Retail				61	78	89	92	95	95	98	101	104	107	110
Total Departmental Expenses				1,768	2,276	2,421	2,382	2,454	2,457	2,531	2,607	2,685	2,766	2,849
Unallocated Expenses														
General & Administrative				317	408	436	419	432	433	446	459	473	487	502
Marketing				238	306	320	300	309	309	318	328	338	348	358
Management Fee				119	153	175	180	185	185	191	197	203	209	215
Utilities				139	178	204	210	216	216	223	230	236	243	251
Property Operation & Maintenance				119	153	175	180	185	185	191	197	203	209	215
Total Unallocated Expenses				931	1,198	1,309	1,288	1,327	1,329	1,369	1,410	1,452	1,496	1,541
Cash Flow Before Fixed Charges				1,262	1,625	2,088	2,322	2,392	2,395	2,467	2,541	2,617	2,696	2,776
Fixed Charges														
Property Taxes				236	243	250	258	265	273	281	290	299	308	317
Insurance				59	61	63	64	66	68	70	72	75	77	79
Replacement Reserve				40	102	116	180	185	185	191	197	203	209	215
Total Fixed Charges				334	405	429	502	517	527	543	559	576	593	611
Net Operating Income				928	1,220	1,659	1,820	1,875	1,868	1,924	1,982	2,041	2,102	2,165
Capitalized Value				13,256	17,423	23,706	26,003	26,783	26,684	27,485	28,309	29,159	30,033	30,934

Table 9
FINANCIAL ANALYSIS OF HOTEL DEVELOPMENT AT SACRAMENTO AND WALNUT

	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038
PRE FINANCING CASH FLOW ANALYSIS (\$1,000)														
Cost														
Development Cost		5,893	13,751											
Revenue														
Net Operating Income				928	1,220	1,659	1,820	1,875	1,868	1,924	1,982	2,041	2,102	2,165
Net Proceed From Sale														29,697
Net Cash Flow		(5,893)	(13,751)	928	1,220	1,659	1,820	1,875	1,868	1,924	1,982	2,041	2,102	31,862
Residual for Land @ IRR	10.0%	\$894												
AFTER FINANCING CASH FLOW ANALYSIS (\$1,000)														
Financing Computation														
Loan Balance			16,966	16,770	16,560	16,338	16,100	15,848	15,578	15,292	14,987	14,662	14,315	13,947
Annual Debt Service				1,299	1,299	1,299	1,299	1,299	1,299	1,299	1,299	1,299	1,299	1,299
Interest Payment				1,103	1,090	1,076	1,062	1,047	1,030	1,013	994	974	953	930
Retirement of Principal				196	209	223	237	253	269	287	305	325	346	369
Cost														
Development Cost		5,893	13,751											
Costruction Interest		133	781											
Debt Service				1,299	1,299	1,299	1,299	1,299	1,299	1,299	1,299	1,299	1,299	1,299
Revenue														
Borrowing		3,536	13,430	0										
Net Operating Income				928	1,220	1,659	1,820	1,875	1,868	1,924	1,982	2,041	2,102	2,165
Net Proceed from Sale														15,750
Net Cash Flow		(2,490)	(1,102)	(371)	(80)	360	521	576	569	625	682	742	803	16,617
Residual for Land @ IRR	13.0%	\$1,712												
Residual for Land Per SF		\$46												
TOT plus LTBID @	10.5%			281	362	413	425	438	439	452	465	479	494	508

Source: Land Econ Group

APPENDIX A: TECHNICAL STUDIES

Appendix A.3: *Historical Analysis*



INTRODUCTION

The historical subconsultant prepared a Historical Resources Inventory for the Downtown Specific Plan study area, which consisted of an informal reconnaissance-level survey to identify known and potential historical resources in the Specific Plan area.

The Historical Resources Inventory was provided to inform the Specific Plan and to identify properties which may require review in the future if they are the subject of a discretionary action under the Specific Plan. The inventory will serve as an aid to City staff in the processing of future entitlements by providing guidance on those properties which are likely to warrant evaluation to determine if they are historical resources as defined by CEQA.

Contents

- Historical Resource Inventory

DOWNTOWN SPECIFIC PLAN AREA

Lodi, California



Historical Resource Inventory

Prepared by

CONSULTING

G P A

January 2026



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EXECUTIVE SUMMARY

This Historical Resource Inventory (HRI) presents the results of efforts to identify known and potential historical resources for the City of Lodi (City) Downtown Specific Plan (Specific Plan) within the Downtown Specific Plan Area (Plan Area).

The Downtown Specific Plan (Specific Plan) is a planning tool that shapes the future of development within the plan area through zoning, development standards, and design guidelines. The Plan Area is located in the city of Lodi and includes approximately 413 parcels in an area roughly bound by Pleasant Avenue to the west, De Force Avenue to the north, Washington Street to the east, and Lodi Avenue to the south. GPA Consulting (GPA) was retained as subconsultant to the City to complete this HRI as part of the development of the Specific Plan.

To identify known and potential historical resources, GPA reviewed existing information and conducted a reconnaissance-level field survey of the Plan Area. The project team obtained a records search from the California Historical Resources Inventory System (CHRIS) Central California Information Center (CCIC), and reviewed the Built Environment Resource Database (BERD) maintained by the California Office of Historic Preservation (OHP). In addition, the project team used San Joaquin County Assessor data, historic aerial photographs, and Sanborn Maps to identify buildings and structures within the Plan Area that are at least 45 years old. To conduct the reconnaissance-level survey of the entire Plan Area, GPA drove and walked every street in the Plan Area to identify and take digital photographs of properties with moderate to high levels of integrity. GPA then compared properties of a similar type, age, and/or style, noting the properties that exhibited a comparatively high level of integrity, and thus have the potential to convey historical significance.

As part of these efforts, GPA identified six known historical resources within the Plan Area that were previously listed in the National Register of Historic Places (National Register) and/or California Register of Historical Resources (California Register). Additionally, GPA identified 118 potential historical properties that may require evaluation as part of future projects because they are at least 45 years old, possess moderate to high levels of physical integrity, and thus have the potential to convey historical significance.

This HRI is intended to provide the City with an overview of known and potential historical resources within the Plan Area. GPA did not prepare any intensive-level evaluations of individual properties to assess whether they meet any criteria for listing in the National Register and/or California Register. It is understood that the Specific Plan will provide the land use regulations under which future projects will be approved on a property-by-property basis. GPA recommends that the potential historical resources included in this HRI be further studied for potential impacts to historical resources in the event they are proposed for alteration or demolition as part of a future project.



Figure 1: Plan Area map. Project boundary/Plan Area outlined in black. Source: RRM, 2024.



1. INTRODUCTION

1.1 Purpose and Qualifications

The purpose of this Historical Resource Inventory (HRI) is to identify known and potential historical resources within the City of Lodi (City) Downtown Specific Plan Area (Plan Area) to help guide future development. The Plan Area includes the Downtown Mixed Use (DMU) zoned areas of Lodi, roughly bounded by Pleasant Avenue on the west, De Force Avenue on the north, Washington Street on the east, and Lodi Avenue on the south (see **Figure 1**). There are approximately 413 parcels within the Plan Area, of which approximately 337 contain buildings and/or structures with a wide range of uses including commercial, institutional, industrial, and residential.

Senior Associate Architectural Historian Jenna Kachour, Senior Architectural Historians Audrey von Ahrens and Amanda Duane, and Architectural Historian I Phoebe Rayburn of GPA Consulting were responsible for the preparation of this report. Ms. Kachour, Ms. von Ahrens, and Ms. Duane fulfill the qualifications for historic preservation professionals outlined in Title 36 of the Code of Federal Regulations, Part 61. Their résumés are available upon request.

1.2 Methodology

In conducting the analysis of potential historical resources and project impacts, GPA performed the following tasks:

1. Reviewed Existing Information

- Submitted a records search request to the California Historic Resources Inventory System (CHRIS), which is maintained by the California Office of Historic Preservation (OHP) and includes information on cultural and historical resources reviewed for eligibility to National Park Service (NPS) and the California Historical Landmarks (CHL) programs through federal and state environmental compliance laws, as well as resources nominated under federal and state registration programs. The records search was submitted to the Central California Information Center (CCIC) at California State University, Stanislaus on November 12, 2024, and encompassed the Plan Area and a 100-foot radius. The results were received on November 18, 2024 and are summarized in **Section 4.1**.
- Consulted the Built Environment Resource Directory (BERD) maintained by the California Office of Historic Preservation (OHP). The BERD provides information organized by county regarding non-archaeological resources in the OHP inventory and contains resource data from documents that may not yet be digitized.¹ The results of the BERD review are summarized in **Section 4.2**.
- Reviewed existing documentation such as prior survey data and City planning documents to compile a list of resources that were previously identified as potentially historic but not formally designated and/or evaluated. The results of this review are summarized in **Section 5.1**.

2. Reviewed Parcel Data

- Obtained parcel data from the City and San Joaquin County Assessor's office with build dates.

¹ "Built Environment Resource Directory (BERD)," California State Office of Historic Preservation, accessed July 2025, https://ohp.parks.ca.gov/?page_id=30338.



- Completed a desktop review of parcels with missing build dates using digital imagery, such as Google Street View, to assess whether the existing buildings and/or structures appear to be over 45 years of age.
- Narrowed the estimated dates of construction where feasible by conducting additional review of materials such as historic aerial photographs and Sanborn Fire Insurance Maps.

3. Reconnaissance Survey

- Conducted a reconnaissance-level survey of the entire Plan Area, focusing on the parcels with buildings and structures over 45 years of age identified during research. A survey team of two walked and drove each street in the Plan Area and took digital photographs of the properties that appeared to have a moderate to high level of integrity based on visual observation (see **Section 5.3**).

4. Comparative Assessment

- Compared the integrity and characteristics of properties of a similar age, type, and/or style, noting the properties that exhibited a comparatively high level of integrity and potential for significance (see **Section 5.4**).

2. EXISTING SETTING

2.1 Description of the Plan Area

The Plan Area is located in the northeastern corner of Lodi, near Highway 99 and I-5, and includes the Downtown Mixed Use (DMU) zoned area roughly bounded by Pleasant Avenue on the west, De Force Avenue on the north, Washington Street on the east, and Lodi Avenue on the south (see **Figure 1**, next page). The former Southern Pacific Railroad, now the Amtrak San Joaquins, runs north-south along tracks through the center of the Plan Area between Sacramento and Main streets. The Plan Area is laid out in a nearly north-south rectilinear grid with local corridors, collector streets, and alleys.² There are approximately 413 parcels within the Plan Area with a wide range of uses including industrial, commercial, institutional, and residential.

Many civic and institutional properties are located throughout the Plan Area, such as city services, museums, places of worship, and community gathering places. Municipal buildings including City Hall, the Police Department, Fire Department, and Library are at the west end of the Plan Area, and Hale Park is on the northeast side of the Plan Area.³

Main commercial streets in the Plan Area include, School, Pine, Sacramento, Elm, and Oak streets.⁴ Lodi's Downtown is organized primarily along School Street between Locust Street to the north and Lodi Avenue to the south. Lodi Avenue, the southern boundary of the Plan Area, is a commercial artery that traverse the entire city.⁵ The downtown area is densely developed and pedestrian-oriented with many two- to three-story buildings constructed to the property line, and a variety of businesses occupy ground-floor storefronts.⁶ Streetscape

² Moore Lacofano Goltsman (MIG), Inc., *Downtown Lodi Transit-Oriented Development (TOD) Design Guidelines: A Tool to Stimulate Downtown Development Draft* (City of Lodi, 2007), 12.

³ Dyett & Bhatia, Fehr & Peers, Environmental Science Associates, West Yost Associates, and Mundie & Associates, *Lodi General Plan Update Working Paper #1: Land Use, Transportation, Environment, and Infrastructure* (Draft, City of Lodi, July 2007), 2-11, accessed July 2025. <https://www.lodi.gov/DocumentCenter/View/204/1---Land-Use-Transportation-Environment-and-Infrastructure-PDF>; MIG, Inc., *Eastside Mobility and Access Plan* (Revised Draft, City of Lodi, August 2006), 13; MIG, Inc., *TOD Guidelines*, 25.

⁴ Dyett & Bhatia, et al., 2-10.

⁵ Dyett & Bhatia, et al., 2-11; MIG, Inc., *Eastside Mobility*, 13.

⁶ MIG, Inc., *TOD Guidelines*, 14.



improvements include street trees, streetlights, benches, signage, kiosks, and trash cans.⁷ Lodi's Downtown is further characterized by murals and the gateway arches at Pine and Sacramento streets and School Street and Lodi Avenue.⁸ Main Street, which was the historic home of Lodi's original town center and fire station, is less densely developed. Buildings are interrupted by empty parcels, and the area does not have consistent streetscape features such as streetlights and sidewalks.⁹ Adjacent to Pine Street, Sacramento Street is lined with more auto-oriented uses such as auto repair shops and surface parking lots.¹⁰

The north and south ends of the project area have a more industrial character. The areas along the railroad between Lockeford and Main streets are scattered with large warehouses and offices interspersed with large vacant parcels.¹¹

2.2 History of the Plan Area

The following brief history of the plan area was excerpted from the December 2024 *City of Lodi Conservation Element Update* and *California Japantowns*.

Pre-Historic Setting¹²

Although the Planning Area may have been occupied by Native Americans for 12,000 years or longer, the evidence of early human use is likely buried by alluvial deposits that have accumulated during the last several thousand years. Reliable evidence from archaeological excavations indicates that this region of California has certainly been occupied for at least 6,000 years. Later periods are better understood because there is more representation in the archaeological record.

The ethnographically known people (the Native American people occupying the Planning Area at the time of contact with non-Native American peoples such as explorers and settlers) are called Northern Valley Yokut. The Northern Valley Yokut Indians held an extensive region within north-central California, which ranged between the Diablo Mountain range to the west, the Sierra Nevada to the east, the north bend of the San Joaquin River to the south, and the Mokelumne River to the north. Semi-sedentary, the Yokuts lived in single-family dwellings and depended heavily on salmon, waterfowl and acorns for subsistence. Their technology included pottery, baskets, bow and arrow, bedrock mortars, pestles, portable mortars, and flaked stone tools. The Yokut traded with the Paiute and Shoshone to the east, Salinan and Coastanoan on the coast, and Miwok in the western central valley.

Historic Setting¹³

By the early 1800s, Spaniards had started exploring the area, adversely impacting the Native population. The 1848 Gold Rush further affected the Yokut population as white settlers began to inhabit the area permanently or travel through on their way to the gold fields in the Sierra Nevada. Lodi began in 1869 as the Town of Mokelumne, founded by the Central Pacific Railroad. The railroad connected Lodi with Sacramento to the north and Oakland and Stockton to the south, and the town was laid out parallel to the tracks. To avoid confusion with Mokelumne Hills and Mokelumne City, the townspeople changed the name to Lodi in 1874.

⁷ MIG, Inc., *TOD Guidelines*, 16.

⁸ MIG, Inc., *TOD Guidelines*, 17.

⁹ MIG, Inc., *TOD Guidelines*, 21.

¹⁰ MIG, Inc., *TOD Guidelines*, 21.

¹¹ Dyett & Bhatia, et al., 2-13.

¹² Rincon Consultants and Mintier Harnish. *City of Lodi Conservation Element Update* (City of Lodi, December 2024), 10-11, accessed July 2025, <https://www.lodi.gov/DocumentCenter/View/8320/2024-Adopted-Conservation-Element-Update>.

¹³ Rincon Consultants and Mintier Harnish, *Conservation Element Update*, 12-13.



Local industries, such as the Lodi Flouring Mill, and agriculture promoted further growth in the area. The Ivory Store, at the corner of Pine and Sacramento streets, was established in 1869, and other merchants soon followed with their businesses. Access to rail transportation allowed crops and products to be transported throughout the country. Wheat and watermelons were the predominant crops throughout the nineteenth century.

In 1885, Japanese immigrants settled the area to work on ranches. Over time, they purchased lands and grew grapes. In the late 1890s German nationals settled Lodi and also participated in the grape industry, Flame Tokay vines. In 1906, the City was incorporated, and held its first Tokay Carnival the next year, which would later evolve into the Lodi Grape Festival. The Lodi Arch, which covers the gateway entrance to downtown, was built to commemorate the first Grape Festival in 1934.

Over the following century, Lodi grew from a population of 2,000 to over 60,000. In 1912 Lodi's first City Hall/fire station was built on Main Street. The current City Hall building was dedicated in 1928. In 1913, the Lodi Union High School opened for classes, and in 1919, entrepreneur Roy Allen brewed and sold his first batch of A&W Root beer in Lodi. Local farmers and wineries weathered the Prohibition Era well, growing grapes and shipping them out in secret for wine making. In 1956 the Federal Government officially acknowledges Lodi as a wine grape growing district. The City's continued growth led to the creation of numerous schools and public utilities and services throughout the second half of the twentieth century. Since the mid-1990s, the City has been involved in numerous restoration projects for its historic resources throughout the city, including the City Hall, the Lodi Arch, and the Southern Pacific Lodi Train Station.

Lodi's Japantown¹⁴

Across the railroad tracks [along Main Street] are two blocks of historic structures that served as the hub for Japanese immigrants from the late 19th century up until WWII. Beginning with small numbers of immigrants in the 1880s, local Nikkei numbered over fifty residents by 1902. Four years later, they established a Japanese Association tied to headquarters in San Francisco and branches throughout the state. Connections between Japanese immigrants were reinforced in places like Lodi, where the Japanese enclave served local Nikkei and those who were engaged in agricultural work throughout the fertile San Joaquin Delta region.

By 1910, Lodi's Japantown was thriving next to the Union Pacific railroad tracks, icehouses and packing sheds that shipped the area's fruits and vegetables across the United States. On Main Street, Nikkei hotels, stores, restaurants, pool halls and bathhouses were intermingled with establishments run by Chinese immigrants. Japantown businesses offered an economic base for the town's Nikkei and familiar goods and services to the thousands of seasonal grape pickers who worked in regional vineyards. By 1940, the area's approximately 800 Japanese residents had created a Nihonmachi [Japantown] that included a Buddhist Church and many social organizations, four general stores and a fish market, a drug store, six restaurants, a pool hall, a tofu maker, a laundry, and five hotels.

¹⁴ "Preserving California's Japantowns – Lodi," *California Japantowns*, accessed July 2025, <https://californiajapantowns.org/lodi.html>.

3. REGULATORY ENVIRONMENT

Generally, a lead agency must consider a property a historical resource under the California Environmental Quality Act (CEQA) if it is eligible for listing in the California Register. The California Register is modeled after the National Register and properties that are listed or formally determined eligible for listing on the National Register are automatically included in the California Register. Furthermore, a property is presumed to be historically significant if it is listed in a local register of historical resources or has been identified as historically significant in a historical resources survey (provided certain criteria and requirements are satisfied) unless a preponderance of evidence demonstrates that the property is not historically or culturally significant.¹⁵ The national, state, and local designation programs are described below.

3.1 National Register of Historic Places

The National Register is "an authoritative guide to be used by federal, state, and local governments, private groups and citizens to identify the nation's cultural resources and to indicate what properties should be considered for protection from destruction or impairment."¹⁶

Criteria

To be eligible for listing in the National Register, a property must be at least 50 years of age and possess significance in American history and culture, architecture, or archaeology.¹⁷ A property of potential significance must meet one or more of four established criteria:¹⁸

- A. Associated with events that have made a significant contribution to the broad patterns of our history; or
- B. Associated with the lives of persons significant in our past; or
- C. Embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- D. Yield, or may be likely to yield, information important in prehistory or history.

Physical Integrity

According to *National Register Bulletin #15*, "to be eligible for listing in the National Register, a property must not only be shown to be significant under National Register criteria, but it also must have integrity."¹⁹ Integrity is defined in *National Register Bulletin #15* as "the ability of a property to convey its significance."²⁰ Within the concept of integrity, the National Register recognizes seven aspects or qualities that in various combinations define integrity. They are feeling, association, workmanship, location, design, setting, and materials, and they are defined by *National Register Bulletin #15* as follows:²¹

¹⁵ Public Resources Code Section 5024.1 and 14 CCR Section 4850.

¹⁶ Title 36 Code of Federal Regulations Part 60.2.

¹⁷ Title 36 Code of Federal Regulations Part 60.4.

¹⁸ Title 36 Code of Federal Regulations Part 60.4.

¹⁹ Patrick Andrus and Rebecca Shrimpton, eds., (National Register Bulletin 15) *How to Apply the National Register Criteria for Evaluation* (US Department of the Interior, National Park Service, Cultural Resources: 1997), 44, accessed July 2025, https://www.nps.gov/subjects/nationalregister/upload/NRB-15_web508.pdf

²⁰ National Register Bulletin 15, 44-45.

²¹ National Register Bulletin 15, 44-45.



- Location is the place where the historic property was constructed or the place where the historic event occurred.
- Design is the combination of elements that create the form, plan, space, structure, and style of a property.
- Setting is the physical environment of a historic property.
- Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property.
- Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.
- Feeling is a property's expression of the aesthetic or historic sense of a particular period of time.
- Association is the direct link between an important historic event or person and a historic property.

Context

To be eligible for listing in the National Register, a property must also be significant within a historic context. *National Register Bulletin #15* states that the significance of a historic property can be judged only when it is evaluated within its historic context. Historic contexts are “those patterns, themes, or trends in history by which a specific...property or site is understood and its meaning...is made clear.”²² A property must represent an important aspect of the area’s history or prehistory and possess the requisite integrity to qualify for the National Register.

Historic Districts

The National Register includes significant properties, which are classified as buildings, sites, districts, structures, or objects. A historic district “derives its importance from being a unified entity, even though it is often composed of a variety of resources. The identity of a district results from the interrelationship of its resources, which can be an arrangement of historically or functionally related properties.”²³

A district is defined as a geographically definable area of land containing a significant concentration of buildings, sites, structures, or objects united by past events or aesthetically by plan or physical development.²⁴ A district’s significance and historic integrity should help determine the boundaries. Other factors include:

- Visual barriers that mark a change in the historic character of the area or that break the continuity of the district, such as new construction, highways, or development of a different character;
- Visual changes in the character of the area due to different architectural styles, types, or periods, or to a decline in the concentration of contributing resources;
- Boundaries at a specific time in history, such as the original city limits or the legally recorded boundaries of a housing subdivision, estate, or ranch; and

²² National Register Bulletin 15, 7.

²³ National Register Bulletin 15, 5.

²⁴ Title 36 Code of Federal Regulations Part 60.3(d).



- Clearly differentiated patterns of historical development, such as commercial versus residential or industrial.²⁵

Within historic districts, properties are identified as contributing and noncontributing. A contributing building, site, structure, or object adds to the historic associations, historic architectural qualities, or archeological values for which a district is significant because:

- It was present during the period of significance, relates to the significance of the district, and retains its physical integrity; or
- It independently meets the criterion for listing in the National Register.²⁶

3.2 California Register of Historical Resources

In 1992, Governor Wilson signed Assembly Bill 2881 into law establishing the California Register. The California Register is an authoritative guide used by state and local agencies, private groups and citizens to identify historical resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse impacts.

The California Register consists of properties that are listed automatically, as well as those that must be nominated through an application and public hearing process.²⁷ The California Register automatically includes the following:

- California properties listed in the National Register and those formally Determined Eligible for the National Register;
- California Registered Historical Landmarks from No. 0770 onward; and
- Those California Points of Historical Interest that have been evaluated by the Office of Historic Preservation (OHP) and have been recommended to the State Historical Resources Commission for inclusion on the California Register.

The criteria for eligibility of listing in the California Register are based upon National Register criteria, but are identified as 1-4 instead of A-D. To be eligible for listing in the California Register, a property must be at least 50 years of age and possess significance at the local, state, or national level, under one or more of the following four criteria:

1. It is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States; or
2. It is associated with the lives of persons important to local, California, or national history; or

²⁵ Donna J. Seifert, Barbara J. Little, Beth L. Savage, and John H. Sprinkle, Jr., (National Register Bulletin 21) *Defining Boundaries for National Register Properties* (US Department of the Interior, National Park Service, Cultural Resources: 1997), 12, accessed July 2025, <https://www.nps.gov/subjects/nationalregister/upload/Boundaries-Completed.pdf>.

⁹ Linda F. McClelland, Carol D. Shull, and James Charleton, (National Register Bulletin 16A) *How to Complete the National Register Registration Form*, eds. Maureen P. Danaher and Rebecca Shrimpton (US Department of the Interior, National Park Service, Cultural Resources: 1997), 16, accessed July 2025, <https://www.nps.gov/subjects/nationalregister/upload/NRB16A-Complete.pdf>.

²⁷ Public Resources Code Section 5024.1.



3. It embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values; or
4. It has yielded, or has the potential to yield, information important in the prehistory or history of the local area, California, or the nation.

Historical resources eligible for listing in the California Register may include buildings, sites, structures, objects, and historic districts. Resources less than 50 years of age may be eligible if it can be demonstrated that sufficient time has passed to understand its historical importance. While the enabling legislation for the California Register is less rigorous with regard to the issue of integrity, there is the expectation that properties reflect their appearance during their period of significance.²⁸

The California Register may also include properties identified during historical resource surveys. However, the survey must meet all of the following criteria:²⁹

1. The survey has been or will be included in the State Historical resources Inventory.
2. The survey and the survey documentation were prepared in accordance with office (OHP) procedures and requirements.
3. The resource is evaluated and determined by the office (OHP) to have a significance rating of Category 1 to 5 on a DPR Form 523.
4. If the survey is five or more years old at the time of its nomination for inclusion in the California Register, the survey is updated to identify historical resources which have become eligible or ineligible due to changed circumstances or further documentation and those which have been demolished or altered in a manner that substantially diminishes the significance of the resource.

OHP Survey Methodology

The evaluation instructions and classification system proscribed by OHP in its *Instructions for Recording Historical Resources* provide a three-digit evaluation code for use in classifying potential historical resources. In 2003, the codes were revised to address the California Register. The first digit indicates the general category of evaluation. The second digit is a letter code to indicate whether the resource is separately eligible (S), eligible as part of a district (D), or both (B). The third digit is a number, which is coded to describe some of the circumstances or conditions of the evaluation. The general evaluation categories are as follows:

1. Listed in the National Register or the California Register.
2. Determined eligible for listing in the National Register or the California Register.
3. Appears eligible for listing in the National Register or the California Register through survey evaluation.
4. Appears eligible for listing in the National Register or the California Register through other evaluation.
5. Recognized as historically significant by local government.
6. Not eligible for listing or designation as specified.
7. Not evaluated or needs re-evaluation.

²⁸ Public Resources Code Section 4852.

²⁹ Public Resources Code Section 5024.1.



The specific Status Codes referred to in this report are as follows. A full list is included as **Appendix A**:

- 1S Individually listed in the National Register by the Keeper. Listed in the California Register.
- 1CL State Historical Landmark (CHL) numbered 770 and above, or an earlier CHL reheard by the State Historical Resources Commission (SHRC) and determined that it also meets California Register criteria. Listed in the California Register.
- 2S2 Individually determined eligible for National Register by consensus through Section 106 process. Listed in the California Register.
- 3S Appears eligible for National Register individually through survey evaluation.
- 6Y Determined ineligible for NR by consensus through Section 106 process – Not evaluated for CR or local listing.
- 6Z Found ineligible for NR, CR or local designation through survey evaluation.
- 7R Identified in Reconnaissance Level Survey or in an Area of Potential Effect (APE): Not evaluated.

3.3 City of Lodi

The City of Lodi currently has no historic preservation ordinance or formal designation criteria or procedures for local listing; however, the December 2024 *City of Lodi Conservation Element Update* identifies goals and policies related to historical resources, including adopting a historic preservation ordinance (C-P33), establishing a Historic Preservation Commission (CP-32), and requiring that properties be evaluated for potential historical significance during environmental review for CEQA (C-P29).³⁰

C-P30 and C-P31 of the 2024 updated Conservation Element identify the characteristics of potentially eligible resources that the City would designate as historic as part of a comprehensive historic resources survey:

C-P30 Conduct a comprehensive survey of historic resources in Lodi, including consideration of potentially eligible historic resources [...] Designate a structure as historic if it:

- Exemplifies or reflects special elements of the city’s cultural, architectural, aesthetic, social, economic, political, artistic, and/or engineering heritage;
- Is identified with persons, businesses, or events significant to local, State, or National history;
- Embodies distinctive characteristics of style, type, period, or method of construction or is a valuable example of the use of indigenous materials or craftsmanship;
- Represents of the notable work of a builder, designer, engineer, or architect;
- Is unique location or singular physical characteristic represents an established and familiar visual feature of a neighborhood, community, or the city [...]

C-P31 Designate a district as historic if it:

- Is a geographically definable area possessing a concentration or continuity of sites, buildings, structures, or objects as unified by past events or aesthetically by plan or physical development.
- Identify relevant key neighborhoods either as historic districts or merit districts. Designate accordingly if 50% of property owners in the proposed district agree to the designation.

³⁰ Rincon Consultants and Mintier Harnish, *Conservation Element Update*, 38-39.



- An “Historic District” means any area containing a concentration of improvements that has a special character, architectural importance, historical interest, or aesthetic value, which possesses integrity of location, design, setting, materials, workmanship, feeling, and association or which represents one or more architectural periods or styles typical to the history of Lodi.
- A “Merit District” recognizes a district’s history but does not provide for a regulatory structure at this time. The structures of these districts may not be architecturally significant, but the role that these neighborhoods have played in the city’s development, the cultural and economic conditions that resulted in the construction of these neighborhoods and the stories surrounding them make them an important part of the city’s history for which they should be acknowledged and celebrated.

4. IDENTIFICATION OF KNOWN HISTORICAL RESOURCES

GPA researched Plan Area to identify any properties that are currently designated through national or state historic preservation programs, as well as any properties have been previously identified or evaluated as a historical resource. This involved a review of the records search results from the CCIC of the CHRIS, and a review of the BERD for San Joaquin County maintained by the OHP.

4.1 CCIC Records Search

The CICC records search identified a total of eight resources located within the Plan Area listed in Error! Reference source not found., below. Four are designated historical resources, including two listed in the National Register and California Register (Status Code 1S) and two that are listed in the California Register only (Status Code 2S2).³¹ Two other resources were previously recorded but not formally evaluated. One of these is a linear resource encompassing multiple parcels, the former Southern Pacific Railroad (P-39-000002). Other segments of the former Southern Pacific Railroad outside the Plan Area have been previously evaluated and determined ineligible for the National Register only through the Section 106 process but were not evaluated for California Register or local listing (Status Code 6Y). The records search result letter from CCIC is included as **Appendix B**.

TABLE 1: CHRIS RECORDS SEARCH RESULTS

#	Primary No. (P-)	Name	Address	APN	Status Code*
1.	39-000491	Lodi Arch, Mission Arch (NRHP #80000848; SHL #931)	1 E. Pine St.	043-037-080	1S; 1CL
2.	39-000069	Hotel Lodi	5 S. School St.	043-034-040	1S
3.	39-000073	Southern Pacific Passenger Depot	2 N. Sacramento St. (relocated to 24 S. Sacramento St.)	043-037-090 (existing location)	2S2
4.	39-004317	California Army National Guard Armory, Lodi Armory	333 N. Washington St.	041-230-450	2S2
5.	39-005324	121 E. Lockeford Street - Site 3 (The George Lawrence House)	121 E. Lockeford St.	041-230-350	6Z
6.	39-005329	224 N. Main Street - Site 9	224 N. Main St.	043-083-010	6Z
7.	39-000666	Miyajima Hotel	4 N. Main St.	043-071-130	7R
8.	39-000002	Southern Pacific Railroad in San Joaquin County	N/A	N/A	N/A

*Definitions of Status Codes used in table:
1S: Individually listed in the NR by the Keeper. Listed in the CR.
1CL: State Historical Landmark (CHL) numbered 770 and above, or an earlier CHL reheard by the SHRC and determined that it also meets CR criteria. Listed in the CR.
2S2: Individually determined eligible for NR by consensus through Section 106 process. Listed in the CR.
6Z: Found ineligible for NR, CR or local designation through survey evaluation.
7R: Identified in Reconnaissance Level Survey or in an Area of Potential Effect (APE): Not evaluated.

³¹ One of the five designated properties, the Southern Pacific Passenger Depot (P-39-000073), has since been relocated and therefore may require re-evaluation.



4.2 San Joaquin County BERD Review

A review of the BERD for San Joaquin County revealed a total of twelve additional resources located within the Plan Area that were not identified in the CHRIS records search results: two designated historical resources that are listed in the California Register (Status Code 2S2); and ten potential historical resources that were previously recorded and determined ineligible for the National Register through the Section 106 process but were not formally evaluated for California or local listing (Status Code 6Y).³²

TABLE 2: PROPERTIES IDENTIFIED IN THE BERD

#	Primary No. (P-)	Name	Address	APN	Status Code*
1.	39-000678	Lodi Carnegie Library	305 W. Pine St.	037-280-150	2S2
2.	39-000677	Lodi City Hall	221 W. Pine St	043-031-110	2S2
3.	None	11 W. Lockeford St.	11 W. Lockeford St.	041-165-080	6Y
4.	None	One Eighty Teen Center	17 W. Lockeford St.	041-165-090	6Y
5.	None	Imperial Hotel	7 W. Oak St.	043-036-130	6Y
6.	None	105 S. Sacramento St.	105 S. Sacramento St.	043-045-070 ³³	6Y
7.	None	217 S. Sacramento St.	217 S. Sacramento St.	043-046-100	6Y
8.	None	Blewett Family's Ice Cream Fountain	221 S. Sacramento St.	043-046-110	6Y
9.	None	216 S. Sacramento St.	216 S. Sacramento St.	043-048-030 ³⁴	6Y
10.	39-000671	Southern Pacific Freight Loading Dock	Sacramento St.	N/A	6Y
11.	39-000672	Southern Pacific Railroad Telephone Booth	Sacramento St.	N/A	6Y
12.	39-000673	Southern Pacific Metal Storage Shed	Sacramento St.	N/A	6Y
*Definitions of Status Codes used in table: 2S2: Individually determined eligible for NR by consensus through Section 106 process. Listed in the CR. 6Y: Determined ineligible for NR by consensus through Section 106 process – Not evaluated for CR or local listing.					

4.3 Results of Identification of Known Historical Resources

The CCIC records search and San Joaquin BERD review revealed that there are six designated historical resources located within the Plan Area. They include two properties listed in the National Register (Status Code

³² “Built Environment Resource Directory (BERD),” Office of Historic Preservation, State of California, accessed April 2025, https://ohp.parks.ca.gov/?page_id=30338.

³³ APN is associated with a parking lot parcel, but building on adjacent parcel, APN 043-045-060, is associated with the address 105 S. Sacramento St.

³⁴ APN is associated with a parking lot parcel, but building on adjacent parcel, APN 043-048-020, is associated with the address 216 S. Sacramento St.



1S), one of which is also designated an CHL (Status Code 1CL), and four listed on the California Register (Status Code 2S2). An illustrated table of known historical resources is included as **Appendix C**.

5. IDENTIFICATION OF POTENTIAL HISTORICAL RESOURCES

5.1 Existing Documentation Review

GPA reviewed existing documentation such as prior survey data and City planning documents to compile a list of resources that were previously identified as potentially historic but not formally designated and/or evaluated, including:

- The *Asian Americans and Pacific Islanders in California, 1850-1995 Multiple Property Documentation Form (MPDF)*, which was initially approved by the Keeper of the National Register in January 2020 and amended in March 2024.³⁵ The *Asian Americans and Pacific Islanders in California, 1850-1995 MPDF* establishes the framework to identify and designate places in California associated with Asian American and Pacific Islander (AAPI) communities. It complements and builds upon the national theme study, *Finding A Path Forward: Asian American Pacific Islander National Historic Landmarks Theme Study* produced by the National Park Service.
- The *Preserving California's Japantowns* project, which is a recent statewide effort sponsored by the California Japanese American Community Leadership Council and funded by the California State Library's Civil Liberties Public Education Program to identify potential historical resources associated with the dozens of Japantowns that thrived throughout California prior to World War II and provide a basis for documentation, stewardship, and interpretation of sites associated with Japanese American heritage.³⁶
- City planning documents and associated studies and reports that reference historical resources:
 - 2024 City of Lodi Conservation Element Update, Public Review Draft
 - 2022 City of Lodi Municipal Service Review and Sphere of Influence Plan
 - 2010 Lodi General Plan
 - 2007 Downtown Lodi Transit-Oriented Development Design Guidelines (2007 Lodi TOD Design Guidelines)
 - 2007 Lodi General Plan Update Working Paper #1: Land Use, Transportation, Environment, and Infrastructure
 - 2006 City of Lodi Eastside Mobility and Access Plan
 - 1997 Lodi Downtown Development Standards & Guidelines
- Other online resources detailing Lodi's history prepared by local historical societies, organizations, and community members:
 - Lodi Historical Society, <https://lodihistory.org/> and <https://www.lodicahistory.org/>
 - San Joaquin County Historical Society and Museum, <https://sanjoaquinhistory.org/>

³⁵ "Asian Americans and Pacific Islanders in California 1850-1995," California State Office of Historic Preservation, accessed July 2025, https://ohp.parks.ca.gov/?page_id=30573.

³⁶ "Preserving California's Japantowns."



- “Lodi History Pages,” Wright Realtors, https://www.wrightrealtors.com/san_joaquin_files/lodi_history.htm (Wright Realtors)
- Lodi News-Sentinel, <https://www.lodinews.com/>
- Randy Caparoso, “Letters from Lodi,” Lodi Winegrape Commission, <https://www.lodiwine.com/Blog> (lodiwine.com)
- Historical Marker Database, www.hmdb.org

GPA’s review of the existing documentation listed above revealed 38 extant properties that were previously identified as potential historic resources but not formally evaluated.³⁷ One potentially eligible historic district was also identified: Lodi’s Japantown Historic District, along N. Main Street between E. Elm Street and E. Oak Street.³⁸

TABLE 3: PREVIOUSLY IDENTIFIED HISTORICAL RESOURCES

#	Name (If Any)	Address	APN	Build Date	Source
1.	N/A	217 N. Sacramento St	043-025-060-000	1918	2007 Lodi TOD Design Guidelines
2.	L.S. Weeks Auto Dealers / Lodi Motor Company - Chrysler-Plymouth	118 N. School St	043-026-010-000	1918	Wright Realtors
3.	Former State Theatre (later T&D Theatres then Fox West Coast)	21 W. Elm St	043-026-130-000	1910	Wright Realtors
4.	Former Lodi Feed & Fuel/ Farmers’ & Merchants’ Bank	27 W. Elm St	043-026-140-000	1918	
5.	N/A	208 N. Sacramento St	043-027-050-000	N/A	2007 Lodi TOD Design Guidelines
6.	N/A	204 N. Sacramento St	043-027-060-000	1902	2007 Lodi TOD Design Guidelines
7.	N/A	200 N. Sacramento St	043-027-070-000	1923	2007 Lodi TOD Design Guidelines
8.	N/A	118 N. Sacramento St	043-028-040-000	1921	2007 Lodi TOD Design Guidelines
9.	N/A	116 N. Sacramento St	043-028-050-000	N/A	2007 Lodi TOD Design Guidelines
10.	N/A	114 N. Sacramento St	043-028-060-000	1922	2007 Lodi TOD Design Guidelines
11.	Joe Hassan’s Warehouse	100 N. Sacramento St	043-028-110-000	N/A	2007 Lodi TOD Design Guidelines
12.	Granger’s Building	47 N. Sacramento St	043-035-060-000	1876	lodiwine.com
13.	Friedberger-Blodget Building	1 N. Sacramento St	043-035-170-000	1910	lodiwine.com
14.	Hale Building	14 W. Pine St	043-036-030-000	1880s	2007 Lodi TOD Design Guidelines

³⁷ A total of 45 properties were initially identified as part of this review; however, the reconnaissance survey revealed that seven of these properties have been demolished.

³⁸ Flora Chou, Stephanie Cisneros, Deepeaka Dhaliwal, Stephanie Hodal, and Donna Graves, *Asian Americans and Pacific Islanders in California, 1850-1995 National Register of Historic Places Multiple Property Documentation Form* (US Department of the Interior, National Park Service, Amended March 2024), 446, accessed July 2025, https://ohp.parks.ca.gov/pages/1054/files/CA_Multiple%20Counties_AAPI%20in%20CA%20MPS_Amended%20MPDF.pdf.



TABLE 3: PREVIOUSLY IDENTIFIED HISTORICAL RESOURCES

#	Name (If Any)	Address	APN	Build Date	Source
15.	Bank of Lodi	2 W. Pine St	043-036-050-000	1888	2007 Lodi TOD Design Guidelines
16.	Old Beckman, Welch and Thompson Store; Henderson Bros.	21 S. Sacramento St	043-036-090-000	1950	californiarevealed.org
17.	Lodi Opera House	10 S. School St	043-036-200-000	1905	lodiwine.com
18.	Lodi United States Post Office	120 S. School St	043-045-210-000	N/A	Wright Realtors
19.	Swerington-Jentoff Oldsmobile; B&W Motor Sales	214 S. Sacramento St	043-048-020-000	N/A	lodiwine.com
20.	Takeuchi Co.; Takeuchi Hotel; Japantown Historic District Contributor	30 N. Main St	043-071-020-000	N/A	California Japantowns; Asian Americans and Pacific Islanders in California MPDF; 2007 Lodi TOD Design Guidelines
21.	Oga Toko and Pool; Japantown Historic District Contributor	24 N. Main St	043-071-040-000	1946	California Japantowns; Asian Americans and Pacific Islanders in California MPDF; 2007 Lodi TOD Design Guidelines
22.	Hiroshima Hotel; Japantown Historic District Contributor	20 N. Main St	043-071-050-000	1946	California Japantowns; Asian Americans and Pacific Islanders in California MPDF; 2007 Lodi TOD Design Guidelines
23.	Quong Wong Restaurant; Japantown Historic District Contributor	2 N. Main St	043-071-120-000	1978	Asian Americans and Pacific Islanders in California MPDF; 2007 Lodi TOD Design Guidelines
24.	Lodi Restaurant; Miyajima Co.; Japantown Historic District Contributor	8 N. Main St	043-071-140-000	N/A	California Japantowns; Asian Americans and Pacific Islanders in California MPDF; 2007 Lodi TOD Design Guidelines
25.	Buddhist Church of Lodi; Heimushakai; JACL; Lo-A Gakuen; Lo-A Kabushiki Kaisha; Nichibei Tsuushin	23 N. Stockton St	043-071-170-000	1954	California Japantowns



TABLE 3: PREVIOUSLY IDENTIFIED HISTORICAL RESOURCES

#	Name (If Any)	Address	APN	Build Date	Source
26.	100 E. Pine St.	100 E. Pine St	043-072-010-000	N/A	2007 Lodi TOD Design Guidelines
27.	4 S. Main St.	4 S. Main St	043-072-020-000	N/A	2007 Lodi TOD Design Guidelines
28.	10 S. Main St.	10 S. Main St	043-072-030-000	N/A	2007 Lodi TOD Design Guidelines
29.	Chugoku Hotel; Bocho Kaigai Kyokai	30 S. Main St	043-072-080-000	N/A	California Japantowns; 2007 Lodi TOD Design Guidelines
30.	Chugoku Hotel; Tukuo Okazaki Groceries; Bocho Kaigai Kyokai	22 S. Main St	043-072-090-000	1962	California Japantowns; 2007 Lodi TOD Design Guidelines
31.	20 S. Main St	20 S. Main St	043-072-100-000	N/A	2007 Lodi TOD Design Guidelines
32.	18 S. Main St	18 S. Main St	043-072-110-000	N/A	2007 Lodi TOD Design Guidelines
33.	Former Tokay Motors - Cadillac & Pontiac	201 E. Pine St	043-073-090-000	1952	Wright Realtors
34.	Ice House	219 N. Main St	043-081-020-000	N/A	
35.	Livery Stables/Olde Icehouse	27 E. Locust St	043-081-030-000	1880s	lodinews.com
36.	First Lodi City Hall and Fire Station; Lodi Water Tower		043-084-130-000	1912	lodinews.com
37.	Hale Park (formerly Wardrobe Grove)	208 E. Locust St	043-086-010-000	1876	Historical Marker Database
38.	Maple Square (Former Lodi Fire Department)	2 E. Lodi Av	045-310-010-000	N/A	Wright Realtors

5.2 Parcel Data Review and Desktop Survey

In most cases, the minimum age threshold for National Register eligibility is 50 years; however, it is industry standard to identify and evaluate properties at least 45 years of age during review of development projects, in the event that the property reaches the 50-year threshold by the time the project is completed. To identify properties that are at least 45 years old as of the date of this HRI, GPA obtained parcel data from the City and San Joaquin County Assessor's office with build dates.

The parcel data was missing build dates for a number of parcels within the Plan Area. To fill this information gap, GPA completed a desktop review of parcels with missing build dates using digital imagery, such as Google Street View, to assess whether the existing buildings and/or structures appear to be over 45 years of age. GPA narrowed the estimated dates of construction where feasible by conducting additional review of materials such as historic aerial photographs and Sanborn Fire Insurance Maps. This parcel data review identified approximately 229 parcels that (1) meet the minimum age threshold and (2) were not identified as part of the CCIC records search, the San Joaquin BERD review, or the review of existing documentation.

5.3 Reconnaissance Survey

Based on GPA's research and review of existing information, GPA compiled a list of approximately 274 parcels for the reconnaissance survey. This list included:



- Two resources from the CCIC records search that were previously recorded but not formally evaluated: Miyajima Hotel (P- 39-000666) and the former Southern Pacific Railroad (P-39-000002) (see **Section 4.1**)
- Ten resources that were previously recorded and determined ineligible for the National Register only through the Section 106 process but were not formally evaluated for the California Register or local listing (see properties with 6Y status code **Error! Reference source not found.** in **Section 4.2**).
- Properties that were previously identified as potential historical resources but not formally designated and/or evaluated (see **TABLE 3** in **Section 5.1**)
- Any remaining parcels that met the minimum age threshold of 45 years (see **Section 5.2**).

Using this list, GPA conducted a reconnaissance survey of the Plan Area on February 27 and February 28, 2025. This effort involved driving and walking each street within the Plan Area. Each of the parcels were viewed from the public right-of-way. Those parcels with buildings and/or structures that had moderate to high level of integrity based on visual observation were photographed from the public right-of-way and noted on field maps and a spreadsheet.

5.4 Comparative Assessment

Following the reconnaissance survey, GPA reviewed the survey photographs and compared the integrity and characteristics of properties of a similar age, type, and/or style, noting the properties that exhibited a comparatively high level of integrity and potential for significance.

Comparative integrity was assessed through visual observation, historic maps and aeriels, and digital imagery such as Google Street View. Properties were not excluded from consideration if they exhibited only minor alterations, such as replacement windows within original openings, but properties exhibiting numerous minor alterations or several major alterations were omitted from consideration potential historical resources. Greater latitude for alterations was given to early properties (e.g., late 1800s-early 1900s), properties with potential ethnic-cultural significance, and unique or rare property types within the Plan Area. Minor and major alterations were defined as follows:

Minor Alterations:

- Replacement windows/doors in original openings
- Replacement cladding with a similar material
- Replacement roofing with a similar material
- Enclosure of a porch or storefront that does not obscure the original configuration

Major Alterations:

- Replacement windows/doors in modified openings
- New/incompatible cladding material
- New incompatible roofing material
- Infill/enclosure of a window/door opening, porch, or storefront that obscures the original configuration
- Large additions that obscure the original size, massing, function and/or design of the resource



5.5 Results of Identification of Potential Historical Resources

GPA identified a total of 118 individual resources across 130 parcels, and one potential historic district that meet (or will soon meet) the minimum age threshold for the various registration program and exhibit a moderate to high level of physical integrity, as compared to similar properties in the Plan Area, and thus have the potential to convey historical significance.

Preparing individual intensive-level evaluations for all the properties identified as potential historical resources within their respective historic contexts would exceed the level of effort for a typical Specific Plan; therefore, properties identified as potential historical resources would still require a historical resource evaluation on a case-by-case basis, consistent with City of Lodi Cultural Element policy C-P29 (see **Section 3.3**), if they are proposed to be altered or demolished as part of proposed project in the future. These properties are assigned Status Code 7R: Identified in Reconnaissance Level Survey: Not evaluated.

An illustrated table of potential historical resources is included as **Appendix D**.

6. CONCLUSIONS

The Plan Area contains six designated historical resources that were previously listed in the National Register and/or California Register. These resources are historical resources for the purposes of CEQA that should be further evaluated for potential impacts for future development projects.

Following a review of existing documentation, a reconnaissance survey, and comparative assessment of similar properties, GPA identified an additional 118 resources on 130 parcels that meet (or will soon meet) the minimum age threshold for the various registration programs and exhibit a moderate to high level of physical integrity, as compared to similar properties in the Plan Area, and thus have the potential to convey historical significance.

These resources are therefore considered “potential historical resources” that should be further evaluated for historical significance and project impacts, if applicable, for future development projects. This evaluation should be prepared in accordance with best practices for historical resource evaluations and impacts analysis, generally involving a report prepared by an individual meeting the Secretary of the Interior’s Professional Qualifications Standards and recordation of the property on a DPR 523 Form.

Properties not included on this list, including properties that turn 50 years old after adoption of the Specific Plan, may still qualify as historical resources if a preponderance of evidence demonstrates that they meet one of the National or California register criteria listed in **Section 3** of this report. The fact that a property has not been previously identified does not preclude the City from treating any other resources over the age of 45 within the Specific Plan Area as potential historical resources, and they City may request that they be evaluated as part of a future project.

7. SOURCES

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- Seifert, Donna J., Barbara J. Little, Beth L. Savage, and John H. Sprinkle, Jr. (National Register Bulletin 21) *Defining Boundaries for National Register Properties*. US Department of the Interior, National Park Service, Cultural Resources: 1997. Accessed July 2025. <https://www.nps.gov/subjects/nationalregister/upload/Boundaries-Completed.pdf>.



Appendix A: California Historical Resource Status Codes

California Historical Resource Status Codes

Current as of 3/1/2020

1. Listed in the National Register (NR) or the California Register (CR):

- 1D:** Contributor to a multi-component resource like a district listed in the NR by the Keeper. Listed in the CR.
- 1S:** Individually listed in the NR by the Keeper. Listed in the CR.
- 1CD:** Contributor to a multi-component resource listed in the CR by the State Historical Resources Commission (SHRC).
- 1CS:** Individually listed in the CR by the SHRC.
- 1CL:** State Historical Landmark (CHL) numbered 770 and above, or an earlier CHL reheard by the SHRC and determined that it also meets CR criteria. Listed in the CR.
- 1CP:** State Point of Historical Interest (CPHI) nominated since 1998 that the SHRC also found CR eligible, or an earlier CPHI reheard by the SHRC and determined that it also meets CR criteria. Listed in the CR.

2. Determined Eligible for Listing in National (NR) or California (CR) Registers:

- 2B:** Determined eligible for NR both individually and as a contributor to a NR eligible multi-component resource like a district in a federal regulatory process. Listed in the CR.
- 2D:** Contributor to a multi-component resource determined eligible for NR by the Keeper. Listed in the CR.
- 2D2:** Contributor to a multi-component resource determined eligible for NR by consensus through Section 106 process. Listed in the CR.
- 2D3:** Contributor to a multi-component resource determined eligible for NR by Part 1 Tax Certification. Listed in the CR.
- 2D4:** Contributor to a multi-component resource determined eligible for NR pursuant to Section 106 without review by the State Historic Preservation Office (SHPO). Listed in the CR.
- 2S:** Individually determined eligible for NR by the Keeper. Listed in the CR.
- 2S2:** Individually determined eligible for NR by consensus through Section 106 process. Listed in the CR.
- 2S3:** Individually determined eligible for NR by Part 1 Tax Certification. Listed in the CR.
- 2S4:** Individually determined eligible for NR pursuant to Section 106 without review by SHPO. Listed in the CR.
- 2CB:** Determined eligible for CR both individually and as a contributor to a CR eligible multi-component resource by the State Historical Resources Commission (SHRC).
- 2CD:** Contributor to a multi-component resource determined eligible for CR by the SHRC.
- 2CS:** Individually determined eligible for CR by the SHRC.

3. Appears Eligible for National (NR) or California (CR) Registers:

- 3B:** Appears eligible for NR both individually and as a contributor to a NR eligible multi-component resource like a district through survey evaluation.
- 3D:** Appears eligible for NR as a contributor to a NR eligible multi-component resource through survey evaluation.
- 3S:** Appears eligible for NR individually through survey evaluation.
- 3CB:** Appears eligible for CR both individually and as a contributor to a CR eligible multi-component resource through survey evaluation.
- 3CD:** Appears eligible for CR as a contributor to a CR eligible multi-component resource through survey evaluation.
- 3CS:** Appears eligible for CR individually through survey evaluation.

4. Appears Eligible for National Register or as State Historical Landmark through PRC§ 5024:

- 4CM:** State agency owned resource added to Master List - appears to meet criterion.

5. Recognized as Historically Significant by Local Government:

- 5B:** Locally significant both individually (listed, eligible, or appears eligible) and as contributor to a multi-component resource like a district that is locally listed, designated, determined eligible, or appears eligible through survey evaluation.
- 5D1:** Contributor to a multi-component resource that is listed or designated locally.
- 5D2:** Contributor to a multi-component resource that is eligible for local listing or designation.
- 5D3:** Appears to be a contributor to a multi-component resource that appears eligible for local listing or designation.
- 5S1:** Individually listed or designated locally.
- 5S2:** Individually eligible for local listing or designation.
- 5S3:** Appears to be individually eligible for local listing or designation through survey evaluation.

6. Not Eligible for or Removed from Listing or Designation as Specified:

- 6J:** State Historic Landmark (CHL) or State Point of Historical Interest (CPHI) determined ineligible for or removed by the State Historical Resources Commission (SHRC).
- 6L:** Determined ineligible for local listing or designation through local government review process; may warrant special consideration in local planning.
- 6R:** Resource listed more than once on the National Register (NR) that has had some, but not all listings removed by the Keeper. Still NR listed.
- 6T:** Determined ineligible for NR through Part 1 Tax Certification process.
- 6U:** Determined ineligible for NR pursuant to Section 106 without review by Office of Historic Preservation (OHP).
- 6W:** Removed from NR by the Keeper.

6X: Determined ineligible for NR by the SHRC or the Keeper.

6Y: Determined ineligible for NR by consensus through Section 106 process – Not evaluated for CR or local listing.

6Z: Found ineligible for NR, CR or local designation through survey evaluation.

6CR: Resource listed more than once on the California Register (CR) that has had some, but not all listings removed by the SHRC. Still CR listed.

6CW: Removed from CR by the SHRC.

6CX: Determined ineligible for CR by the SHRC.

6WM: Removed from Master List because no longer state owned.

6XM: Removed from Master List because of historic feature loss or further evaluation.

6YM: State agency owned resource determined ineligible for Master List.

7. Not Evaluated, or Needs Re-evaluation for National (NR) or California (CR) Registers:

7J: Received by Office of Historic Preservation (OHP) for evaluation or action but not yet evaluated.

7K: Submitted to OHP for action but not reevaluated.

7L: State Historical Landmarks 1 through 769 that does not meet CR criteria.

7M: Submitted to OHP but not evaluated - referred to National Park Service.

7N: Needs to be reevaluated - formerly coded as may become NR eligible with specific conditions.

7N1: Needs to be reevaluated (former status code 4) - may become NR eligible with restoration or other specific conditions.

7P: State Point of Historical Interest that does not meet CR criteria.

7R: Identified in Reconnaissance Level Survey or in an Area of Potential Effect (APE): Not evaluated.

7W: Submitted to OHP for action – withdrawn or inactive.



Appendix B: Records Search Results Letter



CENTRAL CALIFORNIA INFORMATION CENTER

California Historical Resources Information System
Department of Anthropology – California State University, Stanislaus
One University Circle, Turlock, California 95382
(209) 667-3307

Alpine, Calaveras, Mariposa, Merced, Mono, San Joaquin, Stanislaus & Tuolumne Counties

Date: 11/18/2024

Records Search File No.: 13113L

Project: #1338 Lodi Downtown Specific Plan

Jenna Kachour
GPA Consulting
840 Apollo Street, Suite 312
El Segundo, CA 90245
310-792-2690

jenna@gpaconsulting-us.com

The Central California Information Center received your record search request for the project area referenced above, located on the Lodi North 7.5' quadrangle in San Joaquin County. The following reflects the results of the records search for the project study area and radius:

As per data currently available at the CCalC, the locations of resources/reports are provided in the following format: Custom GIS maps GIS Data/shape files

Summary Data:

Resources within the project area:	10: P-39-000002, 69, 73, 491, 666, 4317, 4928, 5324, 5325, 5329
Resources within the 100-foot radius:	3: P-29-000506, 5389, 5485
Reports within the project area:	19: SJ-02756, 3379, 3995, 4378, 4379, 4456, 4506, 4596, 4977, 5011, 5342, 6023, 6345, 6546, 6911, 7879, 7880, 8896, 9558
Reports within the 100-foot radius:	1: SJ-09226

Resource Database Printout (list):

enclosed not requested nothing listed

Resource Database Printout (details):

enclosed not requested nothing listed

Resource Digital Database Records:

enclosed not requested nothing listed

Report Database Printout (list):

enclosed not requested nothing listed

Report Database Printout (details):

enclosed not requested nothing listed

Report Digital Database Records:

enclosed not requested nothing listed

Resource Record Copies:

enclosed not requested nothing listed

Report Copies:

enclosed not requested nothing listed

OHP Historic Properties Directory: New Excel File: Built Environment Resource Directory (BERD)

Dated 9/23/2022; Not all resources listed in the BERD are mapped in GIS, nor do we have records on file for; if you identify additional resources in the BERD that you need copies of, contact the IC.

enclosed not requested nothing listed

Archaeological Resource Directory (ARD excerpt): enclosed not requested nothing listed

CA Inventory of Historic Resources (1976): enclosed not requested nothing listed

Caltrans Bridge Survey: enclosed not requested nothing listed

Ethnographic Information: enclosed not requested nothing listed

Historical Literature: enclosed not requested nothing listed

Historical Maps: enclosed not requested nothing listed

See also: <http://ngmdb.usgs.gov>topoview>

Local Inventories: enclosed not requested nothing listed

GLO and/or Rancho Plat Maps: enclosed not requested nothing listed

See also: <https://glorerecords.blm.gov>

Shipwreck Inventory: not available at CaCIC; please go to http://shipwrecks.slc.ca.gov/ShipwrecksDatabase/Shipwrecks_Database.asp

Soil Survey Maps: not available at CCaIC; please go to <http://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx>

Please forward a copy of any resulting reports from this project to the office as soon as possible. Due to the sensitive nature of archaeological site location data, we ask that you do not include resource location maps and resource location descriptions in your report if the report is for public distribution. If you have any questions regarding the results presented herein, please contact the office at the phone number listed above.

The provision of CHRIS Data via this records search response does not in any way constitute public disclosure of records otherwise exempt from disclosure under the California Public Records Act or any other law, including, but not limited to, records related to archeological site information maintained by or on behalf of, or in the possession of, the State of California, Department of Parks and Recreation, State Historic Preservation Officer, Office of Historic Preservation, or the State Historical Resources Commission.

Due to processing delays and other factors, not all of the historical resource reports and resource records that have been submitted to the Office of Historic Preservation are available via this records search. Additional information may be available through the federal, state, and local agencies that produced or paid for historical resource management work in the search area. Additionally, Native American tribes have historical resource information not in the CHRIS Inventory, and you should contact the California Native American Heritage Commission for information on local/regional tribal contacts.

Should you require any additional information for the above referenced project, reference the record search number listed above when making inquiries. Requests made after initial invoicing will result in the preparation of a separate invoice.

Thank you for using the California Historical Resources Information System (CHRIS). **Note:** Billing will be transmitted separately via email by our Financial Services office* (\$633.45), payable within 60 days of receipt of the invoice.

If you wish to include payment by Credit Card, you must wait to receive the official invoice from Financial Services so that you can reference the CMP # (Invoice Number), and then contact the link below:

<https://commerce.cashnet.com/ANTHROPOLOGY>

Sincerely,

E. A. Greathouse

E. A. Greathouse, Coordinator
Central California Information Center
California Historical Resources Information System

* Invoice Request sent to: ARBilling@csustan.edu, CSU Stanislaus Financial Services



Appendix C: Known Historical Resources in the Plan Area

APPENDIX C: KNOWN HISTORICAL RESOURCES IN PLAN AREA

#	Primary No. (P-)	Name	Address	APN	Build Date	Status Code (Year)	Source	Survey Photo
1.	39-000491	Lodi Arch, Mission Arch (NRHP 80000848; CHL. 931)	1 E. Pine St.	043-037-080	1907	1S (2007); 1CL (2012)	CCIC	
2.	39-000069	Hotel Lodi (NPS 95001140)	5 S. School St.	043-034-040	1915	1S (2007)	CCIC	
3.	39-004317	California Army National Guard Armory, Lodi Armory	333 N. Washington St.	041-230-450	1930	2S2 (2000)	CCIC	 <i>(Google Street View, February 2025)</i>

APPENDIX C: KNOWN HISTORICAL RESOURCES IN PLAN AREA

#	Primary No. (P-)	Name	Address	APN	Build Date	Status Code (Year)	Source	Survey Photo
4.	39-000677	Lodi City Hall	221 W. Pine St.	043-031-110	1927/1928	2S2 (1986)	BERD	
5.	39-000678	Lodi Carnegie Library	305 W. Pine St.	037-280-150	1909-1928	2S2 (1986); 3S (1989)	BERD	
6.	39-000073	Southern Pacific Passenger Depot	2 N. Sacramento St. ³⁹	043-037-090 (existing location)	1907 (moved c.1990)	2S2 (1995)	CCIC	

³⁹ The Southern Pacific Passenger Depot was evaluated and assigned a Status Code of 2S2 in 1995 but has since been moved from its original location at 2 N. Sacramento St. to its current location at 24 S. Sacramento St. (APN 043-037-090) and therefore may require re-evaluation.



Appendix D: Potential Historical Resources in the Plan Area

APPENDIX D: POTENTIAL HISTORICAL RESOURCES IN PLAN AREA

#	APN	Address	Property Type	Build Date	Historical Name/ Association (if known)	Status Code	Survey Photograph
1.	041-163-060	107 W. Lockeford St.	Residential	1907		7R	
2.	041-163-080	109 W. Lockeford St.	Residential	1917		7R	
3.	041-163-090	111 W. Lockeford St.	Residential	1920		7R	
4.	041-165-050	3 W. Lockeford St.	Commercial	Appears Over 45 Years		7R	

APPENDIX D: POTENTIAL HISTORICAL RESOURCES IN PLAN AREA

#	APN	Address	Property Type	Build Date	Historical Name/ Association (if known)	Status Code	Survey Photograph
5.	041-230-190	346 N. Main St.	Residential	1912		7R	
6.	041-230-310	323 N. Stockton St.	Residential	Appears Over 45 Years		7R	
7.	041-230-320	319 N. Stockton St.	Residential	Appears Over 45 Years		7R	
8.	041-230-380	346 N. Stockton St.	Residential	1923		7R	

APPENDIX D: POTENTIAL HISTORICAL RESOURCES IN PLAN AREA

#	APN	Address	Property Type	Build Date	Historical Name/ Association (if known)	Status Code	Survey Photograph
9.	041-230-440		Utilities & Government	Pre-1950	Armory Park; Tom Chapman Field; Ball Park	7R	
10.	041-230-470	309 N. Stockton St.	Residential	1915		7R	
11.	041-240-410	401 N. Stockton St.	Utilities & Government	1968-1984	Softball complex	7R	
12.	043-021-090	201 W. Locust St.	Utilities & Government	1979	Lodi Public Library	7R	

APPENDIX D: POTENTIAL HISTORICAL RESOURCES IN PLAN AREA

#	APN	Address	Property Type	Build Date	Historical Name/ Association (if known)	Status Code	Survey Photograph
13.	043-021-110	223 N. Church St.	Commercial	1957-1967		7R	
14.	043-021-130	222 W. Lockeford St.	Commercial	1980		7R	
15.	043-022-010	220 W. Locust St.	Residential	1946		7R	
16.	043-022-120	125 N. Church St.	Commercial	1969	Lodi News Sentinel	7R	 <i>(Google Street View, February 2025)</i>

APPENDIX D: POTENTIAL HISTORICAL RESOURCES IN PLAN AREA

#	APN	Address	Property Type	Build Date	Historical Name/ Association (if known)	Status Code	Survey Photograph
17.	043-023-030	116 W. Lockeford St.	Residential	Appears Over 45 Years		7R	
18.	043-023-060	209 N. School St.	Commercial	Appears Over 45 Years		7R	
19.	043-023-090	200 N. Church St.	Commercial	1975		7R	
20.	043-024-050	123 N. School St.	Institutional	1909-1926/1927-1950	Undertaker/ Funeral Home	7R	

APPENDIX D: POTENTIAL HISTORICAL RESOURCES IN PLAN AREA

#	APN	Address	Property Type	Build Date	Historical Name/ Association (if known)	Status Code	Survey Photograph
21.	043-024-060	115 N. School St.	Commercial	1957-1967		7R	
22.	043-025-020	218 N. School St.	Residential	Appears Over 45 Years		7R	
23.	043-025-130	21 W. Locust St., 210 N. School St.	Residential	Appears Over 45 Years		7R	
24.	043-026-020	20 W. Locust St.	Commercial	1916-1926		7R	

APPENDIX D: POTENTIAL HISTORICAL RESOURCES IN PLAN AREA

#	APN	Address	Property Type	Build Date	Historical Name/ Association (if known)	Status Code	Survey Photograph
25.	043-026-040	127 N. Sacramento St.	Commercial	Appears Over 45 Years		7R	
26.	043-026-130	21 W. Elm St.	Commercial	1910	Former State Theatre (later T&D Theatres then Fox West Coast)	7R	
27.	043-026-140	27 W. Elm St.	Commercial	1918	Former Lodi Feed & Fuel/Farmers' & Merchants' Bank	7R	
28.	043-026-150	106 N. School St.	Commercial	1922		7R	

APPENDIX D: POTENTIAL HISTORICAL RESOURCES IN PLAN AREA

#	APN	Address	Property Type	Build Date	Historical Name/ Association (if known)	Status Code	Survey Photograph
29.	043-026-160	5 W. Elm St./101 N. Sacramento St.	Commercial	1917-1926		7R	
30.	043-027-020	214 N. Sacramento St.	Commercial	Appears Over 45 Years		7R	
31.	043-027-050	208 N. Sacramento St.	Commercial	Appears Over 45 Years		7R	
32.	043-027-060	204 N. Sacramento St.	Commercial	1902		7R	

APPENDIX D: POTENTIAL HISTORICAL RESOURCES IN PLAN AREA

#	APN	Address	Property Type	Build Date	Historical Name/ Association (if known)	Status Code	Survey Photograph
33.	043-027-070	200 N. Sacramento St.	Commercial	1923		7R	
34.	043-027-100	10 E. Lockeford St.	Commercial	1963-197	Tokay Liquors	7R	
35.	043-028-010	130 N. Sacramento St.	Commercial	Appears Over 45 Years		7R	
36.	043-028-070	108 N. Sacramento St.	Commercial	Appears Over 45 Years		7R	

APPENDIX D: POTENTIAL HISTORICAL RESOURCES IN PLAN AREA

#	APN	Address	Property Type	Build Date	Historical Name/ Association (if known)	Status Code	Survey Photograph
37.	043-028-110	100 N. Sacramento St	Commercial	Appears Over 45 Years	Joe Hassan's Warehouse	7R	
38.	043-032-010	4 S. Pleasant Ave.	Commercial	1927-1950		7R	
39.	043-032-050	11 S. Church St.	Commercial	1968		7R	
40.	043-032-060	17 S. Church St.	Commercial	Appears Over 45 Years	Guild Cleaners	7R	

APPENDIX D: POTENTIAL HISTORICAL RESOURCES IN PLAN AREA

#	APN	Address	Property Type	Build Date	Historical Name/ Association (if known)	Status Code	Survey Photograph
41.	043-032-130	24 S. Pleasant Ave.	Residential	1949		7R	
42.	043-033-010	124 W. Elm St.	Utilities & Government	1927-1950	Pacific Telephone Co.	7R	
43.	043-033-060	11 N. School St.	Commercial	Appears Over 45 Years		7R	
44.	043-033-070	9 N. School St.	Commercial	1925		7R	

APPENDIX D: POTENTIAL HISTORICAL RESOURCES IN PLAN AREA

#	APN	Address	Property Type	Build Date	Historical Name/ Association (if known)	Status Code	Survey Photograph
45.	043-033-080	7 N. School St.	Commercial	Appears Over 45 Years		7R	
46.	043-033-090	5 N. School St.	Commercial	1968-1984		7R	
47.	043-033-140	111 W. Pine St.	Commercial	Appears Over 45 Years	F&M Bank	7R	
48.	043-034-050	17 S. School St.	Commercial	1964		7R	

APPENDIX D: POTENTIAL HISTORICAL RESOURCES IN PLAN AREA

#	APN	Address	Property Type	Build Date	Historical Name/ Association (if known)	Status Code	Survey Photograph
49.	043-034-060 043-034-070	31 S. School St.	Commercial	1968		7R	
50.	043-035-010	24 N. School St.	Commercial	1912		7R	
51.	043-035-060	47 N. Sacramento St.	Commercial	1876	Granger's Building	7R	
52.	043-035-170	1 N. Sacramento St.	Commercial	1910	Friedberger-Blodget Building	7R	

APPENDIX D: POTENTIAL HISTORICAL RESOURCES IN PLAN AREA

#	APN	Address	Property Type	Build Date	Historical Name/ Association (if known)	Status Code	Survey Photograph
53.	043-035-210	6 N. School St.	Commercial	Appears Over 45 Years		7R	
54.	043-035-220	4 N. School St.	Commercial	1922		7R	
55.	043-035-290	14 N. School St.	Commercial	1925		7R	
56.	043-035-300	18 N. School St.	Commercial	Appears Over 45 Years		7R	

APPENDIX D: POTENTIAL HISTORICAL RESOURCES IN PLAN AREA

#	APN	Address	Property Type	Build Date	Historical Name/ Association (if known)	Status Code	Survey Photograph
57.	043-036-020	18 W. Pine St.	Commercial	1910		7R	
58.	043-036-030	14 W. Pine St.	Commercial	1880s	Hale Building	7R	
59.	043-036-050	2 W. Pine St.	Commercial	1888	Bank of Lodi	7R	
60.	043-036-090	21 S. Sacramento St.	Commercial	1950	Beckman, Welch and Thompson store (later Henderson Bros.)	7R	

APPENDIX D: POTENTIAL HISTORICAL RESOURCES IN PLAN AREA

#	APN	Address	Property Type	Build Date	Historical Name/ Association (if known)	Status Code	Survey Photograph
61.	043-036-120	39 S. Sacramento St.	Commercial	Appears Over 45 Years		7R	
62.	043-036-160	28 S. School St.	Commercial	1925	Rosewood Building	7R	
63.	043-036-170	16 S. School St.	Commercial	Appears Over 45 Years		7R	
64.	043-036-190	14 S. School St.	Commercial	1923		7R	

APPENDIX D: POTENTIAL HISTORICAL RESOURCES IN PLAN AREA

#	APN	Address	Property Type	Build Date	Historical Name/ Association (if known)	Status Code	Survey Photograph
65.	043-036-200	10 S. School St.	Commercial	1905	Lodi Opera House	7R	
66.	043-036-210	11 S. Sacramento St.	Commercial	1895		7R	
67.	043-041-010	104 S. Pleasant Ave.	Residential	Appears Over 45 Years		7R	
68.	043-041-020	106 S. Pleasant Ave.	Residential	1910		7R	

APPENDIX D: POTENTIAL HISTORICAL RESOURCES IN PLAN AREA

#	APN	Address	Property Type	Build Date	Historical Name/ Association (if known)	Status Code	Survey Photograph
69.	043-041-050	200 W. Oak St.	Institutional	1948		7R	
70.	043-043-010	118 W. Oak St.	Residential	1920		7R	
71.	043-043-060	101 S. School St.	Commercial	Appears Over 45 Years		7R	
72.	043-043-120	115 W. Walnut St.	Commercial	1968-1984		7R	

APPENDIX D: POTENTIAL HISTORICAL RESOURCES IN PLAN AREA

#	APN	Address	Property Type	Build Date	Historical Name/ Association (if known)	Status Code	Survey Photograph
73.	043-044-010 043-044-130	110-120 W. Walnut St.	Commercial	1957-1967/ 1968-1984	Bank of Stockton	7R	
74.	043-044-140	203 S. School St.	Commercial	1952		7R	
75.	043-045-050	6 W. Oak St.	Commercial	1953-1957		7R	
76.	043-045-060	101-105 S. Sacramento St.	Commercial	Appears Over 45 Years		7R (2025); 6Y (2018)	

APPENDIX D: POTENTIAL HISTORICAL RESOURCES IN PLAN AREA

#	APN	Address	Property Type	Build Date	Historical Name/ Association (if known)	Status Code	Survey Photograph
77.	043-045-210	120 S. School St.	Utilities & Government	Appears Over 45 Years	Lodi United States Post Office	7R	
78.	043-046-030	208 S. School St.	Commercial	1957-1967		7R	
79.	043-046-040	210 S. School St.	Commercial	1927-1950		7R	
80.	043-046-100	217 S. Sacramento St.	Commercial	1912	Former Poe Fruit Exchange Building	7R (2025); 6Y (2018)	

APPENDIX D: POTENTIAL HISTORICAL RESOURCES IN PLAN AREA

#	APN	Address	Property Type	Build Date	Historical Name/ Association (if known)	Status Code	Survey Photograph
81.	043-046-110	221 S. Sacramento St.	Commercial	1920/1923	Blewett family's Ice Cream Fountain	7R (2025); 6Y (2013)	
82.	043-046-130	226 S. School St.	Commercial	1968-1984		7R	
83.	043-046-140	220 S. School St.	Commercial	Appears Over 45 Years		7R	
84.	043-046-150	212 S. School St.	Commercial	Appears Over 45 Years		7R	

APPENDIX D: POTENTIAL HISTORICAL RESOURCES IN PLAN AREA

#	APN	Address	Property Type	Build Date	Historical Name/ Association (if known)	Status Code	Survey Photograph
85.	043-048-020 043-048-030	214-216 S. Sacramento St.	Commercial; Utilities & Government	1945	Swerington-Jentoff Oldsmobile; B&W Motor Sales	7R (2025); 6Y (2018)	
86.	043-048-040	228 S. Sacramento St.	Commercial	1968-1984		7R	
87.	043-064-010	200 E. Oak St.	Commercial	1957-1967		7R	
88.	043-071-020	30 N. Main St.	Commercial	Appears Over 45 Years	Takeuchi Co./ Takeuchi Hotel; Japantown HD Potential Contributor	7R	

APPENDIX D: POTENTIAL HISTORICAL RESOURCES IN PLAN AREA

#	APN	Address	Property Type	Build Date	Historical Name/ Association (if known)	Status Code	Survey Photograph
89.	043-071-040	24 N. Main St.	Commercial	1946	Oga Toko and Pool; Japantown HD Potential Contributor	7R	
90.	043-071-050	20 N. Main St.	Commercial	1946	Hiroshima Hotel; Japantown HD Potential Contributor	7R	
91.	043-071-120	2 N. Main St.	Commercial	1978	Quong Wong Restaurant (101 E Pine St); Japantown HD Potential Contributor	7R	
92.	043-071-130	4 N. Main St.	Commercial	1937	Miyajima Hotel (Primary No. 39-000666; Japantown Potential Historic District)	7R (2025); 7R (1980)	

APPENDIX D: POTENTIAL HISTORICAL RESOURCES IN PLAN AREA

#	APN	Address	Property Type	Build Date	Historical Name/ Association (if known)	Status Code	Survey Photograph
93.	043-071-140	8 N. Main St.	Commercial		Lodi Restaurant/ Miyajima Co.; Japantown HD Potential Contributor	7R	
94.	043-071-170	23 N. Stockton St.	Institutional	1954	Buddhist Church of Lodi; Heimushakai; JACL; Lo-A Gakuen; Lo-A Kabushiki Kaisha; Nichibei Tsuushin	7R	
95.	043-071-200	21 N. Stockton St.	Commercial	Appears Over 45 Years		7R	
96.	043-071-220	123 E. Pine St.	Commercial	Appears Over 45 Years		7R	

APPENDIX D: POTENTIAL HISTORICAL RESOURCES IN PLAN AREA

#	APN	Address	Property Type	Build Date	Historical Name/ Association (if known)	Status Code	Survey Photograph
97.	043-072-010	100 E. Pine St.	Utilities & Government	Appears Over 45 Years		7R	
98.	043-072-020	4 S. Main St.	Commercial	Appears Over 45 Years		7R	
99.	043-072-030	10 S. Main St.	Commercial	Appears Over 45 Years		7R	
100.	043-072-080	30 S. Main St.	Industrial	Appears Over 45 Years	Chugoku Hotel; Bocho Kaigai Kyokai (24 S Main St)	7R	

APPENDIX D: POTENTIAL HISTORICAL RESOURCES IN PLAN AREA

#	APN	Address	Property Type	Build Date	Historical Name/ Association (if known)	Status Code	Survey Photograph
101.	043-072-090	22 S. Main St.	Commercial	1962	Chugoku Hotel; Tuku Okazaki Groceries; Bocho Kaigai Kyokai (24 S Main St)	7R	
102.	043-072-110	18 S. Main St.	Commercial	Appears Over 45 Years		7R	
103.	043-072-160	124 E. Pine St.	Residential	Appears Over 45 Years		7R	
104.	043-073-020	210 E. Elm St.	Institutional	1955/1993	Lodi Japanese Community Hall	7R	

APPENDIX D: POTENTIAL HISTORICAL RESOURCES IN PLAN AREA

#	APN	Address	Property Type	Build Date	Historical Name/ Association (if known)	Status Code	Survey Photograph
105.	043-073-060	11 N. Washington St.	Residential	Appears Over 45 Years		7R	
106.	043-073-080	207 E. Pine St.	Residential	Appears Over 45 Years		7R	
107.	043-073-090	201 E. Pine St.	Commercial	1952	Former Tokay Motors - Cadillac & Pontiac	7R	
108.	043-074-010	208 E. Pine St.	Commercial	1939		7R	

APPENDIX D: POTENTIAL HISTORICAL RESOURCES IN PLAN AREA

#	APN	Address	Property Type	Build Date	Historical Name/ Association (if known)	Status Code	Survey Photograph
109.	043-074-150	201 E. Oak St.	Industrial	1968-1984		7R	
110.	043-074-160	212 E. Pine St.	Residential	1906		7R	
111.	043-081-020 043-081-030	219 N. Main St., 27 E. Locust St.	Commercial/ Industrial	c.1880s	Livery stables/ ice house	7R	
112.	043-082-030	21 E. Elm St.	Commercial	Appears Over 45 Years		7R	

APPENDIX D: POTENTIAL HISTORICAL RESOURCES IN PLAN AREA

#	APN	Address	Property Type	Build Date	Historical Name/ Association (if known)	Status Code	Survey Photograph
113.	043-084-120		Utilities & Government	Pre 1957	Lodi Water Tower	7R	
114.	043-084-130	Multiple	Utilities & Government	1912	First Lodi City Hall and Fire Station (114 N. Main St.)	7R	
115.	043-085-160	210 N. Stockton St.	Residential	1910		7R	
116.	043-086-010	208 E. Locust St.	Utilities & Government	1876	Hale Park (Formerly Wardrobe Grove)	7R	

APPENDIX D: POTENTIAL HISTORICAL RESOURCES IN PLAN AREA

#	APN	Address	Property Type	Build Date	Historical Name/ Association (if known)	Status Code	Survey Photograph
117.	045-310-010	2 E. Lodi Ave.	Utilities & Government	Appears Over 45 Years	Maple Square (Former Lodi Fire Dept.)	7R	
118.	041-240-440 043-027-080 043-027-090 043-028-100 043-037-050 043-037-060 043-047-090 043-048-050 043-061-030		Utilities & Government	Appears Over 45 Years	Southern Pacific Railroad (Primary No. 39-000002)	7R	

APPENDIX A: TECHNICAL STUDIES

Appendix A.4: *Railroad Coordination*



INTRODUCTION

The railroad subconsultant developed a brief memorandum discussing existing conditions and factors that may influence the Specific Plan which includes a high level discussion of standards, requirements, and regulations relating to potential or proposed development opportunities along the railroad corridor.

The memorandum includes a high-level analysis of a Quiet Zone feasibility and includes steps for the City to complete in the future if they decide to move forward with a Quiet Zone.

Contents

- Crossing Observations and Quiet Zone Feasibility Evaluation Memorandum

City of Lodi Downtown Corridor
Crossing Observations and Quiet Zone Feasibility Evaluation
Memorandum

June 3, 2025

Background

The City of Lodi is evaluating establishment of a potential Quiet Zone through the downtown area between Tokay Street on the south and Lockeford Street on the north. RailPros has been asked to provide a high-level conceptual evaluation and recommendations for the City's consideration in decision making. In effort to gather a high-level understanding of the existing conditions as well as the City's future plans, RailPros has reviewed available aerial and street view imagery, visited the crossings to observe conditions and behaviors, collected and reviewed available data from the Federal Railroad Administration (FRA), including grade crossing inventory and accident history data (see Attachment A and B respectively), and discussed high-level development plans with the City.

The intent of this evaluation is to identify potential Quiet Zone improvements for each crossing location for Quiet Zone establishment, as well as to highlight other potential impacts or safety considerations that may be recommended or required when modifying the crossings.

Quiet Zone Requirements and Feasibility

The FRA developed rules regarding the use of horns at crossings in 2005 as *49 CFR Parts 222 and 229, the Final Rule on Use of Locomotive Horns at Highway-Rail Grade Crossings* (Final Rule). The Final Rule requires trains to sound horns on approach to at-grade crossings and also allows for the establishment of quiet zones, where the routine sounding of horns is not required.

General quiet zone requirements include a minimum length of ½ mile (¼ mile between a quiet zone crossing and the nearest non-quiet zone crossing on either side), certain basic crossing equipment, and implementation of key safety enhancements. These enhancements are generally referred to as Supplemental Safety Measures (SSMs) as defined by the Final Rule, or Alternative Safety Measures (ASMs) which may consist of Modified SSMs (MSSMs) or other proposed safety enhancements, among other things. A quiet zone can be established over a single crossing or along a corridor with multiple crossings. It is important to consider the consistency of improvements, horn usage, noise leakage (horn noise from adjacent non-quiet zone crossings), and other elements throughout a corridor, region, or area.

In accordance with FRA rules and requirements, a Quiet Zone may be established by a Public Agency by one of the following typical methods:

- implementing one or more SSMs at each crossing within the Quiet Zone

- implementing SSMs at selected crossings within the Quiet Zone sufficient to reduce the calculated Quiet Zone Risk Index (QZRI) to a level below the Risk index with Horns (RIWH)
- implementing ASMs, or a combination of ASMs and SSMs, at selected crossings within the Quiet Zone sufficient to reduce the calculated QZRI to a level below the RIWH (requires additional application to the FRA for approval of ASMs and associated calculations)

In evaluating quiet zone safety measures, both the existing and proposed conditions should be considered to assist in identifying realistic and effective SSMs and/or ASMs to be implemented to address local crossing and quiet zone corridor risks. SSM installation will be considered as the first alternative at each location, where feasible. Common SSMs include:

- 100' raised medians or channelization (may be reduced to up to 60' where adjacent intersecting roadways/driveways are present) (these systems discourage or reduce the risk of motorists circumventing lowered warning gate arms) – See Figures 1 and 2 below,
- 4-quadrant gates (entrance and exit gates – exit gates discourage or reduce risk of circumventing lowered gate arms, particularly where adjacent intersections or driveways are present, or where medians are not feasible) – See Figure 3 below,
- Roadway Closure,
- Conversion to 1-way street (1-way street approaches are fully protected by gate arm(s) and discourage or reduce the risk of motorists circumventing lowered warning gate arms).



Figure 1. City of Orange Palmyra Avenue 100' Raised Median with Adjacent Driveway (60'+) Example



Figure 2. Town of Windsor Mitchell Drive 100' Channelization Example



Figure 3. City of Encinitas Chesterfield Drive 4-Quadrant Gate Example

Where SSMs are not feasible or practicable due to existing or proposed constraints, ASMs may be evaluated or considered as an alternative. Common ASMs typically include MSSMs such as:

- Medians or channelization with or without a reduced length (and potentially reduced effectiveness) due to adjacent intersections or driveways – see Figure 4 below,
- Combination of 3-quadrant gates and medians or channelization* - see Figure 5 below, or
- Other similar combination of elements of two SSMs



Figure 4. City of Oceanside Wisconsin Avenue Medians with Adjacent Driveway (-60') ASM Example



Figure 5. City of Orange Meat Avenue 3-Quad Gates w/ Medians ASM Example

*It should be noted that UPRR does not typically allow implementation of 3-quadrant gates and other alternatives will be considered for this study.

The project crossings will be included in a single quiet zone for this evaluation. Recommended SSM and ASM alternatives for each crossing are discussed in more detail in the Findings, Observations, and Recommendations section below. A flow chart summarizing the quiet zone development process and required notices is included in Attachment C.

Other safety enhancements are also likely to be required when establishing the Quiet Zone and the actual recommended improvements for each crossing will be determined by the stakeholder diagnostic team consisting of City, Railroad, and regulatory agency staff from the California Public Utilities Commission (CPUC) and FRA, and other relevant stakeholders. An exhibit outlining the decision making and diagnostic team process is shown in Attachment D.

Observations, Findings, and Quiet Zone Recommendations at Individual Crossings

The individual crossings are discussed further below, beginning with Tokay Street on the south moving northward through the project crossings and including conceptual observations and findings on the existing condition and quiet zone SSM and ASM alternative opportunities.

The results of the high-level conceptual review are outlined below including the following details for each crossing:

- Existing Crossing Condition Data and Details
 - Roadway
 - Track
 - Inventory/Accident data
 - Notes and observations
- Quiet Zone SSM and/or ASM Alternative Options
- Other Safety Enhancement/Modification Considerations

These details, observations, and recommendations are not intended to be exhaustive, but are intended to provide a high-level look at the current condition and potential opportunities.

Tokay Street 752918C

Existing Crossing Condition:

- 2 lane roadway (1 lane in each direction)
- Concrete sidewalks transition to asphalt pathways level with the roadway near the railroad Right of Way (ROW)
- Existing driveways near crossing in all quadrants
- Roadway asphalt shows wear
- 2 tracks
- CPUC No. 9a cantilever warning devices/gates (approx. 25'+ offset from tracks near edges of ROW on both approaches)
- Exit quadrant ped flashers (single flasher) (approx. 25'+ offset from tracks near edges of ROW)
- 32 trains (16 day, 16 night), 45MPH
- 5705 ADT - 2016
- No recent accident history
- Adjacent intersections:
 - Approx. 220' west Sacramento St. (2-way stop controlled)
 - Approx. 600'+ east Stockton (4-way stop controlled)
 - Approx. 250' east Main (T- single stop controlled)

Quiet Zone Safety Measure Alternatives:

- Possible SSM – 4_quad gates

- Possible ASM – 100' Medians may provide partial Quiet Zone risk reduction especially if the railroad warning devices are relocated closer to the tracks

Other Safety Enhancement/Modification Considerations:

- Roadway resurfacing
- Construct sidewalk/pathway through crossing
- Update/refresh signage and striping and pedestrian treatments per standard
- Evaluate traffic/queuing and potential mitigations
- Relocate railroad warning devices closer to tracks, per standard
- Consider replacing existing CPUC No. 9a warning device cantilevers with curb mounted CPUC No. 9 warning device gates and flashers
- Replace existing pedestrian flashers with CPUC No. 8 warning device with flashers or consider installation of CPUC No. 9 pedestrian warning devices with gates, flashers and channelization/refuge gates on all sidewalk approaches
- Remove parking within proximity of crossing

Lodi Avenue 752917V

Existing Crossing Condition:

- 4 lane roadway (2 lane in each direction)
- 1 track
- CPUC No. 9a cantilever warning devices/gates
- Driveway NE Quad approx. 60' from cantilever
- 32 trains (16 day, 16 night), 45MPH
- 15245 ADT – 2016, 20% trucks
- Ped Accident 2020 (went around gates)
- Adjacent intersection:
 - Approx. 220' west Sacramento St. (traffic signal controlled – railroad interconnection – simultaneous preemption)
 - Approx. 600'+ east Stockton St. (traffic signal controlled)
 - Approx. 220' east Main St. (offset double T- single stop controlled on T's)

Quiet Zone Safety Measure Alternatives:

- Possible SSM – 100' Medians (consider relocating warning equipment or driveway if measured to be less than 60')
- Possible ASM – 100' Medians, partial risk reduction if driveway is measured to be less than 60' (no changes to equipment location or driveway)

Other Safety Enhancement/Modification Considerations:

- Consider roadway resurfacing
- Verify/construct ADA sidewalk/pathway and channelization through crossing
- Update/refresh signage and striping and pedestrian treatments per standard

- Evaluate traffic/queuing and potential mitigations (including advance preemption)
- Relocate railroad warning devices closer to tracks, per standard
- Consider installation of pedestrian CPUC No. 8 warning device with flashers in exit quadrants or consider installation of CPUC No. 9 pedestrian warning devices with gates, flashers and channelization/refuge gates on all sidewalk approaches
- Remove parking within proximity of crossing

Pine Street 752914A

Existing Crossing Condition:

- 2 lane roadway (1 lane in each direction with wide bike lane/parking shoulder in on each side)
- 1 Track
- CPUC No. 9 cantilever/gates (approx. 50' offset east side)
- Exit quadrant ped flashers (single flasher – approx. 50' offset east side)
- Driveways SW quad (upstream) approx. 1' (parking lot exit only, currently closed for construction), approx. 80' (parking lot entrance), NE and SE quad driveways approx. 25' (gated and undeveloped – possibly railroad property)
- 32 trains (16 day, 16 night), 45MPH
- 3227 ADT - 2016
- No recent accident history
- Adjacent intersection:
 - Approx. 175' west Sacramento St. (traffic signal controlled – railroad interconnected – simultaneous preemption)
 - Approx. 575'+ east Stockton St. (4-way stop controlled)
 - Approx. 200' east Main St. (2-way stop controlled)

Quiet Zone Safety Measure Alternatives:

- Possible SSM – 100' medians (close driveways within 60')
- Possible SSM – 4 quad gates
- Possible ASM – 100' medians (keep protected upstream driveway, close east side driveway(s) or move gates – potential for full credit)

Other Safety Enhancement/Modification Considerations:

- Consider roadway resurfacing
- Verify/construct ADA sidewalk/pathway and channelization through crossing
- Update/refresh signage and striping and pedestrian treatments per standard
- Evaluate traffic/queuing and potential mitigations (including advance preemption)
- Relocate railroad warning devices closer to tracks, per standard
- Consider replacing existing CPUC No. 9a warning device cantilevers with curb mounted CPUC No. 9 warning device gates and flashers

- Replace existing pedestrian flashers with CPUC No. 8 warning device with flashers or consider installation of CPUC No. 9 pedestrian warning devices with gates, flashers and channelization/refuge gates on all sidewalk approaches
- Remove parking within proximity of crossing

Elm Street 752913T

Existing Crossing Condition:

- 2 lanes (1 lane each direction)
- Driveways SW Quad (upstream) approx. 25' (parking structure), NW quad approx. 20-25', NE approx. 35' (upstream and fully fenced off), and SE quad driveways approx. 35' (gated and undeveloped – possibly railroad property)
- 1 Track
- CPUC No 9a cantilever/gates (approx. 50' offset east side)
- 32 trains (16 day, 16 night), 45MPH
- 2281 ADT - 2016
- Pedestrian accident 2023
- Adjacent intersection:
 - Approx. 175' west Sacramento St. (traffic signal controlled – not interconnected)
 - Approx. 575'+ east Stockton St. (4-way stop controlled)
 - Approx. 200' east Main St. (2-way stop controlled)

Quiet Zone Safety Measure Alternatives:

- Possible SSM – 4 quad gates
- Possible ASM – 100' Medians with driveways (close where possible) – partial risk reduction

Other Safety Enhancement/Modification Considerations:

- Consider roadway resurfacing
- Verify/construct ADA sidewalk/pathway and channelization through crossing
- Update/refresh signage and striping and pedestrian treatments per standard
- Evaluate traffic/queuing and potential mitigations (including advance preemption)
- Relocate railroad warning devices closer to tracks, per standard
- Consider installation of pedestrian CPUC No. 8 warning device with flashers in exit quadrants or consider installation of CPUC No. 9 pedestrian warning devices with gates, flashers and channelization/refuge gates on all sidewalk approaches
- Remove parking within proximity of crossing

Locust Street 752912L

Existing Crossing Condition:

- 2 lanes (1 lane each direction)
- Driveways SW Quad (upstream) approx. 20' (parking structure), NW quad approx. 30'
- Sidewalks end or transition to asphalt surface near railroad ROW

- 1 Track
- Cantilever/gates (30' offset east side)
- 32 trains (16 day, 16 night), 45MPH
- 682 ADT - 2016
- No recent accident history
- Adjacent intersection:
 - Approx. 175' west Sacramento St. (2-way stop controlled on Locust)
 - Approx. 575'+ east Stockton St. (2-way stop controlled on Locust)
 - Approx. 200' east Main St. (2-way stop controlled)

Quiet Zone Safety Measure Alternatives:

- Possible SSM – 4quad gates
- Possible SSM – Crossing Closure
- Possible ASM – 100' Medians with driveways (close where possible) – partial risk reduction

Other Safety Enhancement/Modification Considerations:

- Consider closure or conversion to pedestrian-only crossing
- Consider roadway resurfacing
- Verify/construct ADA sidewalk/pathway and channelization through crossing
- Update/refresh signage and striping and pedestrian treatments per standard
- Evaluate traffic/queuing and potential mitigations (including advance preemption)
- Relocate railroad warning devices closer to tracks, per standard
- Consider installation of pedestrian CPUC No. 8 warning device with flashers in exit quadrants or consider installation of CPUC No. 9 pedestrian warning devices with gates, flashers and channelization/refuge gates on all sidewalk approaches
- Remove parking within proximity of crossing

Lockeford Street 752911E

Existing Crossing Condition:

- 2 lane roadway (1 lane in each direction with bike lanes, street parking on south side)
- Driveways SW quad (upstream) approx. 10' and SE quad driveways approx. 75' from track center
- Sidewalk on north side appears to be barricaded
- 1 Track
- CPUC No. 9a cantilever/gates (30' offset east side)
- 32 trains (16 day, 16 night), 45MPH
- 7778 ADT - 2016
- Pedestrian accident 2014
- Adjacent intersection:
 - Approx. 175' west Sacramento (traffic signal controlled – interconnection not known - simultaneous)
 - Approx. 575'+ east Stockton (traffic signal controlled)

- Approx. 200' east Main (2-way stop controlled)

Quiet Zone Safety Measure Alternatives:

- Possible SSM – 4quad gates
- Possible SSM – 100' medians with driveway closure, gate relocation
- Possible ASM – 100' medians with driveways (close where possible) – partial risk reduction

Other Safety Enhancement/Modification Considerations:

- Consider Roadway resurfacing
- Verify/construct ADA sidewalk/pathway and channelization through crossing
- Add sidewalk to north side or update barricade and proper signage advance warning
- Update/refresh signage and striping and pedestrian treatments per standard
- Evaluate traffic/queuing and potential mitigations
- Relocate railroad warning devices closer to tracks, per standard
- Consider replacing existing CPUC No. 9a warning device cantilevers with curb mounted CPUC No. 9 warning device gates and flashers
- Consider installation of pedestrian CPUC No. 8 warning device with flashers in exit quadrants or consider installation of CPUC No. 9 pedestrian warning devices with gates, flashers and channelization/refuge gates on all sidewalk approaches
- Remove parking within proximity of crossing

Conclusion

After observing the crossings and reviewing documentation, possible Quiet Zone Safety Measures have been identified and summarized for City review and consideration.

Diagnostic Meetings will be required and will provide further information and details regarding potential overall modifications, safety enhancements, and recommendations on the implementation of quiet zones. It is recommended that the diagnostic meetings include discussions of the additional safety enhancement opportunities. Further evaluations and details will be discussed with the City of Lodi as the project development moves forward.

Attachment A - FRA Grade Crossing Inventory Forms

U. S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

Instructions for the initial reporting of the following types of new or previously unreported crossings: For public highway-rail grade crossings, complete the entire inventory Form. For private highway-rail grade crossings, complete the Header, Parts I and II, and the Submission Information section. For public pathway grade crossings (including pedestrian station grade crossings), complete the Header, Parts I and II, and the Submission Information section. For Private pathway grade crossings, complete the Header, Parts I and II, and the Submission Information section. For grade-separated highway-rail or pathway crossings (including pedestrian station crossings), complete the Header, Part I, and the Submission Information section. For changes to existing data, complete the Header, Part I Items 1-3, and the Submission Information section, in addition to the updated data fields. Note: For private crossings only, Part I Item 20 and Part III Item 2.K. are required unless otherwise noted. An asterisk * denotes an optional field.

A. Revision Date (MM/DD/YYYY) 07 / 20 / 2021	B. Reporting Agency <input checked="" type="checkbox"/> Railroad <input type="checkbox"/> Transit <input type="checkbox"/> State <input type="checkbox"/> Other	C. Reason for Update (Select only one) <input checked="" type="checkbox"/> Change in Data <input type="checkbox"/> Re-Open <input type="checkbox"/> New Crossing <input type="checkbox"/> Date Change Only <input type="checkbox"/> Closed <input type="checkbox"/> Change in Primary Operating RR <input type="checkbox"/> No Train Traffic <input type="checkbox"/> Quiet Zone Update <input type="checkbox"/> Admin. Correction	D. DOT Crossing Inventory Number 752918C
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Part I: Location and Classification Information

1. Primary Operating Railroad Union Pacific Railroad Company [UP]		2. State CALIFORNIA		3. County SAN JOAQUIN	
4. City / Municipality <input checked="" type="checkbox"/> In <input type="checkbox"/> Near LODI		5. Street/Road Name & Block Number TOKAY STREET <small>(Street/Road Name) * (Block Number)</small>		6. Highway Type & No. Is	
7. Do Other Railroads Operate a Separate Track at Crossing? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Specify RR			8. Do Other Railroads Operate Over Your Track at Crossing? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Specify RR		
9. Railroad Division or Region <input type="checkbox"/> None NORTHERN CALIFORN		10. Railroad Subdivision or District <input type="checkbox"/> None Fresno Sub		11. Branch or Line Name <input checked="" type="checkbox"/> None	
12. RR Milepost 0072.200 <small>(prefix) (nnnn.nnn) (suffix)</small>		13. Line Segment *		14. Nearest RR Timetable Station *	
15. Parent RR (if applicable) <input checked="" type="checkbox"/> N/A		16. Crossing Owner (if applicable) <input type="checkbox"/> N/A UP			
17. Crossing Type <input checked="" type="checkbox"/> Public <input type="checkbox"/> Private		18. Crossing Purpose <input checked="" type="checkbox"/> Highway <input type="checkbox"/> Pathway, Ped. <input type="checkbox"/> Station, Ped.		19. Crossing Position <input checked="" type="checkbox"/> At Grade <input type="checkbox"/> RR Under <input type="checkbox"/> RR Over	
20. Public Access (if Private Crossing) <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		21. Type of Train <input checked="" type="checkbox"/> Freight <input checked="" type="checkbox"/> Intercity Passenger <input type="checkbox"/> Commuter		22. Average Passenger Train Count Per Day <input type="checkbox"/> Less Than One Per Day <input checked="" type="checkbox"/> Number Per Day 4	
23. Type of Land Use <input type="checkbox"/> Open Space <input type="checkbox"/> Farm <input type="checkbox"/> Residential <input checked="" type="checkbox"/> Commercial <input type="checkbox"/> Industrial <input type="checkbox"/> Institutional <input type="checkbox"/> Recreational <input type="checkbox"/> RR Yard					
24. Is there an Adjacent Crossing with a Separate Number? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Provide Crossing Number			25. Quiet Zone (FRA provided) <input checked="" type="checkbox"/> No <input type="checkbox"/> 24 Hr <input type="checkbox"/> Partial <input type="checkbox"/> Chicago Excused Date Established		
26. HSR Corridor ID <input checked="" type="checkbox"/> N/A		27. Latitude in decimal degrees (WGS84 std: nn.nnnnnnn) 38.1264674		28. Longitude in decimal degrees (WGS84 std: -nnn.nnnnnnn) -121.272039	
29. Lat/Long Source <input checked="" type="checkbox"/> Actual <input type="checkbox"/> Estimated		30.A. Railroad Use *			
31.A. State Use * CPUC 001BEL-72.04		30.B. Railroad Use *			
31.B. State Use *		30.C. Railroad Use *			
31.C. State Use *		30.D. Railroad Use *			
31.D. State Use *		32.A. Narrative (Railroad Use) *			
32.B. Narrative (State Use) *		33. Emergency Notification Telephone No. (posted) 800-848-8715			
34. Railroad Contact (Telephone No.) 402-544-3721		35. State Contact (Telephone No.) 415-703-3722			

Part II: Railroad Information

1. Estimated Number of Daily Train Movements				
1.A. Total Day Thru Trains (6 AM to 6 PM) 16	1.B. Total Night Thru Trains (6 PM to 6 AM) 16	1.C. Total Switching Trains 2	1.D. Total Transit Trains 0	1.E. Check if Less Than One Movement Per Day <input type="checkbox"/> How many trains per week? _____
2. Year of Train Count Data (YYYY) 2019		3. Speed of Train at Crossing 3.A. Maximum Timetable Speed (mph) 45 3.B. Typical Speed Range Over Crossing (mph) From 25 to 45		
4. Type and Count of Tracks Main 1 Siding 1 Yard 0 Transit 0 Industry 0				
5. Train Detection (Main Track only) <input checked="" type="checkbox"/> Constant Warning Time <input type="checkbox"/> Motion Detection <input type="checkbox"/> AFO <input type="checkbox"/> PTC <input type="checkbox"/> DC <input type="checkbox"/> Other <input type="checkbox"/> None				
6. Is Track Signaled? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		7.A. Event Recorder <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		7.B. Remote Health Monitoring <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date (MM/DD/YYYY) 07/20/2021		PAGE 2		D. Crossing Inventory Number (7 char.) 752918C	
Part III: Highway or Pathway Traffic Control Device Information					
1. Are there Signs or Signals? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		2. Types of Passive Traffic Control Devices associated with the Crossing			
2.A. Crossbuck Assemblies (count) 0		2.B. STOP Signs (R1-1) (count) 0	2.C. YIELD Signs (R1-2) (count) 0	2.D. Advance Warning Signs (Check all that apply; include count) <input type="checkbox"/> None <input checked="" type="checkbox"/> W10-1 <u>2</u> <input type="checkbox"/> W10-3 _____ <input type="checkbox"/> W10-11 _____ <input type="checkbox"/> W10-2 _____ <input type="checkbox"/> W10-4 _____ <input type="checkbox"/> W10-12 _____	
2.E. Low Ground Clearance Sign (W10-5) <input type="checkbox"/> Yes (count _____) <input checked="" type="checkbox"/> No		2.F. Pavement Markings <input checked="" type="checkbox"/> Stop Lines <input type="checkbox"/> Dynamic Envelope <input checked="" type="checkbox"/> RR Xing Symbols <input type="checkbox"/> None		2.G. Channelization Devices/Medians <input type="checkbox"/> All Approaches <input type="checkbox"/> Median <input type="checkbox"/> One Approach <input checked="" type="checkbox"/> None	2.H. EXEMPT Sign (R15-3) <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
2.I. ENS Sign (I-13) Displayed <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		2.J. Other MUTCD Signs <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Specify Type _____ Count _____ Specify Type _____ Count _____ Specify Type _____ Count _____		2.K. Private Crossing Signs (if private) <input type="checkbox"/> Yes <input type="checkbox"/> No	2.L. LED Enhanced Signs (List types) 0
3. Types of Train Activated Warning Devices at the Grade Crossing (specify count of each device for all that apply)					
3.A. Gate Arms (count) Roadway <u>2</u> Pedestrian <u>0</u>	3.B. Gate Configuration <input checked="" type="checkbox"/> 2 Quad <input type="checkbox"/> Full (Barrier) Resistance <input type="checkbox"/> 3 Quad <input type="checkbox"/> Median Gates	3.C. Cantilevered (or Bridged) Flashing Light Structures (count) Over Traffic Lane <u>2</u> <input type="checkbox"/> Incandescent Not Over Traffic Lane <u>0</u> <input checked="" type="checkbox"/> LED		3.D. Mast Mounted Flashing Lights (count of masts) <u>4</u> <input type="checkbox"/> Incandescent <input checked="" type="checkbox"/> LED <input checked="" type="checkbox"/> Back Lights Included <input type="checkbox"/> Side Lights Included	3.E. Total Count of Flashing Light Pairs 10
3.F. Installation Date of Current Active Warning Devices: (MM/YYYY) ____/____/____ <input checked="" type="checkbox"/> Not Required		3.G. Wayside Horn <input type="checkbox"/> Yes Installed on (MM/YYYY) ____/____/____ <input checked="" type="checkbox"/> No		3.H. Highway Traffic Signals Controlling Crossing <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	3.I. Bells (count) 2
3.J. Non-Train Active Warning <input type="checkbox"/> Flagging/Flagman <input type="checkbox"/> Manually Operated Signals <input type="checkbox"/> Watchman <input type="checkbox"/> Floodlighting <input checked="" type="checkbox"/> None				3.K. Other Flashing Lights or Warning Devices Count <u>2</u> Specify type <u>CANO10</u>	
4.A. Does nearby Hwy Intersection have Traffic Signals? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	4.B. Hwy Traffic Signal Interconnection <input checked="" type="checkbox"/> Not Interconnected <input type="checkbox"/> For Traffic Signals <input type="checkbox"/> For Warning Signs	4.C. Hwy Traffic Signal Preemption <input type="checkbox"/> Simultaneous <input type="checkbox"/> Advance	5. Highway Traffic Pre-Signals <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Storage Distance * _____ Stop Line Distance * _____	6. Highway Monitoring Devices (Check all that apply) <input type="checkbox"/> Yes - Photo/Video Recording <input type="checkbox"/> Yes - Vehicle Presence Detection <input type="checkbox"/> None	
Part IV: Physical Characteristics					
1. Traffic Lanes Crossing Railroad Number of Lanes <u>2</u> <input type="checkbox"/> One-way Traffic <input checked="" type="checkbox"/> Two-way Traffic <input type="checkbox"/> Divided Traffic		2. Is Roadway/Pathway Paved? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	3. Does Track Run Down a Street? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	4. Is Crossing Illuminated? (Street lights within approx. 50 feet from nearest rail) <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
5. Crossing Surface (on Main Track, multiple types allowed) Installation Date * (MM/YYYY) ____/____/____ Width * _____ Length * <u>72</u> <input type="checkbox"/> 1 Timber <input type="checkbox"/> 2 Asphalt <input type="checkbox"/> 3 Asphalt and Timber <input checked="" type="checkbox"/> 4 Concrete <input type="checkbox"/> 5 Concrete and Rubber <input type="checkbox"/> 6 Rubber <input type="checkbox"/> 7 Metal <input type="checkbox"/> 8 Unconsolidated <input type="checkbox"/> 9 Composite <input type="checkbox"/> 10 Other (specify) _____					
6. Intersecting Roadway within 500 feet? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Approximate Distance (feet) <u>200</u>		7. Smallest Crossing Angle <input type="checkbox"/> 0° - 29° <input type="checkbox"/> 30° - 59° <input checked="" type="checkbox"/> 60° - 90°		8. Is Commercial Power Available? * <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Part V: Public Highway Information					
1. Highway System <input type="checkbox"/> (01) Interstate Highway System <input type="checkbox"/> (02) Other Nat Hwy System (NHS) <input checked="" type="checkbox"/> (03) Federal AID, Not NHS <input type="checkbox"/> (08) Non-Federal Aid		2. Functional Classification of Road at Crossing <input type="checkbox"/> (0) Rural <input checked="" type="checkbox"/> (1) Urban <input type="checkbox"/> (1) Interstate <input checked="" type="checkbox"/> (5) Major Collector <input type="checkbox"/> (2) Other Freeways and Expressways <input type="checkbox"/> (3) Other Principal Arterial <input type="checkbox"/> (6) Minor Collector <input type="checkbox"/> (4) Minor Arterial <input type="checkbox"/> (7) Local		3. Is Crossing on State Highway System? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	4. Highway Speed Limit <u>30</u> MPH <input checked="" type="checkbox"/> Posted <input type="checkbox"/> Statutory
5. Linear Referencing System (LRS Route ID) *					
6. LRS Milepost *					
7. Annual Average Daily Traffic (AADT) Year <u>2016</u> AADT <u>5705</u>		8. Estimated Percent Trucks <u>20</u> %	9. Regularly Used by School Buses? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Average Number per Day _____		10. Emergency Services Route <input type="checkbox"/> Yes <input type="checkbox"/> No
Submission Information - This information is used for administrative purposes and is not available on the public website.					
Submitted by _____ Organization _____ Phone _____ Date _____					
Public reporting burden for this information collection is estimated to average 30 minutes per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed and completing and reviewing the collection of information. According to the Paperwork Reduction Act of 1995, a federal agency may not conduct or sponsor, and a person is not required to, nor shall a person be subject to a penalty for failure to comply with, a collection of information unless it displays a currently valid OMB control number. The valid OMB control number for information collection is 2130-0017. Send comments regarding this burden estimate or any other aspect of this collection, including for reducing this burden to: Information Collection Officer, Federal Railroad Administration, 1200 New Jersey Ave. SE, MS-25 Washington, DC 20590.					

U. S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

Instructions for the initial reporting of the following types of new or previously unreported crossings: For public highway-rail grade crossings, complete the entire inventory Form. For private highway-rail grade crossings, complete the Header, Parts I and II, and the Submission Information section. For public pathway grade crossings (including pedestrian station grade crossings), complete the Header, Parts I and II, and the Submission Information section. For Private pathway grade crossings, complete the Header, Parts I and II, and the Submission Information section. For grade-separated highway-rail or pathway crossings (including pedestrian station crossings), complete the Header, Part I, and the Submission Information section. For changes to existing data, complete the Header, Part I Items 1-3, and the Submission Information section, in addition to the updated data fields. Note: For private crossings only, Part I Item 20 and Part III Item 2.K. are required unless otherwise noted. An asterisk * denotes an optional field.

A. Revision Date (MM/DD/YYYY) 07 / 20 / 2021	B. Reporting Agency <input checked="" type="checkbox"/> Railroad <input type="checkbox"/> Transit <input type="checkbox"/> State <input type="checkbox"/> Other	C. Reason for Update (Select only one) <input checked="" type="checkbox"/> Change in Data <input type="checkbox"/> Re-Open <input type="checkbox"/> New Crossing <input type="checkbox"/> Date Change Only <input type="checkbox"/> Closed <input type="checkbox"/> Change in Primary Operating RR <input type="checkbox"/> No Train Traffic <input type="checkbox"/> Quiet Zone Update <input type="checkbox"/> Admin. Correction	D. DOT Crossing Inventory Number 752917V
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Part I: Location and Classification Information

1. Primary Operating Railroad Union Pacific Railroad Company [UP]		2. State CALIFORNIA		3. County SAN JOAQUIN	
4. City / Municipality <input checked="" type="checkbox"/> In <input type="checkbox"/> Near LODI		5. Street/Road Name & Block Number Lodi Avenue (Street/Road Name) * (Block Number)		6. Highway Type & No. Is	
7. Do Other Railroads Operate a Separate Track at Crossing? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Specify RR			8. Do Other Railroads Operate Over Your Track at Crossing? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Specify RR		
9. Railroad Division or Region <input type="checkbox"/> None Northern California		10. Railroad Subdivision or District <input type="checkbox"/> None Fresno Sub		11. Branch or Line Name <input checked="" type="checkbox"/> None	
12. RR Milepost 0071.920 (prefix) (nnnn.nnn) (suffix)		13. Line Segment *			
14. Nearest RR Timetable Station *		15. Parent RR (if applicable) <input checked="" type="checkbox"/> N/A		16. Crossing Owner (if applicable) <input type="checkbox"/> N/A UP	
17. Crossing Type <input checked="" type="checkbox"/> Public <input type="checkbox"/> Private	18. Crossing Purpose <input checked="" type="checkbox"/> Highway <input type="checkbox"/> Pathway, Ped. <input type="checkbox"/> Station, Ped.	19. Crossing Position <input checked="" type="checkbox"/> At Grade <input type="checkbox"/> RR Under <input type="checkbox"/> RR Over	20. Public Access (if Private Crossing) <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	21. Type of Train <input checked="" type="checkbox"/> Freight <input checked="" type="checkbox"/> Intercity Passenger <input type="checkbox"/> Commuter	22. Average Passenger Train Count Per Day <input type="checkbox"/> Less Than One Per Day <input checked="" type="checkbox"/> Number Per Day 4
23. Type of Land Use <input type="checkbox"/> Open Space <input type="checkbox"/> Farm <input type="checkbox"/> Residential <input checked="" type="checkbox"/> Commercial <input type="checkbox"/> Industrial <input type="checkbox"/> Institutional <input type="checkbox"/> Recreational <input type="checkbox"/> RR Yard					
24. Is there an Adjacent Crossing with a Separate Number? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Provide Crossing Number			25. Quiet Zone (FRA provided) <input checked="" type="checkbox"/> No <input type="checkbox"/> 24 Hr <input type="checkbox"/> Partial <input type="checkbox"/> Chicago Excused Date Established		
26. HSR Corridor ID <input checked="" type="checkbox"/> N/A	27. Latitude in decimal degrees (WGS84 std: nn.nnnnnnn) 38.130391		28. Longitude in decimal degrees (WGS84 std: -nnn.nnnnnnn) -121.271823		29. Lat/Long Source <input checked="" type="checkbox"/> Actual <input type="checkbox"/> Estimated
30.A. Railroad Use *			31.A. State Use * CPUC 001BEL-71.84		
30.B. Railroad Use *			31.B. State Use *		
30.C. Railroad Use *			31.C. State Use *		
30.D. Railroad Use *			31.D. State Use *		
32.A. Narrative (Railroad Use) *			32.B. Narrative (State Use) *		
33. Emergency Notification Telephone No. (posted) 800-848-8715		34. Railroad Contact (Telephone No.) 402-544-3721		35. State Contact (Telephone No.) 415-703-3722	

Part II: Railroad Information

1. Estimated Number of Daily Train Movements				
1.A. Total Day Thru Trains (6 AM to 6 PM) 16	1.B. Total Night Thru Trains (6 PM to 6 AM) 16	1.C. Total Switching Trains 2	1.D. Total Transit Trains 0	1.E. Check if Less Than One Movement Per Day <input type="checkbox"/> How many trains per week? _____
2. Year of Train Count Data (YYYY) 2019		3. Speed of Train at Crossing 3.A. Maximum Timetable Speed (mph) 45 3.B. Typical Speed Range Over Crossing (mph) From 22 to 45		
4. Type and Count of Tracks Main 1 Siding 0 Yard 0 Transit 0 Industry 0				
5. Train Detection (Main Track only) <input checked="" type="checkbox"/> Constant Warning Time <input type="checkbox"/> Motion Detection <input type="checkbox"/> AFO <input type="checkbox"/> PTC <input type="checkbox"/> DC <input type="checkbox"/> Other <input type="checkbox"/> None				
6. Is Track Signaled? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		7.A. Event Recorder <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		7.B. Remote Health Monitoring <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date (MM/DD/YYYY) 07/20/2021		PAGE 2		D. Crossing Inventory Number (7 char.) 752917V	
Part III: Highway or Pathway Traffic Control Device Information					
1. Are there Signs or Signals? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		2. Types of Passive Traffic Control Devices associated with the Crossing			
2.A. Crossbuck Assemblies (count) 0		2.B. STOP Signs (R1-1) (count) 0	2.C. YIELD Signs (R1-2) (count) 0	2.D. Advance Warning Signs (Check all that apply; include count) <input type="checkbox"/> None <input checked="" type="checkbox"/> W10-1 2 <input type="checkbox"/> W10-3 <input type="checkbox"/> W10-11 <input type="checkbox"/> W10-2 <input type="checkbox"/> W10-4 <input type="checkbox"/> W10-12	
2.E. Low Ground Clearance Sign (W10-5) <input type="checkbox"/> Yes (count _____) <input checked="" type="checkbox"/> No		2.F. Pavement Markings <input checked="" type="checkbox"/> Stop Lines <input type="checkbox"/> Dynamic Envelope <input checked="" type="checkbox"/> RR Xing Symbols <input type="checkbox"/> None		2.G. Channelization Devices/Medians <input type="checkbox"/> All Approaches <input type="checkbox"/> Median <input type="checkbox"/> One Approach <input checked="" type="checkbox"/> None	2.H. EXEMPT Sign (R15-3) <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
2.I. ENS Sign (I-13) Displayed <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		2.J. Other MUTCD Signs <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Specify Type _____ Count _____ Specify Type _____ Count _____ Specify Type _____ Count _____		2.K. Private Crossing Signs (if private) <input type="checkbox"/> Yes <input type="checkbox"/> No	2.L. LED Enhanced Signs (List types) 0
3. Types of Train Activated Warning Devices at the Grade Crossing (specify count of each device for all that apply)					
3.A. Gate Arms (count) Roadway 2 Pedestrian 0	3.B. Gate Configuration <input checked="" type="checkbox"/> 2 Quad <input type="checkbox"/> Full (Barrier) Resistance <input type="checkbox"/> 3 Quad <input type="checkbox"/> Median Gates	3.C. Cantilevered (or Bridged) Flashing Light Structures (count) Over Traffic Lane 2 <input type="checkbox"/> Incandescent Not Over Traffic Lane 0 <input checked="" type="checkbox"/> LED		3.D. Mast Mounted Flashing Lights (count of masts) 2 <input type="checkbox"/> Incandescent <input checked="" type="checkbox"/> LED <input checked="" type="checkbox"/> Back Lights Included <input type="checkbox"/> Side Lights Included	3.E. Total Count of Flashing Light Pairs 8
3.F. Installation Date of Current Active Warning Devices: (MM/YYYY) _____/_____/_____ <input checked="" type="checkbox"/> Not Required		3.G. Wayside Horn <input type="checkbox"/> Yes Installed on (MM/YYYY) ____/____/_____ <input checked="" type="checkbox"/> No		3.H. Highway Traffic Signals Controlling Crossing <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	3.I. Bells (count) 2
3.J. Non-Train Active Warning <input type="checkbox"/> Flagging/Flagman <input type="checkbox"/> Manually Operated Signals <input type="checkbox"/> Watchman <input type="checkbox"/> Floodlighting <input checked="" type="checkbox"/> None				3.K. Other Flashing Lights or Warning Devices Count 2 Specify type TWOTRAIN	
4.A. Does nearby Hwy Intersection have Traffic Signals? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	4.B. Hwy Traffic Signal Interconnection <input type="checkbox"/> Not Interconnected <input checked="" type="checkbox"/> For Traffic Signals <input type="checkbox"/> For Warning Signs	4.C. Hwy Traffic Signal Preemption <input checked="" type="checkbox"/> Simultaneous <input type="checkbox"/> Advance	5. Highway Traffic Pre-Signals <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Storage Distance * _____ Stop Line Distance * _____	6. Highway Monitoring Devices (Check all that apply) <input type="checkbox"/> Yes - Photo/Video Recording <input type="checkbox"/> Yes - Vehicle Presence Detection <input type="checkbox"/> None	
Part IV: Physical Characteristics					
1. Traffic Lanes Crossing Railroad Number of Lanes 4 <input type="checkbox"/> One-way Traffic <input checked="" type="checkbox"/> Two-way Traffic <input type="checkbox"/> Divided Traffic		2. Is Roadway/Pathway Paved? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	3. Does Track Run Down a Street? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	4. Is Crossing Illuminated? (Street lights within approx. 50 feet from nearest rail) <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
5. Crossing Surface (on Main Track, multiple types allowed) Installation Date * (MM/YYYY) ____/____/_____ <input type="checkbox"/> 1 Timber <input type="checkbox"/> 2 Asphalt <input type="checkbox"/> 3 Asphalt and Timber <input checked="" type="checkbox"/> 4 Concrete <input type="checkbox"/> 5 Concrete and Rubber <input type="checkbox"/> 6 Rubber <input type="checkbox"/> 7 Metal <input type="checkbox"/> 8 Unconsolidated <input type="checkbox"/> 9 Composite <input type="checkbox"/> 10 Other (specify) _____					
6. Intersecting Roadway within 500 feet? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Approximate Distance (feet) 185		7. Smallest Crossing Angle <input type="checkbox"/> 0° - 29° <input type="checkbox"/> 30° - 59° <input checked="" type="checkbox"/> 60° - 90°		8. Is Commercial Power Available? * <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Part V: Public Highway Information					
1. Highway System <input type="checkbox"/> (01) Interstate Highway System <input type="checkbox"/> (02) Other Nat Hwy System (NHS) <input checked="" type="checkbox"/> (03) Federal AID, Not NHS <input type="checkbox"/> (08) Non-Federal Aid		2. Functional Classification of Road at Crossing <input type="checkbox"/> (0) Rural <input checked="" type="checkbox"/> (1) Urban <input type="checkbox"/> (1) Interstate <input type="checkbox"/> (5) Major Collector <input type="checkbox"/> (2) Other Freeways and Expressways <input type="checkbox"/> (3) Other Principal Arterial <input type="checkbox"/> (6) Minor Collector <input checked="" type="checkbox"/> (4) Minor Arterial <input type="checkbox"/> (7) Local		3. Is Crossing on State Highway System? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	4. Highway Speed Limit 25 MPH <input type="checkbox"/> Posted <input checked="" type="checkbox"/> Statutory
5. Linear Referencing System (LRS Route ID) *					
6. LRS Milepost *					
7. Annual Average Daily Traffic (AADT) Year 2016 AADT 15245		8. Estimated Percent Trucks 20 %	9. Regularly Used by School Buses? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Average Number per Day _____		10. Emergency Services Route <input type="checkbox"/> Yes <input type="checkbox"/> No
Submission Information - This information is used for administrative purposes and is not available on the public website.					
Submitted by _____ Organization _____ Phone _____ Date _____					
Public reporting burden for this information collection is estimated to average 30 minutes per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed and completing and reviewing the collection of information. According to the Paperwork Reduction Act of 1995, a federal agency may not conduct or sponsor, and a person is not required to, nor shall a person be subject to a penalty for failure to comply with, a collection of information unless it displays a currently valid OMB control number. The valid OMB control number for information collection is 2130-0017. Send comments regarding this burden estimate or any other aspect of this collection, including for reducing this burden to: Information Collection Officer, Federal Railroad Administration, 1200 New Jersey Ave. SE, MS-25 Washington, DC 20590.					

U. S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

Instructions for the initial reporting of the following types of new or previously unreported crossings: For public highway-rail grade crossings, complete the entire inventory Form. For private highway-rail grade crossings, complete the Header, Parts I and II, and the Submission Information section. For public pathway grade crossings (including pedestrian station grade crossings), complete the Header, Parts I and II, and the Submission Information section. For Private pathway grade crossings, complete the Header, Parts I and II, and the Submission Information section. For grade-separated highway-rail or pathway crossings (including pedestrian station crossings), complete the Header, Part I, and the Submission Information section. For changes to existing data, complete the Header, Part I Items 1-3, and the Submission Information section, in addition to the updated data fields. Note: For private crossings only, Part I Item 20 and Part III Item 2.K. are required unless otherwise noted. An asterisk * denotes an optional field.

A. Revision Date (MM/DD/YYYY) 08 / 28 / 2024	B. Reporting Agency <input checked="" type="checkbox"/> Railroad <input type="checkbox"/> Transit <input type="checkbox"/> State <input type="checkbox"/> Other	C. Reason for Update (Select only one) <input checked="" type="checkbox"/> Change in Data <input type="checkbox"/> Re-Open <input type="checkbox"/> New Crossing <input type="checkbox"/> Date Change Only <input type="checkbox"/> Closed <input type="checkbox"/> Change in Primary Operating RR <input type="checkbox"/> No Train Traffic <input type="checkbox"/> Quiet Zone Update <input type="checkbox"/> Admin. Correction	D. DOT Crossing Inventory Number 752914A
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Part I: Location and Classification Information

1. Primary Operating Railroad Union Pacific Railroad Company [UP]		2. State CALIFORNIA		3. County SAN JOAQUIN	
4. City / Municipality <input checked="" type="checkbox"/> In <input type="checkbox"/> Near LODI		5. Street/Road Name & Block Number PINE STREET (Street/Road Name) * (Block Number)		6. Highway Type & No. Is	
7. Do Other Railroads Operate a Separate Track at Crossing? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Specify RR			8. Do Other Railroads Operate Over Your Track at Crossing? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Specify RR ATK		
9. Railroad Division or Region <input type="checkbox"/> None NORTHERN CALIFORN		10. Railroad Subdivision or District <input type="checkbox"/> None FRESNO SUB		11. Branch or Line Name <input checked="" type="checkbox"/> None	
12. RR Milepost 0071.690 (prefix) (nnnn.nnn) (suffix)		13. Line Segment *		14. Nearest RR Timetable Station *	
15. Parent RR (if applicable) <input checked="" type="checkbox"/> N/A		16. Crossing Owner (if applicable) <input type="checkbox"/> N/A UP		17. Crossing Type <input checked="" type="checkbox"/> Public <input type="checkbox"/> Private	
18. Crossing Purpose <input checked="" type="checkbox"/> Highway <input type="checkbox"/> Pathway, Ped. <input type="checkbox"/> Station, Ped.		19. Crossing Position <input checked="" type="checkbox"/> At Grade <input type="checkbox"/> RR Under <input type="checkbox"/> RR Over		20. Public Access (if Private Crossing) <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
21. Type of Train <input checked="" type="checkbox"/> Freight <input checked="" type="checkbox"/> Intercity Passenger <input type="checkbox"/> Commuter		<input type="checkbox"/> Transit <input type="checkbox"/> Shared Use Transit <input type="checkbox"/> Tourist/Other		22. Average Passenger Train Count Per Day <input type="checkbox"/> Less Than One Per Day <input checked="" type="checkbox"/> Number Per Day 2	
23. Type of Land Use <input type="checkbox"/> Open Space <input type="checkbox"/> Farm <input type="checkbox"/> Residential <input checked="" type="checkbox"/> Commercial <input type="checkbox"/> Industrial <input type="checkbox"/> Institutional <input type="checkbox"/> Recreational <input type="checkbox"/> RR Yard					
24. Is there an Adjacent Crossing with a Separate Number? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Provide Crossing Number			25. Quiet Zone (FRA provided) <input checked="" type="checkbox"/> No <input type="checkbox"/> 24 Hr <input type="checkbox"/> Partial <input type="checkbox"/> Chicago Excused Date Established		
26. HSR Corridor ID <input checked="" type="checkbox"/> N/A		27. Latitude in decimal degrees (WGS84 std: nn.nnnnnnn) 38.134105		28. Longitude in decimal degrees (WGS84 std: -nnn.nnnnnnn) -121.271548	
29. Lat/Long Source <input checked="" type="checkbox"/> Actual <input type="checkbox"/> Estimated		30.A. Railroad Use *		31.A. State Use * CPUC 001BEL-71.64	
30.B. Railroad Use *		30.C. Railroad Use *		30.D. Railroad Use *	
31.B. State Use *		31.C. State Use *		31.D. State Use *	
32.A. Narrative (Railroad Use) *			32.B. Narrative (State Use) *		
33. Emergency Notification Telephone No. (posted) 800-848-8715		34. Railroad Contact (Telephone No.) 402-544-3721		35. State Contact (Telephone No.) 415-703-3722	

Part II: Railroad Information

1. Estimated Number of Daily Train Movements				
1.A. Total Day Thru Trains (6 AM to 6 PM) 16	1.B. Total Night Thru Trains (6 PM to 6 AM) 16	1.C. Total Switching Trains 2	1.D. Total Transit Trains 0	1.E. Check if Less Than One Movement Per Day <input type="checkbox"/> How many trains per week? _____
2. Year of Train Count Data (YYYY) 2019		3. Speed of Train at Crossing 3.A. Maximum Timetable Speed (mph) 45 3.B. Typical Speed Range Over Crossing (mph) From 22 to 45		
4. Type and Count of Tracks Main 1 Siding 0 Yard 0 Transit 0 Industry 0				
5. Train Detection (Main Track only) <input checked="" type="checkbox"/> Constant Warning Time <input type="checkbox"/> Motion Detection <input type="checkbox"/> AFO <input type="checkbox"/> PTC <input type="checkbox"/> DC <input type="checkbox"/> Other <input type="checkbox"/> None				
6. Is Track Signaled? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		7.A. Event Recorder <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		7.B. Remote Health Monitoring <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date (MM/DD/YYYY) 08/28/2024		PAGE 2			D. Crossing Inventory Number (7 char.) 752914A	
Part III: Highway or Pathway Traffic Control Device Information						
1. Are there Signs or Signals? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	2. Types of Passive Traffic Control Devices associated with the Crossing					
2.A. Crossbuck Assemblies (count) 0		2.B. STOP Signs (R1-1) (count) 0	2.C. YIELD Signs (R1-2) (count) 0	2.D. Advance Warning Signs (Check all that apply; include count) <input type="checkbox"/> None <input checked="" type="checkbox"/> W10-1 2 <input type="checkbox"/> W10-3 <input type="checkbox"/> W10-11 <input type="checkbox"/> W10-2 <input type="checkbox"/> W10-4 <input type="checkbox"/> W10-12		
2.E. Low Ground Clearance Sign (W10-5) <input type="checkbox"/> Yes (count _____) <input checked="" type="checkbox"/> No		2.F. Pavement Markings <input checked="" type="checkbox"/> Stop Lines <input type="checkbox"/> Dynamic Envelope <input checked="" type="checkbox"/> RR Xing Symbols <input type="checkbox"/> None		2.G. Channelization Devices/Medians <input type="checkbox"/> All Approaches <input type="checkbox"/> Median <input type="checkbox"/> One Approach <input checked="" type="checkbox"/> None		2.H. EXEMPT Sign (R15-3) <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
2.I. ENS Sign (I-13) Displayed <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		2.J. Other MUTCD Signs <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Specify Type R8-8 Count 2 Specify Type _____ Count _____ Specify Type _____ Count _____		2.K. Private Crossing Signs (if private) <input type="checkbox"/> Yes <input type="checkbox"/> No	2.L. LED Enhanced Signs (List types) 0	
3. Types of Train Activated Warning Devices at the Grade Crossing (specify count of each device for all that apply)						
3.A. Gate Arms (count) Roadway 2 Pedestrian 0	3.B. Gate Configuration <input checked="" type="checkbox"/> 2 Quad <input type="checkbox"/> Full (Barrier) Resistance <input type="checkbox"/> 3 Quad <input type="checkbox"/> Median Gates		3.C. Cantilevered (or Bridged) Flashing Light Structures (count) Over Traffic Lane 2 <input type="checkbox"/> Incandescent Not Over Traffic Lane 0 <input checked="" type="checkbox"/> LED		3.D. Mast Mounted Flashing Lights (count of masts) 4 <input type="checkbox"/> Incandescent <input checked="" type="checkbox"/> LED <input checked="" type="checkbox"/> Back Lights Included <input type="checkbox"/> Side Lights Included	3.E. Total Count of Flashing Light Pairs 12
3.F. Installation Date of Current Active Warning Devices: (MM/YYYY) ____/____/____ <input checked="" type="checkbox"/> Not Required		3.G. Wayside Horn <input type="checkbox"/> Yes Installed on (MM/YYYY) ____/____/____ <input checked="" type="checkbox"/> No		3.H. Highway Traffic Signals Controlling Crossing <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	3.I. Bells (count) 4	
3.J. Non-Train Active Warning <input type="checkbox"/> Flagging/Flagman <input type="checkbox"/> Manually Operated Signals <input type="checkbox"/> Watchman <input type="checkbox"/> Floodlighting <input checked="" type="checkbox"/> None				3.K. Other Flashing Lights or Warning Devices Count 2 Specify type CANO10		
4.A. Does nearby Hwy Intersection have Traffic Signals? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	4.B. Hwy Traffic Signal Interconnection <input type="checkbox"/> Not Interconnected <input checked="" type="checkbox"/> For Traffic Signals <input type="checkbox"/> For Warning Signs	4.C. Hwy Traffic Signal Preemption <input checked="" type="checkbox"/> Simultaneous <input type="checkbox"/> Advance	5. Highway Traffic Pre-Signals <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Storage Distance * _____ Stop Line Distance * _____		6. Highway Monitoring Devices (Check all that apply) <input type="checkbox"/> Yes - Photo/Video Recording <input type="checkbox"/> Yes - Vehicle Presence Detection <input type="checkbox"/> None	
Part IV: Physical Characteristics						
1. Traffic Lanes Crossing Railroad Number of Lanes 4 <input type="checkbox"/> One-way Traffic <input checked="" type="checkbox"/> Two-way Traffic <input type="checkbox"/> Divided Traffic		2. Is Roadway/Pathway Paved? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	3. Does Track Run Down a Street? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	4. Is Crossing Illuminated? (Street lights within approx. 50 feet from nearest rail) <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		
5. Crossing Surface (on Main Track, multiple types allowed) Installation Date * (MM/YYYY) ____/____/____ Width * _____ Length * 80 <input type="checkbox"/> 1 Timber <input type="checkbox"/> 2 Asphalt <input type="checkbox"/> 3 Asphalt and Timber <input checked="" type="checkbox"/> 4 Concrete <input type="checkbox"/> 5 Concrete and Rubber <input type="checkbox"/> 6 Rubber <input type="checkbox"/> 7 Metal <input type="checkbox"/> 8 Unconsolidated <input type="checkbox"/> 9 Composite <input type="checkbox"/> 10 Other (specify) _____						
6. Intersecting Roadway within 500 feet? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Approximate Distance (feet) 190			7. Smallest Crossing Angle <input type="checkbox"/> 0° - 29° <input type="checkbox"/> 30° - 59° <input checked="" type="checkbox"/> 60° - 90°		8. Is Commercial Power Available? * <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Part V: Public Highway Information						
1. Highway System <input type="checkbox"/> (01) Interstate Highway System <input type="checkbox"/> (02) Other Nat Hwy System (NHS) <input checked="" type="checkbox"/> (03) Federal AID, Not NHS <input type="checkbox"/> (08) Non-Federal Aid		2. Functional Classification of Road at Crossing <input type="checkbox"/> (0) Rural <input checked="" type="checkbox"/> (1) Urban <input type="checkbox"/> (1) Interstate <input checked="" type="checkbox"/> (5) Major Collector <input type="checkbox"/> (2) Other Freeways and Expressways <input type="checkbox"/> (3) Other Principal Arterial <input type="checkbox"/> (6) Minor Collector <input type="checkbox"/> (4) Minor Arterial <input type="checkbox"/> (7) Local		3. Is Crossing on State Highway System? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	4. Highway Speed Limit 30 _____ MPH <input checked="" type="checkbox"/> Posted <input type="checkbox"/> Statutory	
5. Linear Referencing System (LRS Route ID) *						
6. LRS Milepost *						
7. Annual Average Daily Traffic (AADT) Year 2016 AADT 3227		8. Estimated Percent Trucks 20 _____ %	9. Regularly Used by School Buses? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Average Number per Day _____		10. Emergency Services Route <input type="checkbox"/> Yes <input type="checkbox"/> No	
Submission Information - This information is used for administrative purposes and is not available on the public website.						
Submitted by _____ Organization _____ Phone _____ Date _____						
Public reporting burden for this information collection is estimated to average 30 minutes per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed and completing and reviewing the collection of information. According to the Paperwork Reduction Act of 1995, a federal agency may not conduct or sponsor, and a person is not required to, nor shall a person be subject to a penalty for failure to comply with, a collection of information unless it displays a currently valid OMB control number. The valid OMB control number for information collection is 2130-0017. Send comments regarding this burden estimate or any other aspect of this collection, including for reducing this burden to: Information Collection Officer, Federal Railroad Administration, 1200 New Jersey Ave. SE, MS-25 Washington, DC 20590.						

U. S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

Instructions for the initial reporting of the following types of new or previously unreported crossings: For public highway-rail grade crossings, complete the entire inventory Form. For private highway-rail grade crossings, complete the Header, Parts I and II, and the Submission Information section. For public pathway grade crossings (including pedestrian station grade crossings), complete the Header, Parts I and II, and the Submission Information section. For Private pathway grade crossings, complete the Header, Parts I and II, and the Submission Information section. For grade-separated highway-rail or pathway crossings (including pedestrian station crossings), complete the Header, Part I, and the Submission Information section. For changes to existing data, complete the Header, Part I Items 1-3, and the Submission Information section, in addition to the updated data fields. Note: For private crossings only, Part I Item 20 and Part III Item 2.K. are required unless otherwise noted. An asterisk * denotes an optional field.

A. Revision Date (MM/DD/YYYY) 12 / 18 / 2023	B. Reporting Agency <input checked="" type="checkbox"/> Railroad <input type="checkbox"/> Transit <input type="checkbox"/> State <input type="checkbox"/> Other	C. Reason for Update (Select only one) <input type="checkbox"/> Change in Data <input type="checkbox"/> Re-Open <input type="checkbox"/> New Crossing <input checked="" type="checkbox"/> Date Change Only <input type="checkbox"/> Closed <input type="checkbox"/> Admin. Correction <input type="checkbox"/> No Train Traffic <input type="checkbox"/> Quiet Zone Update	D. DOT Crossing Inventory Number 752913T
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Part I: Location and Classification Information

1. Primary Operating Railroad Union Pacific Railroad Company [UP]		2. State CALIFORNIA		3. County SAN JOAQUIN	
4. City / Municipality <input checked="" type="checkbox"/> In <input type="checkbox"/> Near LODI		5. Street/Road Name & Block Number East Elm Street (Street/Road Name) * (Block Number)		6. Highway Type & No. Is	
7. Do Other Railroads Operate a Separate Track at Crossing? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Specify RR			8. Do Other Railroads Operate Over Your Track at Crossing? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Specify RR		
9. Railroad Division or Region <input type="checkbox"/> None NORTHERN CALIFORN		10. Railroad Subdivision or District <input type="checkbox"/> None Fresno Sub		11. Branch or Line Name <input checked="" type="checkbox"/> None	
12. RR Milepost 0071.611 (prefix) (nnnn.nnn) (suffix)		13. Line Segment *			
14. Nearest RR Timetable Station *		15. Parent RR (if applicable) <input checked="" type="checkbox"/> N/A		16. Crossing Owner (if applicable) <input type="checkbox"/> N/A UP	
17. Crossing Type <input checked="" type="checkbox"/> Public <input type="checkbox"/> Private	18. Crossing Purpose <input checked="" type="checkbox"/> Highway <input type="checkbox"/> Pathway, Ped. <input type="checkbox"/> Station, Ped.	19. Crossing Position <input checked="" type="checkbox"/> At Grade <input type="checkbox"/> RR Under <input type="checkbox"/> RR Over	20. Public Access (if Private Crossing) <input type="checkbox"/> Yes <input type="checkbox"/> No	21. Type of Train <input checked="" type="checkbox"/> Freight <input checked="" type="checkbox"/> Intercity Passenger <input type="checkbox"/> Commuter	22. Average Passenger Train Count Per Day <input type="checkbox"/> Less Than One Per Day <input checked="" type="checkbox"/> Number Per Day 4
23. Type of Land Use <input type="checkbox"/> Open Space <input type="checkbox"/> Farm <input type="checkbox"/> Residential <input checked="" type="checkbox"/> Commercial <input type="checkbox"/> Industrial <input type="checkbox"/> Institutional <input type="checkbox"/> Recreational <input type="checkbox"/> RR Yard					
24. Is there an Adjacent Crossing with a Separate Number? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Provide Crossing Number			25. Quiet Zone (FRA provided) <input checked="" type="checkbox"/> No <input type="checkbox"/> 24 Hr <input type="checkbox"/> Partial <input type="checkbox"/> Chicago Excused Date Established		
26. HSR Corridor ID <input checked="" type="checkbox"/> N/A	27. Latitude in decimal degrees (WGS84 std: nn.nnnnnnn) 38.135309		28. Longitude in decimal degrees (WGS84 std: -nnn.nnnnnnn) -121.271461		29. Lat/Long Source <input checked="" type="checkbox"/> Actual <input type="checkbox"/> Estimated
30.A. Railroad Use *			31.A. State Use * CPUC 001BEL-71.54		
30.B. Railroad Use *			31.B. State Use *		
30.C. Railroad Use *			31.C. State Use *		
30.D. Railroad Use *			31.D. State Use *		
32.A. Narrative (Railroad Use) *			32.B. Narrative (State Use) *		
33. Emergency Notification Telephone No. (posted) 800-848-8715		34. Railroad Contact (Telephone No.) 402-544-3721		35. State Contact (Telephone No.) 415-703-3722	

Part II: Railroad Information

1. Estimated Number of Daily Train Movements				
1.A. Total Day Thru Trains (6 AM to 6 PM) 16	1.B. Total Night Thru Trains (6 PM to 6 AM) 16	1.C. Total Switching Trains 2	1.D. Total Transit Trains 0	1.E. Check if Less Than One Movement Per Day <input type="checkbox"/> How many trains per week? _____
2. Year of Train Count Data (YYYY) 2019		3. Speed of Train at Crossing 3.A. Maximum Timetable Speed (mph) 45 3.B. Typical Speed Range Over Crossing (mph) From 22 to 45		
4. Type and Count of Tracks Main 1 Siding 0 Yard 0 Transit 0 Industry 0				
5. Train Detection (Main Track only) <input checked="" type="checkbox"/> Constant Warning Time <input type="checkbox"/> Motion Detection <input type="checkbox"/> AFO <input type="checkbox"/> PTC <input type="checkbox"/> DC <input type="checkbox"/> Other <input type="checkbox"/> None				
6. Is Track Signaled? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		7.A. Event Recorder <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		7.B. Remote Health Monitoring <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date (MM/DD/YYYY) 12/18/2023		PAGE 2		D. Crossing Inventory Number (7 char.) 7529131		
Part III: Highway or Pathway Traffic Control Device Information						
1. Are there Signs or Signals? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		2. Types of Passive Traffic Control Devices associated with the Crossing				
2.A. Crossbuck Assemblies (count) 0		2.B. STOP Signs (R1-1) (count) 0	2.C. YIELD Signs (R1-2) (count) 0	2.D. Advance Warning Signs (Check all that apply; include count) <input type="checkbox"/> None <input checked="" type="checkbox"/> W10-1 2 <input type="checkbox"/> W10-3 0 <input type="checkbox"/> W10-11 0 <input type="checkbox"/> W10-2 0 <input type="checkbox"/> W10-4 0 <input type="checkbox"/> W10-12 0		
2.E. Low Ground Clearance Sign (W10-5) <input type="checkbox"/> Yes (count _____) <input checked="" type="checkbox"/> No		2.F. Pavement Markings <input checked="" type="checkbox"/> Stop Lines <input type="checkbox"/> Dynamic Envelope <input checked="" type="checkbox"/> RR Xing Symbols <input type="checkbox"/> None		2.G. Channelization Devices/Medians <input type="checkbox"/> All Approaches <input type="checkbox"/> Median <input type="checkbox"/> One Approach <input checked="" type="checkbox"/> None	2.H. EXEMPT Sign (R15-3) <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	2.I. ENS Sign (I-13) Displayed <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
2.J. Other MUTCD Signs Specify Type _____ Count _____ Specify Type _____ Count _____ Specify Type _____ Count _____		2.K. Private Crossing Signs (if private) <input type="checkbox"/> Yes <input type="checkbox"/> No	2.L. LED Enhanced Signs (List types) 0			
3. Types of Train Activated Warning Devices at the Grade Crossing (specify count of each device for all that apply)						
3.A. Gate Arms (count) Roadway 2 Pedestrian 0	3.B. Gate Configuration <input checked="" type="checkbox"/> 2 Quad <input type="checkbox"/> Full (Barrier) Resistance <input type="checkbox"/> 3 Quad <input type="checkbox"/> Median Gates <input type="checkbox"/> 4 Quad	3.C. Cantilevered (or Bridged) Flashing Light Structures (count) Over Traffic Lane 2 <input type="checkbox"/> Incandescent Not Over Traffic Lane 0 <input checked="" type="checkbox"/> LED		3.D. Mast Mounted Flashing Lights (count of masts) 2 <input type="checkbox"/> Incandescent <input checked="" type="checkbox"/> LED <input checked="" type="checkbox"/> Back Lights Included <input type="checkbox"/> Side Lights Included	3.E. Total Count of Flashing Light Pairs 8	
3.F. Installation Date of Current Active Warning Devices: (MM/YYYY) _____/_____/_____ <input checked="" type="checkbox"/> Not Required		3.G. Wayside Horn <input type="checkbox"/> Yes Installed on (MM/YYYY) ____/____/_____ <input checked="" type="checkbox"/> No		3.H. Highway Traffic Signals Controlling Crossing <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	3.I. Bells (count) 2	
3.J. Non-Train Active Warning <input type="checkbox"/> Flagging/Flagman <input type="checkbox"/> Manually Operated Signals <input type="checkbox"/> Watchman <input type="checkbox"/> Floodlighting <input checked="" type="checkbox"/> None				3.K. Other Flashing Lights or Warning Devices Count _____ Specify type _____		
4.A. Does nearby Hwy Intersection have Traffic Signals? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	4.B. Hwy Traffic Signal Interconnection <input checked="" type="checkbox"/> Not Interconnected <input type="checkbox"/> For Traffic Signals <input type="checkbox"/> For Warning Signs	4.C. Hwy Traffic Signal Preemption <input type="checkbox"/> Simultaneous <input type="checkbox"/> Advance	5. Highway Traffic Pre-Signals <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Storage Distance * _____ Stop Line Distance * _____	6. Highway Monitoring Devices (Check all that apply) <input type="checkbox"/> Yes - Photo/Video Recording <input type="checkbox"/> Yes - Vehicle Presence Detection <input type="checkbox"/> None		
Part IV: Physical Characteristics						
1. Traffic Lanes Crossing Railroad Number of Lanes 3 <input type="checkbox"/> One-way Traffic <input checked="" type="checkbox"/> Two-way Traffic <input type="checkbox"/> Divided Traffic		2. Is Roadway/Pathway Paved? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	3. Does Track Run Down a Street? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	4. Is Crossing Illuminated? (Street lights within approx. 50 feet from nearest rail) <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		
5. Crossing Surface (on Main Track, multiple types allowed) Installation Date * (MM/YYYY) ____/____/_____ <input type="checkbox"/> 1 Timber <input type="checkbox"/> 2 Asphalt <input type="checkbox"/> 3 Asphalt and Timber <input checked="" type="checkbox"/> 4 Concrete <input type="checkbox"/> 5 Concrete and Rubber <input type="checkbox"/> 6 Rubber <input type="checkbox"/> 7 Metal <input type="checkbox"/> 8 Unconsolidated <input type="checkbox"/> 9 Composite <input type="checkbox"/> 10 Other (specify) _____						
6. Intersecting Roadway within 500 feet? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Approximate Distance (feet) 200		7. Smallest Crossing Angle <input type="checkbox"/> 0° - 29° <input type="checkbox"/> 30° - 59° <input checked="" type="checkbox"/> 60° - 90°		8. Is Commercial Power Available? * <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		
Part V: Public Highway Information						
1. Highway System <input type="checkbox"/> (01) Interstate Highway System <input type="checkbox"/> (02) Other Nat Hwy System (NHS) <input type="checkbox"/> (03) Federal AID, Not NHS <input checked="" type="checkbox"/> (08) Non-Federal Aid		2. Functional Classification of Road at Crossing <input type="checkbox"/> (0) Rural <input checked="" type="checkbox"/> (1) Urban <input type="checkbox"/> (1) Interstate <input type="checkbox"/> (5) Major Collector <input type="checkbox"/> (2) Other Freeways and Expressways <input type="checkbox"/> (3) Other Principal Arterial <input type="checkbox"/> (6) Minor Collector <input type="checkbox"/> (4) Minor Arterial <input checked="" type="checkbox"/> (7) Local		3. Is Crossing on State Highway System? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	4. Highway Speed Limit 25 _____ MPH <input type="checkbox"/> Posted <input checked="" type="checkbox"/> Statutory	
5. Linear Referencing System (LRS Route ID) *						
6. LRS Milepost *						
7. Annual Average Daily Traffic (AADT) Year 2016 AADT 2281		8. Estimated Percent Trucks 20 _____ %	9. Regularly Used by School Buses? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Average Number per Day _____		10. Emergency Services Route <input type="checkbox"/> Yes <input type="checkbox"/> No	
Submission Information - This information is used for administrative purposes and is not available on the public website.						
Submitted by _____ Organization _____ Phone _____ Date _____						
Public reporting burden for this information collection is estimated to average 30 minutes per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed and completing and reviewing the collection of information. According to the Paperwork Reduction Act of 1995, a federal agency may not conduct or sponsor, and a person is not required to, nor shall a person be subject to a penalty for failure to comply with, a collection of information unless it displays a currently valid OMB control number. The valid OMB control number for information collection is 2130-0017. Send comments regarding this burden estimate or any other aspect of this collection, including for reducing this burden to: Information Collection Officer, Federal Railroad Administration, 1200 New Jersey Ave. SE, MS-25 Washington, DC 20590.						

U. S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

Instructions for the initial reporting of the following types of new or previously unreported crossings: For public highway-rail grade crossings, complete the entire inventory Form. For private highway-rail grade crossings, complete the Header, Parts I and II, and the Submission Information section. For public pathway grade crossings (including pedestrian station grade crossings), complete the Header, Parts I and II, and the Submission Information section. For Private pathway grade crossings, complete the Header, Parts I and II, and the Submission Information section. For grade-separated highway-rail or pathway crossings (including pedestrian station crossings), complete the Header, Part I, and the Submission Information section. For changes to existing data, complete the Header, Part I Items 1-3, and the Submission Information section, in addition to the updated data fields. Note: For private crossings only, Part I Item 20 and Part III Item 2.K. are required unless otherwise noted. An asterisk * denotes an optional field.

A. Revision Date (MM/DD/YYYY) 07 / 20 / 2021	B. Reporting Agency <input checked="" type="checkbox"/> Railroad <input type="checkbox"/> Transit <input type="checkbox"/> State <input type="checkbox"/> Other	C. Reason for Update (Select only one) <input checked="" type="checkbox"/> Change in Data <input type="checkbox"/> Re-Open <input type="checkbox"/> New Crossing <input type="checkbox"/> Date Change Only <input type="checkbox"/> Closed <input type="checkbox"/> Change in Primary Operating RR <input type="checkbox"/> No Train Traffic <input type="checkbox"/> Quiet Zone Update <input type="checkbox"/> Admin. Correction	D. DOT Crossing Inventory Number 752912L
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Part I: Location and Classification Information

1. Primary Operating Railroad Union Pacific Railroad Company [UP]		2. State CALIFORNIA		3. County SAN JOAQUIN	
4. City / Municipality <input checked="" type="checkbox"/> In <input type="checkbox"/> Near LODI		5. Street/Road Name & Block Number Locust Street (Street/Road Name) * (Block Number)		6. Highway Type & No. Is	
7. Do Other Railroads Operate a Separate Track at Crossing? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Specify RR			8. Do Other Railroads Operate Over Your Track at Crossing? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Specify RR		
9. Railroad Division or Region <input type="checkbox"/> None Northern California		10. Railroad Subdivision or District <input type="checkbox"/> None Fresno Sub		11. Branch or Line Name <input checked="" type="checkbox"/> None	
12. RR Milepost 0071.531 (prefix) (nnnn.nnn) (suffix)		13. Line Segment *			
14. Nearest RR Timetable Station *		15. Parent RR (if applicable) <input checked="" type="checkbox"/> N/A		16. Crossing Owner (if applicable) <input type="checkbox"/> N/A UP	
17. Crossing Type <input checked="" type="checkbox"/> Public <input type="checkbox"/> Private	18. Crossing Purpose <input checked="" type="checkbox"/> Highway <input type="checkbox"/> Pathway, Ped. <input type="checkbox"/> Station, Ped.	19. Crossing Position <input checked="" type="checkbox"/> At Grade <input type="checkbox"/> RR Under <input type="checkbox"/> RR Over	20. Public Access (if Private Crossing) <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	21. Type of Train <input checked="" type="checkbox"/> Freight <input checked="" type="checkbox"/> Intercity Passenger <input type="checkbox"/> Commuter <input type="checkbox"/> Transit <input type="checkbox"/> Shared Use Transit <input type="checkbox"/> Tourist/Other	22. Average Passenger Train Count Per Day <input type="checkbox"/> Less Than One Per Day <input checked="" type="checkbox"/> Number Per Day 4
23. Type of Land Use <input type="checkbox"/> Open Space <input type="checkbox"/> Farm <input type="checkbox"/> Residential <input checked="" type="checkbox"/> Commercial <input type="checkbox"/> Industrial <input type="checkbox"/> Institutional <input type="checkbox"/> Recreational <input type="checkbox"/> RR Yard					
24. Is there an Adjacent Crossing with a Separate Number? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Provide Crossing Number			25. Quiet Zone (FRA provided) <input checked="" type="checkbox"/> No <input type="checkbox"/> 24 Hr <input type="checkbox"/> Partial <input type="checkbox"/> Chicago Excused Date Established		
26. HSR Corridor ID <input checked="" type="checkbox"/> N/A	27. Latitude in decimal degrees (WGS84 std: nn.nnnnnnn) 38.1365150		28. Longitude in decimal degrees (WGS84 std: -nnn.nnnnnnn) -121.2713860		29. Lat/Long Source <input checked="" type="checkbox"/> Actual <input type="checkbox"/> Estimated
30.A. Railroad Use *			31.A. State Use * CPUC 001BEL-71.44		
30.B. Railroad Use *			31.B. State Use *		
30.C. Railroad Use *			31.C. State Use *		
30.D. Railroad Use *			31.D. State Use *		
32.A. Narrative (Railroad Use) *			32.B. Narrative (State Use) *		
33. Emergency Notification Telephone No. (posted) 800-848-8715		34. Railroad Contact (Telephone No.) 402-544-3721		35. State Contact (Telephone No.) 415-703-3722	

Part II: Railroad Information

1. Estimated Number of Daily Train Movements				
1.A. Total Day Thru Trains (6 AM to 6 PM) 16	1.B. Total Night Thru Trains (6 PM to 6 AM) 16	1.C. Total Switching Trains 2	1.D. Total Transit Trains 0	1.E. Check if Less Than One Movement Per Day <input type="checkbox"/> How many trains per week? _____
2. Year of Train Count Data (YYYY) 2019		3. Speed of Train at Crossing 3.A. Maximum Timetable Speed (mph) 45 3.B. Typical Speed Range Over Crossing (mph) From 22 to 45		
4. Type and Count of Tracks Main 1 Siding 0 Yard 0 Transit 0 Industry 1				
5. Train Detection (Main Track only) <input checked="" type="checkbox"/> Constant Warning Time <input type="checkbox"/> Motion Detection <input type="checkbox"/> AFO <input type="checkbox"/> PTC <input type="checkbox"/> DC <input type="checkbox"/> Other <input type="checkbox"/> None				
6. Is Track Signaled? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		7.A. Event Recorder <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		7.B. Remote Health Monitoring <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date (MM/DD/YYYY) 07/20/2021		PAGE 2		D. Crossing Inventory Number (7 char.) 752912L	
Part III: Highway or Pathway Traffic Control Device Information					
1. Are there Signs or Signals? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		2. Types of Passive Traffic Control Devices associated with the Crossing			
2.A. Crossbuck Assemblies (count) 0		2.B. STOP Signs (R1-1) (count) 0	2.C. YIELD Signs (R1-2) (count) 0	2.D. Advance Warning Signs (Check all that apply; include count) <input type="checkbox"/> None <input checked="" type="checkbox"/> W10-1 2 <input type="checkbox"/> W10-3 <input type="checkbox"/> W10-11 <input type="checkbox"/> W10-2 <input type="checkbox"/> W10-4 <input type="checkbox"/> W10-12	
2.E. Low Ground Clearance Sign (W10-5) <input type="checkbox"/> Yes (count _____) <input checked="" type="checkbox"/> No		2.F. Pavement Markings <input checked="" type="checkbox"/> Stop Lines <input type="checkbox"/> Dynamic Envelope <input checked="" type="checkbox"/> RR Xing Symbols <input type="checkbox"/> None		2.G. Channelization Devices/Medians <input type="checkbox"/> All Approaches <input type="checkbox"/> Median <input type="checkbox"/> One Approach <input checked="" type="checkbox"/> None	2.H. EXEMPT Sign (R15-3) <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
2.I. ENS Sign (I-13) Displayed <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		2.J. Other MUTCD Signs <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Specify Type _____ Count _____ Specify Type _____ Count _____ Specify Type _____ Count _____		2.K. Private Crossing Signs (if private) <input type="checkbox"/> Yes <input type="checkbox"/> No	2.L. LED Enhanced Signs (List types) 0
3. Types of Train Activated Warning Devices at the Grade Crossing (specify count of each device for all that apply)					
3.A. Gate Arms (count) Roadway 2 Pedestrian 0	3.B. Gate Configuration <input checked="" type="checkbox"/> 2 Quad <input type="checkbox"/> Full (Barrier) Resistance <input type="checkbox"/> 3 Quad <input type="checkbox"/> Median Gates	3.C. Cantilevered (or Bridged) Flashing Light Structures (count) Over Traffic Lane 2 <input type="checkbox"/> Incandescent Not Over Traffic Lane 0 <input checked="" type="checkbox"/> LED		3.D. Mast Mounted Flashing Lights (count of masts) 2 <input type="checkbox"/> Incandescent <input checked="" type="checkbox"/> LED <input checked="" type="checkbox"/> Back Lights Included <input type="checkbox"/> Side Lights Included	3.E. Total Count of Flashing Light Pairs 8
3.F. Installation Date of Current Active Warning Devices: (MM/YYYY) ____/____/____ <input checked="" type="checkbox"/> Not Required		3.G. Wayside Horn <input type="checkbox"/> Yes Installed on (MM/YYYY) ____/____/____ <input checked="" type="checkbox"/> No		3.H. Highway Traffic Signals Controlling Crossing <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	3.I. Bells (count) 2
3.J. Non-Train Active Warning <input type="checkbox"/> Flagging/Flagman <input type="checkbox"/> Manually Operated Signals <input type="checkbox"/> Watchman <input type="checkbox"/> Floodlighting <input checked="" type="checkbox"/> None				3.K. Other Flashing Lights or Warning Devices Count 0 Specify type _____	
4.A. Does nearby Hwy Intersection have Traffic Signals? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	4.B. Hwy Traffic Signal Interconnection <input checked="" type="checkbox"/> Not Interconnected <input type="checkbox"/> For Traffic Signals <input type="checkbox"/> For Warning Signs	4.C. Hwy Traffic Signal Preemption <input type="checkbox"/> Simultaneous <input type="checkbox"/> Advance	5. Highway Traffic Pre-Signals <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Storage Distance * _____ Stop Line Distance * _____	6. Highway Monitoring Devices (Check all that apply) <input type="checkbox"/> Yes - Photo/Video Recording <input type="checkbox"/> Yes - Vehicle Presence Detection <input type="checkbox"/> None	
Part IV: Physical Characteristics					
1. Traffic Lanes Crossing Railroad <input type="checkbox"/> One-way Traffic <input checked="" type="checkbox"/> Two-way Traffic Number of Lanes 2 <input type="checkbox"/> Divided Traffic		2. Is Roadway/Pathway Paved? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	3. Does Track Run Down a Street? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	4. Is Crossing Illuminated? (Street lights within approx. 50 feet from nearest rail) <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
5. Crossing Surface (on Main Track, multiple types allowed) Installation Date * (MM/YYYY) ____/____/____ Width * _____ Length * 70 <input type="checkbox"/> 1 Timber <input type="checkbox"/> 2 Asphalt <input type="checkbox"/> 3 Asphalt and Timber <input checked="" type="checkbox"/> 4 Concrete <input type="checkbox"/> 5 Concrete and Rubber <input type="checkbox"/> 6 Rubber <input type="checkbox"/> 7 Metal <input type="checkbox"/> 8 Unconsolidated <input type="checkbox"/> 9 Composite <input type="checkbox"/> 10 Other (specify) _____					
6. Intersecting Roadway within 500 feet? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Approximate Distance (feet) 172			7. Smallest Crossing Angle <input type="checkbox"/> 0° - 29° <input type="checkbox"/> 30° - 59° <input checked="" type="checkbox"/> 60° - 90°		8. Is Commercial Power Available? * <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Part V: Public Highway Information					
1. Highway System <input type="checkbox"/> (01) Interstate Highway System <input type="checkbox"/> (02) Other Nat Hwy System (NHS) <input type="checkbox"/> (03) Federal AID, Not NHS <input checked="" type="checkbox"/> (08) Non-Federal Aid		2. Functional Classification of Road at Crossing <input type="checkbox"/> (0) Rural <input checked="" type="checkbox"/> (1) Urban <input type="checkbox"/> (1) Interstate <input type="checkbox"/> (5) Major Collector <input type="checkbox"/> (2) Other Freeways and Expressways <input type="checkbox"/> (3) Other Principal Arterial <input type="checkbox"/> (6) Minor Collector <input type="checkbox"/> (4) Minor Arterial <input checked="" type="checkbox"/> (7) Local		3. Is Crossing on State Highway System? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	4. Highway Speed Limit 25 _____ MPH <input type="checkbox"/> Posted <input checked="" type="checkbox"/> Statutory
5. Linear Referencing System (LRS Route ID) *					
6. LRS Milepost *					
7. Annual Average Daily Traffic (AADT) Year 2016 AADT 682		8. Estimated Percent Trucks 20 _____ %	9. Regularly Used by School Buses? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Average Number per Day _____		10. Emergency Services Route <input type="checkbox"/> Yes <input type="checkbox"/> No
Submission Information - This information is used for administrative purposes and is not available on the public website.					
Submitted by _____ Organization _____ Phone _____ Date _____					
Public reporting burden for this information collection is estimated to average 30 minutes per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed and completing and reviewing the collection of information. According to the Paperwork Reduction Act of 1995, a federal agency may not conduct or sponsor, and a person is not required to, nor shall a person be subject to a penalty for failure to comply with, a collection of information unless it displays a currently valid OMB control number. The valid OMB control number for information collection is 2130-0017. Send comments regarding this burden estimate or any other aspect of this collection, including for reducing this burden to: Information Collection Officer, Federal Railroad Administration, 1200 New Jersey Ave. SE, MS-25 Washington, DC 20590.					

U. S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

Instructions for the initial reporting of the following types of new or previously unreported crossings: For public highway-rail grade crossings, complete the entire inventory Form. For private highway-rail grade crossings, complete the Header, Parts I and II, and the Submission Information section. For public pathway grade crossings (including pedestrian station grade crossings), complete the Header, Parts I and II, and the Submission Information section. For Private pathway grade crossings, complete the Header, Parts I and II, and the Submission Information section. For grade-separated highway-rail or pathway crossings (including pedestrian station crossings), complete the Header, Part I, and the Submission Information section. For changes to existing data, complete the Header, Part I Items 1-3, and the Submission Information section, in addition to the updated data fields. Note: For private crossings only, Part I Item 20 and Part III Item 2.K. are required unless otherwise noted. An asterisk * denotes an optional field.

A. Revision Date (MM/DD/YYYY) 11 / 29 / 2023	B. Reporting Agency <input checked="" type="checkbox"/> Railroad <input type="checkbox"/> Transit <input type="checkbox"/> State <input type="checkbox"/> Other	C. Reason for Update (Select only one) <input checked="" type="checkbox"/> Change in Data <input type="checkbox"/> Re-Open <input type="checkbox"/> New Crossing <input type="checkbox"/> Date Change Only <input type="checkbox"/> Closed <input type="checkbox"/> Change in Primary Operating RR <input type="checkbox"/> No Train Traffic <input type="checkbox"/> Quiet Zone Update <input type="checkbox"/> Admin. Correction	D. DOT Crossing Inventory Number 752911E
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Part I: Location and Classification Information

1. Primary Operating Railroad Union Pacific Railroad Company [UP]		2. State CALIFORNIA		3. County SAN JOAQUIN	
4. City / Municipality <input checked="" type="checkbox"/> In <input type="checkbox"/> Near LODI		5. Street/Road Name & Block Number LOCKEFORD STREET (Street/Road Name) * (Block Number)		6. Highway Type & No. LS	
7. Do Other Railroads Operate a Separate Track at Crossing? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Specify RR			8. Do Other Railroads Operate Over Your Track at Crossing? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Specify RR		
9. Railroad Division or Region <input type="checkbox"/> None NORTHERN CALIFORN		10. Railroad Subdivision or District <input type="checkbox"/> None Fresno Sub		11. Branch or Line Name <input checked="" type="checkbox"/> None	
12. RR Milepost 0071.450 (prefix) (nnnn.nnn) (suffix)		13. Line Segment *		14. Nearest RR Timetable Station *	
15. Parent RR (if applicable) <input checked="" type="checkbox"/> N/A		16. Crossing Owner (if applicable) <input type="checkbox"/> N/A UP		17. Crossing Type <input checked="" type="checkbox"/> Public <input type="checkbox"/> Private	
18. Crossing Purpose <input checked="" type="checkbox"/> Highway <input type="checkbox"/> Pathway, Ped. <input type="checkbox"/> Station, Ped.		19. Crossing Position <input checked="" type="checkbox"/> At Grade <input type="checkbox"/> RR Under <input type="checkbox"/> RR Over		20. Public Access (if Private Crossing) <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
21. Type of Train <input checked="" type="checkbox"/> Freight <input checked="" type="checkbox"/> Intercity Passenger <input type="checkbox"/> Commuter		<input type="checkbox"/> Transit <input type="checkbox"/> Shared Use Transit <input type="checkbox"/> Tourist/Other		22. Average Passenger Train Count Per Day <input type="checkbox"/> Less Than One Per Day <input checked="" type="checkbox"/> Number Per Day 4	
23. Type of Land Use <input type="checkbox"/> Open Space <input type="checkbox"/> Farm <input type="checkbox"/> Residential <input checked="" type="checkbox"/> Commercial <input type="checkbox"/> Industrial <input type="checkbox"/> Institutional <input type="checkbox"/> Recreational <input type="checkbox"/> RR Yard					
24. Is there an Adjacent Crossing with a Separate Number? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Provide Crossing Number			25. Quiet Zone (FRA provided) <input checked="" type="checkbox"/> No <input type="checkbox"/> 24 Hr <input type="checkbox"/> Partial <input type="checkbox"/> Chicago Excused Date Established		
26. HSR Corridor ID <input checked="" type="checkbox"/> N/A		27. Latitude in decimal degrees (WGS84 std: nn.nnnnnnn) 38.1377280		28. Longitude in decimal degrees (WGS84 std: -nnn.nnnnnnn) -121.2712820	
29. Lat/Long Source <input checked="" type="checkbox"/> Actual <input type="checkbox"/> Estimated		30.A. Railroad Use *		31.A. State Use * CPUC 001BEL-71.34	
30.B. Railroad Use *		30.C. Railroad Use *		30.D. Railroad Use *	
31.B. State Use *		31.C. State Use *		31.D. State Use *	
32.A. Narrative (Railroad Use) *			32.B. Narrative (State Use) *		
33. Emergency Notification Telephone No. (posted) 800-848-8715		34. Railroad Contact (Telephone No.) 402-544-3721		35. State Contact (Telephone No.) 415-703-3722	

Part II: Railroad Information

1. Estimated Number of Daily Train Movements				
1.A. Total Day Thru Trains (6 AM to 6 PM) 16	1.B. Total Night Thru Trains (6 PM to 6 AM) 16	1.C. Total Switching Trains 2	1.D. Total Transit Trains 0	1.E. Check if Less Than One Movement Per Day <input type="checkbox"/> How many trains per week? _____
2. Year of Train Count Data (YYYY) 2019		3. Speed of Train at Crossing 3.A. Maximum Timetable Speed (mph) 45 3.B. Typical Speed Range Over Crossing (mph) From 22 to 45		
4. Type and Count of Tracks Main 1 Siding 0 Yard 0 Transit 0 Industry 0				
5. Train Detection (Main Track only) <input checked="" type="checkbox"/> Constant Warning Time <input type="checkbox"/> Motion Detection <input type="checkbox"/> AFO <input type="checkbox"/> PTC <input type="checkbox"/> DC <input type="checkbox"/> Other <input type="checkbox"/> None				
6. Is Track Signaled? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		7.A. Event Recorder <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		7.B. Remote Health Monitoring <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date (MM/DD/YYYY) 11/29/2023		PAGE 2		D. Crossing Inventory Number (7 char.) 752911E	
Part III: Highway or Pathway Traffic Control Device Information					
1. Are there Signs or Signals? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		2. Types of Passive Traffic Control Devices associated with the Crossing			
2.A. Crossbuck Assemblies (count) 0		2.B. STOP Signs (R1-1) (count) 0	2.C. YIELD Signs (R1-2) (count) 0	2.D. Advance Warning Signs (Check all that apply; include count) <input type="checkbox"/> None <input checked="" type="checkbox"/> W10-1 2 <input type="checkbox"/> W10-3 <input type="checkbox"/> W10-11 <input type="checkbox"/> W10-2 <input type="checkbox"/> W10-4 <input type="checkbox"/> W10-12	
2.E. Low Ground Clearance Sign (W10-5) <input type="checkbox"/> Yes (count _____) <input checked="" type="checkbox"/> No		2.F. Pavement Markings <input checked="" type="checkbox"/> Stop Lines <input type="checkbox"/> Dynamic Envelope <input checked="" type="checkbox"/> RR Xing Symbols <input type="checkbox"/> None		2.G. Channelization Devices/Medians <input type="checkbox"/> All Approaches <input type="checkbox"/> Median <input type="checkbox"/> One Approach <input checked="" type="checkbox"/> None	2.H. EXEMPT Sign (R15-3) <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
2.I. ENS Sign (I-13) Displayed <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		2.J. Other MUTCD Signs <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Specify Type _____ Count _____ Specify Type _____ Count _____ Specify Type _____ Count _____	2.K. Private Crossing Signs (if private) <input type="checkbox"/> Yes <input type="checkbox"/> No	2.L. LED Enhanced Signs (List types) 0	
3. Types of Train Activated Warning Devices at the Grade Crossing (specify count of each device for all that apply)					
3.A. Gate Arms (count) Roadway 2 Pedestrian 0	3.B. Gate Configuration <input checked="" type="checkbox"/> 2 Quad <input type="checkbox"/> Full (Barrier) Resistance <input type="checkbox"/> 3 Quad <input type="checkbox"/> Median Gates	3.C. Cantilevered (or Bridged) Flashing Light Structures (count) Over Traffic Lane 2 <input type="checkbox"/> Incandescent Not Over Traffic Lane 0 <input checked="" type="checkbox"/> LED		3.D. Mast Mounted Flashing Lights (count of masts) 2 <input type="checkbox"/> Incandescent <input checked="" type="checkbox"/> LED <input checked="" type="checkbox"/> Back Lights Included <input type="checkbox"/> Side Lights Included	3.E. Total Count of Flashing Light Pairs 8
3.F. Installation Date of Current Active Warning Devices: (MM/YYYY) _____/_____/_____ <input checked="" type="checkbox"/> Not Required		3.G. Wayside Horn <input type="checkbox"/> Yes Installed on (MM/YYYY) ____/____/_____ <input checked="" type="checkbox"/> No		3.H. Highway Traffic Signals Controlling Crossing <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	3.I. Bells (count) 2
3.J. Non-Train Active Warning <input type="checkbox"/> Flagging/Flagman <input type="checkbox"/> Manually Operated Signals <input type="checkbox"/> Watchman <input type="checkbox"/> Floodlighting <input checked="" type="checkbox"/> None				3.K. Other Flashing Lights or Warning Devices Count 0 Specify type _____	
4.A. Does nearby Hwy Intersection have Traffic Signals? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	4.B. Hwy Traffic Signal Interconnection <input type="checkbox"/> Not Interconnected <input type="checkbox"/> For Traffic Signals <input type="checkbox"/> For Warning Signs	4.C. Hwy Traffic Signal Preemption <input checked="" type="checkbox"/> Simultaneous <input type="checkbox"/> Advance	5. Highway Traffic Pre-Signals <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Storage Distance * _____ Stop Line Distance * _____	6. Highway Monitoring Devices (Check all that apply) <input type="checkbox"/> Yes - Photo/Video Recording <input type="checkbox"/> Yes - Vehicle Presence Detection <input type="checkbox"/> None	
Part IV: Physical Characteristics					
1. Traffic Lanes Crossing Railroad <input type="checkbox"/> One-way Traffic <input checked="" type="checkbox"/> Two-way Traffic Number of Lanes 2 <input type="checkbox"/> Divided Traffic		2. Is Roadway/Pathway Paved? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	3. Does Track Run Down a Street? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	4. Is Crossing Illuminated? (Street lights within approx. 50 feet from nearest rail) <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
5. Crossing Surface (on Main Track, multiple types allowed) Installation Date * (MM/YYYY) ____/____/_____ <input type="checkbox"/> 1 Timber <input type="checkbox"/> 2 Asphalt <input type="checkbox"/> 3 Asphalt and Timber <input checked="" type="checkbox"/> 4 Concrete <input type="checkbox"/> 5 Concrete and Rubber <input type="checkbox"/> 6 Rubber <input type="checkbox"/> 7 Metal <input type="checkbox"/> 8 Unconsolidated <input type="checkbox"/> 9 Composite <input type="checkbox"/> 10 Other (specify) _____					
6. Intersecting Roadway within 500 feet? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Approximate Distance (feet) 175		7. Smallest Crossing Angle <input type="checkbox"/> 0° - 29° <input type="checkbox"/> 30° - 59° <input checked="" type="checkbox"/> 60° - 90°		8. Is Commercial Power Available? * <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Part V: Public Highway Information					
1. Highway System <input type="checkbox"/> (01) Interstate Highway System <input type="checkbox"/> (02) Other Nat Hwy System (NHS) <input checked="" type="checkbox"/> (03) Federal AID, Not NHS <input type="checkbox"/> (08) Non-Federal Aid		2. Functional Classification of Road at Crossing <input type="checkbox"/> (0) Rural <input checked="" type="checkbox"/> (1) Urban <input type="checkbox"/> (1) Interstate <input type="checkbox"/> (5) Major Collector <input type="checkbox"/> (2) Other Freeways and Expressways <input type="checkbox"/> (3) Other Principal Arterial <input type="checkbox"/> (6) Minor Collector <input checked="" type="checkbox"/> (4) Minor Arterial <input type="checkbox"/> (7) Local		3. Is Crossing on State Highway System? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	4. Highway Speed Limit 25 _____ MPH <input type="checkbox"/> Posted <input checked="" type="checkbox"/> Statutory
5. Linear Referencing System (LRS Route ID) *					
6. LRS Milepost *					
7. Annual Average Daily Traffic (AADT) Year 2016 AADT 7778		8. Estimated Percent Trucks 18 _____ %	9. Regularly Used by School Buses? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Average Number per Day _____		10. Emergency Services Route <input type="checkbox"/> Yes <input type="checkbox"/> No
Submission Information - This information is used for administrative purposes and is not available on the public website.					
Submitted by _____ Organization _____ Phone _____ Date _____					
Public reporting burden for this information collection is estimated to average 30 minutes per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed and completing and reviewing the collection of information. According to the Paperwork Reduction Act of 1995, a federal agency may not conduct or sponsor, and a person is not required to, nor shall a person be subject to a penalty for failure to comply with, a collection of information unless it displays a currently valid OMB control number. The valid OMB control number for information collection is 2130-0017. Send comments regarding this burden estimate or any other aspect of this collection, including for reducing this burden to: Information Collection Officer, Federal Railroad Administration, 1200 New Jersey Ave. SE, MS-25 Washington, DC 20590.					

Attachment B - FRA Crossing Accident History

HIGHWAY-RAIL GRADE CROSSING

ACCIDENT/INCIDENT REPORT

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

Name Of				Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad Union Pacific Railroad Company [UP]				1a. UP	1b. 0597RS021
2. Other Railroad Involved in Train Accident/Incident				2a.	2b.
3. Railroad Responsible for Track Maintenance Union Pacific Railroad Company [UP]				3a. UP	3b. 0597RS021
4. U.S. DOT-AAR Grade Crossing ID No. 752918C		5. Date of Accident/Incident 05/16/97		6. Time of Accident/Incident 11:05 PM	
7. Nearest Railroad Station LODI		8. Division ROSEVILLE		9. County SAN JOAQUIN	
10. State Abbr. 06 Code CA					
11. City (if in a city) LODI		12. Highway Name or No. TOKAY STREET		<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private	
Highway User Involved			Rail Equipment Involved		
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle A. Auto D. Pick-up truck G. School Bus K. Pedestrian B. Truck E. Van H. Motorcycle M. Other (specify) Code B			17. Equipment 1. Train (units pulling) 4. Car(s) (moving) 8. Other (specify) 2. Train (units pushing) 5. Car(s) (standing) A. Train pulling- RCL 3. Train (standing) 7. Light loco(s) (standing) B. Train pushing- RCL C. Train standing- RCL Code 1		
14. Vehicle Speed (est. mph at impact) 0		15. Direction (geographical) 1. North 2. South 3. East 4. West Code 4		18. Position of Car Unit in Train 1	
16. Position 1. Stalled on crossing 3. Moving over crossing 2. Stopped on Crossing 4. Trapped Code 2		19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user Code 1			
20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code 4		20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code 4			
20c. State the name and quantity of the hazardous material released, if any					
21. Temperature (specify if minus) 69 °F		22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark Code 4		23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow Code 1	
24. Type of Equipment Consist 1. Freight train 4. Work train 7. Yard/Switching (single entry) 2. Passenger train 5. Single car 8. Light loco(s) 3. Commuter train 6. Cut of cars 9. Main./inspect. car Code 1			25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry Code 1		26. Track Number or Name SINGLE MAIN
27. FRA Track Class 4		28. Number of Locomotive Units 4	29. Number of Cars 76	30. Consist Speed (Recorded if available) R. Recorded 11 mph E. Estimated Code E	
31. Time Table Direction 1. North 2. South 3. East 4. West Code 3					
32. Type of Crossing 1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) Warning 3. Standard FLS 6. Audible 9. Watchman 12. None Code(s) 01 02 07			33. Signaled Crossing Warning Allgd. warn > 60 sec (2);		34. Whistle Ban 1. Yes 2. No 3. Unknown Code 2
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach Code 1		36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown Code 3		37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown Code 3	
38. Driver's Age 33	39. Driver's Gender 1. Male 2. Female Code 1	40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown Code 2		41. Driver 1. Drove around or thru the gate 4. Stopped on crossing 2. Stopped and then proceeded 5. Other (specify) 3. Did not stop Code 5	
42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown Code 2		43. View of Track Obscured by (primary obstruction) 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed Code 8			
Casualties to:		Killed	Injured	44. Driver was 1. Killed 2. Injured 3. Uninjured Code 3	
45. Was Driver in the Vehicle? 1. Yes 2. No Code 2					
46. Highway-Rail Crossing Users 0		0	47. Highway Vehicle Property Damage (est. dollar damage) \$7,000		48. Total Number of Highway-Rail Crossing Users (include driver) 2
49. Railroad Employees 0		0	50. Total Number of People on Train (include passengers and crew) 2		51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No Code 2
52. Passengers on Train 0		0			
53a. Special Study Block			53b. Special Study Block		
54. Narrative Description #41 - AROUND GATES STOPPED					
55. Typed Name and Title		56. Signature			57. Date

HIGHWAY-RAIL GRADE CROSSING
ACCIDENT/INCIDENT REPORT

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

Name Of				Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad Southern Pacific Transportation Company [SP]				1a. SP	1b. R4569
2. Other Railroad Involved in Train Accident/Incident				2a.	2b.
3. Railroad Responsible for Track Maintenance Southern Pacific Transportation Company [SP]				3a. SP	3b. R4569
4. U.S. DOT-AAR Grade Crossing ID No. 752918C		5. Date of Accident/Incident 10/04/79		6. Time of Accident/Incident 07:45 AM	
7. Nearest Railroad Station LODI		8. Division		9. County SAN JOAQUIN	
11. City (if in a city) LODI		12. Highway Name or No. TOKAY ST		10. State Abbr. 06 Code CA	
Highway User Involved			Rail Equipment Involved		
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle A. Auto D. Pick-up truck G. School Bus K. Pedestrian B. Truck E. Van H. Motorcycle M. Other (specify) K			17. Equipment 1. Train (units pulling) 5. Car(s) (standing) 2. Train (units pushing) 6. Light loco(s) (moving) 3. Train (standing) 7. Light loco(s) (standing) 1		
14. Vehicle Speed (est. mph at impact) 0		15. Direction (geographical) 1. North 2. South 3. East 4. West 2		18. Position of Car Unit in Train 1	
16. Position 1. Stalled on crossing 3. Moving over crossing 2. Stopped on Crossing 4. Trapped 2			19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user 1		
20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither 4			20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither		
20c. State the name and quantity of the hazardous material released, if any					
21. Temperature (specify if minus) 60 °F		22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark 2		23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow 1	
24. Type of Equipment Consist 1. Freight train 4. Work train 7. Yard/Switching (single entry) 2. Passenger train 5. Single car 8. Light loco(s) 3. Commuter train 6. Cut of cars 9. Main./inspect. car 7			25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry 3		26. Track Number or Name 9103
27. FRA Track Class 1	28. Number of Locomotive Units 1	29. Number of Cars 28	30. Consist Speed (Recorded if available) R. Recorded E. Estimated 4 mph E		31. Time Table Direction 1. North 2. South 3. East 4. West 3
32. Type of Crossing 1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) Warning 3. Standard FLS 6. Audible 9. Watchman 12. None Code(s) 04			33. Signaled Crossing Warning 20 sec warn min (1);		34. Whistle Ban 1. Yes 2. No 3. Unknown
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach Code 1			36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown Code 2		37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown Code 2
38. Driver's Age	39. Driver's Gender 1. Male 2. Female Code	40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown Code		41. Driver 1. Drove around or thru the gate 4. Stopped on crossing 2. Stopped and then proceeded 5. Other (specify) 3. Did not stop Code	
42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown Code		43. View of Track Obscured by (primary obstruction) 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed Code 8			
Casualties to:		Killed	Injured	44. Driver was 1. Killed 2. Injured 3. Uninjured Code	
46. Highway-Rail Crossing Users 1		0	47. Highway Vehicle Property Damage (est. dollar damage) \$0		45. Was Driver in the Vehicle? 1. Yes 2. No Code
49. Railroad Employees 0		0	50. Total Number of People on Train (include passengers and crew)		48. Total Number of Highway-Rail Crossing Users (include driver) 0
52. Passengers on Train 0		0	51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No Code 2		
53a. Special Study Block			53b. Special Study Block		
54. Narrative Description					
55. Typed Name and Title		56. Signature			57. Date

HIGHWAY-RAIL GRADE CROSSING
ACCIDENT/INCIDENT REPORT

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

Name Of				Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad Southern Pacific Transportation Company [SP]				1a. SP	1b. 64386
2. Other Railroad Involved in Train Accident/Incident				2a.	2b.
3. Railroad Responsible for Track Maintenance				3a.	3b.
4. U.S. DOT-AAR Grade Crossing ID No. 752918C		5. Date of Accident/Incident 08/19/76		6. Time of Accident/Incident 01:15 PM	
7. Nearest Railroad Station LODI		8. Division		9. County SAN JOAQUIN	
11. City (if in a city) LODI		12. Highway Name or No. TOKAY STREET		10. State Abbr. 06 Code CA	
				<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private	
Highway User Involved			Rail Equipment Involved		
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle Code A. Auto D. Pick-up truck G. School Bus K. Pedestrian B. Truck E. Van H. Motorcycle M. Other (specify) A			17. Equipment 4. Car(s) (moving) 8. Other (specify) Code 1. Train (units pulling) 5. Car(s) (standing) A. Train pulling- RCL 2. Train (units pushing) 6. Light loco(s) (moving) B. Train pushing- RCL 3. Train (standing) 7. Light loco(s) (standing) C. Train standing- RCL 2		
14. Vehicle Speed (est. mph at impact) 15		15. Direction (geographical) Code 1. North 2. South 3. East 4. West 4		18. Position of Car Unit in Train 18	
16. Position 1. Stalled on crossing 3. Moving over crossing Code 2. Stopped on Crossing 4. Trapped 3		19. Circumstance 1. Rail equipment struck highway user Code 2. Rail equipment struck by highway user 1			
20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? Code 1. Highway User 2. Rail Equipment 3. Both 4. Neither 4		20b. Was there a hazardous materials release by Code 1. Highway User 2. Rail Equipment 3. Both 4. Neither			
20c. State the name and quantity of the hazardous material released, if any					
21. Temperature (specify if minus) 81 °F		22. Visibility (single entry) Code 1. Dawn 2. Day 3. Dusk 4. Dark 2		23. Weather (single entry) Code 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow 1	
24. Type of Equipment A. Spec. MoW Equip Consist 1. Freight train 4. Work train 7. Yard/Switching (single entry) 2. Passenger train 5. Single car 8. Light loco(s) Code 3. Commuter train 6. Cut of cars 9. Main./inspect. car 7			25. Track Type Used by Rail Code Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry 2		26. Track Number or Name TRACK 9104
27. FRA Track Class 1	28. Number of Locomotive Units 1	29. Number of Cars 17	30. Consist Speed (Recorded if available) Code R. Recorded 5 mph E E. Estimated		31. Time Table Direction Code 1. North 2. South 3. East 4. West 4
32. Type of Crossing 1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew Warning 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) 3. Standard FLS 6. Audible 9. Watchman 12. None			33. Signaled Crossing Warning 20 sec warn min (1);		34. Whistle Ban Code 1. Yes 2. No 3. Unknown
35. Location of Warning Code 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 1		36. Crossing Warning Interconnected with Highway Signals Code 1. Yes 2. No 3. Unknown 2		37. Crossing Illuminated by Street Lights or Special Lights Code 1. Yes 2. No 3. Unknown 1	
38. Driver's Age	39. Driver's Gender Code 1. Male 2. Female	40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train Code 1. Yes 2. No 3. Unknown 2		41. Driver Code 1. Drove around or thru the gate 4. Stopped on crossing 2. Stopped and then proceeded 5. Other (specify) 3. Did not stop 3	
42. Driver Passed Standing Highway Vehicle Code 1. Yes 2. No 3. Unknown 2		43. View of Track Obscured by (primary obstruction) Code 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed 8			
Casualties to:		Killed	Injured	44. Driver was Code 1. Killed 2. Injured 3. Uninjured 3	
46. Highway-Rail Crossing Users 0		0	47. Highway Vehicle Property Damage (est. dollar damage) \$1,000		48. Total Number of Highway-Rail Crossing Users (include driver) 1
49. Railroad Employees 0		0	50. Total Number of People on Train (include passengers and crew)		51. Is a Rail Equipment Accident / Incident Report Being Filed Code 1. Yes 2. No 2
52. Passengers on Train 0		0			
53a. Special Study Block			53b. Special Study Block		
54. Narrative Description					
55. Typed Name and Title		56. Signature			57. Date

**HIGHWAY-RAIL GRADE CROSSING
ACCIDENT/INCIDENT REPORT**

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

Name Of				Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad Southern Pacific Transportation Company [SP]				1a. SP	1b. 63876
2. Other Railroad Involved in Train Accident/Incident				2a.	2b.
3. Railroad Responsible for Track Maintenance				3a.	3b.
4. U.S. DOT-AAR Grade Crossing ID No. 752918C		5. Date of Accident/Incident 07/29/76		6. Time of Accident/Incident 01:00 PM	
7. Nearest Railroad Station LODI		8. Division		9. County SAN JOAQUIN	
11. City (if in a city) LODI		12. Highway Name or No. TOKAY STREET		10. State Abbr. 06 Code CA	
				<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private	
Highway User Involved			Rail Equipment Involved		
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle Code A. Auto D. Pick-up truck G. School Bus K. Pedestrian B. Truck E. Van H. Motorcycle M. Other (specify) A			17. Equipment 4. Car(s) (moving) 8. Other (specify) Code 1. Train (units pulling) 5. Car(s) (standing) A. Train pulling- RCL 2. Train (units pushing) 6. Light loco(s) (moving) B. Train pushing- RCL 3. Train (standing) 7. Light loco(s) (standing) C. Train standing- RCL 2		
14. Vehicle Speed (est. mph at impact) 10		15. Direction (geographical) Code 1. North 2. South 3. East 4. West 3		18. Position of Car Unit in Train 35	
16. Position 1. Stalled on crossing 3. Moving over crossing Code 2. Stopped on Crossing 4. Trapped 3		19. Circumstance 1. Rail equipment struck highway user Code 2. Rail equipment struck by highway user 2			
20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? Code 1. Highway User 2. Rail Equipment 3. Both 4. Neither 4		20b. Was there a hazardous materials release by Code 1. Highway User 2. Rail Equipment 3. Both 4. Neither			
20c. State the name and quantity of the hazardous material released, if any					
21. Temperature (specify if minus) 90 °F		22. Visibility (single entry) Code 1. Dawn 2. Day 3. Dusk 4. Dark 2		23. Weather (single entry) Code 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow 1	
24. Type of Equipment A. Spec. MoW Equip Consist 1. Freight train 4. Work train 7. Yard/Switching (single entry) 2. Passenger train 5. Single car 8. Light loco(s) Code 3. Commuter train 6. Cut of cars 9. Main./inspect. car 7			25. Track Type Used by Rail Code Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry 2		26. Track Number or Name TOKAY ST.
27. FRA Track Class 1	28. Number of Locomotive Units 1	29. Number of Cars 34	30. Consist Speed (Recorded if available) Code R. Recorded E. Estimated mph R		31. Time Table Direction Code 1. North 2. South 3. East 4. West 4
32. Type of Crossing 1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew Warning 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) 3. Standard FLS 6. Audible 9. Watchman 12. None			33. Signaled Crossing Warning 20 sec warn min (1);		34. Whistle Ban Code 1. Yes 2. No 3. Unknown
35. Location of Warning Code 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 1		36. Crossing Warning Interconnected with Highway Signals Code 1. Yes 2. No 3. Unknown 2		37. Crossing Illuminated by Street Lights or Special Lights Code 1. Yes 2. No 3. Unknown 3	
38. Driver's Age	39. Driver's Gender Code 1. Male 2. Female	40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train Code 1. Yes 2. No 3. Unknown 2		41. Driver Code 1. Drove around or thru the gate 4. Stopped on crossing 2. Stopped and then proceeded 5. Other (specify) 3. Did not stop 2	
42. Driver Passed Standing Highway Vehicle Code 1. Yes 2. No 3. Unknown 2		43. View of Track Obscured by (primary obstruction) Code 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed 8			
Casualties to:		Killed	Injured	44. Driver was Code 1. Killed 2. Injured 3. Uninjured 3	
46. Highway-Rail Crossing Users 0		0	47. Highway Vehicle Property Damage (est. dollar damage) \$200		48. Total Number of Highway-Rail Crossing Users (include driver) 1
49. Railroad Employees 0		0	50. Total Number of People on Train (include passengers and crew)		51. Is a Rail Equipment Accident / Incident Report Being Filed Code 1. Yes 2. No 2
52. Passengers on Train 0		0			
53a. Special Study Block			53b. Special Study Block		
54. Narrative Description					
55. Typed Name and Title		56. Signature			57. Date

HIGHWAY-RAIL GRADE CROSSING
ACCIDENT/INCIDENT REPORT

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

Name Of				Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad Southern Pacific Transportation Company [SP]				1a. SP	1b. 67005
2. Other Railroad Involved in Train Accident/Incident				2a.	2b.
3. Railroad Responsible for Track Maintenance				3a.	3b.
4. U.S. DOT-AAR Grade Crossing ID No. 752918C		5. Date of Accident/Incident 12/05/75		6. Time of Accident/Incident 04:50 PM	
7. Nearest Railroad Station LODI		8. Division		9. County SAN JOAQUIN	
11. City (if in a city) LODI		12. Highway Name or No. TOKAY STREET		10. State Abbr. 06 Code CA	
<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private					
Highway User Involved			Rail Equipment Involved		
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle A. Auto D. Pick-up truck G. School Bus K. Pedestrian B. Truck E. Van H. Motorcycle M. Other (specify)			Code A		
14. Vehicle Speed (est. mph at impact) 0			15. Direction (geographical) 1. North 2. South 3. East 4. West Code 3		
16. Position 1. Stalled on crossing 3. Moving over crossing 2. Stopped on Crossing 4. Trapped			Code 1		
20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither			Code 4		
20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither			Code		
20c. State the name and quantity of the hazardous material released, if any					
21. Temperature (specify if minus) 58 °F		22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark		Code 3	
23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow				Code 1	
24. Type of Equipment Consist 1. Freight train 4. Work train 7. Yard/Switching (single entry) 2. Passenger train 5. Single car 8. Light loco(s) 3. Commuter train 6. Cut of cars 9. Main./inspect. car			A. Spec. MoW Equip Code 1		25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry Code 1
26. Track Number or Name MAIN LINE					
27. FRA Track Class 5	28. Number of Locomotive Units 2	29. Number of Cars 154	30. Consist Speed (Recorded if available) R. Recorded E. Estimated 30 mph Code E		31. Time Table Direction 1. North 2. South 3. East 4. West Code 3
32. Type of Crossing 1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) Warning 3. Standard FLS 6. Audible 9. Watchman 12. None			33. Signaled Crossing Warning 20 sec warn min (1);		34. Whistle Ban 1. Yes 2. No 3. Unknown Code
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach Code 1			36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown Code 2		37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown Code 1
38. Driver's Age	39. Driver's Gender 1. Male 2. Female Code	40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown Code 2		41. Driver 1. Drove around or thru the gate 4. Stopped on crossing 2. Stopped and then proceeded 5. Other (specify) 3. Did not stop Code 5	
42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown Code 2		43. View of Track Obscured by (primary obstruction) 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed Code 8			
Casualties to:		Killed	Injured	44. Driver was 1. Killed 2. Injured 3. Uninjured Code 3	
45. Was Driver in the Vehicle? 1. Yes 2. No Code 2		46. Highway-Rail Crossing Users 0 0		47. Highway Vehicle Property Damage (est. dollar damage) \$200	
48. Total Number of Highway-Rail Crossing Users (include driver) 2		49. Railroad Employees 0 0		50. Total Number of People on Train (include passengers and crew)	
51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No Code 1		52. Passengers on Train 0 0			
53a. Special Study Block			53b. Special Study Block		
54. Narrative Description					
55. Typed Name and Title		56. Signature			57. Date

**HIGHWAY-RAIL GRADE CROSSING
ACCIDENT/INCIDENT REPORT**

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

Name Of				Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad Southern Pacific Transportation Company [SP]				1a. SP	1b. 66425
2. Other Railroad Involved in Train Accident/Incident				2a.	2b.
3. Railroad Responsible for Track Maintenance				3a.	3b.
4. U.S. DOT-AAR Grade Crossing ID No. 752918C		5. Date of Accident/Incident 11/08/75		6. Time of Accident/Incident 11:05 PM	
7. Nearest Railroad Station LODI		8. Division		9. County SAN JOAQUIN	
11. City (if in a city) LODI		12. Highway Name or No. TOKAY STREET		10. State Abbr. 06 Code CA	
				<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private	
Highway User Involved			Rail Equipment Involved		
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle Code A. Auto D. Pick-up truck G. School Bus K. Pedestrian B. Truck E. Van H. Motorcycle M. Other (specify) A			17. Equipment 4. Car(s) (moving) 8. Other (specify) Code 1. Train (units pulling) 5. Car(s) (standing) A. Train pulling- RCL 2. Train (units pushing) 6. Light loco(s) (moving) B. Train pushing- RCL 3. Train (standing) 7. Light loco(s) (standing) C. Train standing- RCL 2		
14. Vehicle Speed (est. mph at impact) 3		15. Direction (geographical) Code 1. North 2. South 3. East 4. West 4		18. Position of Car Unit in Train 18	
16. Position 1. Stalled on crossing 3. Moving over crossing Code 2. Stopped on Crossing 4. Trapped 3		19. Circumstance 1. Rail equipment struck highway user Code 2. Rail equipment struck by highway user 1			
20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? Code 1. Highway User 2. Rail Equipment 3. Both 4. Neither 4		20b. Was there a hazardous materials release by Code 1. Highway User 2. Rail Equipment 3. Both 4. Neither			
20c. State the name and quantity of the hazardous material released, if any					
21. Temperature (specify if minus) 50 °F		22. Visibility (single entry) Code 1. Dawn 2. Day 3. Dusk 4. Dark 4		23. Weather (single entry) Code 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow 4	
24. Type of Equipment A. Spec. MoW Equip Consist 1. Freight train 4. Work train 7. Yard/Switching (single entry) 2. Passenger train 5. Single car 8. Light loco(s) Code 3. Commuter train 6. Cut of cars 9. Main./inspect. car 1			25. Track Type Used by Rail Code Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry 2		26. Track Number or Name MAKE UP TRACK
27. FRA Track Class 1	28. Number of Locomotive Units 2	29. Number of Cars 16	30. Consist Speed (Recorded if available) Code R. Recorded 3 mph E. Estimated		31. Time Table Direction Code 1. North 2. South 3. East 4. West 3
32. Type of Crossing 1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew Warning 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) 3. Standard FLS 6. Audible 9. Watchman 12. None			33. Signaled Crossing Warning 20 sec warn min (1);		34. Whistle Ban Code 1. Yes 2. No 3. Unknown
35. Location of Warning Code 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 1		36. Crossing Warning Interconnected with Highway Signals Code 1. Yes 2. No 3. Unknown 2		37. Crossing Illuminated by Street Lights or Special Lights Code 1. Yes 2. No 3. Unknown 1	
38. Driver's Age	39. Driver's Gender Code 1. Male 2. Female	40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train Code 1. Yes 2. No 3. Unknown 2		41. Driver Code 1. Drove around or thru the gate 4. Stopped on crossing 2. Stopped and then proceeded 5. Other (specify) 3. Did not stop 2	
42. Driver Passed Standing Highway Vehicle Code 1. Yes 2. No 3. Unknown 2		43. View of Track Obscured by (primary obstruction) Code 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed 8			
Casualties to:		Killed	Injured	44. Driver was Code 1. Killed 2. Injured 3. Uninjured 3	
46. Highway-Rail Crossing Users 0		0	47. Highway Vehicle Property Damage (est. dollar damage) \$200		48. Total Number of Highway-Rail Crossing Users (include driver) 5
49. Railroad Employees 0		0	50. Total Number of People on Train (include passengers and crew)		51. Is a Rail Equipment Accident / Incident Report Being Filed Code 1. Yes 2. No 2
52. Passengers on Train 0		0			
53a. Special Study Block			53b. Special Study Block		
54. Narrative Description					
55. Typed Name and Title		56. Signature			57. Date

1. Name of Reporting Railroad Union Pacific Railroad Company [UP]				1a. Alphabetic Code UP		1b. Railroad Accident/Incident No. 0820NC026	
2. Name of Other Railroad or Other Entity Filing for Equipment Involved in Train Accident/Incident				2a. Alphabetic Code		2b. Railroad Accident/Incident No.	
3. Name of Railroad or Other Entity Responsible for Track Maintenance (single entry) Union Pacific Railroad Company [UP]				3a. Alphabetic Code UP		3b. Railroad Accident/Incident No. 0820NC026	
4. U.S. DOT Grade Crossing ID No. 752917V				5. Date of Accident/Incident month day year 0 8 1 2 2020		6. Time of Accident/Incident 10:46 AM <input checked="" type="checkbox"/> PM <input type="checkbox"/>	
7. Nearest Railroad Station LODI		8. Subdivision FRESNO SUB		9. County SAN JOAQUIN		10. State Abbr. CA Code 06	
11. City (if in a city) LODI			12. Highway Name or No. LODI AVENUE			Public <input checked="" type="checkbox"/> Private <input type="checkbox"/>	
Highway User Involved				Rail Equipment Involved			
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle A. Auto D. Pick-up truck G. School Bus K. Pedestrian Code B. Truck E. Van H. Motorcycle M. Other (specify) K				17. Equipment 1. Train (units pulling) 2. Train (units pushing) 3. Train (standing) 4. Car(s) (moving) 5. Car(s) (standing) 6. Light loco(s) (moving) 7. Light loco(s) (standing) 8. Other (specify) A. Train pulling- RCL B. Train pushing- RCL C. Train standing- RCL D. EMU Locomotive(s) E. DMU Locomotive(s) Code 1			
14. Vehicle Speed (est. mph at impact)		15. Direction (geographical) 1. North 2. South 3. East 4. West Code 1		18. Position of Car Unit in Train 1			
16. Position 1. Stalled or stuck on crossing 2. Stopped on Crossing 3. Moving over crossing Code 3		4. Trapped on crossing by traffic 5. Blocked on crossing by gates		19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user Code 1			
20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code 4				20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code 4			
20c. State here the name and quantity of the hazardous material released, if any							
21. Temperature (specify if minus) 64 °F		22. Visibility (single entry) Code 2 1. Dawn 2. Day 3. Dusk 4. Dark		23. Weather (single entry) Code 1 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow			
24. Type of Equipment Consist (single entry) 1. Freight Train 2. Passenger Train-Pulling 3. Commuter Train-Pulling 4. Work Train 5. Single Car 6. Cut of cars 7. Yard/Switching 8. Light loco(s) 9. Maint./inspect. car A. Spec. MoW Equip. B. Passenger Train-Pushing C. Commuter Train-Pushing D. EMU E. DMU Code 1				25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry Code 1		26. Track Number or Name SINGLE MAIN TRACK	
27. FRA Track Class (1-9,X) 4		28. Number of Locomotive Units 3		29. Number of Cars 27		30. Consist Speed (Recorded speed if available) R. Recorded E. Estimated 50 mph Code E	
31. Time Table Direction 1. North 2. South 3. East 4. West Code 1				32. Type of Crossing Warning 1. Gates 2. Cantilever FLS 3. Standard FLS 4. Wig wags 5. Hwy. traffic signals 6. Audible 7. Crossbucks 8. Stop signs 9. Watchman 10. Flagged by crew 11. Other (specify) 12. None Code(s) 01 02 03 06			
33. Signaled Crossing Warning (See reverse side for instructions and codes) Code 1				34. Roadway Conditions A. Dry B. Wet C. Snow/Slush D. Ice E. Sand, Mud, Dirt, Oil, Gravel F. Water (Standing, Moving) Code A			
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach Code 1			36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown Code 3			37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown Code 2	
38. Highway User's Age 66		39. Highway User's Gender 1. Male 2. Female Code 1		40. Highway User Went Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown Code 2		41. Highway User 1. Went around the gate 2. Stopped and then proceeded 3. Did not stop 4. Stopped on crossing 5. Other (specify) (if yes, see instructions) 6. Went around/thru temporary barricade 7. Went thru the gate 8. Suicide/Attempted suicide Code 1	
42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown Code			43. View of Track Obscured by (primary obstruction) 1. Permanent Structure 2. Standing railroad equipment 3. Passing Train 4. Topography 5. Vegetation 6. Highway Vehicles 7. Other (specify) 8. Not Obstructed Code 8				
Casualties to:		Killed		Injured		44. Driver was 1. Killed 2. Injured 3. Uninjured	
46. Highway-Rail Crossing Users 0		1		47. Highway Vehicle Property Damage (est. dollar damage)		45. Was Driver in the Vehicle? 1. Yes 2. No Code	
49. Railroad Employees 0		0		50. Total Number of People on Train (include passengers and train crew) 3		48. Total Number of Vehicle Occupants (including driver) 0	
52. Passengers on Train 0		0		51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No Code 2			
53a. Special Study Block Video Taken? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Video Used? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No				53b. Special Study Block			
54. Narrative Description (Be specific, and continue on separate sheet if necessary) HIGHWAY USER'S ACTIONS: WENT AROUND GATES - MOVING.							
55. Typed Name and Title				56. Signature		57. Date	

NOTE: This report is part of the reporting railroad's accident report pursuant to the accident reports statute and, as such shall not "be admitted as evidence or used for any purpose in any suit or action for damages growing out of any matter mentioned in said report..." 49 U.S.C. 20903. See 49 C.F.R. 225.7 (b).

1. Name of Reporting Railroad Amtrak (National Railroad Passenger Corporation) [ATK]			1a. Alphabetic Code ATK			1b. Railroad Accident/Incident No. 102052					
2. Name of Other Railroad or Other Entity Filing for Equipment Involved in Train Accident/Incident			2a. Alphabetic Code			2b. Railroad Accident/Incident No.					
3. Name of Railroad or Other Entity Responsible for Track Maintenance (single entry) Union Pacific Railroad Company [UP]			3a. Alphabetic Code UP			3b. Railroad Accident/Incident No. XXX					
4. U.S. DOT Grade Crossing ID No. 752917V			5. Date of Accident/Incident month day year 0 9 0 4 2006			6. Time of Accident/Incident 10:42 AM <input type="checkbox"/> PM <input checked="" type="checkbox"/>					
7. Nearest Railroad Station STOCKTON		8. Subdivision		9. County SAN JOAQUIN		10. State Abbr. CA		Code 06			
11. City (if in a city) LODI			12. Highway Name or No. LODI AVE			Public <input checked="" type="checkbox"/> Private <input type="checkbox"/>					
Highway User Involved				Rail Equipment Involved							
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle A. Auto D. Pick-up truck G. School Bus K. Pedestrian B. Truck E. Van H. Motorcycle M. Other (specify)				17. Equipment 1. Train (units pulling) 2. Train (units pushing) 3. Train (standing)		4. Car(s) (moving) 5. Car(s) (standing) 6. Light loco(s) (moving) 7. Light loco(s) (standing) 8. Other (specify)		A. Train pulling- RCL B. Train pushing- RCL C. Train standing- RCL D. EMU Locomotive(s) E. DMU Locomotive(s)			
14. Vehicle Speed (est. mph at impact)		15. Direction (geographical) 1. North 2. South 3. East 4. West		Code 3		18. Position of Car Unit in Train 1					
16. Position 1. Stalled or stuck on crossing 2. Stopped on Crossing 3. Moving over crossing		4. Trapped on crossing by traffic 5. Blocked on crossing by gates		Code 3		19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user					
20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials?		Code 4		20b. Was there a hazardous materials release by		Code 4					
20c. State here the name and quantity of the hazardous material released, if any											
21. Temperature (specify if minus) 70 °F		22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark		Code 4		23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow					
24. Type of Equipment Consist (single entry) 1. Freight Train 2. Passenger Train-Pulling 3. Commuter Train-Pulling 4. Work Train		5. Single Car 6. Cut of cars 7. Yard/Switching 8. Light loco(s)		9. Maint./inspect. car A. Spec. MoW Equip. B. Passenger Train-Pushing C. Commuter Train-Pushing		D. EMU E. DMU Code 2		25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry			
27. FRA Track Class (1-9,X) 3		28. Number of Locomotive Units 1		29. Number of Cars 4		30. Consist Speed (Recorded speed if available) R. Recorded E. Estimated 15 mph		31. Time Table Direction 1. North 3. East 2. South 4. West Code 1			
32. Type of Crossing Warning 1. Gates 2. Cantilever FLS 3. Standard FLS			4. Wig wags 5. Hwy. traffic signals 6. Audible			7. Crossbucks 8. Stop signs 9. Watchman			10. Flagged by crew 11. Other (specify) 12. None		
Code(s) 01 03 06						33. Signaled Crossing Warning (See reverse side for instructions and codes) Code 1			34. Roadway Conditions A. Dry B. Wet C. Snow/Slush D. Ice E. Sand, Mud, Dirt, Oil, Gravel F. Water (Standing, Moving) Code		
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach			Code 1			36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown Code 3			37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown Code 1		
38. Highway User's Age 1. Male 2. Female		39. Highway User's Gender Code 2		40. Highway User Went Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown Code		41. Highway User 1. Went around the gate 2. Stopped and then proceeded 3. Did not stop 4. Stopped on crossing		5. Other (specify) 6. Went around/thru temporary barricade (if yes, see instructions) 7. Went thru the gate 8. Suicide/Attempted suicide Code			
42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown Code			43. View of Track Obscured by (primary obstruction) 1. Permanent Structure 2. Standing railroad equipment 3. Passing Train 4. Topography 5. Vegetation 6. Highway Vehicles 7. Other (specify) 8. Not Obstructed Code 8			44. Driver was 1. Killed 2. Injured 3. Uninjured			45. Was Driver in the Vehicle? 1. Yes 2. No Code		
46. Highway-Rail Crossing Users 0		Killed 1		Injured 0		47. Highway Vehicle Property Damage (est. dollar damage) \$0		48. Total Number of Vehicle Occupants (including driver) 1			
49. Railroad Employees 0		0		50. Total Number of People on Train (include passengers and train crew) 36		51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No Code 2					
52. Passengers on Train 0		0									
53a. Special Study Block Video Taken? <input type="checkbox"/> Yes <input type="checkbox"/> No Video Used? <input type="checkbox"/> Yes <input type="checkbox"/> No			53b. Special Study Block								
54. Narrative Description (Be specific, and continue on separate sheet if necessary) TRAIN NO.#703 OPERATING WITH LOCOMOTIVE 179 AND 4 CARS STRUCK A PEDESTRIAN TRESPASSING AT MP71.9, LODI AVE CROSSING.											
55. Typed Name and Title				56. Signature				57. Date			

NOTE: This report is part of the reporting railroad's accident report pursuant to the accident reports statute and, as such shall not "be admitted as evidence or used for any purpose in any suit or action for damages growing out of any matter mentioned in said report..." 49 U.S.C. 20903. See 49 C.F.R. 225.7 (b).

1. Name of Reporting Railroad Southern Pacific Transportation Company [SP]				1a. Alphabetic Code SP		1b. Railroad Accident/Incident No. 72400	
2. Name of Other Railroad or Other Entity Filing for Equipment Involved in Train Accident/Incident				2a. Alphabetic Code		2b. Railroad Accident/Incident No.	
3. Name of Railroad or Other Entity Responsible for Track Maintenance (single entry) Southern Pacific Transportation Company [SP]				3a. Alphabetic Code SP		3b. Railroad Accident/Incident No. 72400	
4. U.S. DOT Grade Crossing ID No. 752917V				5. Date of Accident/Incident month day year 1 1 1 2 1980		6. Time of Accident/Incident 12:55 AM <input type="checkbox"/> PM <input checked="" type="checkbox"/>	
7. Nearest Railroad Station LODI		8. Subdivision		9. County SAN JOAQUIN		10. State Code Abbr. CA 06	
11. City (if in a city) LODI		12. Highway Name or No. LODI AVE				Public <input checked="" type="checkbox"/> Private <input type="checkbox"/>	
Highway User Involved				Rail Equipment Involved			
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle A. Auto D. Pick-up truck G. School Bus K. Pedestrian Code B. Truck E. Van H. Motorcycle M. Other (specify) B				17. Equipment 4. Car(s) (moving) A. Train pulling- RCL 5. Car(s) (standing) B. Train pushing- RCL 6. Light loco(s) (moving) C. Train standing- RCL 7. Light loco(s) (standing) D. EMU Locomotive(s) Code 8. Other (specify) E. DMU Locomotive(s) 1			
14. Vehicle Speed (est. mph at impact)		15. Direction (geographical) 1. North 2. South 3. East 4. West Code 3		18. Position of Car Unit in Train 1			
16. Position 1. Stalled or stuck on crossing 4. Trapped on crossing by traffic 2. Stopped on Crossing 5. Blocked on crossing by gates Code 3. Moving over crossing 3		19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user Code 2					
20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code 4				20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code			
20c. State here the name and quantity of the hazardous material released, if any							
21. Temperature (specify if minus) 60 °F		22. Visibility (single entry) Code 1. Dawn 2. Day 3. Dusk 4. Dark 2		23. Weather (single entry) Code 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow 1			
24. Type of Equipment Consist (single entry) 1. Freight Train 5. Single Car 9. Maint./inspect. car D. EMU 2. Passenger Train-Pulling 6. Cut of cars A. Spec. MoW Equip. E. DMU 3. Commuter Train-Pulling 7. Yard/Switching B. Passenger Train-Pushing Code 4. Work Train 8. Light loco(s) C. Commuter Train-Pushing 7				25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry Code 2		26. Track Number or Name 9104	
27. FRA Track Class (1-9,X) 1		28. Number of Locomotive Units 1		29. Number of Cars 5		30. Consist Speed (Recorded speed if available) Code R. Recorded E. Estimated 3 mph E	
31. Time Table Direction 1. North 3. East Code 2. South 4. West 4				32. Type of Crossing Warning 1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) 3. Standard FLS 6. Audible 9. Watchman 12. None Code(s) 04 07			
33. Signaled Crossing Warning (See reverse side for instructions and codes) Code 1				34. Roadway Conditions A. Dry B. Wet C. Snow/Slush D. Ice E. Sand, Mud, Dirt, Oil, Gravel F. Water (Standing, Moving) Code			
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach Code 1				36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown Code 2		37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown Code 1	
38. Highway User's Age 1. Male 2. Female Code		39. Highway User's Gender Code		40. Highway User Went Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown Code 2		41. Highway User 1. Went around the gate 5. Other (specify) 2. Stopped and then proceeded 6. Went around/thru temporary barricade (if yes, see instructions) Code 3. Did not stop 7. Went thru the gate 3 4. Stopped on crossing 8. Suicide/Attempted suicide	
42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown Code 2		43. View of Track Obscured by (primary obstruction) Code 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed 1					
Casualties to:		Killed		Injured		44. Driver was 1. Killed 2. Injured 3. Uninjured Code 3	
45. Was Driver in the Vehicle? 1. Yes 2. No Code 1		46. Highway-Rail Crossing Users 0 0		47. Highway Vehicle Property Damage (est. dollar damage) \$12,000		48. Total Number of Vehicle Occupants (including driver) 1	
49. Railroad Employees 0 0		50. Total Number of People on Train (include passengers and train crew)		51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No Code 2			
52. Passengers on Train 0 0		53a. Special Study Block Video Taken? <input type="checkbox"/> Yes <input type="checkbox"/> No Video Used? <input type="checkbox"/> Yes <input type="checkbox"/> No		53b. Special Study Block			
54. Narrative Description (Be specific, and continue on separate sheet if necessary)							
55. Typed Name and Title				56. Signature		57. Date	

NOTE: This report is part of the reporting railroad's accident report pursuant to the accident reports statute and, as such shall not "be admitted as evidence or used for any purpose in any suit or action for damages growing out of any matter mentioned in said report..." 49 U.S.C. 20903. See 49 C.F.R. 225.7 (b).

1. Name of Reporting Railroad Southern Pacific Transportation Company [SP]				1a. Alphabetic Code SP		1b. Railroad Accident/Incident No. 66430	
2. Name of Other Railroad or Other Entity Filing for Equipment Involved in Train Accident/Incident				2a. Alphabetic Code		2b. Railroad Accident/Incident No.	
3. Name of Railroad or Other Entity Responsible for Track Maintenance (single entry) Southern Pacific Transportation Company [SP]				3a. Alphabetic Code SP		3b. Railroad Accident/Incident No. 66430	
4. U.S. DOT Grade Crossing ID No. 752917V				5. Date of Accident/Incident month day year 0 9 1 1 1980		6. Time of Accident/Incident 1:35 AM <input checked="" type="checkbox"/> PM <input type="checkbox"/>	
7. Nearest Railroad Station LODI		8. Subdivision		9. County SAN JOAQUIN		10. State Code Abbr. CA 06	
11. City (if in a city) LODI			12. Highway Name or No. LODI AVE			Public <input checked="" type="checkbox"/> Private <input type="checkbox"/>	
Highway User Involved				Rail Equipment Involved			
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle A. Auto D. Pick-up truck G. School Bus K. Pedestrian Code B. Truck E. Van H. Motorcycle M. Other (specify) B				17. Equipment 1. Train (units pulling) 2. Train (units pushing) 3. Train (standing) 4. Car(s) (moving) 5. Car(s) (standing) 6. Light loco(s) (moving) 7. Light loco(s) (standing) 8. Other (specify) A. Train pulling- RCL B. Train pushing- RCL C. Train standing- RCL D. EMU Locomotive(s) E. DMU Locomotive(s) Code 2			
14. Vehicle Speed (est. mph at impact) 30		15. Direction (geographical) 1. North 2. South 3. East 4. West Code 3		18. Position of Car Unit in Train 1			
16. Position 1. Stalled or stuck on crossing 2. Stopped on Crossing 3. Moving over crossing 4. Trapped on crossing by traffic 5. Blocked on crossing by gates Code 3				19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user Code 1			
20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code 4				20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code			
20c. State here the name and quantity of the hazardous material released, if any							
21. Temperature (specify if minus) 55 °F		22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark Code 4		23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow Code 1			
24. Type of Equipment Consist (single entry) 1. Freight Train 2. Passenger Train-Pulling 3. Commuter Train-Pulling 4. Work Train 5. Single Car 6. Cut of cars 7. Yard/Switching 8. Light loco(s) 9. Maint./inspect. car A. Spec. MoW Equip. B. Passenger Train-Pushing C. Commuter Train-Pushing D. EMU E. DMU Code 7				25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry Code 2		26. Track Number or Name 9104	
27. FRA Track Class (1-9,X) 1		28. Number of Locomotive Units 2		29. Number of Cars 4		30. Consist Speed (Recorded speed if available) R. Recorded E. Estimated 3 mph E	
31. Time Table Direction 1. North 2. South 3. East 4. West Code 3				32. Type of Crossing Warning 1. Gates 2. Cantilever FLS 3. Standard FLS 4. Wig wags 5. Hwy. traffic signals 6. Audible 7. Crossbucks 8. Stop signs 9. Watchman 10. Flagged by crew 11. Other (specify) 12. None Code 1			
33. Signaled Crossing Warning (See reverse side for instructions and codes) Code 1				34. Roadway Conditions A. Dry B. Wet C. Snow/Slush D. Ice E. Sand, Mud, Dirt, Oil, Gravel F. Water (Standing, Moving) Code			
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach Code 1			36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown Code 2			37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown Code 1	
38. Highway User's Age 1. Male 2. Female Code		39. Highway User's Gender Code		40. Highway User Went Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown Code 1		41. Highway User 1. Went around the gate 2. Stopped and then proceeded 3. Did not stop 4. Stopped on crossing 5. Other (specify) 6. Went around/thru temporary barricade (if yes, see instructions) 7. Went thru the gate 8. Suicide/Attempted suicide Code 3	
42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown Code 2		43. View of Track Obscured by (primary obstruction) 1. Permanent Structure 2. Standing railroad equipment 3. Passing Train 4. Topography 5. Vegetation 6. Highway Vehicles 7. Other (specify) 8. Not Obstructed Code 8					
Casualties to:		Killed		Injured		44. Driver was 1. Killed 2. Injured 3. Uninjured Code 3	
45. Was Driver in the Vehicle? 1. Yes 2. No Code 1		46. Highway-Rail Crossing Users 0 0		47. Highway Vehicle Property Damage (est. dollar damage) \$100		48. Total Number of Vehicle Occupants (including driver) 1	
49. Railroad Employees 0 0		50. Total Number of People on Train (include passengers and train crew)		51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No Code 2			
52. Passengers on Train 0 0		53a. Special Study Block Video Taken? <input type="checkbox"/> Yes <input type="checkbox"/> No Video Used? <input type="checkbox"/> Yes <input type="checkbox"/> No		53b. Special Study Block			
54. Narrative Description (Be specific, and continue on separate sheet if necessary)							
55. Typed Name and Title				56. Signature		57. Date	

NOTE: This report is part of the reporting railroad's accident report pursuant to the accident reports statute and, as such shall not "be admitted as evidence or used for any purpose in any suit or action for damages growing out of any matter mentioned in said report..." 49 U.S.C. 20903. See 49 C.F.R. 225.7 (b).

1. Name of Reporting Railroad Southern Pacific Transportation Company [SP]				1a. Alphabetic Code SP		1b. Railroad Accident/Incident No. 64940	
2. Name of Other Railroad or Other Entity Filing for Equipment Involved in Train Accident/Incident				2a. Alphabetic Code		2b. Railroad Accident/Incident No.	
3. Name of Railroad or Other Entity Responsible for Track Maintenance (single entry) Southern Pacific Transportation Company [SP]				3a. Alphabetic Code SP		3b. Railroad Accident/Incident No. 64940	
4. U.S. DOT Grade Crossing ID No. 752917V				5. Date of Accident/Incident month day year 0 8 1 8 1980		6. Time of Accident/Incident 8:10 AM <input checked="" type="checkbox"/> PM <input type="checkbox"/>	
7. Nearest Railroad Station LODI		8. Subdivision		9. County SAN JOAQUIN		10. State Abbr. CA Code 06	
11. City (if in a city) LODI		12. Highway Name or No. LODI AVE				Public <input checked="" type="checkbox"/> Private <input type="checkbox"/>	
Highway User Involved				Rail Equipment Involved			
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle A. Auto D. Pick-up truck G. School Bus K. Pedestrian Code B. Truck E. Van H. Motorcycle M. Other (specify) A				17. Equipment 1. Train (units pulling) 2. Train (units pushing) 3. Train (standing) 4. Car(s) (moving) 5. Car(s) (standing) 6. Light loco(s) (moving) 7. Light loco(s) (standing) 8. Other (specify) A. Train pulling- RCL B. Train pushing- RCL C. Train standing- RCL D. EMU Locomotive(s) E. DMU Locomotive(s) Code 4			
14. Vehicle Speed (est. mph at impact) 4		15. Direction (geographical) 1. North 2. South 3. East 4. West Code 4		18. Position of Car Unit in Train 1			
16. Position 1. Stalled or stuck on crossing 2. Stopped on Crossing 3. Moving over crossing 4. Trapped on crossing by traffic 5. Blocked on crossing by gates Code 3				19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user Code 2			
20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code 4				20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code			
20c. State here the name and quantity of the hazardous material released, if any							
21. Temperature (specify if minus) 65 °F		22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark Code 2		23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow Code 1			
24. Type of Equipment Consist (single entry) 1. Freight Train 2. Passenger Train-Pulling 3. Commuter Train-Pulling 4. Work Train 5. Single Car 6. Cut of cars 7. Yard/Switching 8. Light loco(s) 9. Maint./inspect. car A. Spec. MoW Equip. B. Passenger Train-Pushing C. Commuter Train-Pushing D. EMU E. DMU Code 4				25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry Code 1		26. Track Number or Name MAIN	
27. FRA Track Class (1-9,X) 2		28. Number of Locomotive Units 0		29. Number of Cars 1		30. Consist Speed (Recorded speed if available) R. Recorded E. Estimated 4 mph Code E	
31. Time Table Direction 1. North 2. South 3. East 4. West Code 4				32. Type of Crossing Warning 1. Gates 2. Cantilever FLS 3. Standard FLS 4. Wig wags 5. Hwy. traffic signals 6. Audible 7. Crossbucks 8. Stop signs 9. Watchman 10. Flagged by crew 11. Other (specify) 12. None Code(s) 02			
33. Signaled Crossing Warning (See reverse side for instructions and codes) Code 1				34. Roadway Conditions A. Dry B. Wet C. Snow/Slush D. Ice E. Sand, Mud, Dirt, Oil, Gravel F. Water (Standing, Moving) Code			
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach Code 1			36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown Code 2			37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown Code 1	
38. Highway User's Age 1. Male 2. Female Code		39. Highway User's Gender Code		40. Highway User Went Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown Code 2		41. Highway User 1. Went around the gate 2. Stopped and then proceeded 3. Did not stop 4. Stopped on crossing 5. Other (specify) 6. Went around/thru temporary barricade (if yes, see instructions) 7. Went thru the gate 8. Suicide/Attempted suicide Code 2	
42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown Code 2		43. View of Track Obscured by (primary obstruction) 1. Permanent Structure 2. Standing railroad equipment 3. Passing Train 4. Topography 5. Vegetation 6. Highway Vehicles 7. Other (specify) 8. Not Obstructed Code 8					
Casualties to:		Killed		Injured		44. Driver was 1. Killed 2. Injured 3. Uninjured Code 3	
45. Was Driver in the Vehicle? 1. Yes 2. No Code 1		46. Highway-Rail Crossing Users 0		47. Highway Vehicle Property Damage (est. dollar damage) \$50		48. Total Number of Vehicle Occupants (including driver) 1	
49. Railroad Employees 0		50. Total Number of People on Train (include passengers and train crew) 0		51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No Code 2			
52. Passengers on Train 0		53a. Special Study Block Video Taken? <input type="checkbox"/> Yes <input type="checkbox"/> No Video Used? <input type="checkbox"/> Yes <input type="checkbox"/> No					
53b. Special Study Block		54. Narrative Description (Be specific, and continue on separate sheet if necessary)					
55. Typed Name and Title				56. Signature		57. Date	

NOTE: This report is part of the reporting railroad's accident report pursuant to the accident reports statute and, as such shall not "be admitted as evidence or used for any purpose in any suit or action for damages growing out of any matter mentioned in said report..." 49 U.S.C. 20903. See 49 C.F.R. 225.7 (b).

1. Name of Reporting Railroad Southern Pacific Transportation Company [SP]				1a. Alphabetic Code SP		1b. Railroad Accident/Incident No. 40549	
2. Name of Other Railroad or Other Entity Filing for Equipment Involved in Train Accident/Incident				2a. Alphabetic Code		2b. Railroad Accident/Incident No.	
3. Name of Railroad or Other Entity Responsible for Track Maintenance (single entry) Southern Pacific Transportation Company [SP]				3a. Alphabetic Code SP		3b. Railroad Accident/Incident No. 40549	
4. U.S. DOT Grade Crossing ID No. 752917V				5. Date of Accident/Incident month day year 1 2 2 2 1979		6. Time of Accident/Incident 1:30 AM <input checked="" type="checkbox"/> PM <input type="checkbox"/>	
7. Nearest Railroad Station LODI		8. Subdivision		9. County SAN JOAQUIN		10. State Abbr. CA Code 06	
11. City (if in a city) LODI		12. Highway Name or No. LODI AVE				Public <input checked="" type="checkbox"/> Private <input type="checkbox"/>	
Highway User Involved				Rail Equipment Involved			
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle A. Auto D. Pick-up truck G. School Bus K. Pedestrian Code B. Truck E. Van H. Motorcycle M. Other (specify) A				17. Equipment 1. Train (units pulling) 2. Train (units pushing) 3. Train (standing) 4. Car(s) (moving) 5. Car(s) (standing) 6. Light loco(s) (moving) 7. Light loco(s) (standing) 8. Other (specify) A. Train pulling- RCL B. Train pushing- RCL C. Train standing- RCL D. EMU Locomotive(s) E. DMU Locomotive(s) Code 1			
14. Vehicle Speed (est. mph at impact) 0		15. Direction (geographical) 1. North 2. South 3. East 4. West Code 4		18. Position of Car Unit in Train 1			
16. Position 1. Stalled or stuck on crossing 2. Stopped on Crossing 3. Moving over crossing 4. Trapped on crossing by traffic 5. Blocked on crossing by gates Code 1		19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user Code 1					
20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code 4		20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code					
20c. State here the name and quantity of the hazardous material released, if any							
21. Temperature (specify if minus) 43 °F		22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark Code 4		23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow Code 1			
24. Type of Equipment Consist (single entry) 1. Freight Train 2. Passenger Train-Pulling 3. Commuter Train-Pulling 4. Work Train 5. Single Car 6. Cut of cars 7. Yard/Switching 8. Light loco(s) 9. Maint./inspect. car A. Spec. MoW Equip. B. Passenger Train-Pushing C. Commuter Train-Pushing D. EMU E. DMU Code 1				25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry Code 1		26. Track Number or Name MAIN LINE	
27. FRA Track Class (1-9,X) 5		28. Number of Locomotive Units 2		29. Number of Cars 43		30. Consist Speed (Recorded speed if available) R. Recorded E. Estimated 10 mph Code E	
32. Type of Crossing Warning 1. Gates 2. Cantilever FLS 3. Standard FLS 4. Wig wags 5. Hwy. traffic signals 6. Audible 7. Crossbucks 8. Stop signs 9. Watchman 10. Flagged by crew 11. Other (specify) 12. None Code(s) 03 07				33. Signaled Crossing Warning (See reverse side for instructions and codes) Code 1		34. Roadway Conditions A. Dry B. Wet C. Snow/Slush D. Ice E. Sand, Mud, Dirt, Oil, Gravel F. Water (Standing, Moving) Code	
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach Code 2			36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown Code 2			37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown Code 1	
38. Highway User's Age 1. Male 2. Female Code		39. Highway User's Gender Code		40. Highway User Went Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown Code 2		41. Highway User 1. Went around the gate 2. Stopped and then proceeded 3. Did not stop 4. Stopped on crossing 5. Other (specify) 6. Went around/thru temporary barricade (if yes, see instructions) 7. Went thru the gate 8. Suicide/Attempted suicide Code 4	
42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown Code 2		43. View of Track Obscured by (primary obstruction) 1. Permanent Structure 2. Standing railroad equipment 3. Passing Train 4. Topography 5. Vegetation 6. Highway Vehicles 7. Other (specify) 8. Not Obstructed Code 8					
Casualties to:		Killed		Injured		44. Driver was 1. Killed 2. Injured 3. Uninjured Code 3	
46. Highway-Rail Crossing Users 0		0		47. Highway Vehicle Property Damage (est. dollar damage) \$3,000		45. Was Driver in the Vehicle? 1. Yes 2. No Code 2	
49. Railroad Employees 0		0		50. Total Number of People on Train (include passengers and train crew)		48. Total Number of Vehicle Occupants (including driver) 1 Code 1	
52. Passengers on Train 0		0		51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No Code 2			
53a. Special Study Block Video Taken? <input type="checkbox"/> Yes <input type="checkbox"/> No Video Used? <input type="checkbox"/> Yes <input type="checkbox"/> No				53b. Special Study Block			
54. Narrative Description (Be specific, and continue on separate sheet if necessary)							
55. Typed Name and Title				56. Signature		57. Date	

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1. Name of Reporting Railroad Southern Pacific Transportation Company [SP]				1a. Alphabetic Code SP		1b. Railroad Accident/Incident No. 48309	
2. Name of Other Railroad or Other Entity Filing for Equipment Involved in Train Accident/Incident				2a. Alphabetic Code		2b. Railroad Accident/Incident No.	
3. Name of Railroad or Other Entity Responsible for Track Maintenance (single entry) Southern Pacific Transportation Company [SP]				3a. Alphabetic Code SP		3b. Railroad Accident/Incident No. 48309	
4. U.S. DOT Grade Crossing ID No. 752917V				5. Date of Accident/Incident month day year 0 4 1 9 1979		6. Time of Accident/Incident 12:45 AM <input checked="" type="checkbox"/> PM <input type="checkbox"/>	
7. Nearest Railroad Station LODI		8. Subdivision		9. County SAN JOAQUIN		10. State Abbr. CA Code 06	
11. City (if in a city) LODI			12. Highway Name or No. LODI AVE			Public <input checked="" type="checkbox"/> Private <input type="checkbox"/>	
Highway User Involved				Rail Equipment Involved			
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle A. Auto D. Pick-up truck G. School Bus K. Pedestrian Code B. Truck E. Van H. Motorcycle M. Other (specify) A				17. Equipment 4. Car(s) (moving) A. Train pulling- RCL 5. Car(s) (standing) B. Train pushing- RCL 6. Light loco(s) (moving) C. Train standing- RCL 7. Light loco(s) (standing) D. EMU Locomotive(s) Code 8. Other (specify) E. DMU Locomotive(s) 1			
14. Vehicle Speed (est. mph at impact) 25		15. Direction (geographical) Code 1. North 2. South 3. East 4. West 4		18. Position of Car Unit in Train 1			
16. Position 1. Stalled or stuck on crossing 4. Trapped on crossing by traffic 2. Stopped on Crossing 5. Blocked on crossing by gates Code 3. Moving over crossing 3		19. Circumstance Code 1. Rail equipment struck highway user 2. Rail equipment struck by highway user 1					
20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? Code 1. Highway User 2. Rail Equipment 3. Both 4. Neither 4				20b. Was there a hazardous materials release by Code 1. Highway User 2. Rail Equipment 3. Both 4. Neither			
20c. State here the name and quantity of the hazardous material released, if any							
21. Temperature (specify if minus) 60 °F		22. Visibility (single entry) Code 1. Dawn 2. Day 3. Dusk 4. Dark 4		23. Weather (single entry) Code 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow 1			
24. Type of Equipment Consist (single entry) 1. Freight Train 5. Single Car 9. Maint./inspect. car D. EMU 2. Passenger Train-Pulling 6. Cut of cars A. Spec. MoW Equip. E. DMU 3. Commuter Train-Pulling 7. Yard/Switching B. Passenger Train-Pushing Code 4. Work Train 8. Light loco(s) C. Commuter Train-Pushing 1				25. Track Type Used by Rail Equipment Involved Code 1. Main 2. Yard 3. Siding 4. Industry 1		26. Track Number or Name MAIN TRACK	
27. FRA Track Class (1-9,X) 5		28. Number of Locomotive Units 3		29. Number of Cars 89		30. Consist Speed (Recorded speed if available) Code R. Recorded 28 mph E. Estimated E	
31. Time Table Direction Code 1. North 3. East 4 2. South 4. West				32. Type of Crossing Warning Code(s) 1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) 3. Standard FLS 6. Audible 9. Watchman 12. None 03			
33. Signaled Crossing Warning (See reverse side for instructions and codes) Code 1			34. Roadway Conditions Code A. Dry B. Wet C. Snow/Slush D. Ice E. Sand, Mud, Dirt, Oil, Gravel F. Water (Standing, Moving)				
35. Location of Warning Code 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 1			36. Crossing Warning Interconnected with Highway Signals Code 1. Yes 2. No 3. Unknown 2			37. Crossing Illuminated by Street Lights or Special Lights Code 1. Yes 2. No 3. Unknown 1	
38. Highway User's Age 1. Male 2. Female Code		39. Highway User's Gender Code		40. Highway User Went Behind or in Front of Train and Struck or was Struck by Second Train Code 1. Yes 2. No 3. Unknown 2		41. Highway User Code 1. Went around the gate 5. Other (specify) 2. Stopped and then proceeded 6. Went around/thru temporary barricade (if yes, see instructions) 3. Did not stop 7. Went thru the gate 4. Stopped on crossing 8. Suicide/Attempted suicide Code 5	
42. Driver Passed Standing Highway Vehicle Code 1. Yes 2. No 3. Unknown 2		43. View of Track Obscured by (primary obstruction) Code 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed 8					
Casualties to: Killed Injured		44. Driver was Code 1. Killed 2. Injured 3. Uninjured 1		45. Was Driver in the Vehicle? Code 1. Yes 2. No 1			
46. Highway-Rail Crossing Users 1 0		47. Highway Vehicle Property Damage (est. dollar damage) \$1,800		48. Total Number of Vehicle Occupants (including driver) 1			
49. Railroad Employees 0 0		50. Total Number of People on Train (include passengers and train crew)		51. Is a Rail Equipment Accident / Incident Report Being Filed Code 1. Yes 2. No 1			
52. Passengers on Train 0 0		53a. Special Study Block Video Taken? <input type="checkbox"/> Yes <input type="checkbox"/> No Video Used? <input type="checkbox"/> Yes <input type="checkbox"/> No		53b. Special Study Block			
54. Narrative Description (Be specific, and continue on separate sheet if necessary)							
55. Typed Name and Title				56. Signature		57. Date	

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1. Name of Reporting Railroad Southern Pacific Transportation Company [SP]				1a. Alphabetic Code SP		1b. Railroad Accident/Incident No. 44939	
2. Name of Other Railroad or Other Entity Filing for Equipment Involved in Train Accident/Incident				2a. Alphabetic Code		2b. Railroad Accident/Incident No.	
3. Name of Railroad or Other Entity Responsible for Track Maintenance (single entry) Southern Pacific Transportation Company [SP]				3a. Alphabetic Code SP		3b. Railroad Accident/Incident No. 44939	
4. U.S. DOT Grade Crossing ID No. 752917V				5. Date of Accident/Incident month day year 0 1 2 8 1979		6. Time of Accident/Incident 2:05 AM <input checked="" type="checkbox"/> PM <input type="checkbox"/>	
7. Nearest Railroad Station LODI		8. Subdivision		9. County SAN JOAQUIN		10. State Abbr. CA Code 06	
11. City (if in a city) LODI		12. Highway Name or No. LODI AVE				Public <input checked="" type="checkbox"/> Private <input type="checkbox"/>	
Highway User Involved				Rail Equipment Involved			
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle A. Auto D. Pick-up truck G. School Bus K. Pedestrian Code B. Truck E. Van H. Motorcycle M. Other (specify) A				17. Equipment 1. Train (units pulling) 2. Train (units pushing) 3. Train (standing) 4. Car(s) (moving) 5. Car(s) (standing) 6. Light loco(s) (moving) 7. Light loco(s) (standing) 8. Other (specify) A. Train pulling- RCL B. Train pushing- RCL C. Train standing- RCL D. EMU Locomotive(s) E. DMU Locomotive(s) Code 1			
14. Vehicle Speed (est. mph at impact) 15		15. Direction (geographical) 1. North 2. South 3. East 4. West Code 4		18. Position of Car Unit in Train 1			
16. Position 1. Stalled or stuck on crossing 2. Stopped on Crossing 3. Moving over crossing Code 3		4. Trapped on crossing by traffic 5. Blocked on crossing by gates		19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user Code 1			
20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code 4				20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code			
20c. State here the name and quantity of the hazardous material released, if any							
21. Temperature (specify if minus) 36 °F		22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark Code 4		23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow Code 1			
24. Type of Equipment Consist (single entry) 1. Freight Train 2. Passenger Train-Pulling 3. Commuter Train-Pulling 4. Work Train 5. Single Car 6. Cut of cars 7. Yard/Switching 8. Light loco(s) 9. Maint./inspect. car A. Spec. MoW Equip. B. Passenger Train-Pushing C. Commuter Train-Pushing D. EMU E. DMU Code 1				25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry 1		26. Track Number or Name MAIN LINE	
27. FRA Track Class (1-9,X) 5		28. Number of Locomotive Units 2		29. Number of Cars 91		30. Consist Speed (Recorded speed if available) R. Recorded 20 mph E. Estimated E	
31. Time Table Direction 1. North 2. South 3. East 4. West Code 4				32. Type of Crossing Warning 1. Gates 2. Cantilever FLS 3. Standard FLS 4. Wig wags 5. Hwy. traffic signals 6. Audible 7. Crossbucks 8. Stop signs 9. Watchman 10. Flagged by crew 11. Other (specify) 12. None Code(s) 03 11			
33. Signaled Crossing Warning (See reverse side for instructions and codes) Code 1				34. Roadway Conditions A. Dry B. Wet C. Snow/Slush D. Ice E. Sand, Mud, Dirt, Oil, Gravel F. Water (Standing, Moving) Code			
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach Code 1				36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown Code 2		37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown Code 1	
38. Highway User's Age 1. Male 2. Female Code		39. Highway User's Gender Code		40. Highway User Went Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown Code 1		41. Highway User 1. Went around the gate 2. Stopped and then proceeded 3. Did not stop 4. Stopped on crossing 5. Other (specify) 6. Went around/thru temporary barricade (if yes, see instructions) 7. Went thru the gate 8. Suicide/Attempted suicide Code 2	
42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown Code 2				43. View of Track Obscured by (primary obstruction) 1. Permanent Structure 2. Standing railroad equipment 3. Passing Train 4. Topography 5. Vegetation 6. Highway Vehicles 7. Other (specify) 8. Not Obstructed Code 3			
Casualties to:		Killed		Injured		44. Driver was 1. Killed 2. Injured 3. Uninjured 2	
46. Highway-Rail Crossing Users 2		47. Highway Vehicle Property Damage (est. dollar damage) \$2,000		45. Was Driver in the Vehicle? 1. Yes 2. No Code 1			
49. Railroad Employees 0		50. Total Number of People on Train (include passengers and train crew) 0		48. Total Number of Vehicle Occupants (including driver) 3			
52. Passengers on Train 0		51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No Code 2		53a. Special Study Block Video Taken? <input type="checkbox"/> Yes <input type="checkbox"/> No Video Used? <input type="checkbox"/> Yes <input type="checkbox"/> No			
53b. Special Study Block							
54. Narrative Description (Be specific, and continue on separate sheet if necessary)							
55. Typed Name and Title				56. Signature		57. Date	

NOTE: This report is part of the reporting railroad's accident report pursuant to the accident reports statute and, as such shall not "be admitted as evidence or used for any purpose in any suit or action for damages growing out of any matter mentioned in said report..." 49 U.S.C. 20903. See 49 C.F.R. 225.7 (b).

1. Name of Reporting Railroad Southern Pacific Transportation Company [SP]				1a. Alphabetic Code SP		1b. Railroad Accident/Incident No. 53978	
2. Name of Other Railroad or Other Entity Filing for Equipment Involved in Train Accident/Incident				2a. Alphabetic Code		2b. Railroad Accident/Incident No.	
3. Name of Railroad or Other Entity Responsible for Track Maintenance (single entry) Southern Pacific Transportation Company [SP]				3a. Alphabetic Code SP		3b. Railroad Accident/Incident No. 53978	
4. U.S. DOT Grade Crossing ID No. 752917V				5. Date of Accident/Incident month day year 0 9 2 3 1978		6. Time of Accident/Incident 12:05 AM <input checked="" type="checkbox"/> PM <input type="checkbox"/>	
7. Nearest Railroad Station LODI		8. Subdivision		9. County SAN JOAQUIN		10. State Abbr. CA Code 06	
11. City (if in a city) LODI		12. Highway Name or No. LODI AVE				Public <input checked="" type="checkbox"/> Private <input type="checkbox"/>	
Highway User Involved				Rail Equipment Involved			
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle A. Auto D. Pick-up truck G. School Bus K. Pedestrian Code B. Truck E. Van H. Motorcycle M. Other (specify) A				17. Equipment 1. Train (units pulling) 2. Train (units pushing) 3. Train (standing) 4. Car(s) (moving) 5. Car(s) (standing) 6. Light loco(s) (moving) 7. Light loco(s) (standing) 8. Other (specify) A. Train pulling- RCL B. Train pushing- RCL C. Train standing- RCL D. EMU Locomotive(s) E. DMU Locomotive(s) Code 1			
14. Vehicle Speed (est. mph at impact) 10		15. Direction (geographical) 1. North 2. South 3. East 4. West Code 4		18. Position of Car Unit in Train 1			
16. Position 1. Stalled or stuck on crossing 2. Stopped on Crossing 3. Moving over crossing Code 3		4. Trapped on crossing by traffic 5. Blocked on crossing by gates		19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user Code 1			
20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code 4				20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code			
20c. State here the name and quantity of the hazardous material released, if any							
21. Temperature (specify if minus) 60 °F		22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark Code 4		23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow Code 1			
24. Type of Equipment Consist (single entry) 1. Freight Train 2. Passenger Train-Pulling 3. Commuter Train-Pulling 4. Work Train 5. Single Car 6. Cut of cars 7. Yard/Switching 8. Light loco(s) 9. Maint./inspect. car A. Spec. MoW Equip. B. Passenger Train-Pushing C. Commuter Train-Pushing D. EMU E. DMU Code 1				25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry Code 1		26. Track Number or Name MAIN	
27. FRA Track Class (1-9,X) 5		28. Number of Locomotive Units 1		29. Number of Cars 87		30. Consist Speed (Recorded speed if available) R. Recorded 30 mph E. Estimated E	
31. Time Table Direction 1. North 2. South 3. East 4. West Code 3				32. Type of Crossing Warning 1. Gates 2. Cantilever FLS 3. Standard FLS 4. Wig wags 5. Hwy. traffic signals 6. Audible 7. Crossbucks 8. Stop signs 9. Watchman 10. Flagged by crew 11. Other (specify) 12. None Code(s) 03			
33. Signaled Crossing Warning (See reverse side for instructions and codes) Code 1				34. Roadway Conditions A. Dry B. Wet C. Snow/Slush D. Ice E. Sand, Mud, Dirt, Oil, Gravel F. Water (Standing, Moving) Code			
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach Code 1			36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown Code 2			37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown Code 1	
38. Highway User's Age 1. Male 2. Female Code		39. Highway User's Gender Code		40. Highway User Went Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown Code 2		41. Highway User 1. Went around the gate 2. Stopped and then proceeded 3. Did not stop 4. Stopped on crossing 5. Other (specify) 6. Went around/thru temporary barricade (if yes, see instructions) 7. Went thru the gate 8. Suicide/Attempted suicide Code 3	
42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown Code 2		43. View of Track Obscured by (primary obstruction) 1. Permanent Structure 2. Standing railroad equipment 3. Passing Train 4. Topography 5. Vegetation 6. Highway Vehicles 7. Other (specify) 8. Not Obstructed Code 8					
Casualties to:		Killed		Injured		44. Driver was 1. Killed 2. Injured 3. Uninjured Code 2	
45. Was Driver in the Vehicle? 1. Yes 2. No Code 1		46. Highway-Rail Crossing Users 0		47. Highway Vehicle Property Damage (est. dollar damage) \$1,000		48. Total Number of Vehicle Occupants (including driver) 1	
49. Railroad Employees 0		50. Total Number of People on Train (include passengers and train crew) 0		51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No Code 2			
52. Passengers on Train 0		53a. Special Study Block Video Taken? <input type="checkbox"/> Yes <input type="checkbox"/> No Video Used? <input type="checkbox"/> Yes <input type="checkbox"/> No					
53b. Special Study Block		54. Narrative Description (Be specific, and continue on separate sheet if necessary)					
55. Typed Name and Title				56. Signature		57. Date	

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1. Name of Reporting Railroad Southern Pacific Transportation Company [SP]				1a. Alphabetic Code SP		1b. Railroad Accident/Incident No. 48017	
2. Name of Other Railroad or Other Entity Filing for Equipment Involved in Train Accident/Incident				2a. Alphabetic Code		2b. Railroad Accident/Incident No.	
3. Name of Railroad or Other Entity Responsible for Track Maintenance (single entry) Southern Pacific Transportation Company [SP]				3a. Alphabetic Code SP		3b. Railroad Accident/Incident No. 48017	
4. U.S. DOT Grade Crossing ID No. 752917V				5. Date of Accident/Incident month day year 0 5 1 6 1977		6. Time of Accident/Incident 10:25 AM <input type="checkbox"/> PM <input checked="" type="checkbox"/>	
7. Nearest Railroad Station LODI		8. Subdivision		9. County SAN JOAQUIN		10. State Abbr. CA Code 06	
11. City (if in a city) LODI		12. Highway Name or No. LODI AVE				Public <input checked="" type="checkbox"/> Private <input type="checkbox"/>	
Highway User Involved				Rail Equipment Involved			
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle A. Auto D. Pick-up truck G. School Bus K. Pedestrian Code B. Truck E. Van H. Motorcycle M. Other (specify) A				17. Equipment 1. Train (units pulling) 2. Train (units pushing) 3. Train (standing) 4. Car(s) (moving) 5. Car(s) (standing) 6. Light loco(s) (moving) 7. Light loco(s) (standing) 8. Other (specify) A. Train pulling- RCL B. Train pushing- RCL C. Train standing- RCL D. EMU Locomotive(s) E. DMU Locomotive(s) Code 1			
14. Vehicle Speed (est. mph at impact) 8		15. Direction (geographical) 1. North 2. South 3. East 4. West Code 3		18. Position of Car Unit in Train 1			
16. Position 1. Stalled or stuck on crossing 2. Stopped on Crossing 3. Moving over crossing 4. Trapped on crossing by traffic 5. Blocked on crossing by gates Code 3				19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user Code 1			
20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code 4				20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code			
20c. State here the name and quantity of the hazardous material released, if any							
21. Temperature (specify if minus) 70 °F		22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark Code 4		23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow Code 1			
24. Type of Equipment Consist (single entry) 1. Freight Train 2. Passenger Train-Pulling 3. Commuter Train-Pulling 4. Work Train 5. Single Car 6. Cut of cars 7. Yard/Switching 8. Light loco(s) 9. Maint./inspect. car A. Spec. MoW Equip. B. Passenger Train-Pushing C. Commuter Train-Pushing D. EMU E. DMU Code 1				25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry Code 3		26. Track Number or Name SIDING	
27. FRA Track Class (1-9,X) 2		28. Number of Locomotive Units 2		29. Number of Cars 1		30. Consist Speed (Recorded speed if available) R. Recorded 8 mph E. Estimated E	
31. Time Table Direction 1. North 2. South 3. East 4. West Code 3				32. Type of Crossing Warning 1. Gates 2. Cantilever FLS 3. Standard FLS 4. Wig wags 5. Hwy. traffic signals 6. Audible 7. Crossbucks 8. Stop signs 9. Watchman 10. Flagged by crew 11. Other (specify) 12. None Code(s) 03			
33. Signaled Crossing Warning (See reverse side for instructions and codes) Code 1				34. Roadway Conditions A. Dry B. Wet C. Snow/Slush D. Ice E. Sand, Mud, Dirt, Oil, Gravel F. Water (Standing, Moving) Code			
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach Code 1			36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown Code 2			37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown Code 1	
38. Highway User's Age 1. Male 2. Female Code		39. Highway User's Gender Code		40. Highway User Went Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown Code 2		41. Highway User 1. Went around the gate 2. Stopped and then proceeded 3. Did not stop 4. Stopped on crossing 5. Other (specify) 6. Went around/thru temporary barricade (if yes, see instructions) 7. Went thru the gate 8. Suicide/Attempted suicide Code 3	
42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown Code 2		43. View of Track Obscured by (primary obstruction) 1. Permanent Structure 2. Standing railroad equipment 3. Passing Train 4. Topography 5. Vegetation 6. Highway Vehicles 7. Other (specify) 8. Not Obstructed Code 8					
Casualties to:		Killed		Injured		44. Driver was 1. Killed 2. Injured 3. Uninjured Code 3	
45. Was Driver in the Vehicle? 1. Yes 2. No Code 1		46. Highway-Rail Crossing Users 0		47. Highway Vehicle Property Damage (est. dollar damage) \$350		48. Total Number of Vehicle Occupants (including driver) 1	
49. Railroad Employees 0		50. Total Number of People on Train (include passengers and train crew) 0		51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No Code 2			
52. Passengers on Train 0		53a. Special Study Block Video Taken? <input type="checkbox"/> Yes <input type="checkbox"/> No Video Used? <input type="checkbox"/> Yes <input type="checkbox"/> No					
53b. Special Study Block		54. Narrative Description (Be specific, and continue on separate sheet if necessary)					
55. Typed Name and Title				56. Signature		57. Date	

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1. Name of Reporting Railroad Southern Pacific Transportation Company [SP]				1a. Alphabetic Code SP		1b. Railroad Accident/Incident No. 46117	
2. Name of Other Railroad or Other Entity Filing for Equipment Involved in Train Accident/Incident				2a. Alphabetic Code		2b. Railroad Accident/Incident No.	
3. Name of Railroad or Other Entity Responsible for Track Maintenance (single entry) Southern Pacific Transportation Company [SP]				3a. Alphabetic Code SP		3b. Railroad Accident/Incident No. 46117	
4. U.S. DOT Grade Crossing ID No. 752917V				5. Date of Accident/Incident month day year 0 3 1 9 1977		6. Time of Accident/Incident 2:00 AM <input checked="" type="checkbox"/> PM <input type="checkbox"/>	
7. Nearest Railroad Station LODI		8. Subdivision		9. County SAN JOAQUIN		10. State Abbr. CA Code 06	
11. City (if in a city) LODI		12. Highway Name or No. LODI AVE				Public <input checked="" type="checkbox"/> Private <input type="checkbox"/>	
Highway User Involved				Rail Equipment Involved			
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle A. Auto D. Pick-up truck G. School Bus K. Pedestrian Code B. Truck E. Van H. Motorcycle M. Other (specify) B				17. Equipment 1. Train (units pulling) 2. Train (units pushing) 3. Train (standing) 4. Car(s) (moving) 5. Car(s) (standing) 6. Light loco(s) (moving) 7. Light loco(s) (standing) 8. Other (specify) A. Train pulling- RCL B. Train pushing- RCL C. Train standing- RCL D. EMU Locomotive(s) E. DMU Locomotive(s) Code 1			
14. Vehicle Speed (est. mph at impact) 5		15. Direction (geographical) 1. North 2. South 3. East 4. West Code 4		18. Position of Car Unit in Train 1			
16. Position 1. Stalled or stuck on crossing 2. Stopped on Crossing 3. Moving over crossing 4. Trapped on crossing by traffic 5. Blocked on crossing by gates Code 3				19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user Code 1			
20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code 4				20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code			
20c. State here the name and quantity of the hazardous material released, if any							
21. Temperature (specify if minus) 50 °F		22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark Code 4		23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow Code 1			
24. Type of Equipment Consist (single entry) 1. Freight Train 2. Passenger Train-Pulling 3. Commuter Train-Pulling 4. Work Train 5. Single Car 6. Cut of cars 7. Yard/Switching 8. Light loco(s) 9. Maint./inspect. car A. Spec. MoW Equip. B. Passenger Train-Pushing C. Commuter Train-Pushing D. EMU E. DMU Code 7				25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry Code 2		26. Track Number or Name TRACK 8	
27. FRA Track Class (1-9,X) 1		28. Number of Locomotive Units 2		29. Number of Cars 7		30. Consist Speed (Recorded speed if available) R. Recorded E. Estimated 5 mph Code E	
31. Time Table Direction 1. North 2. South 3. East 4. West Code 4				32. Type of Crossing Warning 1. Gates 2. Cantilever FLS 3. Standard FLS 4. Wig wags 5. Hwy. traffic signals 6. Audible 7. Crossbucks 8. Stop signs 9. Watchman 10. Flagged by crew 11. Other (specify) 12. None Code(s) 03 07			
33. Signaled Crossing Warning (See reverse side for instructions and codes) Code 1				34. Roadway Conditions A. Dry B. Wet C. Snow/Slush D. Ice E. Sand, Mud, Dirt, Oil, Gravel F. Water (Standing, Moving) Code			
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach Code 1			36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown Code 2			37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown Code 2	
38. Highway User's Age 1. Male 2. Female Code		39. Highway User's Gender Code		40. Highway User Went Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown Code 2		41. Highway User 1. Went around the gate 2. Stopped and then proceeded 3. Did not stop 4. Stopped on crossing 5. Other (specify) 6. Went around/thru temporary barricade (if yes, see instructions) 7. Went thru the gate 8. Suicide/Attempted suicide Code 3	
42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown Code 2		43. View of Track Obscured by (primary obstruction) 1. Permanent Structure 2. Standing railroad equipment 3. Passing Train 4. Topography 5. Vegetation 6. Highway Vehicles 7. Other (specify) 8. Not Obstructed Code 8					
Casualties to:		Killed		Injured		44. Driver was 1. Killed 2. Injured 3. Uninjured Code 3	
45. Was Driver in the Vehicle? 1. Yes 2. No Code 1		46. Highway-Rail Crossing Users 0 0		47. Highway Vehicle Property Damage (est. dollar damage) \$50		48. Total Number of Vehicle Occupants (including driver) 2	
49. Railroad Employees 0 0		50. Total Number of People on Train (include passengers and train crew)		51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No Code 2			
52. Passengers on Train 0 0		53a. Special Study Block Video Taken? <input type="checkbox"/> Yes <input type="checkbox"/> No Video Used? <input type="checkbox"/> Yes <input type="checkbox"/> No		53b. Special Study Block			
54. Narrative Description (Be specific, and continue on separate sheet if necessary)							
55. Typed Name and Title				56. Signature		57. Date	

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1. Name of Reporting Railroad Southern Pacific Transportation Company [SP]				1a. Alphabetic Code SP		1b. Railroad Accident/Incident No. 44297	
2. Name of Other Railroad or Other Entity Filing for Equipment Involved in Train Accident/Incident				2a. Alphabetic Code		2b. Railroad Accident/Incident No.	
3. Name of Railroad or Other Entity Responsible for Track Maintenance (single entry) Southern Pacific Transportation Company [SP]				3a. Alphabetic Code SP		3b. Railroad Accident/Incident No. 44297	
4. U.S. DOT Grade Crossing ID No. 752917V				5. Date of Accident/Incident month day year 0 1 1 5 1977		6. Time of Accident/Incident 11:50 AM <input type="checkbox"/> PM <input checked="" type="checkbox"/>	
7. Nearest Railroad Station LODI		8. Subdivision		9. County SAN JOAQUIN		10. State Abbr. CA Code 06	
11. City (if in a city) LODI		12. Highway Name or No. LODI AVE				Public <input checked="" type="checkbox"/> Private <input type="checkbox"/>	
Highway User Involved				Rail Equipment Involved			
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle A. Auto D. Pick-up truck G. School Bus K. Pedestrian Code B. Truck E. Van H. Motorcycle M. Other (specify) A				17. Equipment 1. Train (units pulling) 2. Train (units pushing) 3. Train (standing) 4. Car(s) (moving) 5. Car(s) (standing) 6. Light loco(s) (moving) 7. Light loco(s) (standing) 8. Other (specify) A. Train pulling- RCL B. Train pushing- RCL C. Train standing- RCL D. EMU Locomotive(s) E. DMU Locomotive(s) Code 1			
14. Vehicle Speed (est. mph at impact) 5		15. Direction (geographical) 1. North 2. South 3. East 4. West Code 4		18. Position of Car Unit in Train 1			
16. Position 1. Stalled or stuck on crossing 2. Stopped on Crossing 3. Moving over crossing 4. Trapped on crossing by traffic 5. Blocked on crossing by gates Code 3				19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user Code 2			
20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code 4				20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code			
20c. State here the name and quantity of the hazardous material released, if any							
21. Temperature (specify if minus) 30 °F		22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark Code 4		23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow Code 1			
24. Type of Equipment Consist (single entry) 1. Freight Train 2. Passenger Train-Pulling 3. Commuter Train-Pulling 4. Work Train 5. Single Car 6. Cut of cars 7. Yard/Switching 8. Light loco(s) 9. Maint./inspect. car A. Spec. MoW Equip. B. Passenger Train-Pushing C. Commuter Train-Pushing D. EMU E. DMU Code 1				25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry 1		26. Track Number or Name MAIN TRACK	
27. FRA Track Class (1-9,X) 5		28. Number of Locomotive Units 4		29. Number of Cars 60		30. Consist Speed (Recorded speed if available) R. Recorded E. Estimated 20 mph E	
31. Time Table Direction 1. North 2. South 3. East 4. West Code 4				32. Type of Crossing Warning 1. Gates 2. Cantilever FLS 3. Standard FLS 4. Wig wags 5. Hwy. traffic signals 6. Audible 7. Crossbucks 8. Stop signs 9. Watchman 10. Flagged by crew 11. Other (specify) 12. None Code(s) 03 07			
33. Signaled Crossing Warning (See reverse side for instructions and codes) Code 1				34. Roadway Conditions A. Dry B. Wet C. Snow/Slush D. Ice E. Sand, Mud, Dirt, Oil, Gravel F. Water (Standing, Moving) Code			
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach Code 2				36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown Code 2		37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown Code 1	
38. Highway User's Age 1. Male 2. Female Code		39. Highway User's Gender Code		40. Highway User Went Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown Code 2		41. Highway User 1. Went around the gate 2. Stopped and then proceeded 3. Did not stop 4. Stopped on crossing 5. Other (specify) 6. Went around/thru temporary barricade (if yes, see instructions) 7. Went thru the gate 8. Suicide/Attempted suicide Code 3	
42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown Code 2				43. View of Track Obscured by (primary obstruction) 1. Permanent Structure 2. Standing railroad equipment 3. Passing Train 4. Topography 5. Vegetation 6. Highway Vehicles 7. Other (specify) 8. Not Obstructed Code 1			
Casualties to:		Killed		Injured		44. Driver was 1. Killed 2. Injured 3. Uninjured	
46. Highway-Rail Crossing Users 0		0		47. Highway Vehicle Property Damage (est. dollar damage) \$500		45. Was Driver in the Vehicle? 1. Yes 2. No Code 2	
49. Railroad Employees 0		0		50. Total Number of People on Train (include passengers and train crew)		48. Total Number of Vehicle Occupants (including driver) 1	
52. Passengers on Train 0		0		51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No Code 2			
53a. Special Study Block Video Taken? <input type="checkbox"/> Yes <input type="checkbox"/> No Video Used? <input type="checkbox"/> Yes <input type="checkbox"/> No				53b. Special Study Block			
54. Narrative Description (Be specific, and continue on separate sheet if necessary)							
55. Typed Name and Title				56. Signature		57. Date	

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1. Name of Reporting Railroad Southern Pacific Transportation Company [SP]				1a. Alphabetic Code SP		1b. Railroad Accident/Incident No. 57476	
2. Name of Other Railroad or Other Entity Filing for Equipment Involved in Train Accident/Incident				2a. Alphabetic Code		2b. Railroad Accident/Incident No.	
3. Name of Railroad or Other Entity Responsible for Track Maintenance (single entry)				3a. Alphabetic Code		3b. Railroad Accident/Incident No.	
4. U.S. DOT Grade Crossing ID No. 752917V				5. Date of Accident/Incident month day year 0 1 2 5 1976		6. Time of Accident/Incident 11:00 AM <input checked="" type="checkbox"/> PM <input type="checkbox"/>	
7. Nearest Railroad Station LODI		8. Subdivision		9. County SAN JOAQUIN		10. State Abbr. CA Code 06	
11. City (if in a city) LODI		12. Highway Name or No. LODI AVENUE				Public <input checked="" type="checkbox"/> Private <input type="checkbox"/>	
Highway User Involved				Rail Equipment Involved			
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle A. Auto D. Pick-up truck G. School Bus K. Pedestrian Code B. Truck E. Van H. Motorcycle M. Other (specify) A				17. Equipment 1. Train (units pulling) 2. Train (units pushing) 3. Train (standing) 4. Car(s) (moving) 5. Car(s) (standing) 6. Light loco(s) (moving) 7. Light loco(s) (standing) 8. Other (specify) A. Train pulling- RCL B. Train pushing- RCL C. Train standing- RCL D. EMU Locomotive(s) E. DMU Locomotive(s) Code 1			
14. Vehicle Speed (est. mph at impact) 25		15. Direction (geographical) 1. North 2. South 3. East 4. West Code 4		18. Position of Car Unit in Train 1			
16. Position 1. Stalled or stuck on crossing 2. Stopped on Crossing 3. Moving over crossing 4. Trapped on crossing by traffic 5. Blocked on crossing by gates Code 3		19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user Code 2					
20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code				20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code			
20c. State here the name and quantity of the hazardous material released, if any							
21. Temperature (specify if minus) 55 °F		22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark Code 2		23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow Code 2			
24. Type of Equipment Consist (single entry) 1. Freight Train 2. Passenger Train-Pulling 3. Commuter Train-Pulling 4. Work Train 5. Single Car 6. Cut of cars 7. Yard/Switching 8. Light loco(s) 9. Maint./inspect. car A. Spec. MoW Equip. B. Passenger Train-Pushing C. Commuter Train-Pushing D. EMU E. DMU Code 7				25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry Code 2		26. Track Number or Name TRACK 9104	
27. FRA Track Class (1-9,X) 1		28. Number of Locomotive Units 2		29. Number of Cars 1		30. Consist Speed (Recorded speed if available) R. Recorded E. Estimated 5 mph Code E	
31. Time Table Direction 1. North 2. South 3. East 4. West Code 4				32. Type of Crossing Warning 1. Gates 2. Cantilever FLS 3. Standard FLS 4. Wig wags 5. Hwy. traffic signals 6. Audible 7. Crossbucks 8. Stop signs 9. Watchman 10. Flagged by crew 11. Other (specify) 12. None Code(s) 03			
33. Signaled Crossing Warning (See reverse side for instructions and codes) Code 1				34. Roadway Conditions A. Dry B. Wet C. Snow/Slush D. Ice E. Sand, Mud, Dirt, Oil, Gravel F. Water (Standing, Moving) Code			
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach Code 2		36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown Code 2		37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown Code 2			
38. Highway User's Age 1. Male 2. Female Code		39. Highway User's Gender Code		40. Highway User Went Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown Code 2		41. Highway User 1. Went around the gate 2. Stopped and then proceeded 3. Did not stop 4. Stopped on crossing 5. Other (specify) 6. Went around/thru temporary barricade (if yes, see instructions) 7. Went thru the gate 8. Suicide/Attempted suicide Code 3	
42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown Code 2		43. View of Track Obscured by (primary obstruction) 1. Permanent Structure 2. Standing railroad equipment 3. Passing Train 4. Topography 5. Vegetation 6. Highway Vehicles 7. Other (specify) 8. Not Obstructed Code 8					
Casualties to:		Killed		Injured		44. Driver was 1. Killed 2. Injured 3. Uninjured Code 3	
45. Was Driver in the Vehicle? 1. Yes 2. No Code 1		46. Highway-Rail Crossing Users 0		47. Highway Vehicle Property Damage (est. dollar damage) \$500		48. Total Number of Vehicle Occupants (including driver) 1	
49. Railroad Employees 0		50. Total Number of People on Train (include passengers and train crew) 0		51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No Code 2			
52. Passengers on Train 0		53a. Special Study Block Video Taken? <input type="checkbox"/> Yes <input type="checkbox"/> No Video Used? <input type="checkbox"/> Yes <input type="checkbox"/> No					
53b. Special Study Block		54. Narrative Description (Be specific, and continue on separate sheet if necessary)					
55. Typed Name and Title				56. Signature		57. Date	

NOTE: This report is part of the reporting railroad's accident report pursuant to the accident reports statute and, as such shall not "be admitted as evidence or used for any purpose in any suit or action for damages growing out of any matter mentioned in said report..." 49 U.S.C. 20903. See 49 C.F.R. 225.7 (b).

1. Name of Reporting Railroad Union Pacific Railroad Company [UP]				1a. Alphabetic Code UP		1b. Railroad Accident/Incident No. 1011RS005	
2. Name of Other Railroad or Other Entity Filing for Equipment Involved in Train Accident/Incident				2a. Alphabetic Code		2b. Railroad Accident/Incident No.	
3. Name of Railroad or Other Entity Responsible for Track Maintenance (single entry) Union Pacific Railroad Company [UP]				3a. Alphabetic Code UP		3b. Railroad Accident/Incident No. 1011RS005	
4. U.S. DOT Grade Crossing ID No. 752914A				5. Date of Accident/Incident month day year 1 0 0 7 2011		6. Time of Accident/Incident 2:05 AM <input type="checkbox"/> PM <input checked="" type="checkbox"/>	
7. Nearest Railroad Station LODI		8. Subdivision FRESNO SUB		9. County SAN JOAQUIN		10. State Abbr. CA Code 06	
11. City (if in a city) LODI			12. Highway Name or No. PINE STREET			Public <input checked="" type="checkbox"/> Private <input type="checkbox"/>	
Highway User Involved				Rail Equipment Involved			
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle A. Auto D. Pick-up truck G. School Bus K. Pedestrian Code B. Truck E. Van H. Motorcycle M. Other (specify) A				17. Equipment 1. Train (units pulling) 2. Train (units pushing) 3. Train (standing) 4. Car(s) (moving) 5. Car(s) (standing) 6. Light loco(s) (moving) 7. Light loco(s) (standing) 8. Other (specify) A. Train pulling- RCL B. Train pushing- RCL C. Train standing- RCL D. EMU Locomotive(s) E. DMU Locomotive(s) Code 1			
14. Vehicle Speed (est. mph at impact) 30		15. Direction (geographical) 1. North 2. South 3. East 4. West Code 4		18. Position of Car Unit in Train 22			
16. Position 1. Stalled or stuck on crossing 2. Stopped on Crossing 3. Moving over crossing 4. Trapped on crossing by traffic 5. Blocked on crossing by gates Code 3			19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user Code 2				
20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code 2			20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code 4				
20c. State here the name and quantity of the hazardous material released, if any							
21. Temperature (specify if minus) 69 °F		22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark Code 2		23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow Code 1			
24. Type of Equipment Consist (single entry) 1. Freight Train 2. Passenger Train-Pulling 3. Commuter Train-Pulling 4. Work Train 5. Single Car 6. Cut of cars 7. Yard/Switching 8. Light loco(s) 9. Maint./inspect. car A. Spec. MoW Equip. B. Passenger Train-Pushing C. Commuter Train-Pushing D. EMU E. DMU Code 1				25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry Code 1		26. Track Number or Name SINGLE MAIN	
27. FRA Track Class (1-9,X) 5		28. Number of Locomotive Units 2		29. Number of Cars 64		30. Consist Speed (Recorded speed if available) R. Recorded E. Estimated 40 mph E	
31. Time Table Direction 1. North 2. South 3. East 4. West Code 3				32. Type of Crossing Warning 1. Gates 2. Cantilever FLS 3. Standard FLS 4. Wig wags 5. Hwy. traffic signals 6. Audible 7. Crossbucks 8. Stop signs 9. Watchman 10. Flagged by crew 11. Other (specify) 12. None Code 1			
33. Signaled Crossing Warning (See reverse side for instructions and codes) Code 1			34. Roadway Conditions A. Dry B. Wet C. Snow/Slush D. Ice E. Sand, Mud, Dirt, Oil, Gravel F. Water (Standing, Moving) Code A				
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach Code 1			36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown Code 1			37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown Code 1	
38. Highway User's Age 1. Male 2. Female Code 2		39. Highway User's Gender Code 2		40. Highway User Went Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown Code 2		41. Highway User 1. Went around the gate 2. Stopped and then proceeded 3. Did not stop 4. Stopped on crossing 5. Other (specify) 6. Went around/thru temporary barricade (if yes, see instructions) 7. Went thru the gate 8. Suicide/Attempted suicide Code 1	
42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown Code 1			43. View of Track Obscured by (primary obstruction) 1. Permanent Structure 2. Standing railroad equipment 3. Passing Train 4. Topography 5. Vegetation 6. Highway Vehicles 7. Other (specify) 8. Not Obstructed Code 8				
Casualties to:		Killed	Injured	44. Driver was 1. Killed 2. Injured 3. Uninjured Code 2		45. Was Driver in the Vehicle? 1. Yes 2. No Code 1	
46. Highway-Rail Crossing Users 0		47. Highway Vehicle Property Damage (est. dollar damage) \$10,000		48. Total Number of Vehicle Occupants (including driver) 2			
49. Railroad Employees 0		50. Total Number of People on Train (include passengers and train crew) 2		51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No Code 2			
52. Passengers on Train 0		53a. Special Study Block Video Taken? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Video Used? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		53b. Special Study Block			
54. Narrative Description (Be specific, and continue on separate sheet if necessary) HIGHWAY USER'S ACTIONS: WENT AROUND THE GATE - MOVING.							
55. Typed Name and Title				56. Signature		57. Date	

NOTE: This report is part of the reporting railroad's accident report pursuant to the accident reports statute and, as such shall not "be admitted as evidence or used for any purpose in any suit or action for damages growing out of any matter mentioned in said report..." 49 U.S.C. 20903. See 49 C.F.R. 225.7 (b).

1. Name of Reporting Railroad Union Pacific Railroad Company [UP]				1a. Alphabetic Code UP		1b. Railroad Accident/Incident No. 0198RS055	
2. Name of Other Railroad or Other Entity Filing for Equipment Involved in Train Accident/Incident				2a. Alphabetic Code		2b. Railroad Accident/Incident No.	
3. Name of Railroad or Other Entity Responsible for Track Maintenance (single entry) Union Pacific Railroad Company [UP]				3a. Alphabetic Code UP		3b. Railroad Accident/Incident No. 0198RS055	
4. U.S. DOT Grade Crossing ID No. 752914A				5. Date of Accident/Incident month day year 0 1 0 5 1998		6. Time of Accident/Incident 2:40 AM <input type="checkbox"/> PM <input checked="" type="checkbox"/>	
7. Nearest Railroad Station LODI		8. Subdivision		9. County SAN JOAQUIN		10. State Abbr. CA Code 06	
11. City (if in a city) LODI		12. Highway Name or No. PUBLIC				Public <input checked="" type="checkbox"/> Private <input type="checkbox"/>	
Highway User Involved				Rail Equipment Involved			
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle A. Auto D. Pick-up truck G. School Bus K. Pedestrian Code B. Truck E. Van H. Motorcycle M. Other (specify) K				17. Equipment 1. Train (units pulling) 2. Train (units pushing) 3. Train (standing) 4. Car(s) (moving) 5. Car(s) (standing) 6. Light loco(s) (moving) 7. Light loco(s) (standing) 8. Other (specify) A. Train pulling- RCL B. Train pushing- RCL C. Train standing- RCL D. EMU Locomotive(s) E. DMU Locomotive(s) Code 1			
14. Vehicle Speed (est. mph at impact) I		15. Direction (geographical) 1. North 2. South 3. East 4. West Code 4		18. Position of Car Unit in Train 1			
16. Position 1. Stalled or stuck on crossing 2. Stopped on Crossing 3. Moving over crossing Code 3		4. Trapped on crossing by traffic 5. Blocked on crossing by gates		19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user Code 2			
20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code 4				20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code 4			
20c. State here the name and quantity of the hazardous material released, if any							
21. Temperature (specify if minus) 55 °F		22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark Code 2		23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow Code 1			
24. Type of Equipment Consist (single entry) 1. Freight Train 2. Passenger Train-Pulling 3. Commuter Train-Pulling 4. Work Train 5. Single Car 6. Cut of cars 7. Yard/Switching 8. Light loco(s) 9. Maint./inspect. car A. Spec. MoW Equip. B. Passenger Train-Pushing C. Commuter Train-Pushing D. EMU E. DMU Code 1				25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry 1		26. Track Number or Name EAST MAIN	
27. FRA Track Class (1-9,X) 4		28. Number of Locomotive Units 2		29. Number of Cars 45		30. Consist Speed (Recorded speed if available) R. Recorded E. Estimated 44 mph E	
31. Time Table Direction 1. North 3. East 2. South 4. West Code 3				32. Type of Crossing Warning 1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) 3. Standard FLS 6. Audible 9. Watchman 12. None Code(s) 01 06			
33. Signaled Crossing Warning (See reverse side for instructions and codes) Code 1				34. Roadway Conditions A. Dry B. Wet C. Snow/Slush D. Ice E. Sand, Mud, Dirt, Oil, Gravel F. Water (Standing, Moving) Code			
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach Code 1			36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown Code 2			37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown Code 1	
38. Highway User's Age 1. Male 2. Female Code		39. Highway User's Gender Code		40. Highway User Went Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown Code		41. Highway User 1. Went around the gate 2. Stopped and then proceeded 3. Did not stop 4. Stopped on crossing 5. Other (specify) 6. Went around/thru temporary barricade (if yes, see instructions) 7. Went thru the gate 8. Suicide/Attempted suicide Code	
42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown Code		43. View of Track Obscured by (primary obstruction) 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed Code 8					
Casualties to:		Killed		Injured		44. Driver was 1. Killed 2. Injured 3. Uninjured	
46. Highway-Rail Crossing Users 1 0		47. Highway Vehicle Property Damage (est. dollar damage) \$0		45. Was Driver in the Vehicle? 1. Yes 2. No			
49. Railroad Employees 0 0		50. Total Number of People on Train (include passengers and train crew) 2		48. Total Number of Vehicle Occupants (including driver) 1			
52. Passengers on Train 0 0		51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No Code 2					
53a. Special Study Block Video Taken? <input type="checkbox"/> Yes <input type="checkbox"/> No Video Used? <input type="checkbox"/> Yes <input type="checkbox"/> No				53b. Special Study Block			
54. Narrative Description (Be specific, and continue on separate sheet if necessary) 41. WALKED THROUGH GATES- STRUCK BY TRAIN.							
55. Typed Name and Title				56. Signature		57. Date	

1. Name of Reporting Railroad Southern Pacific Transportation Company [SP]				1a. Alphabetic Code SP		1b. Railroad Accident/Incident No. K0592	
2. Name of Other Railroad or Other Entity Filing for Equipment Involved in Train Accident/Incident				2a. Alphabetic Code		2b. Railroad Accident/Incident No.	
3. Name of Railroad or Other Entity Responsible for Track Maintenance (single entry) Southern Pacific Transportation Company [SP]				3a. Alphabetic Code SP		3b. Railroad Accident/Incident No. K0592	
4. U.S. DOT Grade Crossing ID No. 752914A				5. Date of Accident/Incident month day year 0 3 0 7 1992		6. Time of Accident/Incident 9:25 AM <input checked="" type="checkbox"/> PM <input type="checkbox"/>	
7. Nearest Railroad Station LODI		8. Subdivision		9. County SAN JOAQUIN		10. State Abbr. CA Code 06	
11. City (if in a city) LODI		12. Highway Name or No. PINE ST				Public <input checked="" type="checkbox"/> Private <input type="checkbox"/>	
Highway User Involved				Rail Equipment Involved			
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle A. Auto D. Pick-up truck G. School Bus K. Pedestrian Code B. Truck E. Van H. Motorcycle M. Other (specify) B				17. Equipment 1. Train (units pulling) 2. Train (units pushing) 3. Train (standing) 4. Car(s) (moving) 5. Car(s) (standing) 6. Light loco(s) (moving) 7. Light loco(s) (standing) 8. Other (specify) A. Train pulling- RCL B. Train pushing- RCL C. Train standing- RCL D. EMU Locomotive(s) E. DMU Locomotive(s) Code 1			
14. Vehicle Speed (est. mph at impact) 5		15. Direction (geographical) 1. North 2. South 3. East 4. West Code 3		18. Position of Car Unit in Train 1			
16. Position 1. Stalled or stuck on crossing 2. Stopped on Crossing 3. Moving over crossing 4. Trapped on crossing by traffic 5. Blocked on crossing by gates Code 3				19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user Code 1			
20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code 4				20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code			
20c. State here the name and quantity of the hazardous material released, if any							
21. Temperature (specify if minus) 60 °F		22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark Code 2		23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow Code 1			
24. Type of Equipment Consist (single entry) 1. Freight Train 2. Passenger Train-Pulling 3. Commuter Train-Pulling 4. Work Train 5. Single Car 6. Cut of cars 7. Yard/Switching 8. Light loco(s) 9. Maint./inspect. car A. Spec. MoW Equip. B. Passenger Train-Pushing C. Commuter Train-Pushing D. EMU E. DMU Code 1				25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry Code 2		26. Track Number or Name 201	
27. FRA Track Class (1-9,X) 1		28. Number of Locomotive Units 1		29. Number of Cars 1		30. Consist Speed (Recorded speed if available) R. Recorded E. Estimated 2 mph Code E	
31. Time Table Direction 1. North 2. South 3. East 4. West Code 3				32. Type of Crossing Warning 1. Gates 2. Cantilever FLS 3. Standard FLS 4. Wig wags 5. Hwy. traffic signals 6. Audible 7. Crossbucks 8. Stop signs 9. Watchman 10. Flagged by crew 11. Other (specify) 12. None Code(s) 01			
33. Signaled Crossing Warning (See reverse side for instructions and codes) Code 1				34. Roadway Conditions A. Dry B. Wet C. Snow/Slush D. Ice E. Sand, Mud, Dirt, Oil, Gravel F. Water (Standing, Moving) Code			
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach Code 1			36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown Code 1			37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown Code 2	
38. Highway User's Age 1. Male 2. Female Code		39. Highway User's Gender Code		40. Highway User Went Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown Code 2		41. Highway User 1. Went around the gate 2. Stopped and then proceeded 3. Did not stop 4. Stopped on crossing 5. Other (specify) 6. Went around/thru temporary barricade (if yes, see instructions) 7. Went thru the gate 8. Suicide/Attempted suicide Code 1	
42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown Code 2		43. View of Track Obscured by (primary obstruction) 1. Permanent Structure 2. Standing railroad equipment 3. Passing Train 4. Topography 5. Vegetation 6. Highway Vehicles 7. Other (specify) 8. Not Obstructed Code 8					
Casualties to:		Killed		Injured		44. Driver was 1. Killed 2. Injured 3. Uninjured Code 3	
45. Was Driver in the Vehicle? 1. Yes 2. No Code 1		46. Highway-Rail Crossing Users 0		47. Highway Vehicle Property Damage (est. dollar damage) \$1,000		48. Total Number of Vehicle Occupants (including driver) 1	
49. Railroad Employees 0		50. Total Number of People on Train (include passengers and train crew) 0		51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No Code 2			
52. Passengers on Train 0		53a. Special Study Block Video Taken? <input type="checkbox"/> Yes <input type="checkbox"/> No Video Used? <input type="checkbox"/> Yes <input type="checkbox"/> No					
53b. Special Study Block		54. Narrative Description (Be specific, and continue on separate sheet if necessary)					
55. Typed Name and Title				56. Signature		57. Date	

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1. Name of Reporting Railroad Southern Pacific Transportation Company [SP]				1a. Alphabetic Code SP		1b. Railroad Accident/Incident No. 74050	
2. Name of Other Railroad or Other Entity Filing for Equipment Involved in Train Accident/Incident				2a. Alphabetic Code		2b. Railroad Accident/Incident No.	
3. Name of Railroad or Other Entity Responsible for Track Maintenance (single entry) Southern Pacific Transportation Company [SP]				3a. Alphabetic Code SP		3b. Railroad Accident/Incident No. 74050	
4. U.S. DOT Grade Crossing ID No. 752914A				5. Date of Accident/Incident month day year 1 2 2 0 1980		6. Time of Accident/Incident 1:05 AM <input type="checkbox"/> PM <input checked="" type="checkbox"/>	
7. Nearest Railroad Station LODI		8. Subdivision		9. County SAN JOAQUIN		10. State Abbr. CA Code 06	
11. City (if in a city) LODI		12. Highway Name or No. PINE ST				Public <input checked="" type="checkbox"/> Private <input type="checkbox"/>	
Highway User Involved				Rail Equipment Involved			
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle A. Auto D. Pick-up truck G. School Bus K. Pedestrian Code B. Truck E. Van H. Motorcycle M. Other (specify) A				17. Equipment 1. Train (units pulling) 2. Train (units pushing) 3. Train (standing) 4. Car(s) (moving) 5. Car(s) (standing) 6. Light loco(s) (moving) 7. Light loco(s) (standing) 8. Other (specify) A. Train pulling- RCL B. Train pushing- RCL C. Train standing- RCL D. EMU Locomotive(s) E. DMU Locomotive(s) Code 1			
14. Vehicle Speed (est. mph at impact) 20		15. Direction (geographical) 1. North 2. South 3. East 4. West Code 4		18. Position of Car Unit in Train 1			
16. Position 1. Stalled or stuck on crossing 2. Stopped on Crossing 3. Moving over crossing 4. Trapped on crossing by traffic 5. Blocked on crossing by gates Code 3				19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user Code 1			
20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code 4				20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code			
20c. State here the name and quantity of the hazardous material released, if any							
21. Temperature (specify if minus) 60 °F		22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark Code 2		23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow Code 1			
24. Type of Equipment Consist (single entry) 1. Freight Train 2. Passenger Train-Pulling 3. Commuter Train-Pulling 4. Work Train 5. Single Car 6. Cut of cars 7. Yard/Switching 8. Light loco(s) 9. Maint./inspect. car A. Spec. MoW Equip. B. Passenger Train-Pushing C. Commuter Train-Pushing D. EMU E. DMU Code 1				25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry 1		26. Track Number or Name MAIN LINE	
27. FRA Track Class (1-9,X) 3		28. Number of Locomotive Units 2		29. Number of Cars 129		30. Consist Speed (Recorded speed if available) R. Recorded E. Estimated 30 mph E	
31. Time Table Direction 1. North 2. South 3. East 4. West Code 3				32. Type of Crossing Warning 1. Gates 2. Cantilever FLS 3. Standard FLS 4. Wig wags 5. Hwy. traffic signals 6. Audible 7. Crossbucks 8. Stop signs 9. Watchman 10. Flagged by crew 11. Other (specify) 12. None Code(s) 04 07			
33. Signaled Crossing Warning (See reverse side for instructions and codes) Code 1				34. Roadway Conditions A. Dry B. Wet C. Snow/Slush D. Ice E. Sand, Mud, Dirt, Oil, Gravel F. Water (Standing, Moving) Code			
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach Code 1			36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown Code 2			37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown Code 1	
38. Highway User's Age 1. Male 2. Female Code		39. Highway User's Gender Code		40. Highway User Went Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown Code 2		41. Highway User 1. Went around the gate 2. Stopped and then proceeded 3. Did not stop 4. Stopped on crossing 5. Other (specify) 6. Went around/thru temporary barricade (if yes, see instructions) 7. Went thru the gate 8. Suicide/Attempted suicide Code 3	
42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown Code 2		43. View of Track Obscured by (primary obstruction) 1. Permanent Structure 2. Standing railroad equipment 3. Passing Train 4. Topography 5. Vegetation 6. Highway Vehicles 7. Other (specify) 8. Not Obstructed Code 2					
Casualties to:		Killed		Injured		44. Driver was 1. Killed 2. Injured 3. Uninjured 2	
45. Was Driver in the Vehicle? 1. Yes 2. No Code 1		46. Highway-Rail Crossing Users 1 1		47. Highway Vehicle Property Damage (est. dollar damage) \$3,500		48. Total Number of Vehicle Occupants (including driver) 2	
49. Railroad Employees 0 0		50. Total Number of People on Train (include passengers and train crew)		51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No Code 2			
52. Passengers on Train 0 0		53a. Special Study Block Video Taken? <input type="checkbox"/> Yes <input type="checkbox"/> No Video Used? <input type="checkbox"/> Yes <input type="checkbox"/> No		53b. Special Study Block			
54. Narrative Description (Be specific, and continue on separate sheet if necessary)							
55. Typed Name and Title				56. Signature		57. Date	

NOTE: This report is part of the reporting railroad's accident report pursuant to the accident reports statute and, as such shall not "be admitted as evidence or used for any purpose in any suit or action for damages growing out of any matter mentioned in said report..." 49 U.S.C. 20903. See 49 C.F.R. 225.7 (b).

1. Name of Reporting Railroad Southern Pacific Transportation Company [SP]				1a. Alphabetic Code SP		1b. Railroad Accident/Incident No. 59580	
2. Name of Other Railroad or Other Entity Filing for Equipment Involved in Train Accident/Incident				2a. Alphabetic Code		2b. Railroad Accident/Incident No.	
3. Name of Railroad or Other Entity Responsible for Track Maintenance (single entry) Southern Pacific Transportation Company [SP]				3a. Alphabetic Code SP		3b. Railroad Accident/Incident No. 59580	
4. U.S. DOT Grade Crossing ID No. 752914A				5. Date of Accident/Incident month day year 0 5 2 3 1980		6. Time of Accident/Incident 11:50 AM <input type="checkbox"/> PM <input checked="" type="checkbox"/>	
7. Nearest Railroad Station LODI		8. Subdivision		9. County SAN JOAQUIN		10. State Abbr. CA Code 06	
11. City (if in a city) LODI		12. Highway Name or No. PINE ST				Public <input checked="" type="checkbox"/> Private <input type="checkbox"/>	
Highway User Involved				Rail Equipment Involved			
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle A. Auto D. Pick-up truck G. School Bus K. Pedestrian Code B. Truck E. Van H. Motorcycle M. Other (specify) A				17. Equipment 1. Train (units pulling) 2. Train (units pushing) 3. Train (standing) 4. Car(s) (moving) 5. Car(s) (standing) 6. Light loco(s) (moving) 7. Light loco(s) (standing) 8. Other (specify) A. Train pulling- RCL B. Train pushing- RCL C. Train standing- RCL D. EMU Locomotive(s) E. DMU Locomotive(s) Code 6			
14. Vehicle Speed (est. mph at impact) 10		15. Direction (geographical) 1. North 2. South 3. East 4. West Code 3		18. Position of Car Unit in Train 1			
16. Position 1. Stalled or stuck on crossing 2. Stopped on Crossing 3. Moving over crossing 4. Trapped on crossing by traffic 5. Blocked on crossing by gates Code 3				19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user Code 1			
20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code 4				20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code			
20c. State here the name and quantity of the hazardous material released, if any							
21. Temperature (specify if minus) 50 °F		22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark Code 4		23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow Code 1			
24. Type of Equipment Consist (single entry) 1. Freight Train 2. Passenger Train-Pulling 3. Commuter Train-Pulling 4. Work Train 5. Single Car 6. Cut of cars 7. Yard/Switching 8. Light loco(s) 9. Maint./inspect. car A. Spec. MoW Equip. B. Passenger Train-Pushing C. Commuter Train-Pushing D. EMU E. DMU Code 8				25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry Code 2		26. Track Number or Name TRACK THREE	
27. FRA Track Class (1-9,X) 1		28. Number of Locomotive Units 4		29. Number of Cars 0		30. Consist Speed (Recorded speed if available) R. Recorded E. Estimated 8 mph Code E	
31. Time Table Direction 1. North 2. South 3. East 4. West Code 3				32. Type of Crossing Warning 1. Gates 2. Cantilever FLS 3. Standard FLS 4. Wig wags 5. Hwy. traffic signals 6. Audible 7. Crossbucks 8. Stop signs 9. Watchman 10. Flagged by crew 11. Other (specify) 12. None Code(s) 04 07 10			
33. Signaled Crossing Warning (See reverse side for instructions and codes) Code 4				34. Roadway Conditions A. Dry B. Wet C. Snow/Slush D. Ice E. Sand, Mud, Dirt, Oil, Gravel F. Water (Standing, Moving) Code			
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach Code 1			36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown Code 2			37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown Code 1	
38. Highway User's Age 1. Male 2. Female Code		39. Highway User's Gender Code		40. Highway User Went Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown Code 2		41. Highway User 1. Went around the gate 2. Stopped and then proceeded 3. Did not stop 4. Stopped on crossing 5. Other (specify) 6. Went around/thru temporary barricade (if yes, see instructions) 7. Went thru the gate 8. Suicide/Attempted suicide Code 3	
42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown Code 2		43. View of Track Obscured by (primary obstruction) 1. Permanent Structure 2. Standing railroad equipment 3. Passing Train 4. Topography 5. Vegetation 6. Highway Vehicles 7. Other (specify) 8. Not Obstructed Code 8					
Casualties to:		Killed		Injured		44. Driver was 1. Killed 2. Injured 3. Uninjured Code 3	
45. Was Driver in the Vehicle? 1. Yes 2. No Code 1		46. Highway-Rail Crossing Users 0 0		47. Highway Vehicle Property Damage (est. dollar damage) \$700		48. Total Number of Vehicle Occupants (including driver) 1	
49. Railroad Employees 0 0		50. Total Number of People on Train (include passengers and train crew)		51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No Code 2			
52. Passengers on Train 0 0		53a. Special Study Block Video Taken? <input type="checkbox"/> Yes <input type="checkbox"/> No Video Used? <input type="checkbox"/> Yes <input type="checkbox"/> No		53b. Special Study Block			
54. Narrative Description (Be specific, and continue on separate sheet if necessary)							
55. Typed Name and Title				56. Signature		57. Date	

NOTE: This report is part of the reporting railroad's accident report pursuant to the accident reports statute and, as such shall not "be admitted as evidence or used for any purpose in any suit or action for damages growing out of any matter mentioned in said report..." 49 U.S.C. 20903. See 49 C.F.R. 225.7 (b).

1. Name of Reporting Railroad Southern Pacific Transportation Company [SP]				1a. Alphabetic Code SP		1b. Railroad Accident/Incident No. R3299	
2. Name of Other Railroad or Other Entity Filing for Equipment Involved in Train Accident/Incident				2a. Alphabetic Code		2b. Railroad Accident/Incident No.	
3. Name of Railroad or Other Entity Responsible for Track Maintenance (single entry) Southern Pacific Transportation Company [SP]				3a. Alphabetic Code SP		3b. Railroad Accident/Incident No. R3299	
4. U.S. DOT Grade Crossing ID No. 752914A				5. Date of Accident/Incident month day year 0 9 1 9 1979		6. Time of Accident/Incident 8:20 AM <input checked="" type="checkbox"/> PM <input type="checkbox"/>	
7. Nearest Railroad Station LODI		8. Subdivision		9. County SAN JOAQUIN		10. State Abbr. CA Code 06	
11. City (if in a city) LODI		12. Highway Name or No. PINE ST				Public <input checked="" type="checkbox"/> Private <input type="checkbox"/>	
Highway User Involved				Rail Equipment Involved			
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle A. Auto D. Pick-up truck G. School Bus K. Pedestrian Code B. Truck E. Van H. Motorcycle M. Other (specify) A				17. Equipment 1. Train (units pulling) 2. Train (units pushing) 3. Train (standing) 4. Car(s) (moving) 5. Car(s) (standing) 6. Light loco(s) (moving) 7. Light loco(s) (standing) 8. Other (specify) A. Train pulling- RCL B. Train pushing- RCL C. Train standing- RCL D. EMU Locomotive(s) E. DMU Locomotive(s) Code 1			
14. Vehicle Speed (est. mph at impact) 10		15. Direction (geographical) 1. North 2. South 3. East 4. West Code 1		18. Position of Car Unit in Train 1			
16. Position 1. Stalled or stuck on crossing 2. Stopped on Crossing 3. Moving over crossing 4. Trapped on crossing by traffic 5. Blocked on crossing by gates Code 3				19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user Code 1			
20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code 4				20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code			
20c. State here the name and quantity of the hazardous material released, if any							
21. Temperature (specify if minus) 70 °F		22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark Code 2		23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow Code 1			
24. Type of Equipment Consist (single entry) 1. Freight Train 2. Passenger Train-Pulling 3. Commuter Train-Pulling 4. Work Train 5. Single Car 6. Cut of cars 7. Yard/Switching 8. Light loco(s) 9. Maint./inspect. car A. Spec. MoW Equip. B. Passenger Train-Pushing C. Commuter Train-Pushing D. EMU E. DMU Code 1				25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry 1		26. Track Number or Name MAIN TRACK	
27. FRA Track Class (1-9,X) 5		28. Number of Locomotive Units 2		29. Number of Cars 64		30. Consist Speed (Recorded speed if available) R. Recorded E. Estimated 30 mph E	
31. Time Table Direction 1. North 2. South 3. East 4. West Code 3				32. Type of Crossing Warning 1. Gates 2. Cantilever FLS 3. Standard FLS 4. Wig wags 5. Hwy. traffic signals 6. Audible 7. Crossbucks 8. Stop signs 9. Watchman 10. Flagged by crew 11. Other (specify) 12. None Code(s) 04 05			
33. Signaled Crossing Warning (See reverse side for instructions and codes) Code 1				34. Roadway Conditions A. Dry B. Wet C. Snow/Slush D. Ice E. Sand, Mud, Dirt, Oil, Gravel F. Water (Standing, Moving) Code			
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach Code 1			36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown Code 1			37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown Code 2	
38. Highway User's Age 1. Male 2. Female Code		39. Highway User's Gender Code		40. Highway User Went Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown Code 2		41. Highway User 1. Went around the gate 2. Stopped and then proceeded 3. Did not stop 4. Stopped on crossing 5. Other (specify) 6. Went around/thru temporary barricade (if yes, see instructions) 7. Went thru the gate 8. Suicide/Attempted suicide Code 3	
42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown Code 2		43. View of Track Obscured by (primary obstruction) 1. Permanent Structure 2. Standing railroad equipment 3. Passing Train 4. Topography 5. Vegetation 6. Highway Vehicles 7. Other (specify) 8. Not Obstructed Code 8					
Casualties to:		Killed		Injured		44. Driver was 1. Killed 2. Injured 3. Uninjured 2	
45. Was Driver in the Vehicle? 1. Yes 2. No Code 1		46. Highway-Rail Crossing Users 0 1		47. Highway Vehicle Property Damage (est. dollar damage) \$500		48. Total Number of Vehicle Occupants (including driver) 1	
49. Railroad Employees 0		50. Total Number of People on Train (include passengers and train crew) 0		51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No Code 2			
52. Passengers on Train 0		53a. Special Study Block Video Taken? <input type="checkbox"/> Yes <input type="checkbox"/> No Video Used? <input type="checkbox"/> Yes <input type="checkbox"/> No					
53b. Special Study Block		54. Narrative Description (Be specific, and continue on separate sheet if necessary)					
55. Typed Name and Title				56. Signature		57. Date	

NOTE: This report is part of the reporting railroad's accident report pursuant to the accident reports statute and, as such shall not "be admitted as evidence or used for any purpose in any suit or action for damages growing out of any matter mentioned in said report..." 49 U.S.C. 20903. See 49 C.F.R. 225.7 (b).

1. Name of Reporting Railroad Southern Pacific Transportation Company [SP]				1a. Alphabetic Code SP		1b. Railroad Accident/Incident No. 45589	
2. Name of Other Railroad or Other Entity Filing for Equipment Involved in Train Accident/Incident				2a. Alphabetic Code		2b. Railroad Accident/Incident No.	
3. Name of Railroad or Other Entity Responsible for Track Maintenance (single entry) Southern Pacific Transportation Company [SP]				3a. Alphabetic Code SP		3b. Railroad Accident/Incident No. 45589	
4. U.S. DOT Grade Crossing ID No. 752914A				5. Date of Accident/Incident month day year 0 2 0 1 1979		6. Time of Accident/Incident 10:00 AM <input type="checkbox"/> PM <input checked="" type="checkbox"/>	
7. Nearest Railroad Station LODI		8. Subdivision		9. County SAN JOAQUIN		10. State Abbr. CA Code 06	
11. City (if in a city) LODI		12. Highway Name or No. PINE ST				Public <input checked="" type="checkbox"/> Private <input type="checkbox"/>	
Highway User Involved				Rail Equipment Involved			
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle A. Auto D. Pick-up truck G. School Bus K. Pedestrian Code B. Truck E. Van H. Motorcycle M. Other (specify) A				17. Equipment 1. Train (units pulling) 2. Train (units pushing) 3. Train (standing) 4. Car(s) (moving) 5. Car(s) (standing) 6. Light loco(s) (moving) 7. Light loco(s) (standing) 8. Other (specify) A. Train pulling- RCL B. Train pushing- RCL C. Train standing- RCL D. EMU Locomotive(s) E. DMU Locomotive(s) Code 3			
14. Vehicle Speed (est. mph at impact) 20		15. Direction (geographical) 1. North 2. South 3. East 4. West Code 4		18. Position of Car Unit in Train 6			
16. Position 1. Stalled or stuck on crossing 2. Stopped on Crossing 3. Moving over crossing 4. Trapped on crossing by traffic 5. Blocked on crossing by gates Code 3				19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user Code 2			
20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code 4				20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code			
20c. State here the name and quantity of the hazardous material released, if any							
21. Temperature (specify if minus) 40 °F		22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark Code 4		23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow Code 1			
24. Type of Equipment Consist (single entry) 1. Freight Train 2. Passenger Train-Pulling 3. Commuter Train-Pulling 4. Work Train 5. Single Car 6. Cut of cars 7. Yard/Switching 8. Light loco(s) 9. Maint./inspect. car A. Spec. MoW Equip. B. Passenger Train-Pushing C. Commuter Train-Pushing D. EMU E. DMU Code 1				25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry Code 2		26. Track Number or Name YARD TRACK 1	
27. FRA Track Class (1-9,X) 1		28. Number of Locomotive Units 2		29. Number of Cars 97		30. Consist Speed (Recorded speed if available) R. Recorded E. Estimated 0 mph Code E	
31. Time Table Direction 1. North 2. South 3. East 4. West Code 3				32. Type of Crossing Warning 1. Gates 2. Cantilever FLS 3. Standard FLS 4. Wig wags 5. Hwy. traffic signals 6. Audible 7. Crossbucks 8. Stop signs 9. Watchman 10. Flagged by crew 11. Other (specify) 12. None Code(s) 04			
33. Signaled Crossing Warning (See reverse side for instructions and codes) Code 1				34. Roadway Conditions A. Dry B. Wet C. Snow/Slush D. Ice E. Sand, Mud, Dirt, Oil, Gravel F. Water (Standing, Moving) Code			
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach Code 2				36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown Code 3		37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown Code 1	
38. Highway User's Age 1. Male 2. Female Code		39. Highway User's Gender Code		40. Highway User Went Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown Code 2		41. Highway User 1. Went around the gate 2. Stopped and then proceeded 3. Did not stop 4. Stopped on crossing 5. Other (specify) 6. Went around/thru temporary barricade (if yes, see instructions) 7. Went thru the gate 8. Suicide/Attempted suicide Code 3	
42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown Code 2				43. View of Track Obscured by (primary obstruction) 1. Permanent Structure 2. Standing railroad equipment 3. Passing Train 4. Topography 5. Vegetation 6. Highway Vehicles 7. Other (specify) 8. Not Obstructed Code 8			
Casualties to:		Killed		Injured		44. Driver was 1. Killed 2. Injured 3. Uninjured Code 3	
46. Highway-Rail Crossing Users 0		0		47. Highway Vehicle Property Damage (est. dollar damage) \$500		45. Was Driver in the Vehicle? 1. Yes 2. No Code 1	
49. Railroad Employees 0		0		50. Total Number of People on Train (include passengers and train crew)		48. Total Number of Vehicle Occupants (including driver) 1	
52. Passengers on Train 0		0		51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No Code 2			
53a. Special Study Block Video Taken? <input type="checkbox"/> Yes <input type="checkbox"/> No Video Used? <input type="checkbox"/> Yes <input type="checkbox"/> No				53b. Special Study Block			
54. Narrative Description (Be specific, and continue on separate sheet if necessary)							
55. Typed Name and Title				56. Signature		57. Date	

NOTE: This report is part of the reporting railroad's accident report pursuant to the accident reports statute and, as such shall not "be admitted as evidence or used for any purpose in any suit or action for damages growing out of any matter mentioned in said report..." 49 U.S.C. 20903. See 49 C.F.R. 225.7 (b).

1. Name of Reporting Railroad Southern Pacific Transportation Company [SP]				1a. Alphabetic Code SP		1b. Railroad Accident/Incident No. R0068	
2. Name of Other Railroad or Other Entity Filing for Equipment Involved in Train Accident/Incident				2a. Alphabetic Code		2b. Railroad Accident/Incident No.	
3. Name of Railroad or Other Entity Responsible for Track Maintenance (single entry) Southern Pacific Transportation Company [SP]				3a. Alphabetic Code SP		3b. Railroad Accident/Incident No. R0068	
4. U.S. DOT Grade Crossing ID No. 752914A				5. Date of Accident/Incident month day year 1 2 1 3 1978		6. Time of Accident/Incident 9:25 AM <input checked="" type="checkbox"/> PM <input type="checkbox"/>	
7. Nearest Railroad Station LODI		8. Subdivision		9. County SAN JOAQUIN		10. State Abbr. CA Code 06	
11. City (if in a city) LODI		12. Highway Name or No. PINE ST				Public <input checked="" type="checkbox"/> Private <input type="checkbox"/>	
Highway User Involved				Rail Equipment Involved			
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle A. Auto D. Pick-up truck G. School Bus K. Pedestrian Code B. Truck E. Van H. Motorcycle M. Other (specify) K				17. Equipment 1. Train (units pulling) 2. Train (units pushing) 3. Train (standing) 4. Car(s) (moving) 5. Car(s) (standing) 6. Light loco(s) (moving) 7. Light loco(s) (standing) 8. Other (specify) A. Train pulling- RCL B. Train pushing- RCL C. Train standing- RCL D. EMU Locomotive(s) E. DMU Locomotive(s) Code 1			
14. Vehicle Speed (est. mph at impact)		15. Direction (geographical) 1. North 2. South 3. East 4. West Code		18. Position of Car Unit in Train 1			
16. Position 1. Stalled or stuck on crossing 2. Stopped on Crossing 3. Moving over crossing 4. Trapped on crossing by traffic 5. Blocked on crossing by gates Code 3				19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user Code 1			
20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code 4				20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code			
20c. State here the name and quantity of the hazardous material released, if any							
21. Temperature (specify if minus) 60 °F		22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark Code 2		23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow Code 1			
24. Type of Equipment Consist (single entry) 1. Freight Train 2. Passenger Train-Pulling 3. Commuter Train-Pulling 4. Work Train 5. Single Car 6. Cut of cars 7. Yard/Switching 8. Light loco(s) 9. Maint./inspect. car A. Spec. MoW Equip. B. Passenger Train-Pushing C. Commuter Train-Pushing D. EMU E. DMU Code 1				25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry 1		26. Track Number or Name MAIN LINE	
27. FRA Track Class (1-9,X) 5		28. Number of Locomotive Units 2		29. Number of Cars 83		30. Consist Speed (Recorded speed if available) R. Recorded E. Estimated 30 mph E	
31. Time Table Direction 1. North 2. South 3. East 4. West Code 4				32. Type of Crossing Warning 1. Gates 2. Cantilever FLS 3. Standard FLS 4. Wig wags 5. Hwy. traffic signals 6. Audible 7. Crossbucks 8. Stop signs 9. Watchman 10. Flagged by crew 11. Other (specify) 12. None Code(s) 04			
33. Signaled Crossing Warning (See reverse side for instructions and codes) Code 1				34. Roadway Conditions A. Dry B. Wet C. Snow/Slush D. Ice E. Sand, Mud, Dirt, Oil, Gravel F. Water (Standing, Moving) Code			
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach Code			36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown Code 2			37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown Code 2	
38. Highway User's Age 1. Male 2. Female Code		39. Highway User's Gender Code		40. Highway User Went Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown Code		41. Highway User 1. Went around the gate 2. Stopped and then proceeded 3. Did not stop 4. Stopped on crossing 5. Other (specify) 6. Went around/thru temporary barricade (if yes, see instructions) 7. Went thru the gate 8. Suicide/Attempted suicide Code	
42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown Code		43. View of Track Obscured by (primary obstruction) 1. Permanent Structure 2. Standing railroad equipment 3. Passing Train 4. Topography 5. Vegetation 6. Highway Vehicles 7. Other (specify) 8. Not Obstructed Code 8					
Casualties to:		Killed		Injured		44. Driver was 1. Killed 2. Injured 3. Uninjured	
46. Highway-Rail Crossing Users 1		0		47. Highway Vehicle Property Damage (est. dollar damage) \$0		45. Was Driver in the Vehicle? 1. Yes 2. No Code	
49. Railroad Employees 0		0		50. Total Number of People on Train (include passengers and train crew)		48. Total Number of Vehicle Occupants (including driver) 0	
52. Passengers on Train 0		0		51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No Code 2			
53a. Special Study Block Video Taken? <input type="checkbox"/> Yes <input type="checkbox"/> No Video Used? <input type="checkbox"/> Yes <input type="checkbox"/> No				53b. Special Study Block			
54. Narrative Description (Be specific, and continue on separate sheet if necessary)							
55. Typed Name and Title				56. Signature		57. Date	

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1. Name of Reporting Railroad Southern Pacific Transportation Company [SP]				1a. Alphabetic Code SP		1b. Railroad Accident/Incident No. 47388	
2. Name of Other Railroad or Other Entity Filing for Equipment Involved in Train Accident/Incident				2a. Alphabetic Code		2b. Railroad Accident/Incident No.	
3. Name of Railroad or Other Entity Responsible for Track Maintenance (single entry) Southern Pacific Transportation Company [SP]				3a. Alphabetic Code SP		3b. Railroad Accident/Incident No. 47388	
4. U.S. DOT Grade Crossing ID No. 752914A				5. Date of Accident/Incident month day year 0 4 0 2 1978		6. Time of Accident/Incident 2:15 AM <input checked="" type="checkbox"/> PM <input type="checkbox"/>	
7. Nearest Railroad Station LODI		8. Subdivision		9. County SAN JOAQUIN		10. State Abbr. CA Code 06	
11. City (if in a city) LODI		12. Highway Name or No. E PINE ST				Public <input checked="" type="checkbox"/> Private <input type="checkbox"/>	
Highway User Involved				Rail Equipment Involved			
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle A. Auto D. Pick-up truck G. School Bus K. Pedestrian Code B. Truck E. Van H. Motorcycle M. Other (specify) A				17. Equipment 1. Train (units pulling) 2. Train (units pushing) 3. Train (standing) 4. Car(s) (moving) 5. Car(s) (standing) 6. Light loco(s) (moving) 7. Light loco(s) (standing) 8. Other (specify) A. Train pulling- RCL B. Train pushing- RCL C. Train standing- RCL D. EMU Locomotive(s) E. DMU Locomotive(s) Code 1			
14. Vehicle Speed (est. mph at impact) 10		15. Direction (geographical) 1. North 2. South 3. East 4. West Code 4		18. Position of Car Unit in Train 1			
16. Position 1. Stalled or stuck on crossing 2. Stopped on Crossing 3. Moving over crossing Code 3		4. Trapped on crossing by traffic 5. Blocked on crossing by gates		19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user Code 1			
20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code 4				20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code			
20c. State here the name and quantity of the hazardous material released, if any							
21. Temperature (specify if minus) 55 °F		22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark Code 4		23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow Code 1			
24. Type of Equipment Consist (single entry) 1. Freight Train 2. Passenger Train-Pulling 3. Commuter Train-Pulling 4. Work Train 5. Single Car 6. Cut of cars 7. Yard/Switching 8. Light loco(s) 9. Maint./inspect. car A. Spec. MoW Equip. B. Passenger Train-Pushing C. Commuter Train-Pushing D. EMU E. DMU Code 1				25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry Code 1		26. Track Number or Name MAIN LINE	
27. FRA Track Class (1-9,X) 5		28. Number of Locomotive Units 2		29. Number of Cars 14		30. Consist Speed (Recorded speed if available) R. Recorded E. Estimated 10 mph Code E	
31. Time Table Direction 1. North 2. South 3. East 4. West Code 4				32. Type of Crossing Warning 1. Gates 2. Cantilever FLS 3. Standard FLS 4. Wig wags 5. Hwy. traffic signals 6. Audible 7. Crossbucks 8. Stop signs 9. Watchman 10. Flagged by crew 11. Other (specify) 12. None Code(s) 03 06			
33. Signaled Crossing Warning (See reverse side for instructions and codes) Code 1				34. Roadway Conditions A. Dry B. Wet C. Snow/Slush D. Ice E. Sand, Mud, Dirt, Oil, Gravel F. Water (Standing, Moving) Code			
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach Code 1			36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown Code 2			37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown Code 1	
38. Highway User's Age 1. Male 2. Female Code		39. Highway User's Gender 1. Male 2. Female Code		40. Highway User Went Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown Code 2		41. Highway User 1. Went around the gate 2. Stopped and then proceeded 3. Did not stop 4. Stopped on crossing 5. Other (specify) 6. Went around/thru temporary barricade (if yes, see instructions) 7. Went thru the gate 8. Suicide/Attempted suicide Code 3	
42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown Code 2		43. View of Track Obscured by (primary obstruction) 1. Permanent Structure 2. Standing railroad equipment 3. Passing Train 4. Topography 5. Vegetation 6. Highway Vehicles 7. Other (specify) 8. Not Obstructed Code 5					
Casualties to:		Killed		Injured		44. Driver was 1. Killed 2. Injured 3. Uninjured Code 3	
46. Highway-Rail Crossing Users 0		0		47. Highway Vehicle Property Damage (est. dollar damage) \$1,000		45. Was Driver in the Vehicle? 1. Yes 2. No Code 1	
49. Railroad Employees 0		0		50. Total Number of People on Train (include passengers and train crew)		48. Total Number of Vehicle Occupants (including driver) 2	
52. Passengers on Train 0		0		51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No Code 2			
53a. Special Study Block Video Taken? <input type="checkbox"/> Yes <input type="checkbox"/> No Video Used? <input type="checkbox"/> Yes <input type="checkbox"/> No				53b. Special Study Block			
54. Narrative Description (Be specific, and continue on separate sheet if necessary)							
55. Typed Name and Title				56. Signature		57. Date	

NOTE: This report is part of the reporting railroad's accident report pursuant to the accident reports statute and, as such shall not "be admitted as evidence or used for any purpose in any suit or action for damages growing out of any matter mentioned in said report..." 49 U.S.C. 20903. See 49 C.F.R. 225.7 (b).

1. Name of Reporting Railroad Southern Pacific Transportation Company [SP]				1a. Alphabetic Code SP		1b. Railroad Accident/Incident No. 52837	
2. Name of Other Railroad or Other Entity Filing for Equipment Involved in Train Accident/Incident				2a. Alphabetic Code		2b. Railroad Accident/Incident No.	
3. Name of Railroad or Other Entity Responsible for Track Maintenance (single entry) Southern Pacific Transportation Company [SP]				3a. Alphabetic Code SP		3b. Railroad Accident/Incident No. 52837	
4. U.S. DOT Grade Crossing ID No. 752914A				5. Date of Accident/Incident month day year 0 9 2 6 1977		6. Time of Accident/Incident 1:55 AM <input type="checkbox"/> PM <input checked="" type="checkbox"/>	
7. Nearest Railroad Station LODI		8. Subdivision		9. County SAN JOAQUIN		10. State Abbr. CA Code 06	
11. City (if in a city) LODI		12. Highway Name or No. PINE ST				Public <input checked="" type="checkbox"/> Private <input type="checkbox"/>	
Highway User Involved				Rail Equipment Involved			
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle A. Auto D. Pick-up truck G. School Bus K. Pedestrian Code B. Truck E. Van H. Motorcycle M. Other (specify) K				17. Equipment 1. Train (units pulling) 2. Train (units pushing) 3. Train (standing) 4. Car(s) (moving) 5. Car(s) (standing) 6. Light loco(s) (moving) 7. Light loco(s) (standing) 8. Other (specify) A. Train pulling- RCL B. Train pushing- RCL C. Train standing- RCL D. EMU Locomotive(s) E. DMU Locomotive(s) Code 1			
14. Vehicle Speed (est. mph at impact)		15. Direction (geographical) 1. North 2. South 3. East 4. West Code		18. Position of Car Unit in Train 12			
16. Position 1. Stalled or stuck on crossing 4. Trapped on crossing by traffic 2. Stopped on Crossing 5. Blocked on crossing by gates 3. Moving over crossing Code				19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user Code 1			
20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code 4				20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code			
20c. State here the name and quantity of the hazardous material released, if any							
21. Temperature (specify if minus) 76 °F		22. Visibility (single entry) Code 2 1. Dawn 2. Day 3. Dusk 4. Dark		23. Weather (single entry) Code 1 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow			
24. Type of Equipment Consist (single entry) 1. Freight Train 5. Single Car 9. Maint./inspect. car D. EMU 2. Passenger Train-Pulling 6. Cut of cars A. Spec. MoW Equip. E. DMU 3. Commuter Train-Pulling 7. Yard/Switching B. Passenger Train-Pushing Code 4. Work Train 8. Light loco(s) C. Commuter Train-Pushing 1				25. Track Type Used by Rail Equipment Involved Code 2 1. Main 2. Yard 3. Siding 4. Industry		26. Track Number or Name OLD PASS	
27. FRA Track Class (1-9,X) 1		28. Number of Locomotive Units 3		29. Number of Cars 21		30. Consist Speed (Recorded speed if available) Code E R. Recorded 2 mph E. Estimated	
31. Time Table Direction Code 3 1. North 3. East 2. South 4. West				32. Type of Crossing Warning Code(s) 04 07 1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) 3. Standard FLS 6. Audible 9. Watchman 12. None			
33. Signaled Crossing Warning Code 1 (See reverse side for instructions and codes)				34. Roadway Conditions Code A. Dry B. Wet C. Snow/Slush D. Ice E. Sand, Mud, Dirt, Oil, Gravel F. Water (Standing, Moving)			
35. Location of Warning Code 1 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach			36. Crossing Warning Interconnected with Highway Signals Code 2 1. Yes 2. No 3. Unknown			37. Crossing Illuminated by Street Lights or Special Lights Code 2 1. Yes 2. No 3. Unknown	
38. Highway User's Age Code 1. Male 2. Female		39. Highway User's Gender Code		40. Highway User Went Behind or in Front of Train and Struck or was Struck by Second Train Code 1. Yes 2. No 3. Unknown		41. Highway User Code 1. Went around the gate 2. Stopped and then proceeded 3. Did not stop 4. Stopped on crossing 5. Other (specify) 6. Went around/thru temporary barricade (if yes, see instructions) 7. Went thru the gate 8. Suicide/Attempted suicide Code	
42. Driver Passed Standing Highway Vehicle Code 1. Yes 2. No 3. Unknown		43. View of Track Obscured by (primary obstruction) Code 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed				44. Driver was Code 1. Killed 2. Injured 3. Uninjured	
45. Was Driver in the Vehicle? Code 1. Yes 2. No		46. Highway-Rail Crossing Users Killed 0 Injured 1		47. Highway Vehicle Property Damage (est. dollar damage) \$0		48. Total Number of Vehicle Occupants (including driver) 0	
49. Railroad Employees 0		50. Total Number of People on Train (include passengers and train crew) 0		51. Is a Rail Equipment Accident / Incident Report Being Filed Code 2 1. Yes 2. No			
52. Passengers on Train 0		53a. Special Study Block Video Taken? <input type="checkbox"/> Yes <input type="checkbox"/> No Video Used? <input type="checkbox"/> Yes <input type="checkbox"/> No		53b. Special Study Block			
54. Narrative Description (Be specific, and continue on separate sheet if necessary)							
55. Typed Name and Title				56. Signature		57. Date	

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1. Name of Reporting Railroad Southern Pacific Transportation Company [SP]				1a. Alphabetic Code SP		1b. Railroad Accident/Incident No. 52547	
2. Name of Other Railroad or Other Entity Filing for Equipment Involved in Train Accident/Incident				2a. Alphabetic Code		2b. Railroad Accident/Incident No.	
3. Name of Railroad or Other Entity Responsible for Track Maintenance (single entry) Southern Pacific Transportation Company [SP]				3a. Alphabetic Code SP		3b. Railroad Accident/Incident No. 52547	
4. U.S. DOT Grade Crossing ID No. 752914A				5. Date of Accident/Incident month day year 0 9 1 4 1977		6. Time of Accident/Incident 7:57 AM <input type="checkbox"/> PM <input checked="" type="checkbox"/>	
7. Nearest Railroad Station LODI		8. Subdivision		9. County SAN JOAQUIN		10. State Abbr. CA Code 06	
11. City (if in a city) LODI		12. Highway Name or No. PINE STREET				Public <input checked="" type="checkbox"/> Private <input type="checkbox"/>	
Highway User Involved				Rail Equipment Involved			
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle A. Auto D. Pick-up truck G. School Bus K. Pedestrian Code B. Truck E. Van H. Motorcycle M. Other (specify) A				17. Equipment 1. Train (units pulling) 2. Train (units pushing) 3. Train (standing) 4. Car(s) (moving) 5. Car(s) (standing) 6. Light loco(s) (moving) 7. Light loco(s) (standing) 8. Other (specify) A. Train pulling- RCL B. Train pushing- RCL C. Train standing- RCL D. EMU Locomotive(s) E. DMU Locomotive(s) Code 1			
14. Vehicle Speed (est. mph at impact) 5		15. Direction (geographical) 1. North 2. South 3. East 4. West Code 4		18. Position of Car Unit in Train 1			
16. Position 1. Stalled or stuck on crossing 2. Stopped on Crossing 3. Moving over crossing 4. Trapped on crossing by traffic 5. Blocked on crossing by gates Code 3				19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user Code 2			
20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code 4				20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code			
20c. State here the name and quantity of the hazardous material released, if any							
21. Temperature (specify if minus) 65 °F		22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark Code 4		23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow Code 1			
24. Type of Equipment Consist (single entry) 1. Freight Train 2. Passenger Train-Pulling 3. Commuter Train-Pulling 4. Work Train 5. Single Car 6. Cut of cars 7. Yard/Switching 8. Light loco(s) 9. Maint./inspect. car A. Spec. MoW Equip. B. Passenger Train-Pushing C. Commuter Train-Pushing D. EMU E. DMU Code 7				25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry Code 2		26. Track Number or Name NO 8	
27. FRA Track Class (1-9,X) 1		28. Number of Locomotive Units 3		29. Number of Cars 15		30. Consist Speed (Recorded speed if available) R. Recorded E. Estimated 4 mph Code E	
31. Time Table Direction 1. North 2. South 3. East 4. West Code 4				32. Type of Crossing Warning 1. Gates 2. Cantilever FLS 3. Standard FLS 4. Wig wags 5. Hwy. traffic signals 6. Audible 7. Crossbucks 8. Stop signs 9. Watchman 10. Flagged by crew 11. Other (specify) 12. None Code(s) 04 07			
33. Signaled Crossing Warning (See reverse side for instructions and codes) Code 1				34. Roadway Conditions A. Dry B. Wet C. Snow/Slush D. Ice E. Sand, Mud, Dirt, Oil, Gravel F. Water (Standing, Moving) Code			
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach Code 1				36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown Code 2		37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown Code 1	
38. Highway User's Age 1. Male 2. Female Code		39. Highway User's Gender Code		40. Highway User Went Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown Code 2		41. Highway User 1. Went around the gate 2. Stopped and then proceeded 3. Did not stop 4. Stopped on crossing 5. Other (specify) 6. Went around/thru temporary barricade (if yes, see instructions) 7. Went thru the gate 8. Suicide/Attempted suicide Code 3	
42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown Code 2				43. View of Track Obscured by (primary obstruction) 1. Permanent Structure 2. Standing railroad equipment 3. Passing Train 4. Topography 5. Vegetation 6. Highway Vehicles 7. Other (specify) 8. Not Obstructed Code 2			
Casualties to:		Killed		Injured		44. Driver was 1. Killed 2. Injured 3. Uninjured Code 3	
45. Was Driver in the Vehicle? 1. Yes 2. No Code 1		46. Highway-Rail Crossing Users 0 0		47. Highway Vehicle Property Damage (est. dollar damage) \$300		48. Total Number of Vehicle Occupants (including driver) 1	
49. Railroad Employees 0 0		50. Total Number of People on Train (include passengers and train crew)		51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No Code 2			
52. Passengers on Train 0 0		53a. Special Study Block Video Taken? <input type="checkbox"/> Yes <input type="checkbox"/> No Video Used? <input type="checkbox"/> Yes <input type="checkbox"/> No		53b. Special Study Block			
54. Narrative Description (Be specific, and continue on separate sheet if necessary)							
55. Typed Name and Title				56. Signature		57. Date	

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1. Name of Reporting Railroad Southern Pacific Transportation Company [SP]				1a. Alphabetic Code SP		1b. Railroad Accident/Incident No. 44107	
2. Name of Other Railroad or Other Entity Filing for Equipment Involved in Train Accident/Incident				2a. Alphabetic Code		2b. Railroad Accident/Incident No.	
3. Name of Railroad or Other Entity Responsible for Track Maintenance (single entry) Southern Pacific Transportation Company [SP]				3a. Alphabetic Code SP		3b. Railroad Accident/Incident No. 44107	
4. U.S. DOT Grade Crossing ID No. 752914A				5. Date of Accident/Incident month day year 0 1 0 6 1977		6. Time of Accident/Incident 6:20 AM <input type="checkbox"/> PM <input checked="" type="checkbox"/>	
7. Nearest Railroad Station LODI		8. Subdivision		9. County SAN JOAQUIN		10. State Abbr. CA Code 06	
11. City (if in a city) LODI		12. Highway Name or No. PINE ST				Public <input checked="" type="checkbox"/> Private <input type="checkbox"/>	
Highway User Involved				Rail Equipment Involved			
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle A. Auto D. Pick-up truck G. School Bus K. Pedestrian Code B. Truck E. Van H. Motorcycle M. Other (specify) A				17. Equipment 1. Train (units pulling) 2. Train (units pushing) 3. Train (standing) 4. Car(s) (moving) 5. Car(s) (standing) 6. Light loco(s) (moving) 7. Light loco(s) (standing) 8. Other (specify) A. Train pulling- RCL B. Train pushing- RCL C. Train standing- RCL D. EMU Locomotive(s) E. DMU Locomotive(s) Code 2			
14. Vehicle Speed (est. mph at impact) 20		15. Direction (geographical) 1. North 2. South 3. East 4. West Code 4		18. Position of Car Unit in Train 5			
16. Position 1. Stalled or stuck on crossing 2. Stopped on Crossing 3. Moving over crossing 4. Trapped on crossing by traffic 5. Blocked on crossing by gates Code 3				19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user Code 1			
20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code 4				20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code			
20c. State here the name and quantity of the hazardous material released, if any							
21. Temperature (specify if minus) 40 °F		22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark Code 4		23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow Code 1			
24. Type of Equipment Consist (single entry) 1. Freight Train 2. Passenger Train-Pulling 3. Commuter Train-Pulling 4. Work Train 5. Single Car 6. Cut of cars 7. Yard/Switching 8. Light loco(s) 9. Maint./inspect. car A. Spec. MoW Equip. B. Passenger Train-Pushing C. Commuter Train-Pushing D. EMU E. DMU Code 1				25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry Code 2		26. Track Number or Name 3	
27. FRA Track Class (1-9,X) 1		28. Number of Locomotive Units 2		29. Number of Cars 5		30. Consist Speed (Recorded speed if available) R. Recorded E. Estimated 2 mph Code E	
31. Time Table Direction 1. North 2. South 3. East 4. West Code 4				32. Type of Crossing Warning 1. Gates 2. Cantilever FLS 3. Standard FLS 4. Wig wags 5. Hwy. traffic signals 6. Audible 7. Crossbucks 8. Stop signs 9. Watchman 10. Flagged by crew 11. Other (specify) 12. None Code(s) 07 10			
33. Signaled Crossing Warning (See reverse side for instructions and codes) Code				34. Roadway Conditions A. Dry B. Wet C. Snow/Slush D. Ice E. Sand, Mud, Dirt, Oil, Gravel F. Water (Standing, Moving) Code			
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach Code 2				36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown Code 2		37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown Code 1	
38. Highway User's Age 1. Male 2. Female Code		39. Highway User's Gender Code		40. Highway User Went Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown Code 2		41. Highway User 1. Went around the gate 2. Stopped and then proceeded 3. Did not stop 4. Stopped on crossing 5. Other (specify) 6. Went around/thru temporary barricade (if yes, see instructions) 7. Went thru the gate 8. Suicide/Attempted suicide Code 5	
42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown Code 2				43. View of Track Obscured by (primary obstruction) 1. Permanent Structure 2. Standing railroad equipment 3. Passing Train 4. Topography 5. Vegetation 6. Highway Vehicles 7. Other (specify) 8. Not Obstructed Code 8			
Casualties to:		Killed		Injured		44. Driver was 1. Killed 2. Injured 3. Uninjured Code 3	
45. Was Driver in the Vehicle? 1. Yes 2. No Code 1		46. Highway-Rail Crossing Users 0 0		47. Highway Vehicle Property Damage (est. dollar damage) \$0		48. Total Number of Vehicle Occupants (including driver) 1	
49. Railroad Employees 0 0		50. Total Number of People on Train (include passengers and train crew)		51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No Code 2			
52. Passengers on Train 0 0		53a. Special Study Block Video Taken? <input type="checkbox"/> Yes <input type="checkbox"/> No Video Used? <input type="checkbox"/> Yes <input type="checkbox"/> No		53b. Special Study Block			
54. Narrative Description (Be specific, and continue on separate sheet if necessary)							
55. Typed Name and Title				56. Signature		57. Date	

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1. Name of Reporting Railroad Southern Pacific Transportation Company [SP]				1a. Alphabetic Code SP		1b. Railroad Accident/Incident No. 63966	
2. Name of Other Railroad or Other Entity Filing for Equipment Involved in Train Accident/Incident				2a. Alphabetic Code		2b. Railroad Accident/Incident No.	
3. Name of Railroad or Other Entity Responsible for Track Maintenance (single entry)				3a. Alphabetic Code		3b. Railroad Accident/Incident No.	
4. U.S. DOT Grade Crossing ID No. 752914A				5. Date of Accident/Incident month day year 0 8 0 5 1976		6. Time of Accident/Incident 1:55 AM <input checked="" type="checkbox"/> PM <input type="checkbox"/>	
7. Nearest Railroad Station LODI		8. Subdivision		9. County SAN JOAQUIN		10. State Code Abbr. CA 06	
11. City (if in a city) LODI		12. Highway Name or No. PINE STREET				Public <input checked="" type="checkbox"/> Private <input type="checkbox"/>	
Highway User Involved				Rail Equipment Involved			
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle A. Auto D. Pick-up truck G. School Bus K. Pedestrian Code B. Truck E. Van H. Motorcycle M. Other (specify) B				17. Equipment 1. Train (units pulling) 2. Train (units pushing) 3. Train (standing) 4. Car(s) (moving) 5. Car(s) (standing) 6. Light loco(s) (moving) 7. Light loco(s) (standing) 8. Other (specify) A. Train pulling- RCL B. Train pushing- RCL C. Train standing- RCL D. EMU Locomotive(s) E. DMU Locomotive(s) Code 2			
14. Vehicle Speed (est. mph at impact) 50		15. Direction (geographical) 1. North 2. South 3. East 4. West Code 4		18. Position of Car Unit in Train 1			
16. Position 1. Stalled or stuck on crossing 2. Stopped on Crossing 3. Moving over crossing Code 3		4. Trapped on crossing by traffic 5. Blocked on crossing by gates		19. Circumstance Code 1. Rail equipment struck highway user 2. Rail equipment struck by highway user 1			
20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code 4				20b. Was there a hazardous materials release by Code 1. Highway User 2. Rail Equipment 3. Both 4. Neither			
20c. State here the name and quantity of the hazardous material released, if any							
21. Temperature (specify if minus) 65 °F		22. Visibility (single entry) Code 1. Dawn 2. Day 3. Dusk 4. Dark 4		23. Weather (single entry) Code 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow 1			
24. Type of Equipment Consist (single entry) 1. Freight Train 2. Passenger Train-Pulling 3. Commuter Train-Pulling 4. Work Train 5. Single Car 6. Cut of cars 7. Yard/Switching 8. Light loco(s) 9. Maint./inspect. car A. Spec. MoW Equip. B. Passenger Train-Pushing C. Commuter Train-Pushing D. EMU E. DMU Code 7				25. Track Type Used by Rail Equipment Involved Code 1. Main 2. Yard 3. Siding 4. Industry 3		26. Track Number or Name NO 8	
27. FRA Track Class (1-9,X) 2		28. Number of Locomotive Units 2		29. Number of Cars 9		30. Consist Speed (Recorded speed if available) Code R. Recorded E. Estimated 5 mph E	
31. Time Table Direction Code 1. North 2. South 3. East 4. West 4				32. Type of Crossing Warning Code(s) 1. Gates 2. Cantilever FLS 3. Standard FLS 4. Wig wags 5. Hwy. traffic signals 6. Audible 7. Crossbucks 8. Stop signs 9. Watchman 10. Flagged by crew 11. Other (specify) 12. None 03 08			
33. Signaled Crossing Warning Code (See reverse side for instructions and codes) 1				34. Roadway Conditions Code A. Dry B. Wet C. Snow/Slush D. Ice E. Sand, Mud, Dirt, Oil, Gravel F. Water (Standing, Moving)			
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach Code 2		36. Crossing Warning Interconnected with Highway Signals Code 1. Yes 2. No 3. Unknown 2		37. Crossing Illuminated by Street Lights or Special Lights Code 1. Yes 2. No 3. Unknown 1			
38. Highway User's Age 1. Male 2. Female Code		39. Highway User's Gender Code		40. Highway User Went Behind or in Front of Train and Struck or was Struck by Second Train Code 1. Yes 2. No 3. Unknown 2		41. Highway User 1. Went around the gate 2. Stopped and then proceeded 3. Did not stop 4. Stopped on crossing 5. Other (specify) 6. Went around/thru temporary barricade (if yes, see instructions) 7. Went thru the gate 8. Suicide/Attempted suicide Code 3	
42. Driver Passed Standing Highway Vehicle Code 1. Yes 2. No 3. Unknown 2		43. View of Track Obscured by (primary obstruction) Code 1. Permanent Structure 2. Standing railroad equipment 3. Passing Train 4. Topography 5. Vegetation 6. Highway Vehicles 7. Other (specify) 8. Not Obstructed 1					
Casualties to:		Killed		Injured		44. Driver was Code 1. Killed 2. Injured 3. Uninjured 3	
46. Highway-Rail Crossing Users 0		0		47. Highway Vehicle Property Damage (est. dollar damage) \$4,000		45. Was Driver in the Vehicle? Code 1. Yes 2. No 1	
49. Railroad Employees 0		0		50. Total Number of People on Train (include passengers and train crew)		48. Total Number of Vehicle Occupants (including driver) 1	
52. Passengers on Train 0		0		51. Is a Rail Equipment Accident / Incident Report Being Filed Code 1. Yes 2. No 2			
53a. Special Study Block Video Taken? <input type="checkbox"/> Yes <input type="checkbox"/> No Video Used? <input type="checkbox"/> Yes <input type="checkbox"/> No				53b. Special Study Block			
54. Narrative Description (Be specific, and continue on separate sheet if necessary)							
55. Typed Name and Title				56. Signature		57. Date	

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1. Name of Reporting Railroad Union Pacific Railroad Company [UP]				1a. Alphabetic Code UP		1b. Railroad Accident/Incident No. 1223NC022	
2. Name of Other Railroad or Other Entity Filing for Equipment Involved in Train Accident/Incident				2a. Alphabetic Code		2b. Railroad Accident/Incident No.	
3. Name of Railroad or Other Entity Responsible for Track Maintenance (single entry) Union Pacific Railroad Company [UP]				3a. Alphabetic Code UP		3b. Railroad Accident/Incident No. 1223NC022	
4. U.S. DOT Grade Crossing ID No. 752913T				5. Date of Accident/Incident month day year 1 2 1 7 2023		6. Time of Accident/Incident 5:56 AM <input type="checkbox"/> PM <input checked="" type="checkbox"/>	
7. Nearest Railroad Station LODI		8. Subdivision FRESNO SUB		9. County SAN JOAQUIN		10. State Abbr. CA Code 06	
11. City (if in a city) LODI			12. Highway Name or No. ELM STREET			Public <input checked="" type="checkbox"/> Private <input type="checkbox"/>	
Highway User Involved				Rail Equipment Involved			
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle A. Auto D. Pick-up truck G. School Bus K. Pedestrian Code B. Truck E. Van H. Motorcycle M. Other (specify) K				17. Equipment 1. Train (units pulling) 2. Train (units pushing) 3. Train (standing) 4. Car(s) (moving) 5. Car(s) (standing) 6. Light loco(s) (moving) 7. Light loco(s) (standing) 8. Other (specify) A. Train pulling- RCL B. Train pushing- RCL C. Train standing- RCL D. EMU Locomotive(s) E. DMU Locomotive(s) Code 1			
14. Vehicle Speed (est. mph at impact)		15. Direction (geographical) 1. North 2. South 3. East 4. West Code 4		18. Position of Car Unit in Train 1			
16. Position 1. Stalled or stuck on crossing 2. Stopped on Crossing 3. Moving over crossing 4. Trapped on crossing by traffic 5. Blocked on crossing by gates Code 3		19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user Code 1					
20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code 2				20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code 4			
20c. State here the name and quantity of the hazardous material released, if any							
21. Temperature (specify if minus) 51 °F		22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark Code 2		23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow Code 3			
24. Type of Equipment Consist (single entry) 1. Freight Train 2. Passenger Train-Pulling 3. Commuter Train-Pulling 4. Work Train 5. Single Car 6. Cut of cars 7. Yard/Switching 8. Light loco(s) 9. Maint./inspect. car A. Spec. MoW Equip. B. Passenger Train-Pushing C. Commuter Train-Pushing D. EMU E. DMU Code 1				25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry Code 1		26. Track Number or Name SINGLE MAIN TRACK	
27. FRA Track Class (1-9,X) 4		28. Number of Locomotive Units 6		29. Number of Cars 52		30. Consist Speed (Recorded speed if available) R. Recorded E. Estimated 40 mph Code E	
32. Type of Crossing Warning 1. Gates 2. Cantilever FLS 3. Standard FLS 4. Wig wags 5. Hwy. traffic signals 6. Audible 7. Crossbucks 8. Stop signs 9. Watchman 10. Flagged by crew 11. Other (specify) 12. None Code(s) 01 02 03 06 07				33. Signaled Crossing Warning (See reverse side for instructions and codes) Code 1		34. Roadway Conditions A. Dry B. Wet C. Snow/Slush D. Ice E. Sand, Mud, Dirt, Oil, Gravel F. Water (Standing, Moving) Code B	
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach Code 1			36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown Code 3			37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown Code 1	
38. Highway User's Age 35		39. Highway User's Gender 1. Male 2. Female Code 1		40. Highway User Went Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown Code 2		41. Highway User 1. Went around the gate 2. Stopped and then proceeded 3. Did not stop 4. Stopped on crossing 5. Other (specify) 6. Went around/thru temporary barricade (if yes, see instructions) 7. Went thru the gate 8. Suicide/Attempted suicide Code 1	
42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown Code			43. View of Track Obscured by (primary obstruction) 1. Permanent Structure 2. Standing railroad equipment 3. Passing Train 4. Topography 5. Vegetation 6. Highway Vehicles 7. Other (specify) 8. Not Obstructed Code 8				
Casualties to:		Killed		Injured		44. Driver was 1. Killed 2. Injured 3. Uninjured	
46. Highway-Rail Crossing Users 0		0		47. Highway Vehicle Property Damage (est. dollar damage) \$0		45. Was Driver in the Vehicle? 1. Yes 2. No Code	
49. Railroad Employees 0		0		50. Total Number of People on Train (include passengers and train crew) 2		48. Total Number of Vehicle Occupants (including driver) 0	
52. Passengers on Train 0		0		51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No Code 2			
53a. Special Study Block Video Taken? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Video Used? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No				53b. Special Study Block			
54. Narrative Description (Be specific, and continue on separate sheet if necessary) MRVBLX-17, LEAD UNIT UP8096 THOUGHT THEY SAW A SHOPPING CART FULL OF TRASH AT THE CROSSING, FOULING THE MAIN TRACK. AS THEY GOT CLOSER, THE CART BEGAN TO MOVE AND THEY REALIZED IT WAS A MAN IN A WHEELCHAIR WITH A BLANKET OVER THE TOP OF HIM. THE FLOW OF THE LEAD UNIT STRUCK THE INDIVIDUAL AND THREW THE MAN CLEAR OF THE RAIL. THE MAN WAS TRANSPORTED WITH SERIOUS INJURIES. HIGHWAY USER'S ACTIONS: WENT AROUND THE GATE - MOVING.							
55. Typed Name and Title				56. Signature		57. Date	

NOTE: This report is part of the reporting railroad's accident report pursuant to the accident reports statute and, as such shall not "be admitted as evidence or used for any purpose in any suit or action for damages growing out of any matter mentioned in said report..." 49 U.S.C. 20903. See 49 C.F.R. 225.7 (b).

1. Name of Reporting Railroad Union Pacific Railroad Company [UP]				1a. Alphabetic Code UP		1b. Railroad Accident/Incident No. 0602RS027	
2. Name of Other Railroad or Other Entity Filing for Equipment Involved in Train Accident/Incident				2a. Alphabetic Code		2b. Railroad Accident/Incident No. 0602RS027	
3. Name of Railroad or Other Entity Responsible for Track Maintenance (single entry) Union Pacific Railroad Company [UP]				3a. Alphabetic Code UP		3b. Railroad Accident/Incident No. 0602RS027	
4. U.S. DOT Grade Crossing ID No. 752913T				5. Date of Accident/Incident month day year 0 6 2 8 2002		6. Time of Accident/Incident 9:30 AM <input checked="" type="checkbox"/> PM <input type="checkbox"/>	
7. Nearest Railroad Station LODI		8. Subdivision		9. County SAN JOAQUIN		10. State Abbr. CA Code 06	
11. City (if in a city) LODI		12. Highway Name or No. ELM STREET				Public <input checked="" type="checkbox"/> Private <input type="checkbox"/>	
Highway User Involved				Rail Equipment Involved			
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle A. Auto D. Pick-up truck G. School Bus K. Pedestrian Code B. Truck E. Van H. Motorcycle M. Other (specify) K				17. Equipment 1. Train (units pulling) 2. Train (units pushing) 3. Train (standing) 4. Car(s) (moving) 5. Car(s) (standing) 6. Light loco(s) (moving) 7. Light loco(s) (standing) 8. Other (specify) A. Train pulling- RCL B. Train pushing- RCL C. Train standing- RCL D. EMU Locomotive(s) E. DMU Locomotive(s) Code 1			
14. Vehicle Speed (est. mph at impact)		15. Direction (geographical) 1. North 2. South 3. East 4. West Code 3		18. Position of Car Unit in Train 1			
16. Position 1. Stalled or stuck on crossing 2. Stopped on Crossing 3. Moving over crossing Code 3		4. Trapped on crossing by traffic 5. Blocked on crossing by gates		19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user Code 1			
20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code 2				20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code 4			
20c. State here the name and quantity of the hazardous material released, if any							
21. Temperature (specify if minus) 89 °F		22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark Code 2		23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow Code 1			
24. Type of Equipment Consist (single entry) 1. Freight Train 2. Passenger Train-Pulling 3. Commuter Train-Pulling 4. Work Train 5. Single Car 6. Cut of cars 7. Yard/Switching 8. Light loco(s) 9. Maint./inspect. car A. Spec. MoW Equip. B. Passenger Train-Pushing C. Commuter Train-Pushing Code 1				25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry Code 1		26. Track Number or Name NORTH MAIN	
27. FRA Track Class (1-9,X) 5		28. Number of Locomotive Units 1		29. Number of Cars 16		30. Consist Speed (Recorded speed if available) R. Recorded 15 mph E. Estimated Code E	
32. Type of Crossing Warning 1. Gates 2. Cantilever FLS 3. Standard FLS 4. Wig wags 5. Hwy. traffic signals 6. Audible 7. Crossbucks 8. Stop signs 9. Watchman 10. Flagged by crew 11. Other (specify) 12. None Code(s) 01 06				33. Signaled Crossing Warning (See reverse side for instructions and codes) Code 1		34. Roadway Conditions A. Dry B. Wet C. Snow/Slush D. Ice E. Sand, Mud, Dirt, Oil, Gravel F. Water (Standing, Moving) Code	
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach Code 1				36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown Code 2		37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown Code 1	
38. Highway User's Age 35		39. Highway User's Gender 1. Male 2. Female Code 1		40. Highway User Went Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown Code		41. Highway User 1. Went around the gate 2. Stopped and then proceeded 3. Did not stop 4. Stopped on crossing 5. Other (specify) 6. Went around/thru temporary barricade (if yes, see instructions) 7. Went thru the gate 8. Suicide/Attempted suicide Code	
42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown Code		43. View of Track Obscured by (primary obstruction) 1. Permanent Structure 2. Standing railroad equipment 3. Passing Train 4. Topography 5. Vegetation 6. Highway Vehicles 7. Other (specify) 8. Not Obstructed Code 8					
Casualties to:		Killed		Injured		44. Driver was 1. Killed 2. Injured 3. Uninjured	
46. Highway-Rail Crossing Users 0		47. Highway Vehicle Property Damage (est. dollar damage) \$0		45. Was Driver in the Vehicle? 1. Yes 2. No Code			
49. Railroad Employees 0		50. Total Number of People on Train (include passengers and train crew) 3		48. Total Number of Vehicle Occupants (including driver) 1			
52. Passengers on Train 0		51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No Code 2					
53a. Special Study Block Video Taken? <input type="checkbox"/> Yes <input type="checkbox"/> No Video Used? <input type="checkbox"/> Yes <input type="checkbox"/> No				53b. Special Study Block			
54. Narrative Description (Be specific, and continue on separate sheet if necessary)							
55. Typed Name and Title				56. Signature		57. Date	

NOTE: This report is part of the reporting railroad's accident report pursuant to the accident reports statute and, as such shall not "be admitted as evidence or used for any purpose in any suit or action for damages growing out of any matter mentioned in said report..." 49 U.S.C. 20903. See 49 C.F.R. 225.7 (b).

1. Name of Reporting Railroad Union Pacific Railroad Company [UP]				1a. Alphabetic Code UP		1b. Railroad Accident/Incident No. 0700RS008	
2. Name of Other Railroad or Other Entity Filing for Equipment Involved in Train Accident/Incident				2a. Alphabetic Code		2b. Railroad Accident/Incident No.	
3. Name of Railroad or Other Entity Responsible for Track Maintenance (single entry) Union Pacific Railroad Company [UP]				3a. Alphabetic Code UP		3b. Railroad Accident/Incident No. 0700RS008	
4. U.S. DOT Grade Crossing ID No. 752913T				5. Date of Accident/Incident month day year 0 7 0 9 2000		6. Time of Accident/Incident 4:30 AM <input type="checkbox"/> PM <input checked="" type="checkbox"/>	
7. Nearest Railroad Station LODI		8. Subdivision		9. County SAN JOAQUIN		10. State Abbr. CA Code 06	
11. City (if in a city) LODI			12. Highway Name or No. ELM ST			Public <input checked="" type="checkbox"/> Private <input type="checkbox"/>	
Highway User Involved				Rail Equipment Involved			
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle A. Auto D. Pick-up truck G. School Bus K. Pedestrian Code B. Truck E. Van H. Motorcycle M. Other (specify) K				17. Equipment 4. Car(s) (moving) A. Train pulling- RCL 5. Car(s) (standing) B. Train pushing- RCL 6. Light loco(s) (moving) C. Train standing- RCL 7. Light loco(s) (standing) D. EMU Locomotive(s) Code 8. Other (specify) E. DMU Locomotive(s) 1			
14. Vehicle Speed (est. mph at impact)		15. Direction (geographical) 1. North 2. South 3. East 4. West Code 3		18. Position of Car Unit in Train 1			
16. Position 1. Stalled or stuck on crossing 4. Trapped on crossing by traffic 2. Stopped on Crossing 5. Blocked on crossing by gates Code 3 3. Moving over crossing		19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user Code 1					
20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code 4				20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code 4			
20c. State here the name and quantity of the hazardous material released, if any							
21. Temperature (specify if minus) 90 °F		22. Visibility (single entry) Code 2 1. Dawn 2. Day 3. Dusk 4. Dark		23. Weather (single entry) Code 1 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow			
24. Type of Equipment Consist (single entry) 1. Freight Train 5. Single Car 9. Maint./inspect. car D. EMU 2. Passenger Train-Pulling 6. Cut of cars A. Spec. MoW Equip. E. DMU 3. Commuter Train-Pulling 7. Yard/Switching B. Passenger Train-Pushing Code 4. Work Train 8. Light loco(s) C. Commuter Train-Pushing 1				25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry 1		26. Track Number or Name SINGLE MAIN	
27. FRA Track Class (1-9,X) 4		28. Number of Locomotive Units 3		29. Number of Cars 79		30. Consist Speed (Recorded speed if available) Code E R. Recorded 43 mph E. Estimated	
31. Time Table Direction 1. North 3. East Code 1 2. South 4. West				32. Type of Crossing Warning 1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) 3. Standard FLS 6. Audible 9. Watchman 12. None Code Code(s) 01 02 03 06 07			
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach Code 1			36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown Code 1			37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown Code 1	
38. Highway User's Age 1. Male Code 2. Female		39. Highway User's Gender		40. Highway User Went Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown Code		41. Highway User 1. Went around the gate 2. Stopped and then proceeded 3. Did not stop 4. Stopped on crossing 5. Other (specify) Code 6. Went around/thru temporary barricade (if yes, see instructions) 7. Went thru the gate 8. Suicide/Attempted suicide	
42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown Code			43. View of Track Obscured by (primary obstruction) Code 8 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed				
Casualties to:		Killed		Injured		44. Driver was 1. Killed 2. Injured 3. Uninjured	
46. Highway-Rail Crossing Users 1		0		47. Highway Vehicle Property Damage (est. dollar damage) \$0		45. Was Driver in the Vehicle? 1. Yes 2. No	
49. Railroad Employees 0		0		50. Total Number of People on Train (include passengers and train crew) 2		48. Total Number of Vehicle Occupants (including driver) 1	
52. Passengers on Train 0		0		51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No Code 2			
53a. Special Study Block Video Taken? <input type="checkbox"/> Yes <input type="checkbox"/> No Video Used? <input type="checkbox"/> Yes <input type="checkbox"/> No				53b. Special Study Block			
54. Narrative Description (Be specific, and continue on separate sheet if necessary)							
55. Typed Name and Title				56. Signature		57. Date	

NOTE: This report is part of the reporting railroad's accident report pursuant to the accident reports statute and, as such shall not "be admitted as evidence or used for any purpose in any suit or action for damages growing out of any matter mentioned in said report..." 49 U.S.C. 20903. See 49 C.F.R. 225.7 (b).

1. Name of Reporting Railroad Southern Pacific Transportation Company [SP]				1a. Alphabetic Code SP		1b. Railroad Accident/Incident No. E0525		
2. Name of Other Railroad or Other Entity Filing for Equipment Involved in Train Accident/Incident				2a. Alphabetic Code		2b. Railroad Accident/Incident No.		
3. Name of Railroad or Other Entity Responsible for Track Maintenance (single entry) Southern Pacific Transportation Company [SP]				3a. Alphabetic Code SP		3b. Railroad Accident/Incident No. E0525		
4. U.S. DOT Grade Crossing ID No. 752913T				5. Date of Accident/Incident month day year 0 1 2 7 1985		6. Time of Accident/Incident 1:40 AM <input type="checkbox"/> PM <input checked="" type="checkbox"/>		
7. Nearest Railroad Station LODI		8. Subdivision		9. County SAN JOAQUIN		10. State Abbr. CA Code 06		
11. City (if in a city) LODI			12. Highway Name or No. ELM STREET				Public <input checked="" type="checkbox"/> Private <input type="checkbox"/>	
Highway User Involved				Rail Equipment Involved				
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle A. Auto D. Pick-up truck G. School Bus K. Pedestrian Code B. Truck E. Van H. Motorcycle M. Other (specify) A				17. Equipment 1. Train (units pulling) 2. Train (units pushing) 3. Train (standing) 4. Car(s) (moving) 5. Car(s) (standing) 6. Light loco(s) (moving) 7. Light loco(s) (standing) 8. Other (specify) A. Train pulling- RCL B. Train pushing- RCL C. Train standing- RCL D. EMU Locomotive(s) E. DMU Locomotive(s) Code 1				
14. Vehicle Speed (est. mph at impact) 0		15. Direction (geographical) 1. North 2. South 3. East 4. West Code 3		18. Position of Car Unit in Train 1				
16. Position 1. Stalled or stuck on crossing 2. Stopped on Crossing 3. Moving over crossing 4. Trapped on crossing by traffic 5. Blocked on crossing by gates Code 1				19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user Code 1				
20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code 4				20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code				
20c. State here the name and quantity of the hazardous material released, if any								
21. Temperature (specify if minus) 50 °F		22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark Code 2		23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow Code 1				
24. Type of Equipment Consist (single entry) 1. Freight Train 2. Passenger Train-Pulling 3. Commuter Train-Pulling 4. Work Train 5. Single Car 6. Cut of cars 7. Yard/Switching 8. Light loco(s) 9. Maint./inspect. car A. Spec. MoW Equip. B. Passenger Train-Pushing C. Commuter Train-Pushing D. EMU E. DMU Code 1				25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry 1		26. Track Number or Name MAIN TRK		
27. FRA Track Class (1-9,X) 3		28. Number of Locomotive Units 5		29. Number of Cars 102		30. Consist Speed (Recorded speed if available) R. Recorded E. Estimated 25 mph E		
31. Time Table Direction 1. North 2. South 3. East 4. West Code 3				32. Type of Crossing Warning 1. Gates 2. Cantilever FLS 3. Standard FLS 4. Wig wags 5. Hwy. traffic signals 6. Audible 7. Crossbucks 8. Stop signs 9. Watchman 10. Flagged by crew 11. Other (specify) 12. None Code(s) 01				
33. Signaled Crossing Warning (See reverse side for instructions and codes) Code 1				34. Roadway Conditions A. Dry B. Wet C. Snow/Slush D. Ice E. Sand, Mud, Dirt, Oil, Gravel F. Water (Standing, Moving) Code				
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach Code 1			36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown Code 2			37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown Code 1		
38. Highway User's Age 1. Male 2. Female Code		39. Highway User's Gender Code		40. Highway User Went Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown Code 2		41. Highway User 1. Went around the gate 2. Stopped and then proceeded 3. Did not stop 4. Stopped on crossing 5. Other (specify) 6. Went around/thru temporary barricade (if yes, see instructions) 7. Went thru the gate 8. Suicide/Attempted suicide Code 4		
42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown Code 2		43. View of Track Obscured by (primary obstruction) 1. Permanent Structure 2. Standing railroad equipment 3. Passing Train 4. Topography 5. Vegetation 6. Highway Vehicles 7. Other (specify) 8. Not Obstructed Code 8						
Casualties to:		Killed		Injured		44. Driver was 1. Killed 2. Injured 3. Uninjured 3		
45. Was Driver in the Vehicle? 1. Yes 2. No Code 1		46. Highway-Rail Crossing Users 0		47. Highway Vehicle Property Damage (est. dollar damage) \$1,500		48. Total Number of Vehicle Occupants (including driver) 2		
49. Railroad Employees 0		50. Total Number of People on Train (include passengers and train crew) 0		51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No Code 2				
52. Passengers on Train 0		53a. Special Study Block Video Taken? <input type="checkbox"/> Yes <input type="checkbox"/> No Video Used? <input type="checkbox"/> Yes <input type="checkbox"/> No						
53b. Special Study Block		54. Narrative Description (Be specific, and continue on separate sheet if necessary)						
55. Typed Name and Title				56. Signature		57. Date		

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1. Name of Reporting Railroad Southern Pacific Transportation Company [SP]				1a. Alphabetic Code SP		1b. Railroad Accident/Incident No. 46239	
2. Name of Other Railroad or Other Entity Filing for Equipment Involved in Train Accident/Incident				2a. Alphabetic Code		2b. Railroad Accident/Incident No.	
3. Name of Railroad or Other Entity Responsible for Track Maintenance (single entry) Southern Pacific Transportation Company [SP]				3a. Alphabetic Code SP		3b. Railroad Accident/Incident No. 46239	
4. U.S. DOT Grade Crossing ID No. 752913T				5. Date of Accident/Incident month day year 0 3 1 1 1979		6. Time of Accident/Incident 12:50 AM <input checked="" type="checkbox"/> PM <input type="checkbox"/>	
7. Nearest Railroad Station LODI		8. Subdivision		9. County SAN JOAQUIN		10. State Abbr. CA Code 06	
11. City (if in a city) LODI		12. Highway Name or No. ELM ST				Public <input checked="" type="checkbox"/> Private <input type="checkbox"/>	
Highway User Involved				Rail Equipment Involved			
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle A. Auto D. Pick-up truck G. School Bus K. Pedestrian Code B. Truck E. Van H. Motorcycle M. Other (specify) A				17. Equipment 1. Train (units pulling) 2. Train (units pushing) 3. Train (standing) 4. Car(s) (moving) 5. Car(s) (standing) 6. Light loco(s) (moving) 7. Light loco(s) (standing) 8. Other (specify) A. Train pulling- RCL B. Train pushing- RCL C. Train standing- RCL D. EMU Locomotive(s) E. DMU Locomotive(s) Code 1			
14. Vehicle Speed (est. mph at impact) 20		15. Direction (geographical) 1. North 2. South 3. East 4. West Code 3		18. Position of Car Unit in Train 24			
16. Position 1. Stalled or stuck on crossing 2. Stopped on Crossing 3. Moving over crossing 4. Trapped on crossing by traffic 5. Blocked on crossing by gates Code 3				19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user Code 2			
20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code 4				20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code			
20c. State here the name and quantity of the hazardous material released, if any							
21. Temperature (specify if minus) 47 °F		22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark Code 4		23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow Code 1			
24. Type of Equipment Consist (single entry) 1. Freight Train 2. Passenger Train-Pulling 3. Commuter Train-Pulling 4. Work Train 5. Single Car 6. Cut of cars 7. Yard/Switching 8. Light loco(s) 9. Maint./inspect. car A. Spec. MoW Equip. B. Passenger Train-Pushing C. Commuter Train-Pushing D. EMU E. DMU Code 1				25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry 1		26. Track Number or Name MAIN TRACK	
27. FRA Track Class (1-9,X) 5		28. Number of Locomotive Units 3		29. Number of Cars 59		30. Consist Speed (Recorded speed if available) R. Recorded E. Estimated 10 mph E	
31. Time Table Direction 1. North 2. South 3. East 4. West Code 4				32. Type of Crossing Warning 1. Gates 2. Cantilever FLS 3. Standard FLS 4. Wig wags 5. Hwy. traffic signals 6. Audible 7. Crossbucks 8. Stop signs 9. Watchman 10. Flagged by crew 11. Other (specify) 12. None Code(s) 04			
33. Signaled Crossing Warning (See reverse side for instructions and codes) Code 1				34. Roadway Conditions A. Dry B. Wet C. Snow/Slush D. Ice E. Sand, Mud, Dirt, Oil, Gravel F. Water (Standing, Moving) Code			
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach Code 2			36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown Code 2			37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown Code 1	
38. Highway User's Age 1. Male 2. Female Code		39. Highway User's Gender Code		40. Highway User Went Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown Code 2		41. Highway User 1. Went around the gate 2. Stopped and then proceeded 3. Did not stop 4. Stopped on crossing 5. Other (specify) 6. Went around/thru temporary barricade (if yes, see instructions) 7. Went thru the gate 8. Suicide/Attempted suicide Code 5	
42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown Code 2		43. View of Track Obscured by (primary obstruction) 1. Permanent Structure 2. Standing railroad equipment 3. Passing Train 4. Topography 5. Vegetation 6. Highway Vehicles 7. Other (specify) 8. Not Obstructed Code 8					
Casualties to:		Killed		Injured		44. Driver was 1. Killed 2. Injured 3. Uninjured 3	
46. Highway-Rail Crossing Users 0		0		47. Highway Vehicle Property Damage (est. dollar damage) \$750		45. Was Driver in the Vehicle? 1. Yes 2. No Code 1	
49. Railroad Employees 0		0		50. Total Number of People on Train (include passengers and train crew)		48. Total Number of Vehicle Occupants (including driver) 1	
52. Passengers on Train 0		0		51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No Code 2			
53a. Special Study Block Video Taken? <input type="checkbox"/> Yes <input type="checkbox"/> No Video Used? <input type="checkbox"/> Yes <input type="checkbox"/> No				53b. Special Study Block			
54. Narrative Description (Be specific, and continue on separate sheet if necessary)							
55. Typed Name and Title				56. Signature		57. Date	

NOTE: This report is part of the reporting railroad's accident report pursuant to the accident reports statute and, as such shall not "be admitted as evidence or used for any purpose in any suit or action for damages growing out of any matter mentioned in said report..." 49 U.S.C. 20903. See 49 C.F.R. 225.7 (b).

1. Name of Reporting Railroad Southern Pacific Transportation Company [SP]				1a. Alphabetic Code SP		1b. Railroad Accident/Incident No. 56408	
2. Name of Other Railroad or Other Entity Filing for Equipment Involved in Train Accident/Incident				2a. Alphabetic Code		2b. Railroad Accident/Incident No.	
3. Name of Railroad or Other Entity Responsible for Track Maintenance (single entry) Southern Pacific Transportation Company [SP]				3a. Alphabetic Code SP		3b. Railroad Accident/Incident No. 56408	
4. U.S. DOT Grade Crossing ID No. 752913T				5. Date of Accident/Incident month day year 1 2 0 2 1978		6. Time of Accident/Incident 5:30 AM <input checked="" type="checkbox"/> PM <input type="checkbox"/>	
7. Nearest Railroad Station LODI		8. Subdivision		9. County SAN JOAQUIN		10. State Abbr. CA Code 06	
11. City (if in a city) LODI		12. Highway Name or No. ELM ST				Public <input checked="" type="checkbox"/> Private <input type="checkbox"/>	
Highway User Involved				Rail Equipment Involved			
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle A. Auto D. Pick-up truck G. School Bus K. Pedestrian Code B. Truck E. Van H. Motorcycle M. Other (specify) A				17. Equipment 1. Train (units pulling) 2. Train (units pushing) 3. Train (standing) 4. Car(s) (moving) 5. Car(s) (standing) 6. Light loco(s) (moving) 7. Light loco(s) (standing) 8. Other (specify) A. Train pulling- RCL B. Train pushing- RCL C. Train standing- RCL D. EMU Locomotive(s) E. DMU Locomotive(s) Code 1			
14. Vehicle Speed (est. mph at impact) 25		15. Direction (geographical) 1. North 2. South 3. East 4. West Code 3		18. Position of Car Unit in Train 17			
16. Position 1. Stalled or stuck on crossing 2. Stopped on Crossing 3. Moving over crossing 4. Trapped on crossing by traffic 5. Blocked on crossing by gates Code 3				19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user Code 2			
20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code 4				20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code			
20c. State here the name and quantity of the hazardous material released, if any							
21. Temperature (specify if minus) 40 °F		22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark Code 4		23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow Code 1			
24. Type of Equipment Consist (single entry) 1. Freight Train 2. Passenger Train-Pulling 3. Commuter Train-Pulling 4. Work Train 5. Single Car 6. Cut of cars 7. Yard/Switching 8. Light loco(s) 9. Maint./inspect. car A. Spec. MoW Equip. B. Passenger Train-Pushing C. Commuter Train-Pushing D. EMU E. DMU Code 1				25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry 1		26. Track Number or Name MAIN TRACK	
27. FRA Track Class (1-9,X) 5		28. Number of Locomotive Units 5		29. Number of Cars 109		30. Consist Speed (Recorded speed if available) R. Recorded E. Estimated 5 mph E	
31. Time Table Direction 1. North 2. South 3. East 4. West Code 3				32. Type of Crossing Warning 1. Gates 2. Cantilever FLS 3. Standard FLS 4. Wig wags 5. Hwy. traffic signals 6. Audible 7. Crossbucks 8. Stop signs 9. Watchman 10. Flagged by crew 11. Other (specify) 12. None Code(s) 04 07			
33. Signaled Crossing Warning (See reverse side for instructions and codes) Code 1				34. Roadway Conditions A. Dry B. Wet C. Snow/Slush D. Ice E. Sand, Mud, Dirt, Oil, Gravel F. Water (Standing, Moving) Code			
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach Code 1			36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown Code 2			37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown Code 1	
38. Highway User's Age 1. Male 2. Female Code		39. Highway User's Gender Code		40. Highway User Went Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown Code 2		41. Highway User 1. Went around the gate 2. Stopped and then proceeded 3. Did not stop 4. Stopped on crossing 5. Other (specify) 6. Went around/thru temporary barricade (if yes, see instructions) 7. Went thru the gate 8. Suicide/Attempted suicide Code 3	
42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown Code 2		43. View of Track Obscured by (primary obstruction) 1. Permanent Structure 2. Standing railroad equipment 3. Passing Train 4. Topography 5. Vegetation 6. Highway Vehicles 7. Other (specify) 8. Not Obstructed Code 8					
Casualties to:		Killed		Injured		44. Driver was 1. Killed 2. Injured 3. Uninjured 3	
46. Highway-Rail Crossing Users 0		0		47. Highway Vehicle Property Damage (est. dollar damage) \$500		45. Was Driver in the Vehicle? 1. Yes 2. No Code 1	
49. Railroad Employees 0		0		50. Total Number of People on Train (include passengers and train crew)		48. Total Number of Vehicle Occupants (including driver) 1	
52. Passengers on Train 0		0		51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No Code 2			
53a. Special Study Block Video Taken? <input type="checkbox"/> Yes <input type="checkbox"/> No Video Used? <input type="checkbox"/> Yes <input type="checkbox"/> No				53b. Special Study Block			
54. Narrative Description (Be specific, and continue on separate sheet if necessary)							
55. Typed Name and Title				56. Signature		57. Date	

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1. Name of Reporting Railroad Southern Pacific Transportation Company [SP]				1a. Alphabetic Code SP		1b. Railroad Accident/Incident No. 44758	
2. Name of Other Railroad or Other Entity Filing for Equipment Involved in Train Accident/Incident				2a. Alphabetic Code		2b. Railroad Accident/Incident No.	
3. Name of Railroad or Other Entity Responsible for Track Maintenance (single entry) Southern Pacific Transportation Company [SP]				3a. Alphabetic Code SP		3b. Railroad Accident/Incident No. 44758	
4. U.S. DOT Grade Crossing ID No. 752913T				5. Date of Accident/Incident month day year 0 1 1 4 1978		6. Time of Accident/Incident 1:55 AM <input checked="" type="checkbox"/> PM <input type="checkbox"/>	
7. Nearest Railroad Station LODI		8. Subdivision		9. County SAN JOAQUIN		10. State Abbr. CA Code 06	
11. City (if in a city) LODI			12. Highway Name or No. ELM ST			Public <input checked="" type="checkbox"/> Private <input type="checkbox"/>	
Highway User Involved				Rail Equipment Involved			
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle A. Auto D. Pick-up truck G. School Bus K. Pedestrian Code B. Truck E. Van H. Motorcycle M. Other (specify) A				17. Equipment 1. Train (units pulling) 2. Train (units pushing) 3. Train (standing) 4. Car(s) (moving) 5. Car(s) (standing) 6. Light loco(s) (moving) 7. Light loco(s) (standing) 8. Other (specify) A. Train pulling- RCL B. Train pushing- RCL C. Train standing- RCL D. EMU Locomotive(s) E. DMU Locomotive(s) Code 1			
14. Vehicle Speed (est. mph at impact) 30		15. Direction (geographical) 1. North 2. South 3. East 4. West Code 4		18. Position of Car Unit in Train 1			
16. Position 1. Stalled or stuck on crossing 2. Stopped on Crossing 3. Moving over crossing Code 3		4. Trapped on crossing by traffic 5. Blocked on crossing by gates		19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user Code 1			
20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code 4				20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code			
20c. State here the name and quantity of the hazardous material released, if any							
21. Temperature (specify if minus) 60 °F		22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark Code 4		23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow Code 3			
24. Type of Equipment Consist (single entry) 1. Freight Train 2. Passenger Train-Pulling 3. Commuter Train-Pulling 4. Work Train 5. Single Car 6. Cut of cars 7. Yard/Switching 8. Light loco(s) 9. Maint./inspect. car A. Spec. MoW Equip. B. Passenger Train-Pushing C. Commuter Train-Pushing D. EMU E. DMU Code 1				25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry Code 1		26. Track Number or Name MAIN	
27. FRA Track Class (1-9,X) 3		28. Number of Locomotive Units 2		29. Number of Cars 49		30. Consist Speed (Recorded speed if available) R. Recorded E. Estimated 30 mph Code E	
31. Time Table Direction 1. North 2. South 3. East 4. West Code 4				32. Type of Crossing Warning 1. Gates 2. Cantilever FLS 3. Standard FLS 4. Wig wags 5. Hwy. traffic signals 6. Audible 7. Crossbucks 8. Stop signs 9. Watchman 10. Flagged by crew 11. Other (specify) 12. None Code(s) 04			
33. Signaled Crossing Warning (See reverse side for instructions and codes) Code 1				34. Roadway Conditions A. Dry B. Wet C. Snow/Slush D. Ice E. Sand, Mud, Dirt, Oil, Gravel F. Water (Standing, Moving) Code			
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach Code 1			36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown Code 2			37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown Code 1	
38. Highway User's Age 1. Male 2. Female Code		39. Highway User's Gender Code		40. Highway User Went Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown Code 2		41. Highway User 1. Went around the gate 2. Stopped and then proceeded 3. Did not stop 4. Stopped on crossing 5. Other (specify) 6. Went around/thru temporary barricade (if yes, see instructions) 7. Went thru the gate 8. Suicide/Attempted suicide Code 3	
42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown Code 2		43. View of Track Obscured by (primary obstruction) 1. Permanent Structure 2. Standing railroad equipment 3. Passing Train 4. Topography 5. Vegetation 6. Highway Vehicles 7. Other (specify) 8. Not Obstructed Code 8					
Casualties to:		Killed		Injured		44. Driver was 1. Killed 2. Injured 3. Uninjured Code 3	
45. Was Driver in the Vehicle? 1. Yes 2. No Code 1		46. Highway-Rail Crossing Users 0		47. Highway Vehicle Property Damage (est. dollar damage) \$500		48. Total Number of Vehicle Occupants (including driver) 3	
49. Railroad Employees 0		50. Total Number of People on Train (include passengers and train crew) 0		51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No Code 2			
52. Passengers on Train 0		53a. Special Study Block Video Taken? <input type="checkbox"/> Yes <input type="checkbox"/> No Video Used? <input type="checkbox"/> Yes <input type="checkbox"/> No					
53b. Special Study Block		54. Narrative Description (Be specific, and continue on separate sheet if necessary)					
55. Typed Name and Title				56. Signature		57. Date	

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1. Name of Reporting Railroad Southern Pacific Transportation Company [SP]				1a. Alphabetic Code SP		1b. Railroad Accident/Incident No. 53967	
2. Name of Other Railroad or Other Entity Filing for Equipment Involved in Train Accident/Incident				2a. Alphabetic Code		2b. Railroad Accident/Incident No.	
3. Name of Railroad or Other Entity Responsible for Track Maintenance (single entry) Southern Pacific Transportation Company [SP]				3a. Alphabetic Code SP		3b. Railroad Accident/Incident No. 53967	
4. U.S. DOT Grade Crossing ID No. 752913T				5. Date of Accident/Incident month day year 1 0 1 9 1977		6. Time of Accident/Incident 2:15 AM <input checked="" type="checkbox"/> PM <input type="checkbox"/>	
7. Nearest Railroad Station LODI		8. Subdivision		9. County SAN JOAQUIN		10. State Abbr. CA Code 06	
11. City (if in a city) LODI			12. Highway Name or No. ELM ST			Public <input checked="" type="checkbox"/> Private <input type="checkbox"/>	
Highway User Involved				Rail Equipment Involved			
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle A. Auto D. Pick-up truck G. School Bus K. Pedestrian Code B. Truck E. Van H. Motorcycle M. Other (specify) B				17. Equipment 1. Train (units pulling) 2. Train (units pushing) 3. Train (standing) 4. Car(s) (moving) 5. Car(s) (standing) 6. Light loco(s) (moving) 7. Light loco(s) (standing) 8. Other (specify) A. Train pulling- RCL B. Train pushing- RCL C. Train standing- RCL D. EMU Locomotive(s) E. DMU Locomotive(s) Code 2			
14. Vehicle Speed (est. mph at impact) 0		15. Direction (geographical) 1. North 2. South 3. East 4. West Code 3		18. Position of Car Unit in Train 23			
16. Position 1. Stalled or stuck on crossing 2. Stopped on Crossing 3. Moving over crossing 4. Trapped on crossing by traffic 5. Blocked on crossing by gates Code 1				19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user Code 1			
20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code 4				20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code			
20c. State here the name and quantity of the hazardous material released, if any							
21. Temperature (specify if minus) 55 °F		22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark Code 4		23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow Code 1			
24. Type of Equipment Consist (single entry) 1. Freight Train 2. Passenger Train-Pulling 3. Commuter Train-Pulling 4. Work Train 5. Single Car 6. Cut of cars 7. Yard/Switching 8. Light loco(s) 9. Maint./inspect. car A. Spec. MoW Equip. B. Passenger Train-Pushing C. Commuter Train-Pushing D. EMU E. DMU Code 7				25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry Code 2		26. Track Number or Name NO 8 PASS	
27. FRA Track Class (1-9,X) 1		28. Number of Locomotive Units 2		29. Number of Cars 23		30. Consist Speed (Recorded speed if available) R. Recorded 2 mph E. Estimated E Code	
31. Time Table Direction 1. North 2. South 3. East 4. West Code 3				32. Type of Crossing Warning 1. Gates 2. Cantilever FLS 3. Standard FLS 4. Wig wags 5. Hwy. traffic signals 6. Audible 7. Crossbucks 8. Stop signs 9. Watchman 10. Flagged by crew 11. Other (specify) 12. None Code(s) 04 07 10			
33. Signaled Crossing Warning (See reverse side for instructions and codes) Code 1				34. Roadway Conditions A. Dry B. Wet C. Snow/Slush D. Ice E. Sand, Mud, Dirt, Oil, Gravel F. Water (Standing, Moving) Code			
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach Code 1			36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown Code 2			37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown Code 1	
38. Highway User's Age 1. Male 2. Female Code		39. Highway User's Gender Code		40. Highway User Went Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown Code 2		41. Highway User 1. Went around the gate 2. Stopped and then proceeded 3. Did not stop 4. Stopped on crossing 5. Other (specify) 6. Went around/thru temporary barricade (if yes, see instructions) 7. Went thru the gate 8. Suicide/Attempted suicide Code 2	
42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown Code 2		43. View of Track Obscured by (primary obstruction) 1. Permanent Structure 2. Standing railroad equipment 3. Passing Train 4. Topography 5. Vegetation 6. Highway Vehicles 7. Other (specify) 8. Not Obstructed Code 8					
Casualties to:		Killed		Injured		44. Driver was 1. Killed 2. Injured 3. Uninjured Code 3	
45. Was Driver in the Vehicle? 1. Yes 2. No Code 1		46. Highway-Rail Crossing Users 0 0		47. Highway Vehicle Property Damage (est. dollar damage) \$250		48. Total Number of Vehicle Occupants (including driver) 1	
49. Railroad Employees 0 0		50. Total Number of People on Train (include passengers and train crew)		51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No Code 2			
52. Passengers on Train 0 0		53a. Special Study Block Video Taken? <input type="checkbox"/> Yes <input type="checkbox"/> No Video Used? <input type="checkbox"/> Yes <input type="checkbox"/> No		53b. Special Study Block			
54. Narrative Description (Be specific, and continue on separate sheet if necessary)							
55. Typed Name and Title				56. Signature		57. Date	

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1. Name of Reporting Railroad Southern Pacific Transportation Company [SP]				1a. Alphabetic Code SP		1b. Railroad Accident/Incident No. 51747	
2. Name of Other Railroad or Other Entity Filing for Equipment Involved in Train Accident/Incident				2a. Alphabetic Code		2b. Railroad Accident/Incident No.	
3. Name of Railroad or Other Entity Responsible for Track Maintenance (single entry) Southern Pacific Transportation Company [SP]				3a. Alphabetic Code SP		3b. Railroad Accident/Incident No. 51747	
4. U.S. DOT Grade Crossing ID No. 752913T				5. Date of Accident/Incident month day year 0 8 1 6 1977		6. Time of Accident/Incident 10:55 AM <input type="checkbox"/> PM <input checked="" type="checkbox"/>	
7. Nearest Railroad Station LODI		8. Subdivision		9. County SAN JOAQUIN		10. State Abbr. CA Code 06	
11. City (if in a city) LODI		12. Highway Name or No. ELM ST				Public <input checked="" type="checkbox"/> Private <input type="checkbox"/>	
Highway User Involved				Rail Equipment Involved			
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle A. Auto D. Pick-up truck G. School Bus K. Pedestrian Code B. Truck E. Van H. Motorcycle M. Other (specify) C				17. Equipment 1. Train (units pulling) 2. Train (units pushing) 3. Train (standing) 4. Car(s) (moving) 5. Car(s) (standing) 6. Light loco(s) (moving) 7. Light loco(s) (standing) 8. Other (specify) A. Train pulling- RCL B. Train pushing- RCL C. Train standing- RCL D. EMU Locomotive(s) E. DMU Locomotive(s) Code 2			
14. Vehicle Speed (est. mph at impact) 3		15. Direction (geographical) 1. North 2. South 3. East 4. West Code 3		18. Position of Car Unit in Train 1			
16. Position 1. Stalled or stuck on crossing 2. Stopped on Crossing 3. Moving over crossing 4. Trapped on crossing by traffic 5. Blocked on crossing by gates Code 3				19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user Code 1			
20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code 4				20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code			
20c. State here the name and quantity of the hazardous material released, if any							
21. Temperature (specify if minus) 65 °F		22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark Code 4		23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow Code 1			
24. Type of Equipment Consist (single entry) 1. Freight Train 2. Passenger Train-Pulling 3. Commuter Train-Pulling 4. Work Train 5. Single Car 6. Cut of cars 7. Yard/Switching 8. Light loco(s) 9. Maint./inspect. car A. Spec. MoW Equip. B. Passenger Train-Pushing C. Commuter Train-Pushing D. EMU E. DMU Code 7				25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry Code 2		26. Track Number or Name OLD PASS	
27. FRA Track Class (1-9,X) 1		28. Number of Locomotive Units 2		29. Number of Cars 10		30. Consist Speed (Recorded speed if available) R. Recorded E. Estimated 3 mph Code E	
31. Time Table Direction 1. North 2. South 3. East 4. West Code 3				32. Type of Crossing Warning 1. Gates 2. Cantilever FLS 3. Standard FLS 4. Wig wags 5. Hwy. traffic signals 6. Audible 7. Crossbucks 8. Stop signs 9. Watchman 10. Flagged by crew 11. Other (specify) 12. None Code(s) 05 07			
33. Signaled Crossing Warning (See reverse side for instructions and codes) Code 1				34. Roadway Conditions A. Dry B. Wet C. Snow/Slush D. Ice E. Sand, Mud, Dirt, Oil, Gravel F. Water (Standing, Moving) Code			
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach Code 1			36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown Code 2			37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown Code 1	
38. Highway User's Age 1. Male 2. Female Code		39. Highway User's Gender Code		40. Highway User Went Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown Code 2		41. Highway User 1. Went around the gate 2. Stopped and then proceeded 3. Did not stop 4. Stopped on crossing 5. Other (specify) 6. Went around/thru temporary barricade (if yes, see instructions) 7. Went thru the gate 8. Suicide/Attempted suicide Code 2	
42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown Code 2		43. View of Track Obscured by (primary obstruction) 1. Permanent Structure 2. Standing railroad equipment 3. Passing Train 4. Topography 5. Vegetation 6. Highway Vehicles 7. Other (specify) 8. Not Obstructed Code 8					
Casualties to:		Killed		Injured		44. Driver was 1. Killed 2. Injured 3. Uninjured Code 3	
45. Was Driver in the Vehicle? 1. Yes 2. No Code 1		46. Highway-Rail Crossing Users 0 0		47. Highway Vehicle Property Damage (est. dollar damage) \$440		48. Total Number of Vehicle Occupants (including driver) 1	
49. Railroad Employees 0		50. Total Number of People on Train (include passengers and train crew) 0		51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No Code 2			
52. Passengers on Train 0		53a. Special Study Block Video Taken? <input type="checkbox"/> Yes <input type="checkbox"/> No Video Used? <input type="checkbox"/> Yes <input type="checkbox"/> No					
53b. Special Study Block		54. Narrative Description (Be specific, and continue on separate sheet if necessary)					
55. Typed Name and Title				56. Signature		57. Date	

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1. Name of Reporting Railroad Southern Pacific Transportation Company [SP]				1a. Alphabetic Code SP		1b. Railroad Accident/Incident No. 50537	
2. Name of Other Railroad or Other Entity Filing for Equipment Involved in Train Accident/Incident				2a. Alphabetic Code		2b. Railroad Accident/Incident No.	
3. Name of Railroad or Other Entity Responsible for Track Maintenance (single entry) Southern Pacific Transportation Company [SP]				3a. Alphabetic Code SP		3b. Railroad Accident/Incident No. 50537	
4. U.S. DOT Grade Crossing ID No. 752913T				5. Date of Accident/Incident month day year 0 7 2 6 1977		6. Time of Accident/Incident 2:25 AM <input checked="" type="checkbox"/> PM <input type="checkbox"/>	
7. Nearest Railroad Station LODI		8. Subdivision		9. County SAN JOAQUIN		10. State Abbr. CA Code 06	
11. City (if in a city) LODI			12. Highway Name or No. ELM ST			Public <input checked="" type="checkbox"/> Private <input type="checkbox"/>	
Highway User Involved				Rail Equipment Involved			
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle A. Auto D. Pick-up truck G. School Bus K. Pedestrian Code B. Truck E. Van H. Motorcycle M. Other (specify) A				17. Equipment 1. Train (units pulling) 2. Train (units pushing) 3. Train (standing) 4. Car(s) (moving) 5. Car(s) (standing) 6. Light loco(s) (moving) 7. Light loco(s) (standing) 8. Other (specify) A. Train pulling- RCL B. Train pushing- RCL C. Train standing- RCL D. EMU Locomotive(s) E. DMU Locomotive(s) Code 1			
14. Vehicle Speed (est. mph at impact) 10		15. Direction (geographical) 1. North 2. South 3. East 4. West Code 4		18. Position of Car Unit in Train 1			
16. Position 1. Stalled or stuck on crossing 2. Stopped on Crossing 3. Moving over crossing Code 3		4. Trapped on crossing by traffic 5. Blocked on crossing by gates		19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user Code 1			
20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code 4				20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code			
20c. State here the name and quantity of the hazardous material released, if any							
21. Temperature (specify if minus) 65 °F		22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark Code 4		23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow Code 1			
24. Type of Equipment Consist (single entry) 1. Freight Train 2. Passenger Train-Pulling 3. Commuter Train-Pulling 4. Work Train 5. Single Car 6. Cut of cars 7. Yard/Switching 8. Light loco(s) 9. Maint./inspect. car A. Spec. MoW Equip. B. Passenger Train-Pushing C. Commuter Train-Pushing D. EMU E. DMU Code 8				25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry Code 3		26. Track Number or Name OLD PASS	
27. FRA Track Class (1-9,X) 1		28. Number of Locomotive Units 4		29. Number of Cars 0		30. Consist Speed (Recorded speed if available) R. Recorded E. Estimated 3 mph Code E	
31. Time Table Direction 1. North 2. South 3. East 4. West Code 4				32. Type of Crossing Warning 1. Gates 2. Cantilever FLS 3. Standard FLS 4. Wig wags 5. Hwy. traffic signals 6. Audible 7. Crossbucks 8. Stop signs 9. Watchman 10. Flagged by crew 11. Other (specify) 12. None Code(s) 04 07 10			
33. Signaled Crossing Warning (See reverse side for instructions and codes) Code 1				34. Roadway Conditions A. Dry B. Wet C. Snow/Slush D. Ice E. Sand, Mud, Dirt, Oil, Gravel F. Water (Standing, Moving) Code			
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach Code 1			36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown Code 2			37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown Code 1	
38. Highway User's Age 1. Male 2. Female Code		39. Highway User's Gender Code		40. Highway User Went Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown Code 2		41. Highway User 1. Went around the gate 2. Stopped and then proceeded 3. Did not stop 4. Stopped on crossing 5. Other (specify) 6. Went around/thru temporary barricade (if yes, see instructions) 7. Went thru the gate 8. Suicide/Attempted suicide Code 3	
42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown Code 2		43. View of Track Obscured by (primary obstruction) 1. Permanent Structure 2. Standing railroad equipment 3. Passing Train 4. Topography 5. Vegetation 6. Highway Vehicles 7. Other (specify) 8. Not Obstructed Code 8					
Casualties to:		Killed		Injured		44. Driver was 1. Killed 2. Injured 3. Uninjured Code 3	
45. Was Driver in the Vehicle? 1. Yes 2. No Code 1		46. Highway-Rail Crossing Users 0 0		47. Highway Vehicle Property Damage (est. dollar damage) \$350		48. Total Number of Vehicle Occupants (including driver) 1	
49. Railroad Employees 0 0		50. Total Number of People on Train (include passengers and train crew)		51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No Code 2			
52. Passengers on Train 0 0		53a. Special Study Block Video Taken? <input type="checkbox"/> Yes <input type="checkbox"/> No Video Used? <input type="checkbox"/> Yes <input type="checkbox"/> No		53b. Special Study Block			
54. Narrative Description (Be specific, and continue on separate sheet if necessary)							
55. Typed Name and Title				56. Signature		57. Date	

NOTE: This report is part of the reporting railroad's accident report pursuant to the accident reports statute and, as such shall not "be admitted as evidence or used for any purpose in any suit or action for damages growing out of any matter mentioned in said report..." 49 U.S.C. 20903. See 49 C.F.R. 225.7 (b).

1. Name of Reporting Railroad Southern Pacific Transportation Company [SP]				1a. Alphabetic Code SP		1b. Railroad Accident/Incident No. 48147	
2. Name of Other Railroad or Other Entity Filing for Equipment Involved in Train Accident/Incident				2a. Alphabetic Code		2b. Railroad Accident/Incident No.	
3. Name of Railroad or Other Entity Responsible for Track Maintenance (single entry) Southern Pacific Transportation Company [SP]				3a. Alphabetic Code SP		3b. Railroad Accident/Incident No. 48147	
4. U.S. DOT Grade Crossing ID No. 752913T				5. Date of Accident/Incident month day year 0 5 2 1 1977		6. Time of Accident/Incident 2:45 AM <input checked="" type="checkbox"/> PM <input type="checkbox"/>	
7. Nearest Railroad Station LODI		8. Subdivision		9. County SAN JOAQUIN		10. State Abbr. CA Code 06	
11. City (if in a city) LODI		12. Highway Name or No. ELM ST				Public <input checked="" type="checkbox"/> Private <input type="checkbox"/>	
Highway User Involved				Rail Equipment Involved			
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle A. Auto D. Pick-up truck G. School Bus K. Pedestrian Code B. Truck E. Van H. Motorcycle M. Other (specify) A				17. Equipment 1. Train (units pulling) 2. Train (units pushing) 3. Train (standing) 4. Car(s) (moving) 5. Car(s) (standing) 6. Light loco(s) (moving) 7. Light loco(s) (standing) 8. Other (specify) A. Train pulling- RCL B. Train pushing- RCL C. Train standing- RCL D. EMU Locomotive(s) E. DMU Locomotive(s) Code 2			
14. Vehicle Speed (est. mph at impact) 35		15. Direction (geographical) 1. North 2. South 3. East 4. West Code 3		18. Position of Car Unit in Train 1			
16. Position 1. Stalled or stuck on crossing 2. Stopped on Crossing 3. Moving over crossing Code 3		4. Trapped on crossing by traffic 5. Blocked on crossing by gates		19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user Code 1			
20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code 4				20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code			
20c. State here the name and quantity of the hazardous material released, if any							
21. Temperature (specify if minus) 42 °F		22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark Code 4		23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow Code 1			
24. Type of Equipment Consist (single entry) 1. Freight Train 2. Passenger Train-Pulling 3. Commuter Train-Pulling 4. Work Train 5. Single Car 6. Cut of cars 7. Yard/Switching 8. Light loco(s) 9. Maint./inspect. car A. Spec. MoW Equip. B. Passenger Train-Pushing C. Commuter Train-Pushing Code 1				25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry Code 2		26. Track Number or Name PASS	
27. FRA Track Class (1-9,X) 1		28. Number of Locomotive Units 2		29. Number of Cars 16		30. Consist Speed (Recorded speed if available) R. Recorded 6 mph E. Estimated Code E	
31. Time Table Direction 1. North 2. South 3. East 4. West Code 3				32. Type of Crossing Warning 1. Gates 2. Cantilever FLS 3. Standard FLS 4. Wig wags 5. Hwy. traffic signals 6. Audible 7. Crossbucks 8. Stop signs 9. Watchman 10. Flagged by crew 11. Other (specify) 12. None Code(s) 04 10			
33. Signaled Crossing Warning (See reverse side for instructions and codes) Code 1				34. Roadway Conditions A. Dry B. Wet C. Snow/Slush D. Ice E. Sand, Mud, Dirt, Oil, Gravel F. Water (Standing, Moving) Code			
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach Code 1			36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown Code 2			37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown Code 1	
38. Highway User's Age 1. Male 2. Female Code		39. Highway User's Gender Code		40. Highway User Went Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown Code 2		41. Highway User 1. Went around the gate 2. Stopped and then proceeded 3. Did not stop 4. Stopped on crossing 5. Other (specify) (if yes, see instructions) 6. Went around/thru temporary barricade 7. Went thru the gate 8. Suicide/Attempted suicide Code 3	
42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown Code 2		43. View of Track Obscured by (primary obstruction) 1. Permanent Structure 2. Standing railroad equipment 3. Passing Train 4. Topography 5. Vegetation 6. Highway Vehicles 7. Other (specify) 8. Not Obstructed Code 8					
Casualties to:		Killed		Injured		44. Driver was 1. Killed 2. Injured 3. Uninjured Code 3	
45. Was Driver in the Vehicle? 1. Yes 2. No Code 1		46. Highway-Rail Crossing Users 0 0		47. Highway Vehicle Property Damage (est. dollar damage) \$1,500		48. Total Number of Vehicle Occupants (including driver) 1	
49. Railroad Employees 0 0		50. Total Number of People on Train (include passengers and train crew)		51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No Code 2			
52. Passengers on Train 0 0		53a. Special Study Block Video Taken? <input type="checkbox"/> Yes <input type="checkbox"/> No Video Used? <input type="checkbox"/> Yes <input type="checkbox"/> No		53b. Special Study Block			
54. Narrative Description (Be specific, and continue on separate sheet if necessary)							
55. Typed Name and Title				56. Signature		57. Date	

NOTE: This report is part of the reporting railroad's accident report pursuant to the accident reports statute and, as such shall not "be admitted as evidence or used for any purpose in any suit or action for damages growing out of any matter mentioned in said report..." 49 U.S.C. 20903. See 49 C.F.R. 225.7 (b).

1. Name of Reporting Railroad Southern Pacific Transportation Company [SP]				1a. Alphabetic Code SP		1b. Railroad Accident/Incident No. 44967	
2. Name of Other Railroad or Other Entity Filing for Equipment Involved in Train Accident/Incident				2a. Alphabetic Code		2b. Railroad Accident/Incident No.	
3. Name of Railroad or Other Entity Responsible for Track Maintenance (single entry) Southern Pacific Transportation Company [SP]				3a. Alphabetic Code SP		3b. Railroad Accident/Incident No. 44967	
4. U.S. DOT Grade Crossing ID No. 752913T				5. Date of Accident/Incident month day year 0 2 1 1 1977		6. Time of Accident/Incident 12:08 AM <input checked="" type="checkbox"/> PM <input type="checkbox"/>	
7. Nearest Railroad Station LODI		8. Subdivision		9. County SAN JOAQUIN		10. State Abbr. CA Code 06	
11. City (if in a city) LODI		12. Highway Name or No. ELM ST				Public <input checked="" type="checkbox"/> Private <input type="checkbox"/>	
Highway User Involved				Rail Equipment Involved			
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle A. Auto D. Pick-up truck G. School Bus K. Pedestrian Code B. Truck E. Van H. Motorcycle M. Other (specify) B				17. Equipment 4. Car(s) (moving) A. Train pulling- RCL 5. Car(s) (standing) B. Train pushing- RCL 6. Light loco(s) (moving) C. Train standing- RCL 7. Light loco(s) (standing) D. EMU Locomotive(s) Code 8. Other (specify) E. DMU Locomotive(s) 2			
14. Vehicle Speed (est. mph at impact) 20		15. Direction (geographical) 1. North 2. South 3. East 4. West Code 3		18. Position of Car Unit in Train 1			
16. Position 1. Stalled or stuck on crossing 4. Trapped on crossing by traffic 2. Stopped on Crossing 5. Blocked on crossing by gates Code 3 3. Moving over crossing				19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user Code 1			
20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code 4				20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code			
20c. State here the name and quantity of the hazardous material released, if any							
21. Temperature (specify if minus) 50 °F		22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark Code 4		23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow Code 1			
24. Type of Equipment Consist (single entry) 1. Freight Train 5. Single Car 9. Maint./inspect. car D. EMU 2. Passenger Train-Pulling 6. Cut of cars A. Spec. MoW Equip. E. DMU 3. Commuter Train-Pulling 7. Yard/Switching B. Passenger Train-Pushing Code 4. Work Train 8. Light loco(s) C. Commuter Train-Pushing 1				25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry 1		26. Track Number or Name MAIN LINE	
27. FRA Track Class (1-9,X) 5		28. Number of Locomotive Units 3		29. Number of Cars 0		30. Consist Speed (Recorded speed if available) R. Recorded E. Estimated 5 mph E	
31. Time Table Direction 1. North 3. East Code 3 2. South 4. West				32. Type of Crossing Warning 1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) 3. Standard FLS 6. Audible 9. Watchman 12. None Code(s) 04 07			
33. Signaled Crossing Warning (See reverse side for instructions and codes) Code 1				34. Roadway Conditions A. Dry B. Wet C. Snow/Slush D. Ice E. Sand, Mud, Dirt, Oil, Gravel F. Water (Standing, Moving) Code			
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach Code 1				36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown Code 2		37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown Code 1	
38. Highway User's Age 1. Male 2. Female Code		39. Highway User's Gender Code		40. Highway User Went Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown Code 2		41. Highway User 1. Went around the gate 5. Other (specify) 2. Stopped and then proceeded 6. Went around/thru temporary barricade (if yes, see instructions) Code 3. Did not stop 7. Went thru the gate 3 4. Stopped on crossing 8. Suicide/Attempted suicide	
42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown Code 2				43. View of Track Obscured by (primary obstruction) 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed Code 8			
Casualties to:		Killed		Injured		44. Driver was 1. Killed 2. Injured 3. Uninjured 2	
45. Was Driver in the Vehicle? 1. Yes 2. No Code 1		46. Highway-Rail Crossing Users 0 2		47. Highway Vehicle Property Damage (est. dollar damage) \$2,500		48. Total Number of Vehicle Occupants (including driver) 2	
49. Railroad Employees 0 1		50. Total Number of People on Train (include passengers and train crew)		51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No Code 2			
52. Passengers on Train 0 0		53a. Special Study Block Video Taken? <input type="checkbox"/> Yes <input type="checkbox"/> No Video Used? <input type="checkbox"/> Yes <input type="checkbox"/> No		53b. Special Study Block			
54. Narrative Description (Be specific, and continue on separate sheet if necessary)							
55. Typed Name and Title				56. Signature		57. Date	

NOTE: This report is part of the reporting railroad's accident report pursuant to the accident reports statute and, as such shall not "be admitted as evidence or used for any purpose in any suit or action for damages growing out of any matter mentioned in said report..." 49 U.S.C. 20903. See 49 C.F.R. 225.7 (b).

1. Name of Reporting Railroad Southern Pacific Transportation Company [SP]				1a. Alphabetic Code SP		1b. Railroad Accident/Incident No. 61645	
2. Name of Other Railroad or Other Entity Filing for Equipment Involved in Train Accident/Incident				2a. Alphabetic Code		2b. Railroad Accident/Incident No.	
3. Name of Railroad or Other Entity Responsible for Track Maintenance (single entry)				3a. Alphabetic Code		3b. Railroad Accident/Incident No.	
4. U.S. DOT Grade Crossing ID No. 752913T				5. Date of Accident/Incident month day year 0 7 0 5 1975		6. Time of Accident/Incident 2:15 AM <input checked="" type="checkbox"/> PM <input type="checkbox"/>	
7. Nearest Railroad Station LODI		8. Subdivision		9. County SAN JOAQUIN		10. State Abbr. CA Code 06	
11. City (if in a city) LODI		12. Highway Name or No. ELM ST				Public <input checked="" type="checkbox"/> Private <input type="checkbox"/>	
Highway User Involved				Rail Equipment Involved			
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle A. Auto D. Pick-up truck G. School Bus K. Pedestrian Code B. Truck E. Van H. Motorcycle M. Other (specify) A				17. Equipment 1. Train (units pulling) 2. Train (units pushing) 3. Train (standing) 4. Car(s) (moving) 5. Car(s) (standing) 6. Light loco(s) (moving) 7. Light loco(s) (standing) 8. Other (specify) A. Train pulling- RCL B. Train pushing- RCL C. Train standing- RCL D. EMU Locomotive(s) E. DMU Locomotive(s) Code 2			
14. Vehicle Speed (est. mph at impact) 0		15. Direction (geographical) 1. North 2. South 3. East 4. West Code 4		18. Position of Car Unit in Train 13			
16. Position 1. Stalled or stuck on crossing 2. Stopped on Crossing 3. Moving over crossing 4. Trapped on crossing by traffic 5. Blocked on crossing by gates Code 2				19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user Code 1			
20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code 4				20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code			
20c. State here the name and quantity of the hazardous material released, if any							
21. Temperature (specify if minus) 68 °F		22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark Code 4		23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow Code 1			
24. Type of Equipment Consist (single entry) 1. Freight Train 2. Passenger Train-Pulling 3. Commuter Train-Pulling 4. Work Train 5. Single Car 6. Cut of cars 7. Yard/Switching 8. Light loco(s) 9. Maint./inspect. car A. Spec. MoW Equip. B. Passenger Train-Pushing C. Commuter Train-Pushing D. EMU E. DMU Code 7				25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry Code 2		26. Track Number or Name 9108	
27. FRA Track Class (1-9,X) 5		28. Number of Locomotive Units 2		29. Number of Cars 11		30. Consist Speed (Recorded speed if available) R. Recorded E. Estimated 5 mph Code E	
31. Time Table Direction 1. North 2. South 3. East 4. West Code 1				32. Type of Crossing Warning 1. Gates 2. Cantilever FLS 3. Standard FLS 4. Wig wags 5. Hwy. traffic signals 6. Audible 7. Crossbucks 8. Stop signs 9. Watchman 10. Flagged by crew 11. Other (specify) 12. None Code(s) 04			
33. Signaled Crossing Warning (See reverse side for instructions and codes) Code 1				34. Roadway Conditions A. Dry B. Wet C. Snow/Slush D. Ice E. Sand, Mud, Dirt, Oil, Gravel F. Water (Standing, Moving) Code			
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach Code 1			36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown Code 2			37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown Code 1	
38. Highway User's Age 1. Male 2. Female Code		39. Highway User's Gender Code		40. Highway User Went Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown Code 2		41. Highway User 1. Went around the gate 2. Stopped and then proceeded 3. Did not stop 4. Stopped on crossing 5. Other (specify) 6. Went around/thru temporary barricade (if yes, see instructions) 7. Went thru the gate 8. Suicide/Attempted suicide Code 3	
42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown Code 2		43. View of Track Obscured by (primary obstruction) 1. Permanent Structure 2. Standing railroad equipment 3. Passing Train 4. Topography 5. Vegetation 6. Highway Vehicles 7. Other (specify) 8. Not Obstructed Code 8					
Casualties to:		Killed		Injured		44. Driver was 1. Killed 2. Injured 3. Uninjured Code 3	
45. Was Driver in the Vehicle? 1. Yes 2. No Code 1		46. Highway-Rail Crossing Users 0		47. Highway Vehicle Property Damage (est. dollar damage) \$500		48. Total Number of Vehicle Occupants (including driver) 1	
49. Railroad Employees 0		50. Total Number of People on Train (include passengers and train crew) 0		51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No Code 2			
52. Passengers on Train 0		53a. Special Study Block Video Taken? <input type="checkbox"/> Yes <input type="checkbox"/> No Video Used? <input type="checkbox"/> Yes <input type="checkbox"/> No					
53b. Special Study Block		54. Narrative Description (Be specific, and continue on separate sheet if necessary)					
55. Typed Name and Title				56. Signature		57. Date	

NOTE: This report is part of the reporting railroad's accident report pursuant to the accident reports statute and, as such shall not "be admitted as evidence or used for any purpose in any suit or action for damages growing out of any matter mentioned in said report..." 49 U.S.C. 20903. See 49 C.F.R. 225.7 (b).

HIGHWAY-RAIL GRADE CROSSING

ACCIDENT/INCIDENT REPORT

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

Name Of				Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad Union Pacific Railroad Company [UP]				1a. UP	1b. 0808RS033
2. Other Railroad Involved in Train Accident/Incident				2a.	2b.
3. Railroad Responsible for Track Maintenance Union Pacific Railroad Company [UP]				3a. UP	3b. 0808RS033
4. U.S. DOT-AAR Grade Crossing ID No. 752912L		5. Date of Accident/Incident 08/24/08		6. Time of Accident/Incident 09:45 PM	
7. Nearest Railroad Station LODI		8. Division ROSEVILLE SU		9. County SAN JOAQUIN	
10. State Abbr. 06		Code CA			
11. City (if in a city) LODI		12. Highway Name or No. LOCUST STREET			<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private
Highway User Involved			Rail Equipment Involved		
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle A. Auto D. Pick-up truck G. School Bus K. Pedestrian B. Truck E. Van H. Motorcycle M. Other (specify) Code K			17. Equipment 1. Train (units pulling) 5. Car(s) (standing) 2. Train (units pushing) 6. Light loco(s) (moving) 3. Train (standing) 7. Light loco(s) (standing) 8. Other (specify) A. Train pulling- RCL B. Train pushing- RCL C. Train standing- RCL Code 1		
14. Vehicle Speed (est. mph at impact)		15. Direction (geographical) 1. North 2. South 3. East 4. West Code 3		18. Position of Car Unit in Train 1	
16. Position 1. Stalled on crossing 3. Moving over crossing 2. Stopped on Crossing 4. Trapped Code 3		19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user Code 1			
20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code 4		20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code 4			
20c. State the name and quantity of the hazardous material released, if any					
21. Temperature (specify if minus) 78 °F		22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark Code 4		23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow Code 1	
24. Type of Equipment Consist 1. Freight train 4. Work train 7. Yard/Switching (single entry) 2. Passenger train 5. Single car 8. Light loco(s) 3. Commuter train 6. Cut of cars 9. Main./inspect. car Code 1			25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry Code 1		26. Track Number or Name SINGLE MAIN
27. FRA Track Class 5		28. Number of Locomotive Units 4	29. Number of Cars 23	30. Consist Speed (Recorded if available) R. Recorded E. Estimated 34 mph Code R	
31. Time Table Direction 1. North 2. South 3. East 4. West Code 1					
32. Type of Crossing 1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) Warning 3. Standard FLS 6. Audible 9. Watchman 12. None Code(s) 01 02 03 06 07			33. Signaled Crossing Warning 20 sec warn min (1);		34. Whistle Ban 1. Yes 2. No 3. Unknown Code 2
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach Code 1			36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown Code 2		37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown Code 1
38. Driver's Age	39. Driver's Gender 1. Male 2. Female Code	40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown Code			41. Driver 1. Drove around or thru the gate 4. Stopped on crossing 2. Stopped and then proceeded 5. Other (specify) 3. Did not stop Code
42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown Code		43. View of Track Obscured by (primary obstruction) 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed Code 1			
Casualties to:		Killed	Injured	44. Driver was 1. Killed 2. Injured 3. Uninjured Code	
45. Was Driver in the Vehicle? 1. Yes 2. No Code					
46. Highway-Rail Crossing Users 1		0	47. Highway Vehicle Property Damage (est. dollar damage)		48. Total Number of Highway-Rail Crossing Users (include driver) 1
49. Railroad Employees 0		0	50. Total Number of People on Train (include passengers and crew) 3		51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No Code 2
52. Passengers on Train 0		0			
53a. Special Study Block			53b. Special Study Block		
54. Narrative Description					
55. Typed Name and Title		56. Signature			57. Date

**HIGHWAY-RAIL GRADE CROSSING
ACCIDENT/INCIDENT REPORT**

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

Name Of				Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad Union Pacific Railroad Company [UP]				1a. UP	1b. 0508RS011
2. Other Railroad Involved in Train Accident/Incident				2a.	2b.
3. Railroad Responsible for Track Maintenance Union Pacific Railroad Company [UP]				3a. UP	3b. 0508RS011
4. U.S. DOT-AAR Grade Crossing ID No. 752912L		5. Date of Accident/Incident 05/10/08		6. Time of Accident/Incident 10:00 PM	
7. Nearest Railroad Station LODI		8. Division ROSEVILLE SU		9. County SAN JOAQUIN	
10. State Abbr. 06		Code CA			
11. City (if in a city) LODI		12. Highway Name or No. LOCUST STREET			<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private
Highway User Involved			Rail Equipment Involved		
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle A. Auto D. Pick-up truck G. School Bus K. Pedestrian B. Truck E. Van H. Motorcycle M. Other (specify)			Code J	17. Equipment 1. Train (units pulling) 5. Car(s) (standing) 2. Train (units pushing) 6. Light loco(s) (moving) 3. Train (standing) 7. Light loco(s) (standing)	
14. Vehicle Speed (est. mph at impact) 0			15. Direction (geographical) 1. North 2. South 3. East 4. West		
Code 3			18. Position of Car Unit in Train 1		
16. Position 1. Stalled on crossing 3. Moving over crossing 2. Stopped on Crossing 4. Trapped			Code 2		
19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user			Code 1		
20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither			Code 4		
20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither					
20c. State the name and quantity of the hazardous material released, if any					
21. Temperature (specify if minus) 50 °F		22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark		Code 4	
23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow		Code 1			
24. Type of Equipment Consist 1. Freight train 4. Work train 7. Yard/Switching (single entry) 2. Passenger train 5. Single car 8. Light loco(s) 3. Commuter train 6. Cut of cars 9. Main./inspect. car			Code 1		25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry
Code 1			Code 1		26. Track Number or Name SINGLE MAIN
27. FRA Track Class 4		28. Number of Locomotive Units 4	29. Number of Cars 67	30. Consist Speed (Recorded if available) R. Recorded E. Estimated 45 mph	
Code E		Code E		31. Time Table Direction 1. North 2. South 3. East 4. West	
Code 1					
32. Type of Crossing 1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) Warning 3. Standard FLS 6. Audible 9. Watchman 12. None			33. Signaled Crossing Warning 20 sec warn min (1);		34. Whistle Ban 1. Yes 2. No 3. Unknown
Code(s) 01 02 03 06 07			Code 2		Code 2
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach			Code 1		36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown
Code 1			Code 2		Code 3
37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown		Code 3			
38. Driver's Age	39. Driver's Gender 1. Male 2. Female	Code	40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown		Code 2
41. Driver 1. Drove around or thru the gate 4. Stopped on crossing 2. Stopped and then proceeded 5. Other (specify) 3. Did not stop		Code 5			
42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown		Code 2		43. View of Track Obscured by (primary obstruction) 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed	
Code 8					
Casualties to:		Killed	Injured	44. Driver was 1. Killed 2. Injured 3. Uninjured	
Code 2		Code 3	Code 2	45. Was Driver in the Vehicle? 1. Yes 2. No	
Code 2					
46. Highway-Rail Crossing Users 0		0	47. Highway Vehicle Property Damage (est. dollar damage) \$300		48. Total Number of Highway-Rail Crossing Users (include driver) 0
Code 0		Code 0	Code 2		Code 0
49. Railroad Employees 0		0	50. Total Number of People on Train (include passengers and crew) 2		51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No
Code 0		Code 0	Code 2		Code 2
53a. Special Study Block			53b. Special Study Block		
54. Narrative Description DRIVER'S ACTIONS: STOPPED ON CROSSING (BEFORE GATES DESCENDED).					
55. Typed Name and Title		56. Signature			57. Date

**HIGHWAY-RAIL GRADE CROSSING
ACCIDENT/INCIDENT REPORT**

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

Name Of				Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad Southern Pacific Transportation Company [SP]				1a. SP	1b. 52818
2. Other Railroad Involved in Train Accident/Incident				2a.	2b.
3. Railroad Responsible for Track Maintenance Southern Pacific Transportation Company [SP]				3a. SP	3b. 52818
4. U.S. DOT-AAR Grade Crossing ID No. 752912L		5. Date of Accident/Incident 08/29/78		6. Time of Accident/Incident 11:15 AM	
7. Nearest Railroad Station LODI		8. Division		9. County SAN JOAQUIN	
11. City (if in a city) LODI		12. Highway Name or No. LOCUST STREET		10. State Abbr. 06 Code CA	
11. City (if in a city) LODI		12. Highway Name or No. LOCUST STREET		<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private	
Highway User Involved			Rail Equipment Involved		
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle A. Auto D. Pick-up truck G. School Bus K. Pedestrian B. Truck E. Van H. Motorcycle M. Other (specify) Code K			17. Equipment 1. Train (units pulling) 4. Car(s) (moving) 8. Other (specify) 2. Train (units pushing) 5. Car(s) (standing) A. Train pulling- RCL 3. Train (standing) 7. Light loco(s) (standing) B. Train pushing- RCL Code 2		
14. Vehicle Speed (est. mph at impact)		15. Direction (geographical) 1. North 2. South 3. East 4. West Code		18. Position of Car Unit in Train 1	
16. Position 1. Stalled on crossing 3. Moving over crossing 2. Stopped on Crossing 4. Trapped Code 3		19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user Code 1			
20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code 4		20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code			
20c. State the name and quantity of the hazardous material released, if any					
21. Temperature (specify if minus) 98 °F		22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark Code 2		23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow Code 1	
24. Type of Equipment Consist 1. Freight train 4. Work train 7. Yard/Switching (single entry) 2. Passenger train 5. Single car 8. Light loco(s) 3. Commuter train 6. Cut of cars 9. Main./inspect. car Code 7			25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry Code 2		26. Track Number or Name 9150
27. FRA Track Class I	28. Number of Locomotive Units 1	29. Number of Cars 12	30. Consist Speed (Recorded if available) R. Recorded E. Estimated 2 mph Code E		31. Time Table Direction 1. North 2. South 3. East 4. West Code 3
32. Type of Crossing 1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) Warning 3. Standard FLS 6. Audible 9. Watchman 12. None Code(s) 04			33. Signaled Crossing Warning 20 sec warn min (1);		34. Whistle Ban 1. Yes 2. No 3. Unknown Code
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach Code 1			36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown Code 2		37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown Code 2
38. Driver's Age	39. Driver's Gender 1. Male 2. Female Code	40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown Code		41. Driver 1. Drove around or thru the gate 4. Stopped on crossing 2. Stopped and then proceeded 5. Other (specify) 3. Did not stop Code	
42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown Code		43. View of Track Obscured by (primary obstruction) 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed Code 8			
Casualties to:		Killed	Injured	44. Driver was 1. Killed 2. Injured 3. Uninjured Code	
46. Highway-Rail Crossing Users		0	1	47. Highway Vehicle Property Damage (est. dollar damage) \$0	
49. Railroad Employees		0	0	50. Total Number of People on Train (include passengers and crew)	
52. Passengers on Train		0	0	51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No Code 2	
53a. Special Study Block			53b. Special Study Block		
54. Narrative Description					
55. Typed Name and Title		56. Signature			57. Date

**HIGHWAY-RAIL GRADE CROSSING
ACCIDENT/INCIDENT REPORT**

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

Name Of				Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad Southern Pacific Transportation Company [SP]				1a. SP	1b. 52808
2. Other Railroad Involved in Train Accident/Incident				2a.	2b.
3. Railroad Responsible for Track Maintenance Southern Pacific Transportation Company [SP]				3a. SP	3b. 52808
4. U.S. DOT-AAR Grade Crossing ID No. 752912L		5. Date of Accident/Incident 08/29/78		6. Time of Accident/Incident 06:45 AM	
7. Nearest Railroad Station LODI		8. Division		9. County SAN JOAQUIN	
11. City (if in a city) LODI		12. Highway Name or No. LOCUST ST		10. State Abbr. 06 Code CA	
Highway User Involved			Rail Equipment Involved		
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle A. Auto D. Pick-up truck G. School Bus K. Pedestrian B. Truck E. Van H. Motorcycle M. Other (specify)			17. Equipment 1. Train (units pulling) 5. Car(s) (standing) 2. Train (units pushing) 6. Light loco(s) (moving) 3. Train (standing) 7. Light loco(s) (standing)		
14. Vehicle Speed (est. mph at impact) 2			18. Position of Car Unit in Train 1		
15. Direction (geographical) 1. North 2. South 3. East 4. West			19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user		
16. Position 1. Stalled on crossing 3. Moving over crossing 2. Stopped on Crossing 4. Trapped			20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither		
20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither			20c. State the name and quantity of the hazardous material released, if any		
21. Temperature (specify if minus) 68 °F		22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark		23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow	
24. Type of Equipment Consist 1. Freight train 4. Work train 7. Yard/Switching (single entry) 2. Passenger train 5. Single car 8. Light loco(s) 3. Commuter train 6. Cut of cars 9. Main./inspect. car			25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry		26. Track Number or Name 9150
27. FRA Track Class 1	28. Number of Locomotive Units 1	29. Number of Cars 0	30. Consist Speed (Recorded if available) R. Recorded E. Estimated 2 mph		31. Time Table Direction 1. North 2. South 3. East 4. West 2
32. Type of Crossing 1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) Warning 3. Standard FLS 6. Audible 9. Watchman 12. None			33. Signaled Crossing Warning 20 sec warn min (1);		34. Whistle Ban 1. Yes 2. No 3. Unknown
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach			36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown		37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown
38. Driver's Age	39. Driver's Gender 1. Male 2. Female	40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown		41. Driver 1. Drove around or thru the gate 4. Stopped on crossing 2. Stopped and then proceeded 5. Other (specify) 3. Did not stop	
42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown		43. View of Track Obscured by (primary obstruction) 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed			
Casualties to:		Killed	Injured	44. Driver was 1. Killed 2. Injured 3. Uninjured	
46. Highway-Rail Crossing Users		0	0	47. Highway Vehicle Property Damage (est. dollar damage) \$400	
49. Railroad Employees		0	0	50. Total Number of People on Train (include passengers and crew)	
52. Passengers on Train		0	0	51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No	
53a. Special Study Block			53b. Special Study Block		
54. Narrative Description					
55. Typed Name and Title			56. Signature		57. Date

1. Name of Reporting Railroad Union Pacific Railroad Company [UP]				1a. Alphabetic Code UP		1b. Railroad Accident/Incident No. 1114RS006	
2. Name of Other Railroad or Other Entity Filing for Equipment Involved in Train Accident/Incident				2a. Alphabetic Code		2b. Railroad Accident/Incident No.	
3. Name of Railroad or Other Entity Responsible for Track Maintenance (single entry) Union Pacific Railroad Company [UP]				3a. Alphabetic Code UP		3b. Railroad Accident/Incident No. 1114RS006	
4. U.S. DOT Grade Crossing ID No. 752911E				5. Date of Accident/Incident month day year 1 1 0 6 2014		6. Time of Accident/Incident 2:05 AM <input type="checkbox"/> PM <input checked="" type="checkbox"/>	
7. Nearest Railroad Station LODI		8. Subdivision FRESNO SUB		9. County SAN JOAQUIN		10. State Abbr. CA Code 06	
11. City (if in a city) LODI			12. Highway Name or No. LOCKEFORD STREET			Public <input checked="" type="checkbox"/> Private <input type="checkbox"/>	
Highway User Involved				Rail Equipment Involved			
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle A. Auto D. Pick-up truck G. School Bus K. Pedestrian Code B. Truck E. Van H. Motorcycle M. Other (specify) K				17. Equipment 1. Train (units pulling) 2. Train (units pushing) 3. Train (standing) 4. Car(s) (moving) 5. Car(s) (standing) 6. Light loco(s) (moving) 7. Light loco(s) (standing) 8. Other (specify) A. Train pulling- RCL B. Train pushing- RCL C. Train standing- RCL D. EMU Locomotive(s) E. DMU Locomotive(s) Code 1			
14. Vehicle Speed (est. mph at impact)		15. Direction (geographical) 1. North 2. South 3. East 4. West Code 4		18. Position of Car Unit in Train 1			
16. Position 1. Stalled or stuck on crossing 2. Stopped on Crossing 3. Moving over crossing Code 3		4. Trapped on crossing by traffic 5. Blocked on crossing by gates		19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user Code 1			
20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code 4				20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code 4			
20c. State here the name and quantity of the hazardous material released, if any							
21. Temperature (specify if minus) 70 °F		22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark Code 2		23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow Code 1			
24. Type of Equipment Consist (single entry) 1. Freight Train 2. Passenger Train-Pulling 3. Commuter Train-Pulling 4. Work Train 5. Single Car 6. Cut of cars 7. Yard/Switching 8. Light loco(s) 9. Maint./inspect. car A. Spec. MoW Equip. B. Passenger Train-Pushing C. Commuter Train-Pushing Code 1				25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry Code 1		26. Track Number or Name SINGLE MAIN	
27. FRA Track Class (1-9,X) 3		28. Number of Locomotive Units 2		29. Number of Cars 72		30. Consist Speed (Recorded speed if available) R. Recorded E. Estimated 20 mph E	
31. Time Table Direction 1. North 2. South 3. East 4. West Code 1				32. Type of Crossing Warning 1. Gates 2. Cantilever FLS 3. Standard FLS 4. Wig wags 5. Hwy. traffic signals 6. Audible 7. Crossbucks 8. Stop signs 9. Watchman 10. Flagged by crew 11. Other (specify) 12. None Code 1			
33. Signaled Crossing Warning (See reverse side for instructions and codes) Code 1				34. Roadway Conditions A. Dry B. Wet C. Snow/Slush D. Ice E. Sand, Mud, Dirt, Oil, Gravel F. Water (Standing, Moving) Code A			
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach Code 1			36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown Code 2			37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown Code 2	
38. Highway User's Age 35		39. Highway User's Gender 1. Male 2. Female Code 1		40. Highway User Went Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown Code 2		41. Highway User 1. Went around the gate 2. Stopped and then proceeded 3. Did not stop 4. Stopped on crossing 5. Other (specify) 6. Went around/thru temporary barricade (if yes, see instructions) 7. Went thru the gate 8. Suicide/Attempted suicide Code 1	
42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown Code			43. View of Track Obscured by (primary obstruction) 1. Permanent Structure 2. Standing railroad equipment 3. Passing Train 4. Topography 5. Vegetation 6. Highway Vehicles 7. Other (specify) 8. Not Obstructed Code 8				
Casualties to:		Killed		Injured		44. Driver was 1. Killed 2. Injured 3. Uninjured	
46. Highway-Rail Crossing Users 0		0		47. Highway Vehicle Property Damage (est. dollar damage)		48. Total Number of Vehicle Occupants (including driver) 0	
49. Railroad Employees 0		0		50. Total Number of People on Train (include passengers and train crew) 3		51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No Code 2	
52. Passengers on Train 0		0		53a. Special Study Block Video Taken? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Video Used? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No			
53b. Special Study Block							
54. Narrative Description (Be specific, and continue on separate sheet if necessary) HIGHWAY USER'S ACTIONS: WENT AROUND THE GATE - MOVING.							
55. Typed Name and Title				56. Signature		57. Date	

NOTE: This report is part of the reporting railroad's accident report pursuant to the accident reports statute and, as such shall not "be admitted as evidence or used for any purpose in any suit or action for damages growing out of any matter mentioned in said report..." 49 U.S.C. 20903. See 49 C.F.R. 225.7 (b).

1. Name of Reporting Railroad Southern Pacific Transportation Company [SP]				1a. Alphabetic Code SP		1b. Railroad Accident/Incident No. E1525	
2. Name of Other Railroad or Other Entity Filing for Equipment Involved in Train Accident/Incident				2a. Alphabetic Code		2b. Railroad Accident/Incident No.	
3. Name of Railroad or Other Entity Responsible for Track Maintenance (single entry) Southern Pacific Transportation Company [SP]				3a. Alphabetic Code SP		3b. Railroad Accident/Incident No. E1525	
4. U.S. DOT Grade Crossing ID No. 752911E				5. Date of Accident/Incident month day year 0 3 0 4 1985		6. Time of Accident/Incident 8:40 AM <input type="checkbox"/> PM <input checked="" type="checkbox"/>	
7. Nearest Railroad Station LODI		8. Subdivision		9. County SAN JOAQUIN		10. State Abbr. CA Code 06	
11. City (if in a city) LODI			12. Highway Name or No. LOCKFORD ST			Public <input checked="" type="checkbox"/> Private <input type="checkbox"/>	
Highway User Involved				Rail Equipment Involved			
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle A. Auto D. Pick-up truck G. School Bus K. Pedestrian Code B. Truck E. Van H. Motorcycle M. Other (specify) B				17. Equipment 1. Train (units pulling) 2. Train (units pushing) 3. Train (standing) 4. Car(s) (moving) 5. Car(s) (standing) 6. Light loco(s) (moving) 7. Light loco(s) (standing) 8. Other (specify) A. Train pulling- RCL B. Train pushing- RCL C. Train standing- RCL D. EMU Locomotive(s) E. DMU Locomotive(s) Code 2			
14. Vehicle Speed (est. mph at impact) 5		15. Direction (geographical) 1. North 2. South 3. East 4. West Code 4		18. Position of Car Unit in Train 1			
16. Position 1. Stalled or stuck on crossing 2. Stopped on Crossing 3. Moving over crossing 4. Trapped on crossing by traffic 5. Blocked on crossing by gates Code 3			19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user Code 1				
20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code 4				20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code			
20c. State here the name and quantity of the hazardous material released, if any							
21. Temperature (specify if minus) 48 °F		22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark Code 4		23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow Code 2			
24. Type of Equipment Consist (single entry) 1. Freight Train 2. Passenger Train-Pulling 3. Commuter Train-Pulling 4. Work Train 5. Single Car 6. Cut of cars 7. Yard/Switching 8. Light loco(s) 9. Maint./inspect. car A. Spec. MoW Equip. B. Passenger Train-Pushing C. Commuter Train-Pushing D. EMU E. DMU Code 1				25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry Code 2		26. Track Number or Name 9150	
27. FRA Track Class (1-9,X) 1		28. Number of Locomotive Units 5		29. Number of Cars 102		30. Consist Speed (Recorded speed if available) R. Recorded E. Estimated 5 mph Code E	
31. Time Table Direction 1. North 2. South 3. East 4. West Code 4				32. Type of Crossing Warning 1. Gates 2. Cantilever FLS 3. Standard FLS 4. Wig wags 5. Hwy. traffic signals 6. Audible 7. Crossbucks 8. Stop signs 9. Watchman 10. Flagged by crew 11. Other (specify) 12. None Code(s) 01 05 07 10			
33. Signaled Crossing Warning (See reverse side for instructions and codes) Code 1				34. Roadway Conditions A. Dry B. Wet C. Snow/Slush D. Ice E. Sand, Mud, Dirt, Oil, Gravel F. Water (Standing, Moving) Code			
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach Code 1			36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown Code 1			37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown Code 1	
38. Highway User's Age 1. Male 2. Female Code		39. Highway User's Gender Code		40. Highway User Went Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown Code 2		41. Highway User 1. Went around the gate 2. Stopped and then proceeded 3. Did not stop 4. Stopped on crossing 5. Other (specify) 6. Went around/thru temporary barricade (if yes, see instructions) 7. Went thru the gate 8. Suicide/Attempted suicide Code 1	
42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown Code 2		43. View of Track Obscured by (primary obstruction) 1. Permanent Structure 2. Standing railroad equipment 3. Passing Train 4. Topography 5. Vegetation 6. Highway Vehicles 7. Other (specify) 8. Not Obstructed Code 8					
Casualties to:		Killed		Injured		44. Driver was 1. Killed 2. Injured 3. Uninjured Code 3	
46. Highway-Rail Crossing Users 0		0		47. Highway Vehicle Property Damage (est. dollar damage) \$800		45. Was Driver in the Vehicle? 1. Yes 2. No Code 1	
49. Railroad Employees 0		0		50. Total Number of People on Train (include passengers and train crew)		48. Total Number of Vehicle Occupants (including driver) 2	
52. Passengers on Train 0		0		51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No Code 2			
53a. Special Study Block Video Taken? <input type="checkbox"/> Yes <input type="checkbox"/> No Video Used? <input type="checkbox"/> Yes <input type="checkbox"/> No				53b. Special Study Block			
54. Narrative Description (Be specific, and continue on separate sheet if necessary)							
55. Typed Name and Title				56. Signature		57. Date	

NOTE: This report is part of the reporting railroad's accident report pursuant to the accident reports statute and, as such shall not "be admitted as evidence or used for any purpose in any suit or action for damages growing out of any matter mentioned in said report..." 49 U.S.C. 20903. See 49 C.F.R. 225.7 (b).

1. Name of Reporting Railroad Southern Pacific Transportation Company [SP]				1a. Alphabetic Code SP		1b. Railroad Accident/Incident No. 53570	
2. Name of Other Railroad or Other Entity Filing for Equipment Involved in Train Accident/Incident				2a. Alphabetic Code		2b. Railroad Accident/Incident No.	
3. Name of Railroad or Other Entity Responsible for Track Maintenance (single entry) Southern Pacific Transportation Company [SP]				3a. Alphabetic Code SP		3b. Railroad Accident/Incident No. 53570	
4. U.S. DOT Grade Crossing ID No. 752911E				5. Date of Accident/Incident month day year 0 2 2 3 1980		6. Time of Accident/Incident 12:05 AM <input checked="" type="checkbox"/> PM <input type="checkbox"/>	
7. Nearest Railroad Station LODI		8. Subdivision		9. County SAN JOAQUIN		10. State Abbr. CA Code 06	
11. City (if in a city) LODI		12. Highway Name or No. LOCKEFORD ST				Public <input checked="" type="checkbox"/> Private <input type="checkbox"/>	
Highway User Involved				Rail Equipment Involved			
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle A. Auto D. Pick-up truck G. School Bus K. Pedestrian Code B. Truck E. Van H. Motorcycle M. Other (specify) B				17. Equipment 1. Train (units pulling) 2. Train (units pushing) 3. Train (standing) 4. Car(s) (moving) 5. Car(s) (standing) 6. Light loco(s) (moving) 7. Light loco(s) (standing) 8. Other (specify) A. Train pulling- RCL B. Train pushing- RCL C. Train standing- RCL D. EMU Locomotive(s) E. DMU Locomotive(s) Code 2			
14. Vehicle Speed (est. mph at impact) 10		15. Direction (geographical) 1. North 2. South 3. East 4. West Code 3		18. Position of Car Unit in Train 1			
16. Position 1. Stalled or stuck on crossing 2. Stopped on Crossing 3. Moving over crossing 4. Trapped on crossing by traffic 5. Blocked on crossing by gates Code 3				19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user Code 1			
20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code 4				20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code			
20c. State here the name and quantity of the hazardous material released, if any							
21. Temperature (specify if minus) 50 °F		22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark Code 4		23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow Code 2			
24. Type of Equipment Consist (single entry) 1. Freight Train 2. Passenger Train-Pulling 3. Commuter Train-Pulling 4. Work Train 5. Single Car 6. Cut of cars 7. Yard/Switching 8. Light loco(s) 9. Maint./inspect. car A. Spec. MoW Equip. B. Passenger Train-Pushing C. Commuter Train-Pushing D. EMU E. DMU Code 1				25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry 1		26. Track Number or Name MAIN LINE	
27. FRA Track Class (1-9,X) 4		28. Number of Locomotive Units 2		29. Number of Cars 29		30. Consist Speed (Recorded speed if available) R. Recorded E. Estimated 5 mph E	
31. Time Table Direction 1. North 2. South 3. East 4. West Code 3				32. Type of Crossing Warning 1. Gates 2. Cantilever FLS 3. Standard FLS 4. Wig wags 5. Hwy. traffic signals 6. Audible 7. Crossbucks 8. Stop signs 9. Watchman 10. Flagged by crew 11. Other (specify) 12. None Code(s) 04			
33. Signaled Crossing Warning (See reverse side for instructions and codes) Code 1				34. Roadway Conditions A. Dry B. Wet C. Snow/Slush D. Ice E. Sand, Mud, Dirt, Oil, Gravel F. Water (Standing, Moving) Code			
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach Code 1			36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown Code 2			37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown Code 1	
38. Highway User's Age 1. Male 2. Female Code		39. Highway User's Gender Code		40. Highway User Went Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown Code 2		41. Highway User 1. Went around the gate 2. Stopped and then proceeded 3. Did not stop 4. Stopped on crossing 5. Other (specify) 6. Went around/thru temporary barricade (if yes, see instructions) 7. Went thru the gate 8. Suicide/Attempted suicide Code 3	
42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown Code 2		43. View of Track Obscured by (primary obstruction) 1. Permanent Structure 2. Standing railroad equipment 3. Passing Train 4. Topography 5. Vegetation 6. Highway Vehicles 7. Other (specify) 8. Not Obstructed Code 8					
Casualties to:		Killed		Injured		44. Driver was 1. Killed 2. Injured 3. Uninjured 3	
45. Was Driver in the Vehicle? 1. Yes 2. No Code 1		46. Highway-Rail Crossing Users 0 0		47. Highway Vehicle Property Damage (est. dollar damage) \$500		48. Total Number of Vehicle Occupants (including driver) 1	
49. Railroad Employees 0		50. Total Number of People on Train (include passengers and train crew) 0		51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No Code 2			
52. Passengers on Train 0		53a. Special Study Block Video Taken? <input type="checkbox"/> Yes <input type="checkbox"/> No Video Used? <input type="checkbox"/> Yes <input type="checkbox"/> No		53b. Special Study Block			
54. Narrative Description (Be specific, and continue on separate sheet if necessary)							
55. Typed Name and Title				56. Signature		57. Date	

NOTE: This report is part of the reporting railroad's accident report pursuant to the accident reports statute and, as such shall not "be admitted as evidence or used for any purpose in any suit or action for damages growing out of any matter mentioned in said report..." 49 U.S.C. 20903. See 49 C.F.R. 225.7 (b).

1. Name of Reporting Railroad Southern Pacific Transportation Company [SP]				1a. Alphabetic Code SP		1b. Railroad Accident/Incident No. 51209	
2. Name of Other Railroad or Other Entity Filing for Equipment Involved in Train Accident/Incident				2a. Alphabetic Code		2b. Railroad Accident/Incident No.	
3. Name of Railroad or Other Entity Responsible for Track Maintenance (single entry) Southern Pacific Transportation Company [SP]				3a. Alphabetic Code SP		3b. Railroad Accident/Incident No. 51209	
4. U.S. DOT Grade Crossing ID No. 752911E				5. Date of Accident/Incident month day year 0 5 2 1 1979		6. Time of Accident/Incident 1:25 AM <input type="checkbox"/> PM <input checked="" type="checkbox"/>	
7. Nearest Railroad Station LODI		8. Subdivision		9. County SAN JOAQUIN		10. State Abbr. CA Code 06	
11. City (if in a city) LODI		12. Highway Name or No. E LOCKFORD ST				Public <input checked="" type="checkbox"/> Private <input type="checkbox"/>	
Highway User Involved				Rail Equipment Involved			
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle A. Auto D. Pick-up truck G. School Bus K. Pedestrian Code B. Truck E. Van H. Motorcycle M. Other (specify) A				17. Equipment 1. Train (units pulling) 2. Train (units pushing) 3. Train (standing) 4. Car(s) (moving) 5. Car(s) (standing) 6. Light loco(s) (moving) 7. Light loco(s) (standing) 8. Other (specify) A. Train pulling- RCL B. Train pushing- RCL C. Train standing- RCL D. EMU Locomotive(s) E. DMU Locomotive(s) Code 2			
14. Vehicle Speed (est. mph at impact) 25		15. Direction (geographical) 1. North 2. South 3. East 4. West Code 3		18. Position of Car Unit in Train 1			
16. Position 1. Stalled or stuck on crossing 2. Stopped on Crossing 3. Moving over crossing Code 3		4. Trapped on crossing by traffic 5. Blocked on crossing by gates		19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user Code 2			
20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code 4				20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code			
20c. State here the name and quantity of the hazardous material released, if any							
21. Temperature (specify if minus) 75 °F		22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark Code 2		23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow Code 1			
24. Type of Equipment Consist (single entry) 1. Freight Train 2. Passenger Train-Pulling 3. Commuter Train-Pulling 4. Work Train 5. Single Car 6. Cut of cars 7. Yard/Switching 8. Light loco(s) 9. Maint./inspect. car A. Spec. MoW Equip. B. Passenger Train-Pushing C. Commuter Train-Pushing D. EMU E. DMU Code 1				25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry 1		26. Track Number or Name MAIN TRACK	
27. FRA Track Class (1-9,X) 5		28. Number of Locomotive Units 3		29. Number of Cars 36		30. Consist Speed (Recorded speed if available) R. Recorded E. Estimated 5 mph E	
31. Time Table Direction 1. North 2. South 3. East 4. West Code 4				32. Type of Crossing Warning 1. Gates 2. Cantilever FLS 3. Standard FLS 4. Wig wags 5. Hwy. traffic signals 6. Audible 7. Crossbucks 8. Stop signs 9. Watchman 10. Flagged by crew 11. Other (specify) 12. None Code(s) 04			
33. Signaled Crossing Warning (See reverse side for instructions and codes) Code 1				34. Roadway Conditions A. Dry B. Wet C. Snow/Slush D. Ice E. Sand, Mud, Dirt, Oil, Gravel F. Water (Standing, Moving) Code			
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach Code 1			36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown Code 2			37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown Code 1	
38. Highway User's Age 1. Male 2. Female Code		39. Highway User's Gender Code		40. Highway User Went Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown Code 2		41. Highway User 1. Went around the gate 2. Stopped and then proceeded 3. Did not stop 4. Stopped on crossing 5. Other (specify) 6. Went around/thru temporary barricade (if yes, see instructions) 7. Went thru the gate 8. Suicide/Attempted suicide Code 2	
42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown Code 2		43. View of Track Obscured by (primary obstruction) 1. Permanent Structure 2. Standing railroad equipment 3. Passing Train 4. Topography 5. Vegetation 6. Highway Vehicles 7. Other (specify) 8. Not Obstructed Code 8					
Casualties to:		Killed		Injured		44. Driver was 1. Killed 2. Injured 3. Uninjured 3	
46. Highway-Rail Crossing Users 0		0		47. Highway Vehicle Property Damage (est. dollar damage) \$300		45. Was Driver in the Vehicle? 1. Yes 2. No Code 1	
49. Railroad Employees 0		0		50. Total Number of People on Train (include passengers and train crew)		48. Total Number of Vehicle Occupants (including driver) 2	
52. Passengers on Train 0		0		51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No Code 2			
53a. Special Study Block Video Taken? <input type="checkbox"/> Yes <input type="checkbox"/> No Video Used? <input type="checkbox"/> Yes <input type="checkbox"/> No				53b. Special Study Block			
54. Narrative Description (Be specific, and continue on separate sheet if necessary)							
55. Typed Name and Title				56. Signature		57. Date	

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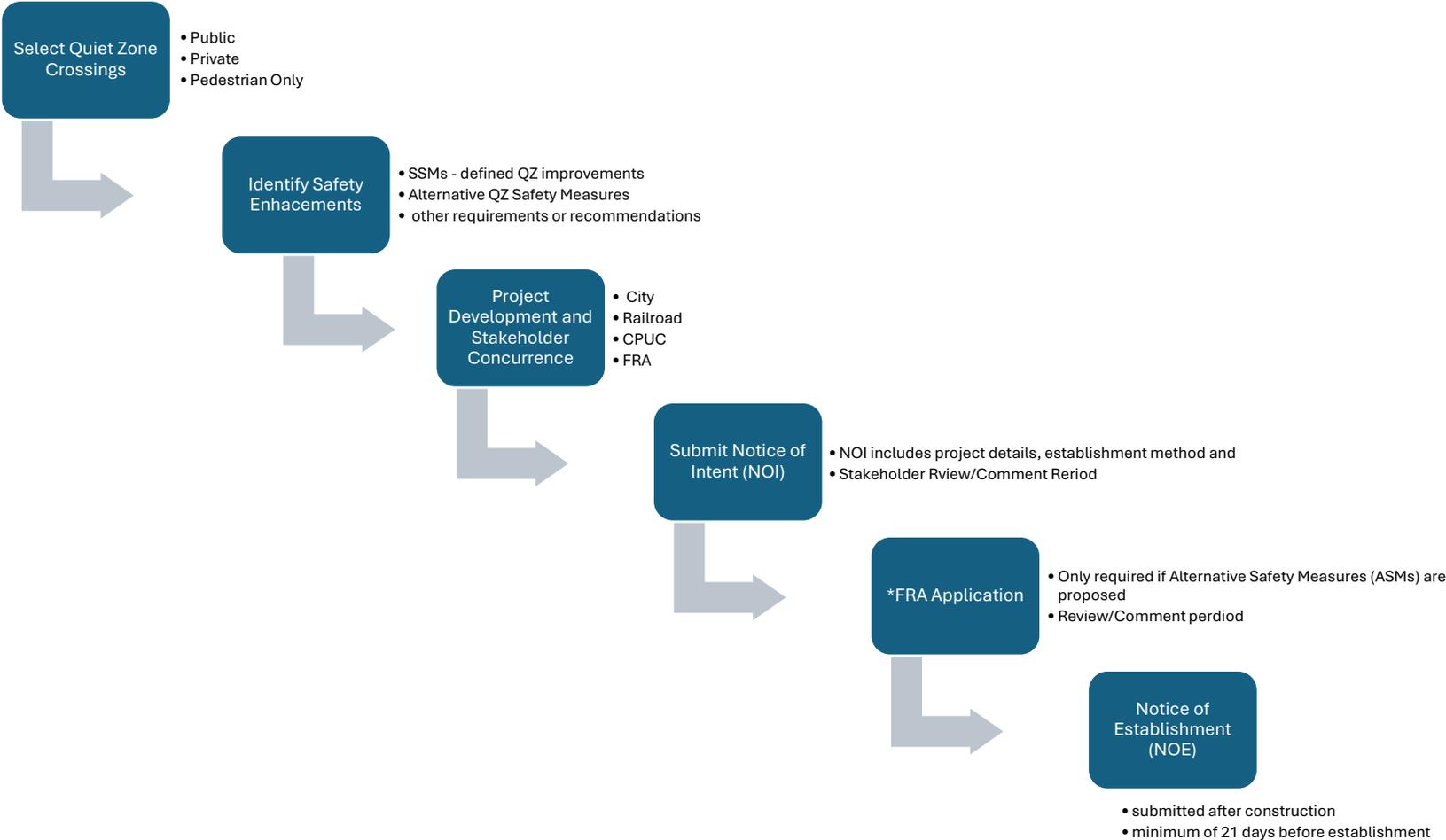
1. Name of Reporting Railroad Southern Pacific Transportation Company [SP]				1a. Alphabetic Code SP		1b. Railroad Accident/Incident No. 61096	
2. Name of Other Railroad or Other Entity Filing for Equipment Involved in Train Accident/Incident				2a. Alphabetic Code		2b. Railroad Accident/Incident No.	
3. Name of Railroad or Other Entity Responsible for Track Maintenance (single entry)				3a. Alphabetic Code		3b. Railroad Accident/Incident No.	
4. U.S. DOT Grade Crossing ID No. 752911E				5. Date of Accident/Incident month day year 0 5 1 4 1976		6. Time of Accident/Incident 5:00 AM <input type="checkbox"/> PM <input checked="" type="checkbox"/>	
7. Nearest Railroad Station LODI		8. Subdivision		9. County SAN JOAQUIN		10. State Abbr. CA Code 06	
11. City (if in a city) LODI		12. Highway Name or No. LOCKFORD ST				Public <input checked="" type="checkbox"/> Private <input type="checkbox"/>	
Highway User Involved				Rail Equipment Involved			
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle A. Auto D. Pick-up truck G. School Bus K. Pedestrian Code B. Truck E. Van H. Motorcycle M. Other (specify) A				17. Equipment 1. Train (units pulling) 2. Train (units pushing) 3. Train (standing) 4. Car(s) (moving) 5. Car(s) (standing) 6. Light loco(s) (moving) 7. Light loco(s) (standing) 8. Other (specify) A. Train pulling- RCL B. Train pushing- RCL C. Train standing- RCL D. EMU Locomotive(s) E. DMU Locomotive(s) Code 1			
14. Vehicle Speed (est. mph at impact) 0		15. Direction (geographical) 1. North 2. South 3. East 4. West Code 4		18. Position of Car Unit in Train 1			
16. Position 1. Stalled or stuck on crossing 2. Stopped on Crossing 3. Moving over crossing 4. Trapped on crossing by traffic 5. Blocked on crossing by gates Code 2				19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user Code 1			
20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code 4				20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code			
20c. State here the name and quantity of the hazardous material released, if any							
21. Temperature (specify if minus) 80 °F		22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark Code 2		23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow Code 1			
24. Type of Equipment Consist (single entry) 1. Freight Train 2. Passenger Train-Pulling 3. Commuter Train-Pulling 4. Work Train 5. Single Car 6. Cut of cars 7. Yard/Switching 8. Light loco(s) 9. Maint./inspect. car A. Spec. MoW Equip. B. Passenger Train-Pushing C. Commuter Train-Pushing D. EMU E. DMU Code 1				25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry 1		26. Track Number or Name MAIN LINE	
27. FRA Track Class (1-9,X) 5		28. Number of Locomotive Units 2		29. Number of Cars 59		30. Consist Speed (Recorded speed if available) R. Recorded 25 mph E. Estimated E	
31. Time Table Direction 1. North 2. South 3. East 4. West Code 3				32. Type of Crossing Warning 1. Gates 2. Cantilever FLS 3. Standard FLS 4. Wig wags 5. Hwy. traffic signals 6. Audible 7. Crossbucks 8. Stop signs 9. Watchman 10. Flagged by crew 11. Other (specify) 12. None Code(s) 04			
33. Signaled Crossing Warning (See reverse side for instructions and codes) Code 1				34. Roadway Conditions A. Dry B. Wet C. Snow/Slush D. Ice E. Sand, Mud, Dirt, Oil, Gravel F. Water (Standing, Moving) Code			
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach Code 1			36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown Code 2			37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown Code 1	
38. Highway User's Age 1. Male 2. Female Code		39. Highway User's Gender Code		40. Highway User Went Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown Code 2		41. Highway User 1. Went around the gate 2. Stopped and then proceeded 3. Did not stop 4. Stopped on crossing 5. Other (specify) 6. Went around/thru temporary barricade (if yes, see instructions) 7. Went thru the gate 8. Suicide/Attempted suicide Code 5	
42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown Code 2		43. View of Track Obscured by (primary obstruction) 1. Permanent Structure 2. Standing railroad equipment 3. Passing Train 4. Topography 5. Vegetation 6. Highway Vehicles 7. Other (specify) 8. Not Obstructed Code 8					
Casualties to:		Killed		Injured		44. Driver was 1. Killed 2. Injured 3. Uninjured 1	
45. Was Driver in the Vehicle? 1. Yes 2. No Code 1		46. Highway-Rail Crossing Users 1 0		47. Highway Vehicle Property Damage (est. dollar damage) \$800		48. Total Number of Vehicle Occupants (including driver) 1	
49. Railroad Employees 0 0		50. Total Number of People on Train (include passengers and train crew)		51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No Code 2			
52. Passengers on Train 0 0		53a. Special Study Block Video Taken? <input type="checkbox"/> Yes <input type="checkbox"/> No Video Used? <input type="checkbox"/> Yes <input type="checkbox"/> No		53b. Special Study Block			
54. Narrative Description (Be specific, and continue on separate sheet if necessary)							
55. Typed Name and Title				56. Signature		57. Date	

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1. Name of Reporting Railroad Southern Pacific Transportation Company [SP]				1a. Alphabetic Code SP		1b. Railroad Accident/Incident No. 65465	
2. Name of Other Railroad or Other Entity Filing for Equipment Involved in Train Accident/Incident				2a. Alphabetic Code		2b. Railroad Accident/Incident No.	
3. Name of Railroad or Other Entity Responsible for Track Maintenance (single entry)				3a. Alphabetic Code		3b. Railroad Accident/Incident No.	
4. U.S. DOT Grade Crossing ID No. 752911E				5. Date of Accident/Incident month day year 1 0 1 3 1975		6. Time of Accident/Incident 6:40 AM <input checked="" type="checkbox"/> PM <input type="checkbox"/>	
7. Nearest Railroad Station LODI		8. Subdivision		9. County SAN JOAQUIN		10. State Abbr. CA Code 06	
11. City (if in a city) LODI		12. Highway Name or No. LOCKFORD ST				Public <input checked="" type="checkbox"/> Private <input type="checkbox"/>	
Highway User Involved				Rail Equipment Involved			
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle A. Auto D. Pick-up truck G. School Bus K. Pedestrian Code B. Truck E. Van H. Motorcycle M. Other (specify) A				17. Equipment 1. Train (units pulling) 2. Train (units pushing) 3. Train (standing) 4. Car(s) (moving) 5. Car(s) (standing) 6. Light loco(s) (moving) 7. Light loco(s) (standing) 8. Other (specify) A. Train pulling- RCL B. Train pushing- RCL C. Train standing- RCL D. EMU Locomotive(s) E. DMU Locomotive(s) Code 6			
14. Vehicle Speed (est. mph at impact) 25		15. Direction (geographical) 1. North 2. South 3. East 4. West Code 2		18. Position of Car Unit in Train 1			
16. Position 1. Stalled or stuck on crossing 2. Stopped on Crossing 3. Moving over crossing Code 3		4. Trapped on crossing by traffic 5. Blocked on crossing by gates		19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user Code 1			
20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code 4				20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code			
20c. State here the name and quantity of the hazardous material released, if any							
21. Temperature (specify if minus) 52 °F		22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark Code 1		23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow Code 1			
24. Type of Equipment Consist (single entry) 1. Freight Train 2. Passenger Train-Pulling 3. Commuter Train-Pulling 4. Work Train 5. Single Car 6. Cut of cars 7. Yard/Switching 8. Light loco(s) 9. Maint./inspect. car A. Spec. MoW Equip. B. Passenger Train-Pushing C. Commuter Train-Pushing D. EMU E. DMU Code 8				25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry Code 2		26. Track Number or Name TRACK 9150	
27. FRA Track Class (1-9,X) 1		28. Number of Locomotive Units 1		29. Number of Cars 0		30. Consist Speed (Recorded speed if available) R. Recorded E. Estimated 5 mph Code E	
31. Time Table Direction 1. North 2. South 3. East 4. West Code 3				32. Type of Crossing Warning 1. Gates 2. Cantilever FLS 3. Standard FLS 4. Wig wags 5. Hwy. traffic signals 6. Audible 7. Crossbucks 8. Stop signs 9. Watchman 10. Flagged by crew 11. Other (specify) 12. None Code(s) 04			
33. Signaled Crossing Warning (See reverse side for instructions and codes) Code 1				34. Roadway Conditions A. Dry B. Wet C. Snow/Slush D. Ice E. Sand, Mud, Dirt, Oil, Gravel F. Water (Standing, Moving) Code			
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach Code 1		36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown Code 2		37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown Code 2			
38. Highway User's Age 1. Male 2. Female Code		39. Highway User's Gender Code		40. Highway User Went Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown Code 2		41. Highway User 1. Went around the gate 2. Stopped and then proceeded 3. Did not stop 4. Stopped on crossing 5. Other (specify) 6. Went around/thru temporary barricade (if yes, see instructions) 7. Went thru the gate 8. Suicide/Attempted suicide Code 3	
42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown Code 2		43. View of Track Obscured by (primary obstruction) 1. Permanent Structure 2. Standing railroad equipment 3. Passing Train 4. Topography 5. Vegetation 6. Highway Vehicles 7. Other (specify) 8. Not Obstructed Code 8					
Casualties to:		Killed		Injured		44. Driver was 1. Killed 2. Injured 3. Uninjured Code 3	
45. Was Driver in the Vehicle? 1. Yes 2. No Code 1		46. Highway-Rail Crossing Users 0		47. Highway Vehicle Property Damage (est. dollar damage) \$500		48. Total Number of Vehicle Occupants (including driver) 1	
49. Railroad Employees 0		50. Total Number of People on Train (include passengers and train crew) 0		51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No Code 2			
52. Passengers on Train 0		53a. Special Study Block Video Taken? <input type="checkbox"/> Yes <input type="checkbox"/> No Video Used? <input type="checkbox"/> Yes <input type="checkbox"/> No					
53b. Special Study Block		54. Narrative Description (Be specific, and continue on separate sheet if necessary)					
55. Typed Name and Title				56. Signature		57. Date	

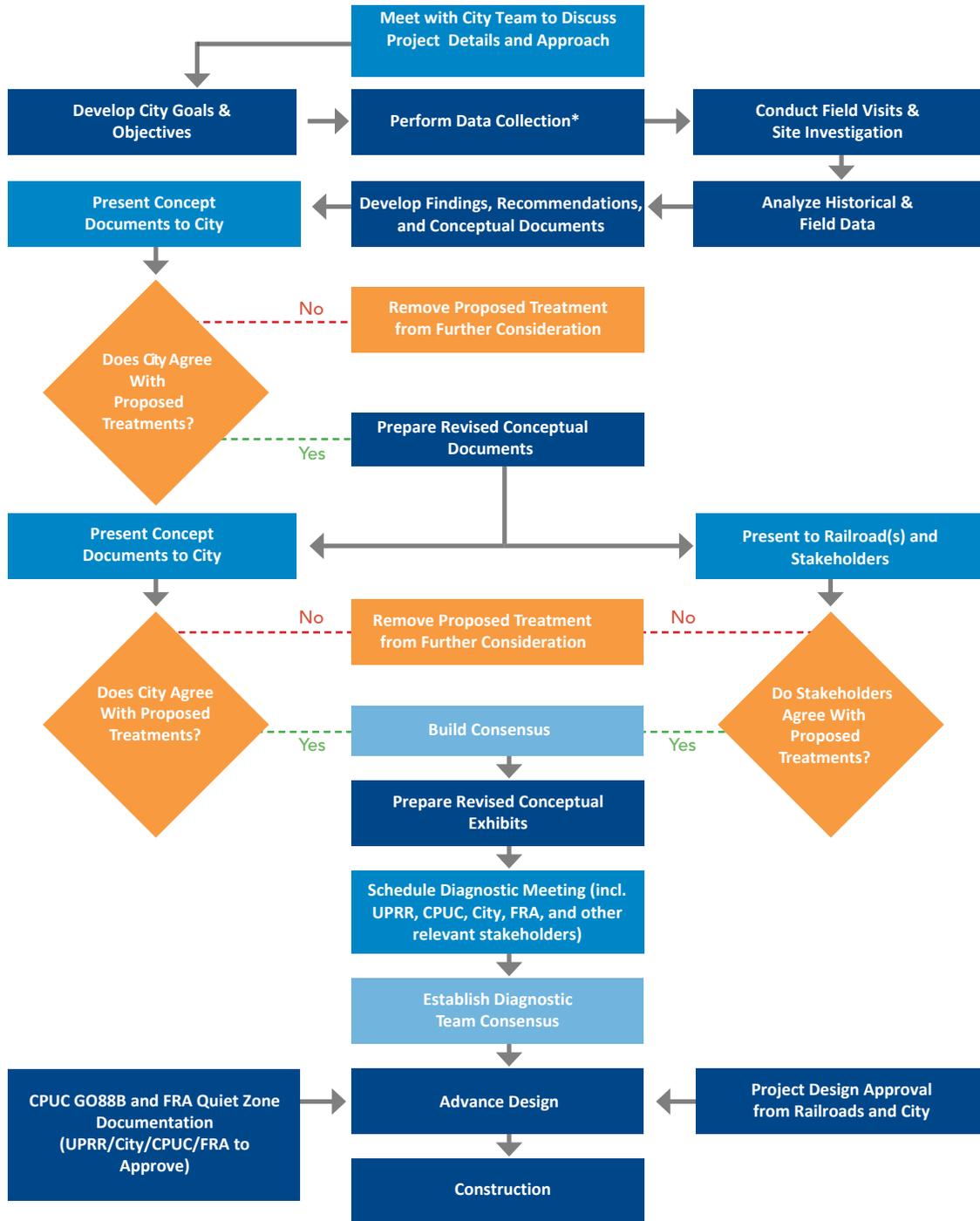
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Attachment C - Quiet Zone Process Overview



Attachment D - Grade Xing Improvement Decision Making Process

DECISION PROCESS FOR GRADE CROSSING IMPROVEMENTS



- Work task
- Decision point
- Gain consensus
- Meeting to present or build consensus

*Data Collection may include: Preparation of aerial & street view exhibits; FRA accident history at crossing; FRA crossing inventory; UPRR incident and unsafe motorist reports; local police accident data; local agency safety concerns; as-built data; utilities; other related project data

APPENDIX B: OUTREACH SUMMARIES

Appendix B.1: *Key Community Outreach Results*



INTRODUCTION

The project included several outreach events and the input assisted with developing initial concepts and ideas for the Specific Plan. The summaries within this appendix include key results, such as Slido poll feedback and the results from interactive exercises and questionnaires.

Contents

- Steering Committee 1 Slido Poll Results
- Workshop 1 and Steering Committee 2 Summary
- Lodi Downtown Specific Plan Online Questionnaire Results

Lodi Downtown Specific Plan

07 - 10 Oct 2024

Poll results

Table of contents

- Why do you typically visit Downtown Lodi? (select all that apply)
- Mention three words that come to mind when you think about Downtown Lodi today? (type in three words)
- What can improve the Downtown Lodi experience? (select all that apply)
- Which of the following improvements are needed in Downtown Lodi? (select your preferred two improvements)
- Which design elements are most important to enhance the appearance and functional quality of Downtown Lodi? (select your preferred two improvements)
- Which of the following mobility improvements would you like to see in Downtown Lodi? (check all that apply)
- How do you feel about walkability in Downtown Lodi? (check all that apply)
- If you parked once and walked around, how far are you willing to walk to your destination? (select your preferred distance)
- In three words, describe your vision for Downtown Lodi? (type in three words)

Why do you typically visit Downtown Lodi? (select all that apply)

0 1 2

(1/2)

I work here



I live in the area



I shop/eat in Downtown



I utilize a service in Downtown



I own or operate a commercial property or business in the area



Why do you typically visit Downtown Lodi? (select all that apply)

(2/2)

0 1 2

I visit parks/recreation facilities



I visit WOW/education facilities



Other



Mention three words that come to mind when you think about Downtown Lodi today? (type in three words)

0 1 3



What can improve the Downtown Lodi experience? (select all that apply)

0 1 3

(1/2)

Additional opportunities for shopping and personal services
 85 %

New market-rate or mixed-use housing
 69 %

Affordable housing
 23 %

Access to additional cultural, arts, and entertainment activities
 77 %

Gathering spaces – plazas or enhanced parks
 69 %

What can improve the Downtown Lodi experience? (select all that apply)
(2/2)

0 1 3

Connectivity and walkability



Which of the following improvements are needed in Downtown Lodi? (select your preferred two improvements)

(1/2)

0 1 2

Additional street lighting

0 %

Enhanced landscaping and additional street trees

67 %

Additional plazas/seating areas

42 %

Improved directional and Downtown signage

8 %

String bistro lights and/or twinkle lights

17 %

Which of the following improvements are needed in Downtown Lodi? (select your preferred two improvements)

(2/2)

Amplified music for special events



Increased alley lighting



Additional public art



Which design elements are most important to enhance the appearance and functional quality of Downtown Lodi? (select your preferred two improvements)

0 1 3

Active pedestrian-oriented frontages such as high storefront windows at the ground floor, clear entryways from the public right-of-way



Incorporation of quality building materials and detailed architectural features



Use of design focal elements such as building details, balconies, recessed entries, and/or additional windows



Enhanced building wall surfaces facing alleys



Which of the following mobility improvements would you like to see in Downtown Lodi? (check all that apply)

0 1 3

Wider or enhanced sidewalks with pavers or design details



Additional bicycle lanes and bicycle racks



Enhancements to alleyways



Improvements to public transit stops or shelters



Better connectivity over the railroad tracks



How do you feel about walkability in Downtown Lodi? (check all that apply)

0 1 3

The sidewalks are too narrow

0 %

I tend to avoid alleys

77 %

Alleys provide good connections

8 %

Parking is too far away

15 %

I do not have any concerns about walking Downtown

38 %

If you parked once and walked around, how far are you willing to walk to your destination? (select your preferred distance)

0 1 3

150 feet (about half a block)

0 %

300 feet (about one block)

15 %

600 feet (about two blocks)

8 %

1,300 feet (about 1/4 mile or 4 blocks / 5-minute walk)

46 %

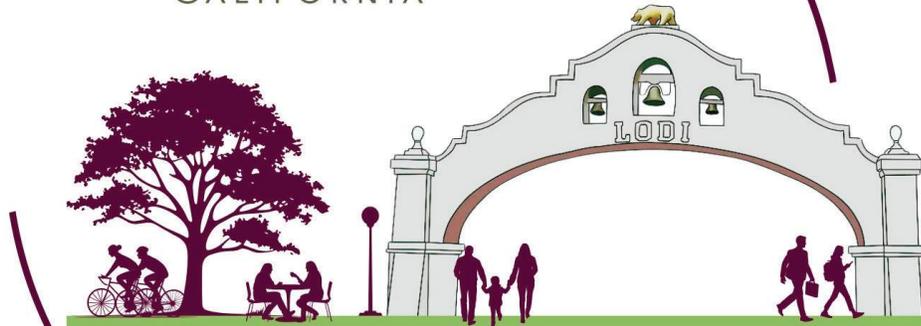
2,600 feet (about 1/2 mile or 8 blocks/ 10-minute walk)

31 %

In three words, describe your vision for Downtown Lodi? (type in three words)

0 1 3





D O W N T O W N
S P E C I F I C P L A N



MEMORANDUM



Date: January 17, 2025	
To: Cynthia Marsh	Organization: City of Lodi
From: Jami Williams	Title: Managing Partner, Planning & Urban Design
Project Name: Lodi Downtown Specific Plan	Project Number: 3435-01-PP24
Topic: Community Workshop and Steering Committee Summary	

On January 9, 2025, the RRM Design Group conducted the second Steering Committee meeting followed by a Community Workshop in the evening. The meetings were held at the WOW Classroom at 2 North Sacramento Street in Lodi.

The meeting agendas included:

- Team Introductions
- Downtown Lodi Specific Plan Overview
- What is a Specific Plan
- Discovery
- Next Steps
- Interactive Questionnaire

RRM Design Group conducted a presentation and facilitated an interactive questionnaire at each meeting. Attendees had opportunities to ask questions and express their ideas and considerations. The results from the interactive questionnaire were available to review by attendees simultaneously on the screen, which allowed for an engaging way to provide input and learn what others think about the topics discussed.





A sign-up sheet was available at the Community Workshop which will facilitate keeping attendees informed during the Specific Plan update process by receiving future communications about the efforts. Business cards including a link to the project website and to the online questionnaire were distributed for attendees to share with others to encourage additional community participation. All materials were available in English and Spanish.

GET INVOLVED!

Please take the online community questionnaire by February 6th at the link below or scan the QR code:

<https://app.sli.do/event>
Join as a participant at #Lodi

Your responses will help shape the future of Downtown Lodi. Please share with your friends, family, and colleagues.

For more information & to be on the mailing list:

planningdivision@lodi.gov





The following pages include the results of the interactive questionnaires conducted at the second Steering Committee meeting and the Community Workshop.





D O W N T O W N
S P E C I F I C P L A N

Steering Committee Meeting #2 Questionnaire Results



Lodi Downtown Specific Plan Questionnaire - Steering Committee 2

Poll results

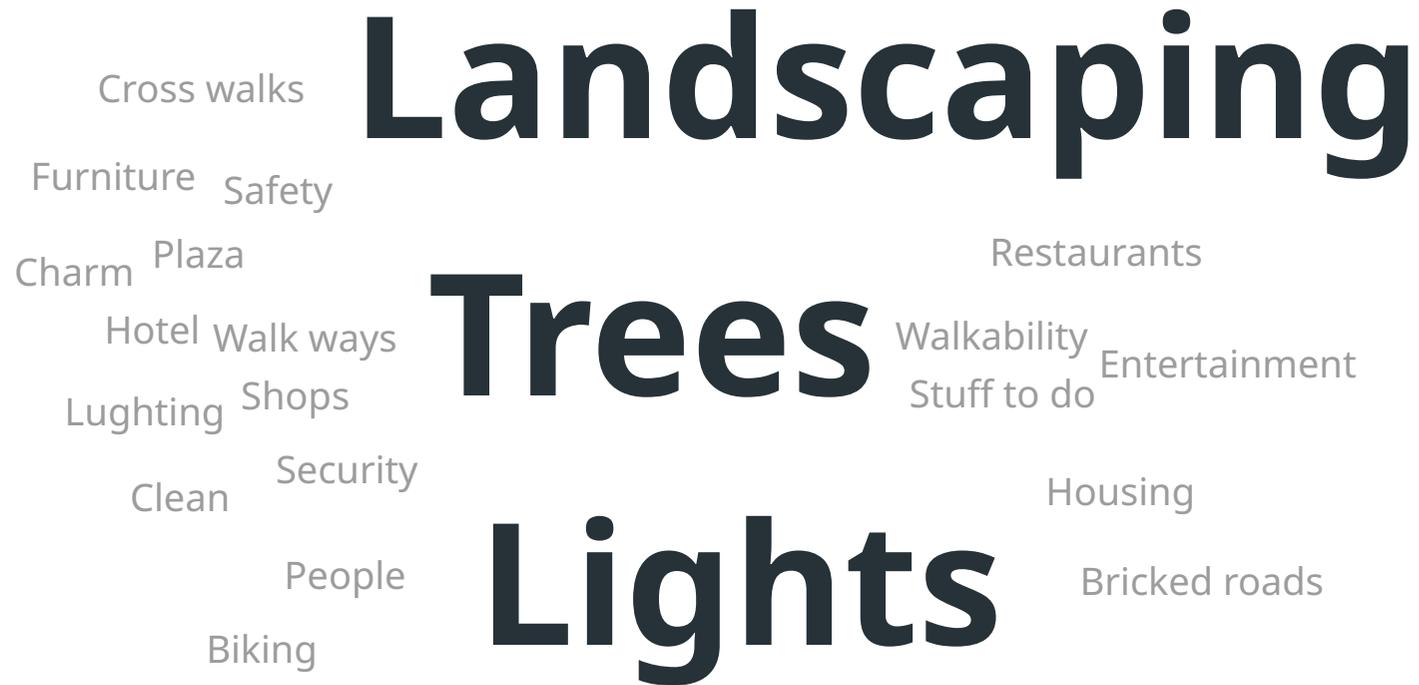
Table of contents

- What is the one thing that exists in the area west of the tracks that you would like to see in the expanded Downtown area? (write in one word)
- List one problem in the existing Downtown that you hope the Specific Plan will contribute to solving (write in one problem)
- List one problem in the expanded Downtown area that you hope the Specific Plan will contribute to solving (write in one problem)
- Which of the following would you like to see in the expanded Downtown area? (select your preferred three improvements)
- List one improvement or activity you would like to see in existing Downtown Lodi today (write in one improvement or activity)
- List one future improvement or activity you would like to see in the expanded Downtown area (write in one improvement or activity)
- List three words to describe your vision for the expanded Downtown when the east side is enhanced with more housing, shopping, services, gathering areas, lighting, and landscaping (write in three words)

Wordcloud poll

What is the one thing that exists in the area west of the tracks that you would like to see in the expanded Downtown area? (write in one word)

009



List one problem in the existing Downtown that you hope the Specific Plan will contribute to solving (write in one problem)

009

Increased dollar spend downtown Hours of businesses

Housing Unification

Homelessness

Homeless

Cleanliness

List one problem in the expanded Downtown area that you hope the Specific Plan will contribute to solving (write in one problem)

009

Lack of small businesses

Unification

Connectivity

Housing

Develop RR property Livability Cleanliness

Infill development

Which of the following would you like to see in the expanded Downtown area? (select your preferred three improvements)

0 1 0

(1/2)

Additional opportunities for shopping and personal services



New market-rate or mixed-use housing



Affordable housing



Access to additional cultural, arts, and entertainment activities



Gathering spaces – plazas or enhanced parks



Which of the following would you like to see in the expanded Downtown area? (select your preferred three improvements)

(2/2)

0 1 0

Connectivity and walkability



List one improvement or activity you would like to see in existing Downtown Lodi today (write in one improvement or activity)

009

Hotel/convention center

More retail Alley restoration

Hotel Lodging

WOW expansion

More outdoor dining space

List one future improvement or activity you would like to see in the expanded Downtown area (write in one improvement or activity)

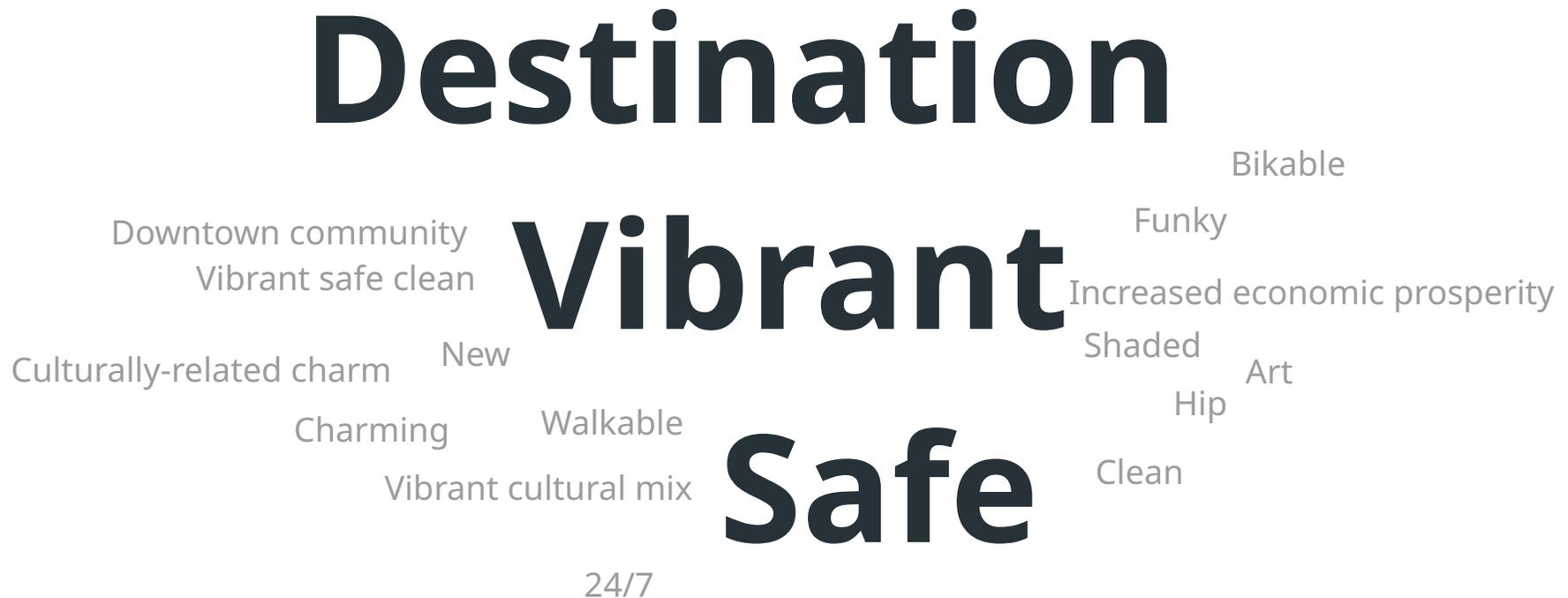
009

Central square
Parking/plaza
Grocery Plaza/park/outdoorspace
Wine tasting venues
Sidewalks/landscape
Open space
Housing/Park space

Wordcloud poll

List three words to describe your vision for the expanded Downtown when the east side is enhanced with more housing, shopping, services, gathering areas, lighting, and landscaping (write in three words)

009





Community Workshop Questionnaire Results



Lodi Downtown Specific Plan Questionnaire -Live Survey

Poll results

Table of contents

- Why do you typically visit Downtown Lodi? (select all that apply)
- Mention three words that come to mind when you think about Downtown Lodi today? (write in three words)
- Which of the following improvements are needed in the existing Downtown area? (select your preferred three improvements)
- Which of the following mobility improvements would you like to see throughout Downtown Lodi? (select your preferred two improvements)
- How do you feel about walkability in Downtown? (check all that apply)
- If you parked once and walked around, how far are you willing to walk to your destination? (select your preferred distance)
- Did you know City Council is looking to expand Downtown to Washington Street and create a lively mixed-use, walkable, Downtown district with additional housing? (select yes or no)
- List one problem in the existing Downtown that you hope the Specific Plan will contribute to solving (write in one problem)
- List one problem in the expanded Downtown area that you hope the Specific Plan will contribute to solving (write in one problem)

Table of contents

- What do you currently enjoy west of the tracks that you would like to see in the expanded Downtown area? (write in three words)
- Which of the following would you like to see in the expanded Downtown area? (select your preferred three improvements)
- List one improvement or activity you would like to see in existing Downtown Lodi today (write in one improvement or activity)
- List one future improvement or activity you would like to see in the expanded Downtown area (write in one improvement or activity)
- List three words to describe your vision for the expanded Downtown when the east side is enhanced with more housing, shopping, services, gathering areas, lighting, and landscaping (write in three words)

Why do you typically visit Downtown Lodi? (select all that apply)

030

I work here



I live in the area



I shop/eat in Downtown



I utilize a service in Downtown



I own or operate a commercial property or business in the area



**Why do you typically visit Downtown Lodi?
(select all that apply)**
(2/2)

030

I visit parks/recreation facilities



I visit WOW/education facilities



Other



Which of the following improvements are needed in the existing Downtown area? (select your preferred three improvements)

(1/2)

0 3 1

Additional street lighting



Enhanced landscaping and additional street trees



Additional plazas/seating areas



Improved directional and Downtown signage



String bistro lights and/or twinkle lights



Which of the following improvements are needed in the existing Downtown area? (select your preferred three improvements)

(2/2)

0 3 1

Amplified music for special events



Increased alley lighting



Additional public art



Which of the following mobility improvements would you like to see throughout Downtown Lodi? (select your preferred two improvements)

0 3 1

Wider or enhanced sidewalks with pavers or design details



Additional bicycle lanes and bicycle racks



Enhancements to alleyways



Improvements to public transit stops or shelters



Better connectivity over the railroad tracks



How do you feel about walkability in Downtown? (check all that apply)

0 3 1

The sidewalks are too narrow

0 %

I tend to avoid alley

81 %

Alleys provide good connections

0 %

Parking is too far away

16 %

I do not have any concerns about walking Downtown

42 %

If you parked once and walked around, how far are you willing to walk to your destination? (select your preferred distance)

0 3 1

150 feet (about half a block)

0 %

300 feet (about one block)

10 %

600 feet (about two blocks)

29 %

1,300 feet (about 1/4 mile or 4 blocks / 5-minute walk)

39 %

2,600 feet (about 1/2 mile or 8 blocks/ 10-minute walk)

23 %

Did you know City Council is looking to expand Downtown to Washington Street and create a lively mixed-use, walkable, Downtown district with additional housing? (select yes or no)

0 3 2

Yes

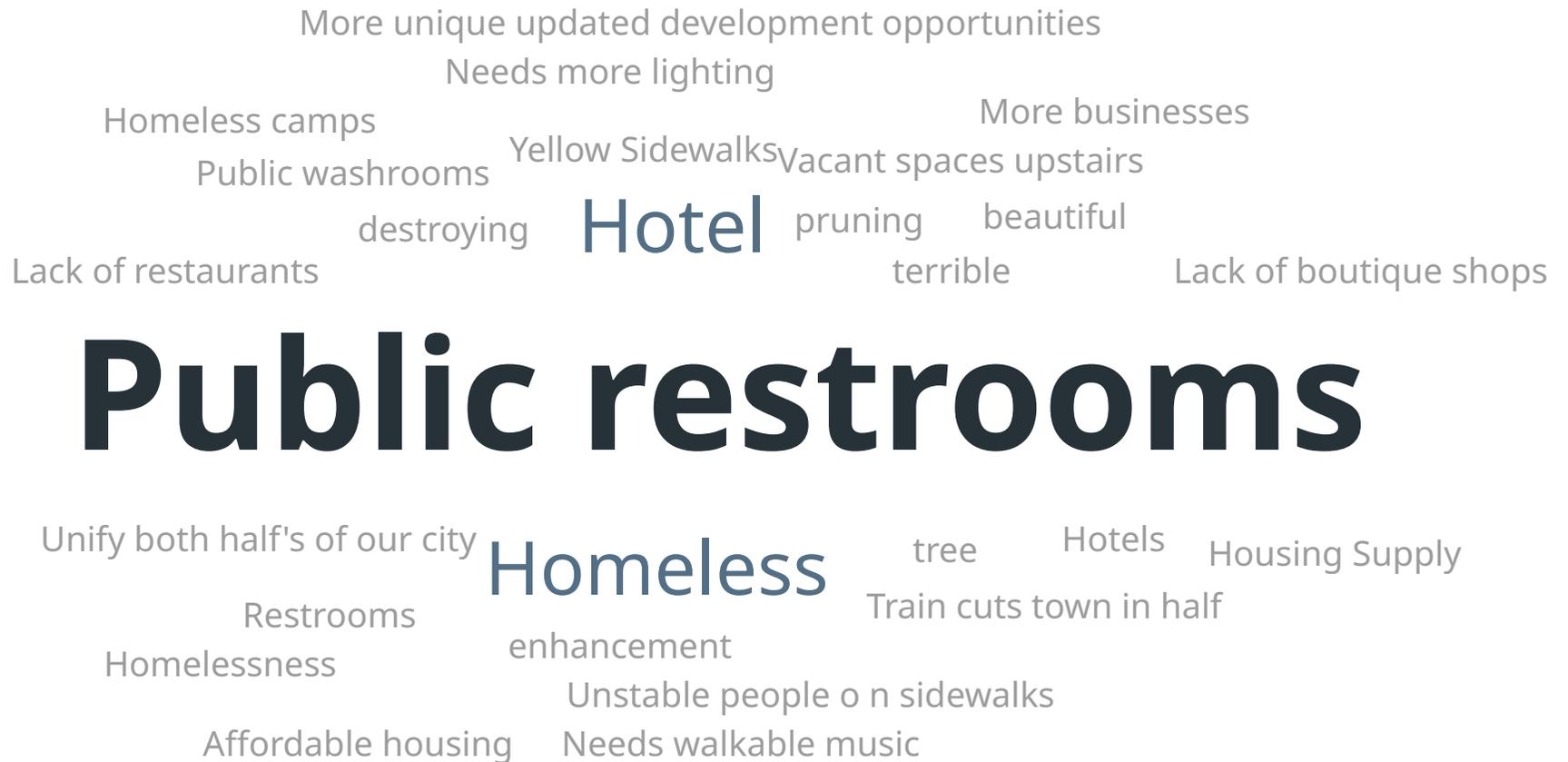


No



List one problem in the existing Downtown that you hope the Specific Plan will contribute to solving (write in one problem)

0 2 8



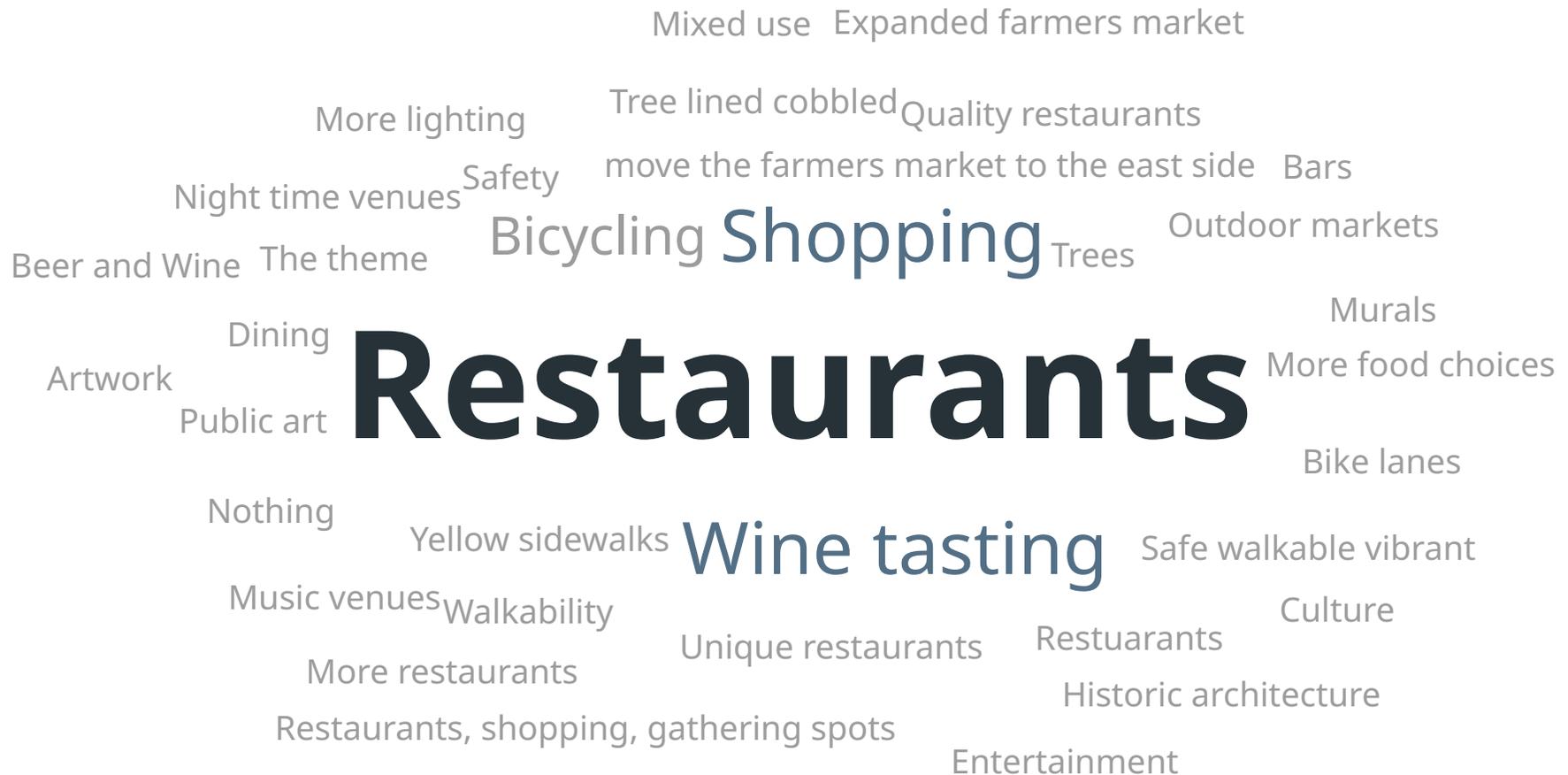
List one problem in the expanded Downtown area that you hope the Specific Plan will contribute to solving (write in one problem)

0 2 8



What do you currently enjoy west of the tracks that you would like to see in the expanded Downtown area? (write in three words)

0 2 9



Which of the following would you like to see in the expanded Downtown area? (select your preferred three improvements)

(1/2)

030

Additional opportunities for shopping and personal services



New market-rate or mixed-use housing



Affordable housing



Access to additional cultural, arts, and entertainment activities



Gathering spaces – plazas or enhanced parks



Which of the following would you like to see in the expanded Downtown area? (select your preferred three improvements)
(2/2)

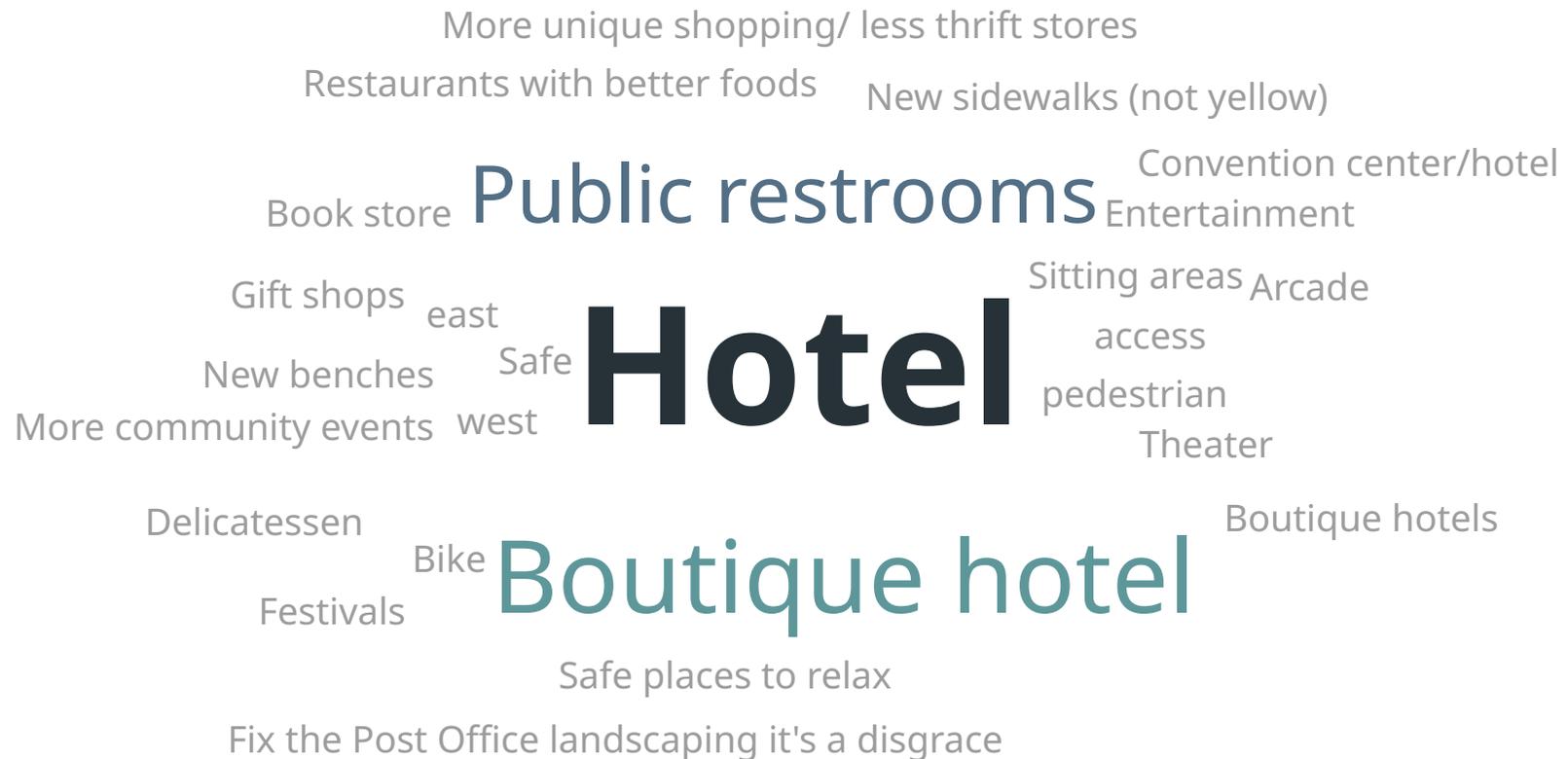
030

Connectivity and walkability



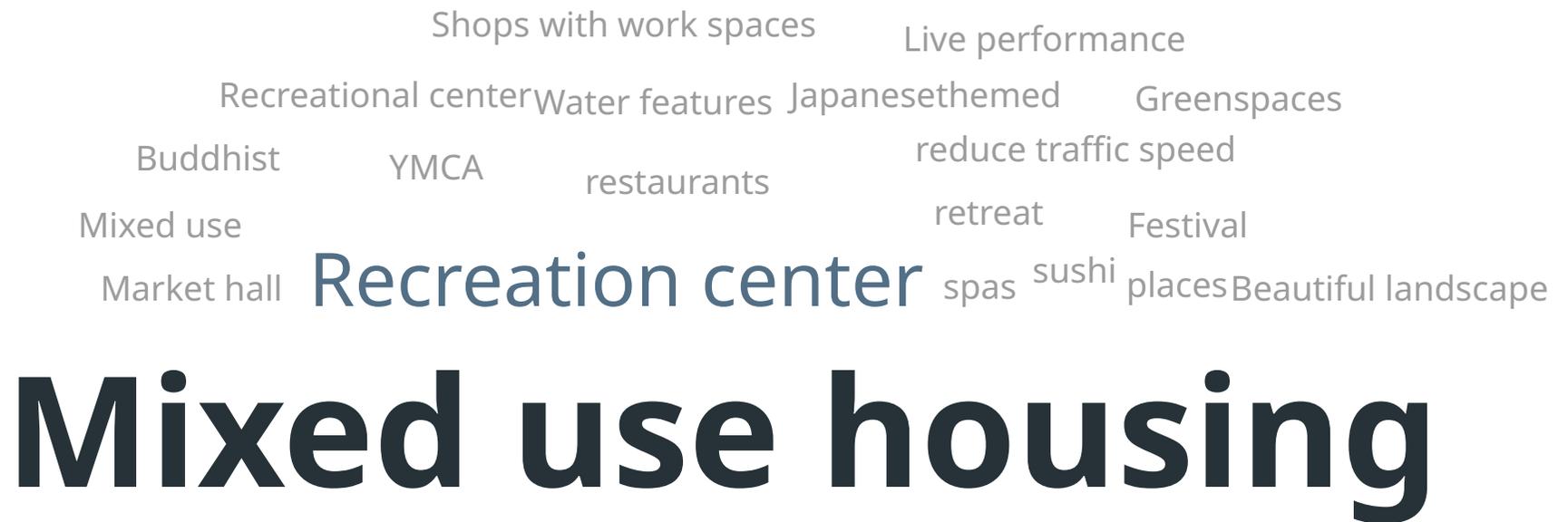
List one improvement or activity you would like to see in existing Downtown Lodi today (write in one improvement or activity)

0 2 9



List one future improvement or activity you would like to see in the expanded Downtown area (write in one improvement or activity)

0 2 7



Music or entertainment pavilion Cleaned up

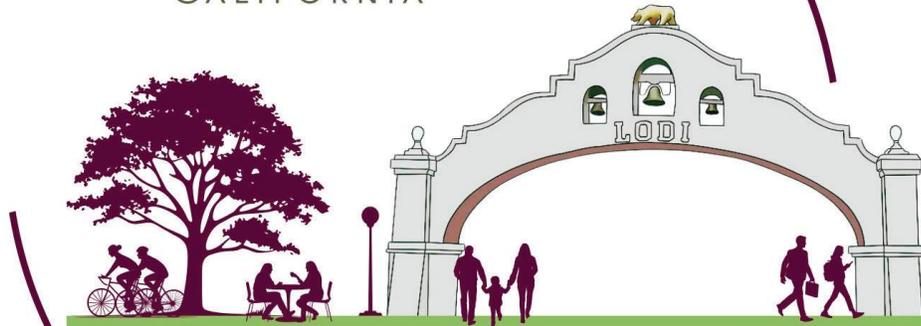
Condos above with shops and work spaces below

Wordcloud poll

List three words to describe your vision for the expanded Downtown when the east side is enhanced with more housing, shopping, services, gathering areas, lighting, and landscaping (write in three words)

0 2 6





D O W N T O W N
S P E C I F I C P L A N

Lodi Downtown Specific Plan Questionnaire - Remote Survey

06 Jan - 28 Feb 2025

Poll results

Table of contents

- Community Questionnaire

**Why do you typically visit Downtown Lodi?
(select all that apply)**
(1/2)

I work here



I live in the area



I shop/eat in Downtown



I utilize a service in Downtown



I own or operate a commercial property or business in the area



Community Questionnaire (1/14)

1 4 4

**Why do you typically visit Downtown Lodi?
(select all that apply)**
(2/2)

I visit parks/recreation facilities



I visit WOW/education facilities



Other



Which of the following improvements are needed in the existing Downtown area? (select your preferred three improvements)

(1/2)

Additional street lighting



Enhanced landscaping and additional street trees



Additional plazas/seating areas



Improved directional and Downtown signage



String bistro lights and/or twinkle lights



Which of the following improvements are needed in the existing Downtown area? (select your preferred three improvements)

(2/2)

Amplified music for special events



Increased alley lighting



Additional public art



Community Questionnaire (4/14)

1 3 0

Which of the following mobility improvements would you like to see throughout Downtown Lodi? (select your preferred two improvements)

Wider or enhanced sidewalks with pavers or design details



Additional bicycle lanes and bicycle racks



Enhancements to alleyways



Improvements to public transit stops or shelters



Better connectivity over the railroad tracks



How do you feel about walkability in Downtown? (check all that apply)

The sidewalks are too narrow



I tend to avoid alley



Alleys provide good connections



Parking is too far away



I do not have any concerns about walking Downtown



Community Questionnaire (6/14)

1 4 3

If you parked once and walked around, how far are you willing to walk to your destination? (select your preferred distance)

150 feet (about half a block)



300 feet (about one block)



600 feet (about two blocks)



1,300 feet (about 1/4 mile or 4 blocks / 5-minute walk)



2,600 feet (about 1/2 mile or 8 blocks/ 10-minute walk)



Community Questionnaire (7/14)

1 4 3

Did you know City Council is looking to expand Downtown to Washington Street and create a lively mixed-use, walkable, Downtown district with additional housing? (select yes or no)

Yes

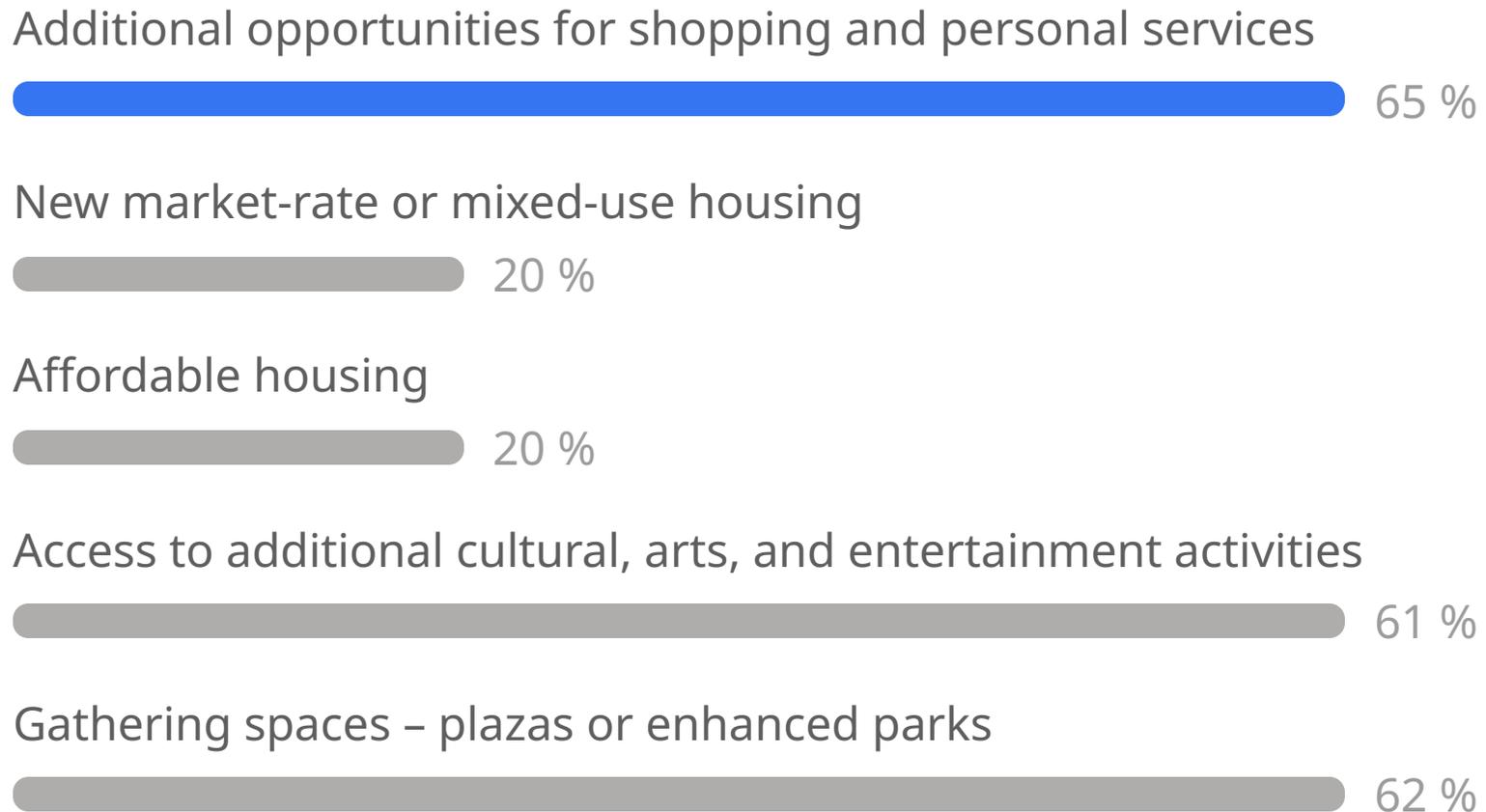


No



Which of the following would you like to see in the expanded Downtown area? (select your preferred three improvements)

(1/2)



Community Questionnaire (11/14)

1 4 2

Which of the following would you like to see in the expanded Downtown area? (select your preferred three improvements)

(2/2)

Connectivity and walkability



Community Questionnaire (12/14)

1 2 2

List one improvement or activity you would like to see in existing Downtown Lodi today? (write in one improvement or activity)



Community Questionnaire (13/14)

1 1 6

List one future improvement or activity you would like to see in the expanded Downtown area? (write in one improvement or activity)



