

SR-4

JANUARY 2014

San Joaquin County



Stanislaus County



Calaveras County



Alpine County



CALTRANS DISTRICT 10

State Route 4

TRANSPORTATION CONCEPT REPORT

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INTRODUCTION TO THE TRANSPORTATION CONCEPT REPORT

What is a Transportation Concept Report?

The Transportation Concept Report (TCR) is a long-term planning document that each Caltrans district prepares for every State highway, or portion thereof, in its jurisdiction, and is where long-range corridor planning in Caltrans usually begins. The purpose of a TCR is to determine how a highway will be developed and managed so that it delivers the targeted level of service (LOS) and quality of operations that are feasible to attain over a twenty-year period as indicated in the route concept.

The concept facility will provide the amount of vehicle-carrying capacity necessary to achieve the concept LOS and, in some cases, people-carrying capacity will also be incorporated. Auxiliary lanes are not considered a part of the mainline roadway and, therefore, are not included in the number of travel lanes indicated in a concept.

In addition to the 20-year route concept, the TCR includes an ultimate concept, which is the ultimate goal for the route beyond the twenty-year planning horizon. Ultimate concepts must be used cautiously however, because unforeseen changes in land use and other variables make forecasting beyond twenty years difficult.

How does the TCR fit in with local and regional planning efforts?

As owner/operator of the State Highway System (SHS) Caltrans establishes a long-range vision for its highways and determines overall strategies for their management. This is achieved by taking into consideration the numerous factors encompassed in the human and natural environments in which a particular route exists. During development of a TCR, Caltrans' objective is to have local, regional, private sector, and State consensus on corridor concepts, planning strategies, and improvement priorities.

State highways within each local jurisdiction should be recognized and included in the circulation element of the general plan. The jurisdiction should also adopt the concept LOS standard (the minimum level or quality

of operations that is appropriate for each route segment and is considered to be reasonably attainable within the 20-year planning period) indicated in the TCR, along with the concept improvements described in the TCR as necessary to meet the concept LOS. The jurisdiction has the option of adopting a higher LOS standard and acknowledging the inconsistency with the TCR and the associated funding participation limitations by the State for State highway improvements. Typical concept LOS standards in District 10 are LOS 'C' in rural areas and LOS 'D' in urban areas.

Does the TCR have to be read from cover to cover in order to get pertinent information about a route segment?

Caltrans does not intend for TCRs to be read from cover to cover as one would read a book. Rather, the TCR is a reference document with segment-specific information presented in a concise and readable format that allows the user to easily access, in one place in the document, all the necessary data and information that pertains to a particular segment of the route.

This format creates a certain amount of repetition in the TCR, as the route is divided into segments for analysis. Each segment's fact sheet contains a variety of technical, statistical, cultural, environmental and other useful information that provide a deeper understanding of the route and a context for the concepts developed for it.

TCRs also include estimated right-of-way widths, and a scan of environmental resources and issues known to exist in the vicinity of the highway. Right-of-way and environmental information provided in a TCR are relative to the route or route segment and are not to be considered project specific. Precise right-of-way needs and environmental resources cannot be defined until the appropriate environmental and engineering studies are completed.

In the back of the TCR is a glossary of terms and acronyms used for this report.

Concept Improvements

The range of improvements available to achieve a route concept is heavily influenced by environmental, political, and fiscal conditions. In many areas, planned projects are subject to meeting air quality conformity standards. Unanticipated safety projects and routine roadway maintenance are not included in route concept improvements, although both will occur throughout the corridor as needed.

Because a highway is but one part of an interconnected transportation network, District 10 takes a corridor approach to developing TCRs. The corridor may include additional transportation systems, such as bus or rail transit service, bicycle and pedestrian facilities, heavy rail, ports, airports, interregional bus service, local roadways, and facilities for neighborhood electric vehicles, used occasionally by older citizens for local mobility. All of these systems reduce excess highway demand by providing travelers and shippers of goods with non-highway or non-driving options. Expansion of those that can provide a notable improvement to mobility within the corridor are included as concept improvements.

Where a LOS is 'F', the TCR recommends general operational improvements and alternate modes of travel as starting places for further study. However, because the number of route segments with a concept LOS 'F' is expected to increase, operational (that is, non-capacity-increasing) improvements are now the primary strategy for optimizing the operation of the existing highway infrastructure. To fully integrate this strategy, future TCRs will include an operational analysis of heavily-congested urban route segments. The results of this analysis will determine which specific operational improvements will become concept improvements.

District 10 strives to improve the quality and usefulness of its TCRs. Future updates will be expanded to include performance measures and, if available, plans that help incorporate specific, context-sensitive features into highway projects.

EXECUTIVE SUMMARY

The TCR provides long range system planning for highways, and identifies the potential future need for capacity increasing improvements. Employing Highway Capacity Manual (HCM 2010) methodologies, the TCR projects current traffic volumes twenty years into the future and compares future outcomes with the current facility and concept LOS, recommends future concept facilities, and defines the Ultimate Transportation Corridor (UTC) needed for the preservation of future right of way beyond its twenty year planning horizon.

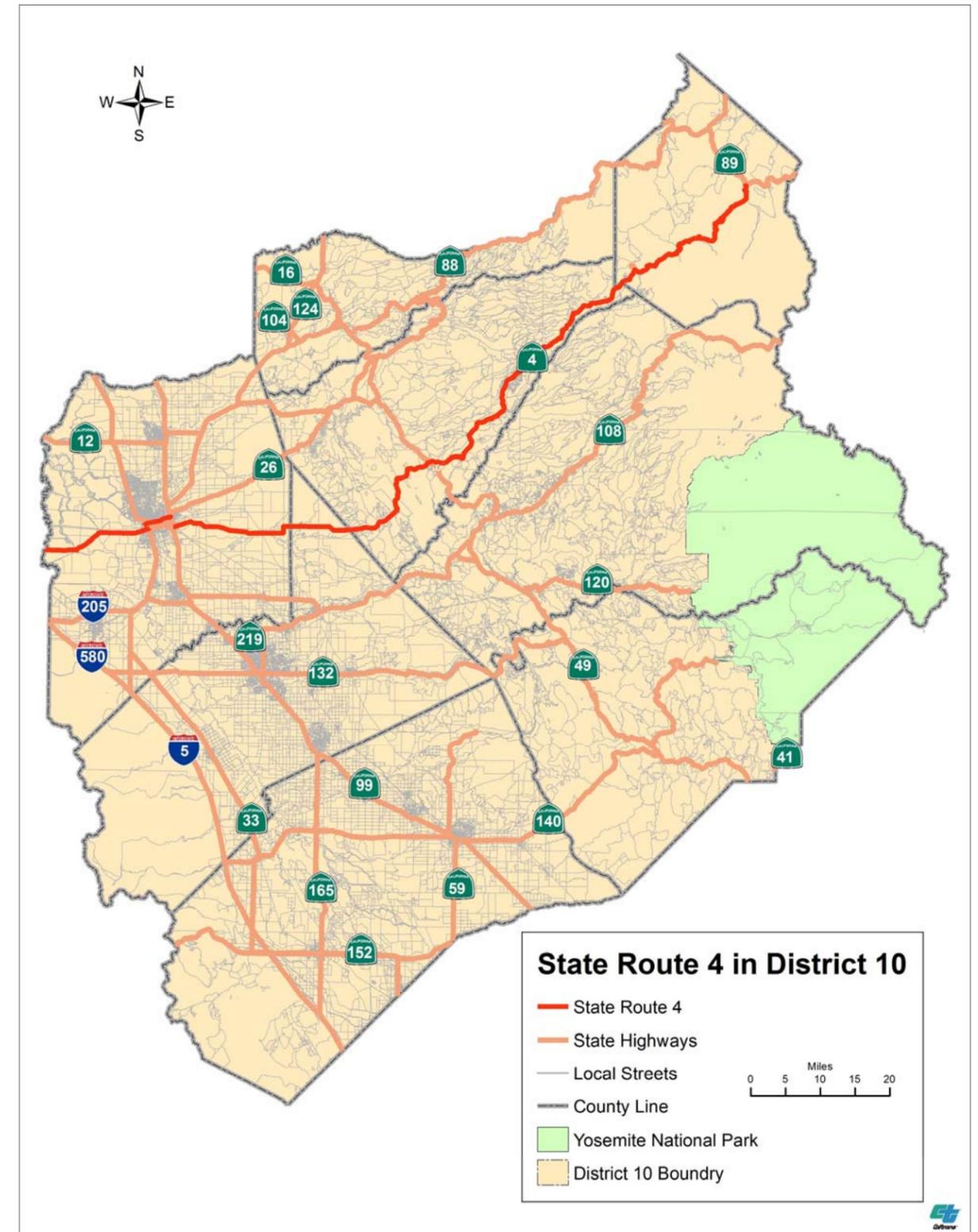
This TCR addresses the portion of State Route 4 (SR-4) that originates from the Contra Costa County line through San Joaquin, Stanislaus, Calaveras and Alpine Counties. The portion of SR-4 that runs through Calaveras County has been addressed through a Corridor System Management Plan (CSMP) as part of the bond funding for the Angels Camp Bypass. Segment factsheets are included, but the CSMP should still be the primary document consulted. SR-4 is on the Interregional Road System (IRRS). The concept LOS standard for facilities with an IRRS designation in District 10 is 'D' for urban, and 'C' for rural. As SR-4 is on the Freeway and Expressway system from the Contra Costa county line to the un-built State Route 65, along this segment, the design requirements for future facilities would be expressway at a minimum. Portions of this segment are subject to freeway agreements, along with a portion of the route from south of Arnold in Calaveras County through to the intersection with SR-207 in Alpine County.

The Federal Highways Administration (FHWA) functionally classified SR-4 as a Principal Arterial or Major Collector depending on urban or rural development in the most recent California Road System maps. SR-4 is on the Federal Highway System (FHS) for the freeway portion accessing the Port of Stockton from SR-99, and is on the National Network. From Port of Stockton Expressway in San Joaquin County to

SR-207, SR-4 is a Terminal Access route consistent with the Surface Transportation Assistance Act's (STAA) provisions. The segment between Tracy Boulevard and Port of Stockton Expressway conforms to the California legal truck standard, and advisory truck routes are found on the segments west of Tracy Boulevard (to Contra Costa County) and east of SR-207 (to SR-4's eastern terminus at SR-89). SR-4, with the exception of the freeway portion, is pedestrian and bicycle accessible. SR-4 is designated as a State and federal scenic highway from east of Arnold to SR-89, and is eligible for consideration as a scenic highway east of Angels Camp.

Current and future LOS for SR-4 are deficient throughout San Joaquin, Stanislaus, and Calaveras Counties (with the exception of the freeway segment between I-5 and the Port of Stockton). Capacity increasing efforts are not addressed in the San Joaquin Council of Government's (SJCOG) 2011 Regional Transportation Plan (RTP), and the Calaveras Council of Government's (CALACOG) 2007 RTP identifies the Wagon Trail project as an effort to address a portion of these reported deficiencies. No deficiencies are reported for Alpine County.

Initial planning documents do not consider costs, design, or prioritization, and are subject to refinement and revision as better information or methods become available. The information provided reflects best practices and do not necessarily constitute standards, specifications, or regulations. Every effort has been made by the District 10 Planning Division to ensure the accuracy and precision of the data presented.



SAN JOAQUIN COUNTY SUMMARY

Nine segments of SR-4 in San Joaquin County were analyzed in this TCR. The division of these segments followed considerations of changes in traffic volume or its composition, a change in the number of lanes, and whether the segment was urban or rural. This method deviates from that suggested in HCM (2010), but provides for a more concise characterization of the need for capacity increases, versus operation improvements generally beyond this document's scope.

Future forecast volumes were obtained through three linear projections: 1) from past traffic volumes for the previous twenty years to present, and extended twenty years further, 2) from the local transportation planning jurisdiction's travel demand model (TDM), and 3) from the Department of Finance's (DOF) twenty year population growth projection for San Joaquin County. The three projections are then compared for consistency, and may result in one projection being dropped, usually because it overestimates or underestimates future growth compared to the last validated transportation planning jurisdiction's TDM.

Comparison was made between District 10's corridor planning efforts for SR-4 with District 4's efforts contained in their SR-4 Transportation Corridor Concept Report (TCCR, 2001) and SR-4 CSMP (2010). For the adjoining segment (identified as segment M in the TCCR, but unreported in the CSMP) the "operational concept configuration (draft)" is reported to be a four lane conventional highway for 2025 with a 40% growth in traffic over time (DOF's 2011 projections have this growth at 220%). The TCCR recommends a four lane conventional highway from Brentwood to the Old River Bridge, however, the CSMP reports a Brentwood Bypass that will develop a four lane freeway facility to Balfour Road west of Brentwood from an existing two lane expressway, and the expressway concept likely super cedes the TCCR. District 10 envisions a future need for expansion to a four lane expressway which best fits SR-4's inclusion on the Freeway and Expressway System between Contra Costa Interstate 80 (I-80) and SR-99, as well as being part of the IRRS for the segment between Old River Bridge and Tracy Boulevard. The prominent constraint upon widening to concept is the Old River Bridge. Roadway construction to either conventional or expressway design would likely be an insignificant part of the overall cost.

Depending on its context, San Joaquin (SJ-4) presents four distinct facilities. West of I-5, SR-4 is a conventional highway on into Contra Costa County. A

second facility is the truncated freeway access to the Port of Stockton from I-5, and currently terminating at Fresno Avenue. Third is the Crosstown Freeway that connects I-5 with SR-99. Last is the conventional highway east of SR-99 through developed agricultural land.

Segments one, two, and three of SJ-4 present several unique system planning issues. All are within the Sacramento and San Joaquin River Delta. Segment one originates at the Old River Bridge (a two lane drawbridge built in 1915--elevation eight feet above mean sea level) runs across Victoria Island to the Middle River Bridge (a two lane truss bridge built in 1915, eight feet above mean sea level) and follows the levee to Tracy Boulevard. The segment possesses narrow lanes and sharp turns consistent with its designation as an advisory truck route. Segment two continues on the levee from Tracy Boulevard to the San Joaquin River Bridge (a two lane through truss swing bridge built in 1933, ten feet above mean sea level). Segment three proceeds from the San Joaquin River Bridge across Moss Tract and has an elevation less than ten feet above mean sea level. Any future efforts to improve the capacity of these facilities will need to address bridge improvement or replacement. The three bridges present operational considerations with speed reduction on the approach due to reduced lane width, and the acute angle of approach, along with intermittent congestion and driver delay associated with bridge openings. Non-standard shoulders and lane widths combined with a lack of parallel streets and roads for detour contribute to severe congestion events.

State highways in the Delta experience engineering and maintenance challenges due to the high content of peat in the soils. Oxidation and compaction of peat contributes to high rates of subsidence, reducing pavement life.

In addition, future planning efforts should anticipate concerns with inundation due to sea level rise, land subsidence, and changes in precipitation and flood regimes due to global warming. Mapping shows segments one and two to be currently below sea level from west of Old River Bridge to east of Middle River Bridge, with a currently projected rise in sea level by 2100 to be between 31 and 69 inches, with an estimate of 5 to 8 inches by 2030 (State of California Sea Level Rise Interim Guidance Document, October, 2010)¹. Recent studies suggest that global warming has increased flood risk².

Segment four provides freeway access from the National Truck Network to the

Port of Stockton via Fresno Avenue and Washington Streets. Recent efforts to extend the freeway from Fresno Avenue to Navy Drive are underway (EA 10-0S1101), with a future alignment through to existing SJ-4 at the Port of Stockton Expressway proposed. With completion of these facilities, a realignment of SJ-4 would be in place, with a facility having the potential for providing a third major freight corridor into the Bay Area.

Segment five provides a freeway commute connection between I-5 and SR-99 in Stockton, and provides convenient freight access between the Port of Stockton and the two intermodal rail facilities at Lathrop and Mariposa Road, east of Stockton. Unlike segment four, the capacity of segment five is currently exceeded, and plans are in place to increase the number of lanes and modify interchanges.

Although it is unclear at this time what the proportion of the traffic mix between interregional and regional work commutes is, some consideration should be given to further improving transit and car pooling along segment five, as well as for both the I-5 and SR-99 corridors. Recent work based upon the 2003 subway strike in Los Angeles, indicates that investment in public transit along congested corridors may perform far better in alleviating congestion than previous studies had shown (Subways, Strikes, and Slowdowns: The Impacts of Public Transit on Traffic Congestion. Michael L. Anderson, National Bureau of Economic Research, February 2013, Working Paper 18757).

Segments six through nine serve farms east of Stockton, but much of the traffic is interregional, originating from either Calaveras or Tuolumne Counties. The facility is a two lane conventional highway, with current volumes at or below capacity.

To effectively serve the best public interest, maintaining an efficient highway has to be balanced with appropriate and timely expenditure. This intent is expressed by the term concept LOS. Concept LOS reflects the level of highway efficiency weighed across the largest number of drivers. Absent competing land uses, the only apparent improvement is the addition of lanes in order to retain a concept LOS. However, when other performance measures are taken into consideration, operation improvements may serve as a better means to retain concept LOS. Operation improvements should be the first consideration before seeking to address a highway's need with a capacity

SAN JOAQUIN COUNTY SUMMARY

increase, as they are less expensive, and, on average, require less time to implement. The most prominent operational improvement for conventional highways would be the development and implementation of access management plans, particularly for those segments where turning movements play a significant role in accidents or diminished operations. Increased passing opportunities on expressways, and auxiliary lanes on freeways that reduce weaving are other examples of operation improvements that retain or enhance concept LOS.

At the time of the 2010 Census, Stockton's population (291,707) was comprised of these general ethnic racial categories: 37% White, 12.2% African-American, 1.1% Native American, 21.5% Asian, and 0.6% Pacific Islander. Of the population, 40.3% self identified as Latino or Hispanic. Median household income is \$35,453 (below both the County and State averages of \$41,282 and \$47,493). For Stockton, 23.9% of the population is below the federal poverty line (17.7% for San Joaquin County as a whole; 2000 Census). Currently, the Stockton—Lodi Metropolitan Statistical Area (MSA, which was the seventy-sixth largest MSA by population) has been combined into the San Jose—San Francisco—Oakland MSA, which is the fifth largest MSA in the country.

Land uses along the SJ-4 corridor are highly variable. Since, local agency general plans characterize and distribute future population density, and would influence future traffic volumes, SJ-4 is subject to the adjacent land uses of the San Joaquin County General Plan for segments one, two, seven, eight, and nine; and the City of Stockton's General Plan for segments three through six. For the San Joaquin General Plan, the land uses fall under agricultural and rural residential uses which permit numerous access points on the highway. These present some challenge when upgrading a conventional highway to expressway, as highway access rights need to be restricted when meeting design criteria of the Highway Design Manual. Within the Stockton General Plan most freeway portions of SJ-4 and the adjacent land uses and neighborhood values constrain capacity increases, since these are in areas of developed neighborhoods or industrial use. Only segments three and six might see resolution of conflicting uses through the implementation of bypasses to avoid adverse affects to existing commercial or residential development.

SJ-4 is a principal connection to non-automobile transportation in San Joaquin County. Lacking light rail and other dedicated transit along most of the

route, near segment five, commuters may access both Amtrak and the Altamont Commuter Express (ACE) to San Jose (which can transfer to the Bay Area Rapid Transit (BART) stations in Livermore and Pleasanton); and the Stockton Greyhound Bus Station. Regional and local transit routes 51, 52, 90, 91, and 380 have portions of their routes on SJ-4. With the exceptions of segments four and five, SJ-4 is bicycle accessible (though access may be constrained at the Delta bridges), and within the city limits of Stockton, the route employs sidewalk and pedestrian crossings. Outside of Stockton, SJ-4 serves Farmington as the community's main street. It is only there that considerations of complete streets and context sensitive solutions would apply, elsewhere on the route they are not at the forefront of planning consideration.

On segment six there is an at grade rail crossing. Located at PM 19.940 between Stagecoach Road and South Olive Avenue, the at grade crossing was improved by a local street improvement project on Stagecoach Road. The at grade crossing is not currently addressed as either a tier I or tier II project on the 2011 RTP.

Other than its service as a direct truck route to the Port of Stockton, SJ-4 plays a secondary role in the movement of goods and services compared to other National Network routes such as I-5, I-205, I-580, and SR-99 in San Joaquin County. Much of its role serves as a connector between the I-5 and SR-99, though in the future, an important parallel terminal access route to the envisioned light industrial and commercial development along Sperry Road will exist. SJ-4's role as a feeder route to other local terminal access routes may be enhanced by intersection improvements (for example Jack Tone Road) or interchange improvements with currently designated truck routes to enable truck movement in all directions.

Modeling and analysis indicate that all segments will be deficient by 2030 except for segment four. For segments one through three, and five, the deficiency appears directly related to future growth within San Joaquin County. Segments six through nine appear related to growth in interregional traffic originating from Calaveras and Tuolumne Counties. Currently, efforts to extend SJ-4 into the Port of Stockton may effectively realign the highway, and bypass segment three and the eastern portion of segment two.

Segment five presents several planning issues. Current planned projects in the SJCOG RTP conform to a concept facility of an eight lane freeway. The

current UTC is eight lanes as well. Modeling based upon the forecast volumes for 2030 suggest that at that date, should the facility be eight lanes, the concept LOS will still be exceeded, and the concept facility may be ten lanes. The need for ten lanes depends upon three factors:

- Within the Stockton area, alternate truck and commuter routes will remain un-built. Construction of Sperry Road and Arch Road improvements between I-5 and SR-99 would potentially redirect truck and commuter traffic away from the Cross-town Freeway.
- The forecast volumes reflect assumptions of population growth prior to the economic recession. AADT volumes have declined since 2008, and with a large volume of unoccupied housing units, growth in San Joaquin County commuter traffic has declined. If such a trend persists, it will require a reduction in the forecast future population growth rate.
- Segment five was constructed in an urban setting, with adequate set asides for future expansion. Without adequate set asides, the cost for expansion of the facility would be un-feasible, and require development of new routes in a rural context (e.g. unconstructed traversable routes 234 and 235).

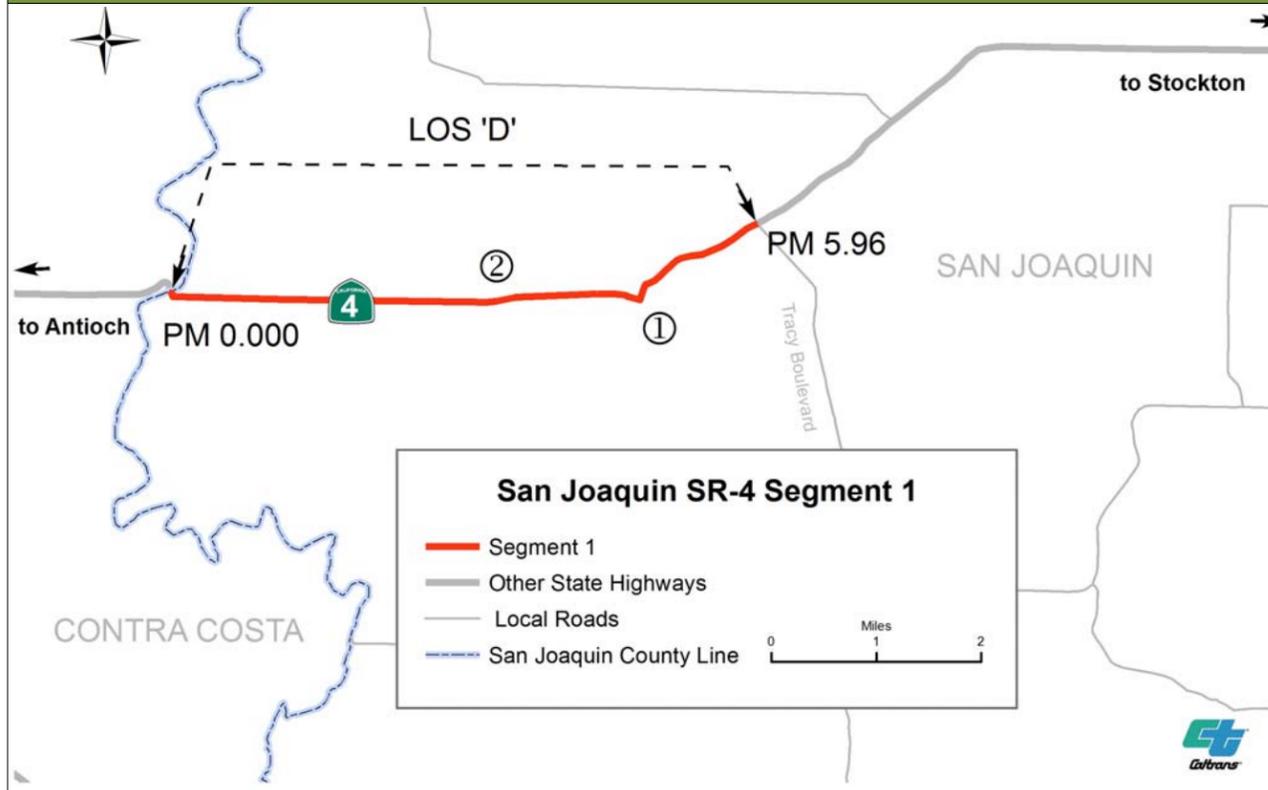
In considering these three factors, the concept facility will remain eight lanes, but the UTC will change to ten lanes.

SAN JOAQUIN COUNTY FACT SHEETS—SEGMENT 1

STATE ROUTE 4 TRANSPORTATION CONCEPT REPORT

SAN JOAQUIN COUNTY

SEGMENT 1



Segment Location:			
Description: San Joaquin Co. Line to Tracy Blvd.			
Post Mile: 0.000-5.96	Rural/Urban/Urbanized: Rural		
Length: 5.960	Within City Limits: No		
Functional Classification: Minor Arterial	Local Planning Jurisdiction: San Joaquin Council of Governments (SJCOG)		
		Other Agency/Entity: San Joaquin County	
Roadbed Information (approximate)			
Number of Lanes: Two	Lane Width (ft.): 12		
Terrain: Rolling	Right of Way Width (ft.): 50-140		
Grade %: N/A	Shoulder Width (ft.): 0-8		
Accessible to Bicycles: Yes	Median Width (ft.): None		
Bridge Needs		Distressed Lane Miles: 11.00	
Postmile: 0-0.1; 4.42	Present Serviceability Rating: 3		
Bridge#: 29-0045; 29-0049			
Bridge Name: Old River, Middle River			
Route Designations			
Functional Classification: Minor Arterial	Scenic Highway (Designated): No		
Facility Type: Conventional highway	Scenic Highway (Eligible): No		
Interregional Road System: Yes	Trucking Network		
High Emphasis Route: No	National Network, Terminal Access: No		
Focus Route/Gateway Route: No	Surface Transportation Assistance Act (STAA): No		
National Highway System: No	California Legal: No		
Freeway Expressway System: Yes	Advisory: Yes KPRA = 34 ft		
Strategic Highway Network: No	Additional Restrictions: None		
Freeway Agreement: No	Access to Intermodal Freight Facility: No		
Environmental Status			
Degree of Impact		Degree of Impact	
Flood Plains: High	Cultural Resources: Moderate		
Wetlands: High	Leaking Underground Tanks: Low		
Special Status Species: High	Possible Hazardous Waste: Low		
Air Quality			
Ozone: Non Attainment	Particulate Matter 10 m: Non Attainment	Particulate Matter 2.5 m: Non Attainment/Maintenance	Carbon Monoxide: Maintenance

Posted Speed: 55 MPH Existing Facility: Two lane conventional highway Level of Service: D Volume/Capacity: 0.43 Peak Hour Volume: 830 Average Daily Traffic: 9,200 Peak Hour Directional Split: 70/30 Truck Volume % of Total ADT: 9.1 Peak Hour % of Trucks: 7.3	2007		2015		2030	
	HCS	LOSPLAN	HCS	LOSPLAN	HCS	LOSPLAN
		0.43	0.43	0.53	0.56	0.89

Level of Service (LOS) calculated using Highway Capacity Software (HCS+T7F) and Florida Department of Transportation HIGHPLAN 2009 Multilane and Two-Lane Highway Level of Service. Analysis for Conceptual Planning and Preliminary Engineering Version Data: 7/17/2010. All LOS reflects vehicles only. LOS does not reflect multi modal at this time.

Existing Transportation Network							
Bicycle Facility		Airports		Intermodal Commuter Facilities		Intermodal Freight Facilities	
Yes/No	Yes	Yes/No	No	Yes/No	No	Yes/No	No
PM	0.000-5.96	PM		PM		PM	
Location	On Route	Location		Location		Location	
Class	III						
LOS	Not Assessed						
Pedestrian Facility		Park and Rides		Freight Distribution		Transit Bus	
Yes/No	No	Yes/No	No	Yes/No	No	Yes/No	No
PM		PM		PM		PM	
Location		Location		Location		Location	
LOS							

Segment Route Concept	
Concept Level of Service: 2030	C
Concept Facility: 2030	Four lane expressway
Ultimate Transportation Corridor:	Four lane expressway
Comments:	

Post Mile	① Planned		② Programmed	
	Location	Description	Location	Description
① 4.1-4.9	Middle River Bridge	Traffic control, installation and widening shoulders		
② TBD-TBD	I-5 to the City of Brentwood (Study only)	Corridor improvement project for safety and capacity		
●	There are no programmed projects in this segment			

Intelligent Transportation System (ITS) Elements & Detection			
Postmile	ITS Element	Status	Direction
4.421	TMS	Existing	Both
4.525	TMS	Existing	Both

Note: This information is for overview purposes only and does not replace a full report from Right of Way, Environmental, or any other Branch or Division.

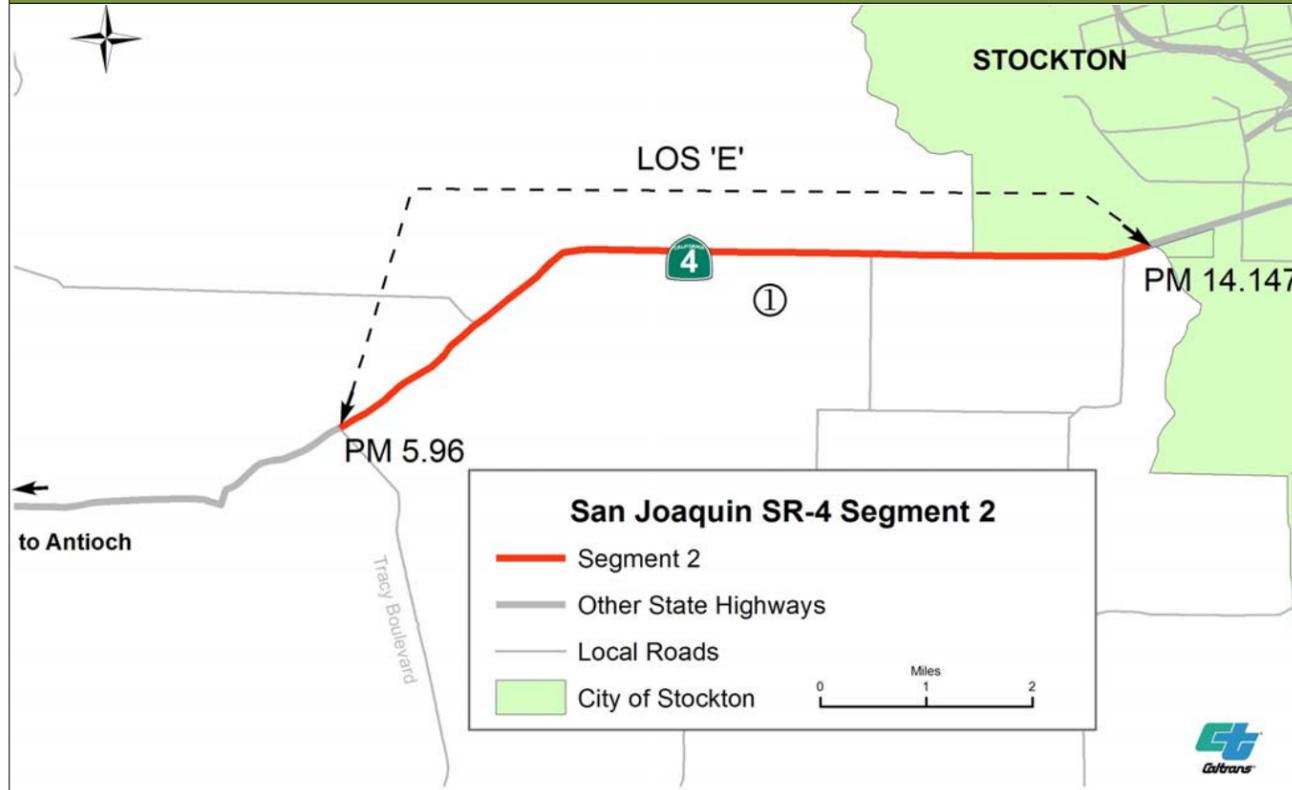
Comments

SAN JOAQUIN COUNTY FACT SHEETS—SEGMENT 2

STATE ROUTE 4 TRANSPORTATION CONCEPT REPORT

SAN JOAQUIN COUNTY

SEGMENT 2



Segment Location:			
Description: From Tracy Blvd. to San Joaquin River Bridge			
Post Mile: 5.96-14.147	Rural/Urban/Urbanized: Rural		
Length: 8.085	Within City Limits: No		
Functional Classification: Minor Arterial	Local Planning Jurisdiction: San Joaquin Council of Governments (SJCOG)		
	Other Agency/Entity: San Joaquin County		
Roadbed Information (approximate)			
Number of Lanes: Two	Lane Width (ft.): 12		
Terrain: Flat	Right of Way Width (ft.): 50-140		
Grade %: N/A	Shoulder Width (ft.): 0-8		
Accessible to Bicycles: Yes	Median Width (ft.): None		
Bridge Needs		Distressed Lane Miles: 12.63	
Postmile: N/A		Present Serviceability Rating: 2	
Bridge#: N/A			
Bridge Name: N/A			
Route Designations			
Functional Classification: Minor Arterial	Scenic Highway (Designated): No		
Facility Type: Conventional highway	Scenic Highway (Eligible): No		
Interregional Road System: Yes	Trucking Network		
High Emphasis Route: No	National Network, Terminal Access: Terminal Access PM 8.67 to 14.147		
Focus Route/Gateway Route: No	Surface Transportation Assistance Act (STAA): Yes		
National Highway System: No	California Legal: Yes		
Freeway Expressway System: Yes	Advisory: No		
Strategic Highway Network: No	Additional Restrictions: None		
Freeway Agreement: Yes	Access to Intermodal Freight Facility: No		
Environmental Status			
Degree of Impact		Degree of Impact	
Flood Plains: High		Cultural Resources: Moderate	
Wetlands: High		Leaking Underground Tanks: Low	
Special Status Species: High		Possible Hazardous Waste: Low	
Air Quality			
Ozone: Non Attainment	Particulate Matter 10 m: Non Attainment	Particulate Matter 2.5 m: Non Attainment/Maintenance	Carbon Monoxide: Maintenance

Travel Forecast Data						
Posted Speed: 55 MPH Existing Facility: Two lane conventional highway Level of Service: E Volume/Capacity: 0.47 Peak Hour Volume: 990 Average Daily Traffic: 8,660 Peak Hour Directional Split: 70/30 Truck Volume % of Total ADT: 9.2 Peak Hour % of Trucks: 7.4	2007		2015		2030	
	HCS	LOSPLAN	HCS	LOSPLAN	HCS	LOSPLAN
	E	E	E	E	E	E
	0.47	0.45	0.56	0.55	0.82	0.80
		990	1,205	10,570	15,420	1,760
	8,660	10,570	70/30	70/30	70/30	
	9.2	9.2	7.4	7.4	7.4	

Level of Service (LOS) calculated using Highway Capacity Software (HCS+T7F) and Florida Department of Transportation HIGHPLAN 2009 Multilane and Two-Lane Highway Level of Service. Analysis for Conceptual Planning and Preliminary Engineering Version Data: 7/17/2010. All LOS reflects vehicles only. LOS does not reflect multi modal at this time.

Existing Transportation Network			
Bicycle Facility	Airports	Intermodal Commuter Facilities	Intermodal Freight Facilities
Yes/No Yes PM 5.96-14.147 Location On Route Class III LOS Not Assessed	Yes/No No PM Location	Yes/No No PM Location	Yes/No No PM Location
Pedestrian Facility	Park and Rides	Freight Distribution	Transit Bus
Yes/No No PM Location LOS	Yes/No No PM Location	Yes/No No PM Location	Yes/No No PM Location

Segment Route Concept	
Concept Level of Service: C	
Concept Facility: 2030 Four lane expressway	
Ultimate Transportation Corridor: Four lane expressway	
Comments:	

Planned / Programmed Projects		
Post Mile	Location	Description
① TBD-TBD	I-5 to the City of Brentwood (Study only) There are no programmed projects in this segment	Corridor improvement project for safety and capacity

Intelligent Transportation System (ITS) Elements & Detection			
Postmile	ITS Element	Status	Direction
T14.045	TMS	Existing	Both

Note: This information is for overview purposes only and does not replace a full report from Right of Way, Environmental, or any other Branch or Division.

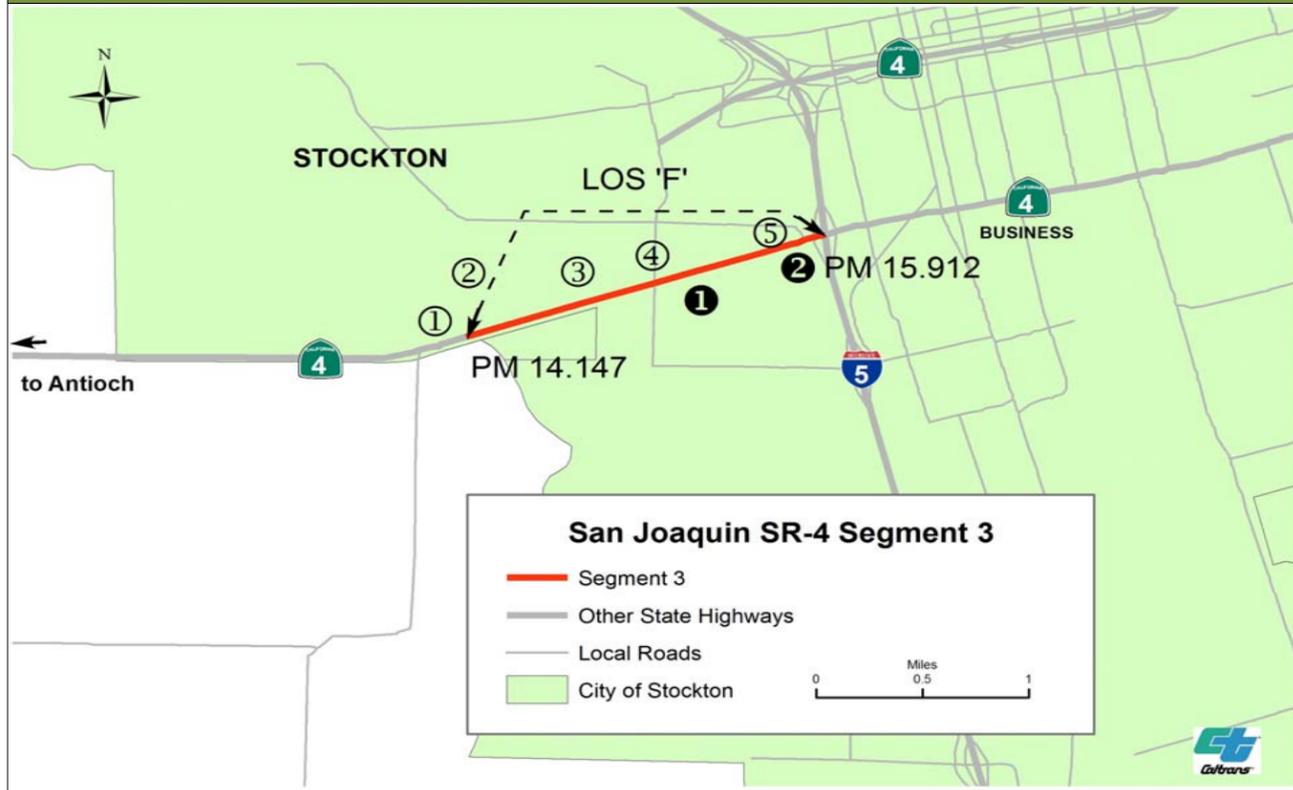
Comments:

SAN JOAQUIN COUNTY FACT SHEETS—SEGMENT 3

STATE ROUTE 4 TRANSPORTATION CONCEPT REPORT

SAN JOAQUIN COUNTY

SEGMENT 3



Segment Location:			
Description:	From San Joaquin River Bridge to I-5		
Post Mile:	14.147-15.912	Rural/Urban/Urbanized:	Urban
Length:	1.87	Within City Limits:	Yes
Functional Classification:	Principal Arterial	Local Planning Jurisdiction:	San Joaquin Council of Governments (SJCOG)
		Other Agency/Entity:	City of Stockton
Roadbed Information (approximate)			
Number of Lanes:	Two	Lane Width (ft.):	12
Terrain:	Flat	Right of Way Width (ft.):	50-125
Grade %:	N/A	Shoulder Width (ft.):	0-8
Accessible to Bicycles:	Yes	Median Width (ft.):	None
Bridge Needs		Distressed Lane Miles	3.70
Postmile	14.15, 14.22	Present Serviceability Rating	3
Bridge#	29-0050, 29-0051		
Bridge Name:	San Joaq. River, Cordes U/C		
Route Designations			
Functional Classification:	Principal Arterial	Scenic Highway (Designated):	No
Facility Type:	Conventional highway	Scenic Highway (Eligible)	No
Interregional Road System:	Yes	Trucking Network	
High Emphasis Route:	No	National Network, Terminal Access	Terminal Access
Focus Route/Gateway Route:	No	Surface Transportation Assistance Act (STAA)	Yes
National Highway System	No	California Legal:	Yes
Freeway Expressway System	Yes	Advisory	No
Strategic Highway Network	No	Additional Restrictions	None
Freeway Agreement:	No	Access to Intermodal Freight Facility	No
Environmental Status			
Degree of Impact		Degree of Impact	
Flood Plains:	Low	Cultural Resources:	Low
Wetlands:	Low	Leaking Underground Tanks:	High
Special Status Species:	Low	Possible Hazardous Waste:	Low
Air Quality			
Ozone	Non Attainment	Particulate Matter 10 m	Non Attainment
		Particulate Matter 2.5 m	Non Attainment/Maintenance
		Carbon Monoxide	Maintenance

Travel Forecast Data						
Posted Speed: 35 MPH Existing Facility: Two lane conventional highway Level of Service: Volume/Capacity: Peak Hour Volume: Average Daily Traffic: Peak Hour Directional Split: Truck Volume % of Total ADT: Peak Hour % of Trucks:	2007		2015		2030	
	HCS	LOSPLAN	HCS	LOSPLAN	HCS	LOSPLAN
	F	F	F	F	F	F
	1.11	1.07	1.34	1.29	1.97	1.89
	2,365		2,870		4,200	
	23,170		28,120		41,170	
	70/30		70/30		70/30	
	16.5		16.5		16.5	
	13.2		13.2		13.2	

Level of Service (LOS) calculated using Highway Capacity Software (HCS+T7F) and Florida Department of Transportation HIGHPLAN 2009 Multilane and Two-Lane Highway Level of Service. Analysis for Conceptual Planning and Preliminary Engineering Version Data: 7/17/2010. All LOS reflects vehicles only. LOS does not reflect multi modal at this time.

Existing Transportation Network							
Bicycle Facility		Airports		Intermodal Commuter Facilities		Intermodal Freight Facilities	
Yes/No	Yes	Yes/No	Yes	Yes/No	No	Yes/No	Yes
PM	14.147-15.912	PM	No PM	PM	PM	PM	14.045
Location	On Route	Location	Stockton Metro	Location		Location	Port of Stockton
Class	III						BNSF Stockton Intermodal Facility
LOS	Not Assessed						
Pedestrian Facility		Park and Rides		Freight Distribution		Transit Bus	
Yes/No	No	Yes/No	No	Yes/No	Yes	Yes/No	Yes
PM		PM		PM	14.045	PM	15.912
Location		Location		Location	Port of Stockton	Location	Jct. SR-4 and I-5
LOS							

Segment Route Concept	
Concept Level of Service:	D
Concept Facility:	2030 Four lane expressway
Ultimate Transportation Corridor:	Four lane expressway
Comments:	

Planned Projects			Programmed Projects		
Post Mile	Location	Description	Post Mile	Location	Description
① 14.100	SJ-4 SJ River/Garwoods Bridge Paint Structure	Repaint Bridge	① 14.800	Install sign, beacon, and HAR support	Install sign, beacon, and HAR support
② TBD-TBD	I-5 to the City of Brentwood (Study only)	Corridor improvement project for safety and capacity	② 15.912	SR-4/I-5	Interchange improvement
③ 14.500	West of Tillie Lewis Drive	Install sign, beacon, and HAR support			
④ 14.700	Tillie Lewis Drive	Install RWIS in both directions			
⑤ T15.54	Fresno Avenue	Install CMS and CCTV in both directions			

Intelligent Transportation System (ITS) Elements & Detection			
Postmile	ITS Element	Status	Direction
	There are no Existing ITS Elements in this Segment.		

Note: This information is for overview purposes only and does not replace a full report from Right of Way, Environmental, or any other Branch or Division.

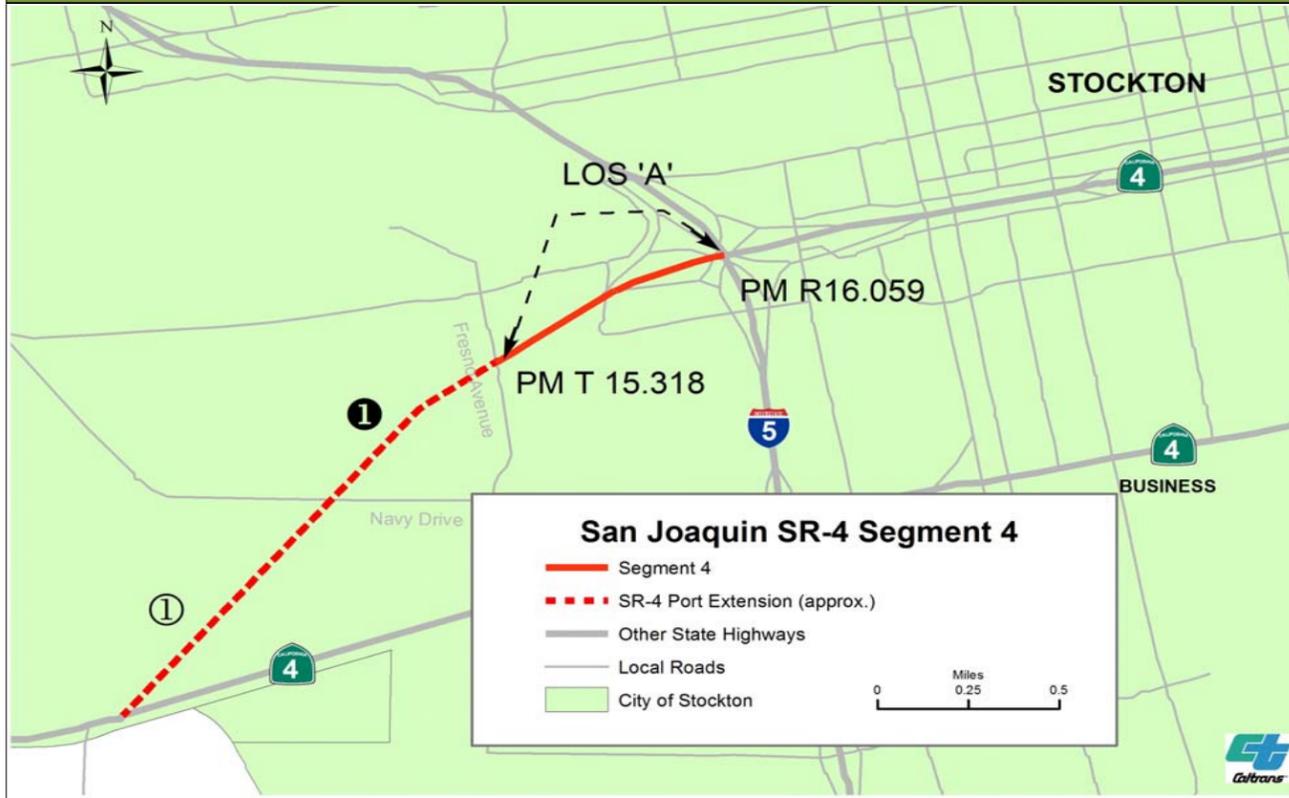
Comments:

SAN JOAQUIN COUNTY FACT SHEETS—SEGMENT 4

STATE ROUTE 4 TRANSPORTATION CONCEPT REPORT

SAN JOAQUIN COUNTY

SEGMENT 4



Segment Location:			
Description:	From Fresno Avenue to Jct I-5		
Post Mile:	T15.318-R16.059	Rural/Urban/Urbanized:	Urban
Length:	0.665	Within City Limits:	Yes
Functional Classification:	Freeway	Local Planning Jurisdiction:	San Joaquin Council of Governments (SJCOC)
		Other Agency/Entity:	City of Stockton
Roadbed Information (approximate)			
Number of Lanes:	Four	Lane Width (ft.):	12
Terrain:	Flat	Right of Way Width (ft.):	100-300
Grade %:	N/A	Shoulder Width (ft.):	0-8
Accessible to Bicycles:	No	Median Width (ft.):	None
Bridge Needs		Distressed Lane Miles	5.60
Postmile	R16.01	Present Serviceability Rating	1
Bridge#	29-0235 L & R		
Bridge Name:	SR-4/I-5 Connector		
Route Designations			
Functional Classification:	Freeway	Scenic Highway (Designated):	No
Facility Type:	Freeway	Scenic Highway (Eligible):	No
Interregional Road System:	Yes	Trucking Network	
High Emphasis Route:	No	National Network, Terminal Access	Terminal Access
Focus Route/Gateway Route:	No	Surface Transportation Assistance Act (STAA)	Yes
National Highway System	Yes	California Legal:	Yes
Freeway Expressway System	Yes	Advisory	No
Strategic Highway Network	Yes	Additional Restrictions	None
Freeway Agreement:	No	Access to Intermodal Freight Facility	No
Environmental Status			
Degree of Impact		Degree of Impact	
Flood Plains:	Low	Cultural Resources:	Low
Wetlands:	Low	Leaking Underground Tanks:	High
Special Status Species:	Low	Possible Hazardous Waste:	High
Air Quality			
Ozone	Non Attainment	Particulate Matter 10 m	Non Attainment
		Particulate Matter 2.5 m	Non Attainment/Maintenance
		Carbon Monoxide	Maintenance

	Travel Forecast Data					
	2007		2015		2030	
Posted Speed:	65 MPH					
Existing Facility:	Four lane freeway					
Level of Service:	HCS	LOSPLAN	HCS	LOSPLAN	HCS	LOSPLAN
Volume/Capacity:	N/A	A	N/A	A	N/A	B
Peak Hour Volume:	N/A	N/A	N/A	N/A	N/A	N/A
Average Daily Traffic:	2,045		2,430		3,385	
Peak Hour Directional Split:	17,200		20,410		28,460	
Truck Volume % of Total ADT:	60/40		60/40		60/40	
Peak Hour % of Trucks:	9.0		9.0		9.0	
	7.2		7.2		7.2	

Level of Service (LOS) calculated using Highway Capacity Software (HCS+T7F) and Florida Department of Transportation HIGHPLAN 2009 Multilane and Two-Lane Highway Level of Service. Analysis for Conceptual Planning and Preliminary Engineering Version Data: 7/17/2010. All LOS reflects vehicles only. LOS does not reflect multi modal at this time.

Segment Route Concept	
Concept Level of Service:	D
Concept Facility:	2030 Four lane freeway
Ultimate Transportation Corridor:	Four lane freeway
Comments:	

Intelligent Transportation System (ITS) Elements & Detection			
Postmile	ITS Element	Status	Direction
	There are no Existing ITS Elements in this Segment.		

Existing Transportation Network			
Bicycle Facility	Yes/No	Airports	Yes/No
PM	No	PM	No
Location		Location	
Class		Class	
LOS		LOS	
Pedestrian Facility	Yes/No	Park and Rides	Yes/No
PM	No	PM	No
Location		Location	
LOS		LOS	
Intermodal Commuter Facilities	Yes/No	Freight Distribution	Yes/No
PM	No	PM	Yes
Location		Location	T15.318
LOS		Location	Port of Stockton
Intermodal Freight Facilities	Yes/No	Transit Bus	Yes/No
PM	Yes	PM	No
Location	Port of Stockton	Location	

Post Mile	Planned		Programmed Projects	
	Location	Description	Location	Description
① 14.6-TBD				
① TBD-R16.06	Charter Way to Navy Dr. Navy Dr. to Fresno Ave.	New alignment from Charter Way to Navy Dr. New alignment from Fresno Ave. to Navy Dr.		

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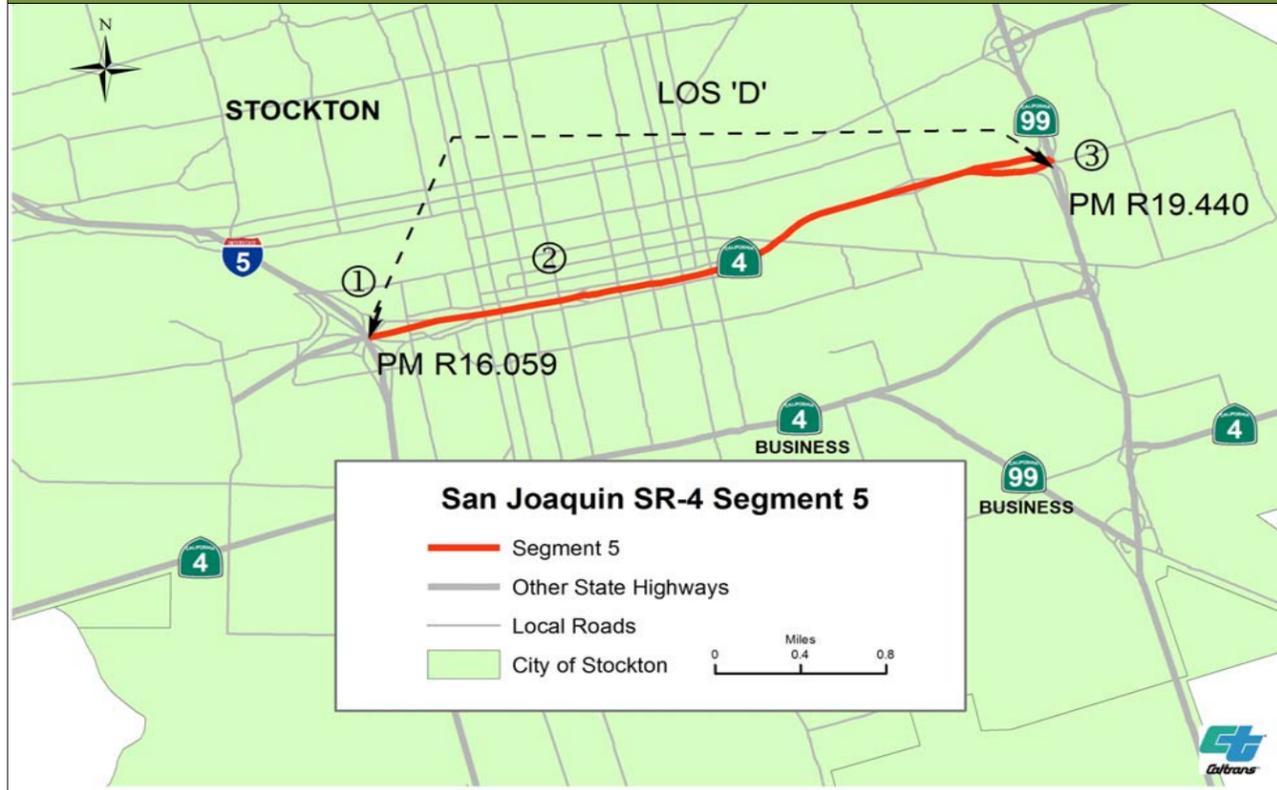
Comments:

SAN JOAQUIN COUNTY FACT SHEETS—SEGMENT 5

STATE ROUTE 4 TRANSPORTATION CONCEPT REPORT

SAN JOAQUIN COUNTY

SEGMENT 5



Segment Location:			
Description:	Jct. 1-5 to Jct. of SR-99 (Route Break)		
Post Mile:	R16.059-R19.440	Rural/Urban/Urbanized:	Urban
Length:	3.381	Within City Limits:	Yes
Functional Classification:	Freeway	Local Planning Jurisdiction:	San Joaquin Council of Governments (SJCOG)
		Other Agency/Entity:	City of Stockton
Roadbed Information (approximate)			
Number of Lanes:	Six	Lane Width (ft.):	12
Terrain:	Flat	Right of Way Width (ft.):	100-300
Grade %:	N/A	Shoulder Width (ft.):	0-13
Accessible to Bicycles:	No	Median Width (ft.):	12-24
Bridge Needs		Distressed Lane Miles	6.40
Postmile	R16.20	Present Serviceability Rating	3
Bridge#	29-0237 L & R		
Bridge Name:	Mormon Slough		
Route Designations			
Functional Classification:	Freeway	Scenic Highway (Designated):	No
Facility Type:	Freeway	Scenic Highway (Eligible)	No
Interregional Road System:	Yes	Trucking Network	
High Emphasis Route:	No	National Network, Terminal Access	Terminal Access
Focus Route/Gateway Route:	No	Surface Transportation Assistance Act (STAA)	Yes
National Highway System	Yes	California Legal:	Yes
Freeway Expressway System	Yes	Advisory	No
Strategic Highway Network	Yes	Additional Restrictions	None
Freeway Agreement:	Yes	Access to Intermodal Freight Facility	No
Environmental Status			
Degree of Impact		Degree of Impact	
Flood Plains:	Low to High	Cultural Resources:	Low
Wetlands:	Low	Leaking Underground Tanks:	Moderate
Special Status Species:	Low	Possible Hazardous Waste:	High
Air Quality			
Ozone	Non Attainment	Particulate Matter 10 m	Non Attainment
		Particulate Matter 2.5 m	Non Attainment/Maintenance
		Carbon Monoxide	Maintenance

Travel Forecast Data						
Posted Speed: 65 MPH Existing Facility: Six lane freeway Level of Service: D Volume/Capacity: 0.87 Peak Hour Volume: 8,755 Average Daily Traffic: 96,190 Peak Hour Directional Split: 60/40 Truck Volume % of Total ADT: 9.0 Peak Hour % of Trucks: 7.2	2007		2015		2030	
	HCS	LOSPLAN	HCS	LOSPLAN	HCS	LOSPLAN
	D	D	E	E	F	F
	0.87	N/A	1.08	N/A	1.70	N/A
		8,755	10,940	17,230		
	96,190	120,200	189,370			
	60/40	60/40	60/40			
	9.0	9.0	9.0			
	7.2	7.2	7.2			

Level of Service (LOS) calculated using Highway Capacity Software (HCS+T7F) and Florida Department of Transportation HIGHPLAN 2009 Multilane and Two-Lane Highway Level of Service. Analysis for Conceptual Planning and Preliminary Engineering Version Data: 7/17/2010. All LOS reflects vehicles only. LOS does not reflect multi modal at this time.

Existing Transportation Network			
Bicycle Facility	Airports	Intermodal Commuter Facilities	Intermodal Freight Facilities
Yes/No No	Yes/No No	Yes/No No	Yes/No No
PM Location	PM Location	PM Location	PM Location
LOS			
Pedestrian Facility	Park and Rides	Freight Distribution	Transit Bus
Yes/No No	Yes/No No	Yes/No No	Yes/No No
PM Location	PM Location	PM Location	PM Location
LOS			

Segment Route Concept	
Concept Level of Service:	D
Concept Facility:	2030 Eight lane freeway
Ultimate Transportation Corridor:	Ten lane freeway
Comments:	

Planned Programmed Projects		
Post Mile	Location	Description
① R16.06	I-5/SR-4 (Ort J. Lofthus Freeway)	Reconstruct I-5 interchange
② R16.06-R19.44	SR-4 I-5 to SR-99	Widen from 6 to 8 lanes
③ R19.44	SR-99/SR-4 (Ort J. Lofthus Freeway)	Reconstruct SR-99 interchange
●	There are no programmed projects in this segment	

Intelligent Transportation System (ITS) Elements & Detection			
Postmile	ITS Element	Status	Direction
	There are no Existing ITS Elements in this Segment.		

Note: This information is for overview purposes only and does not replace a full report from Right of Way, Environmental, or any other Branch or Division.

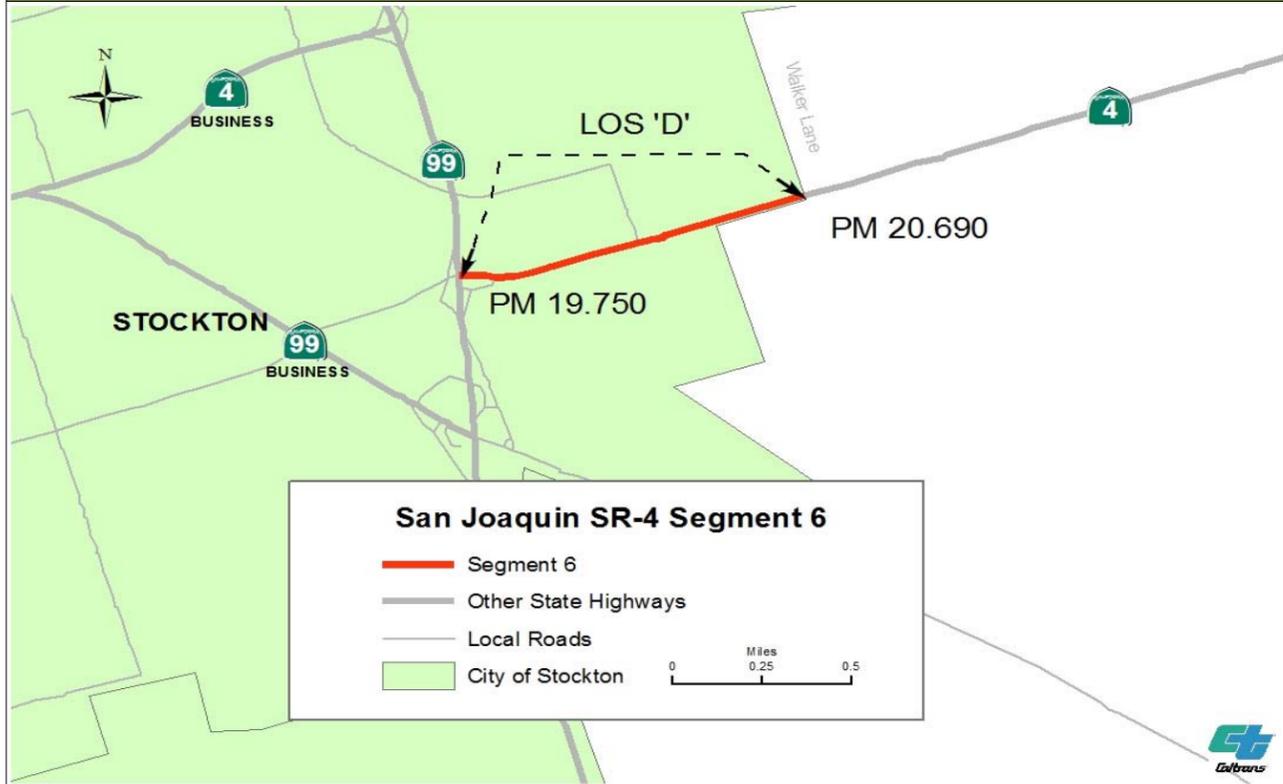
Comments:

SAN JOAQUIN COUNTY FACT SHEETS—SEGMENT 6

STATE ROUTE 4 TRANSPORTATION CONCEPT REPORT

SAN JOAQUIN COUNTY

SEGMENT 6



Description: Jct. of SR-99 to Walker Ln. (End of Urban Boundaries)		Segment Location:	
Post Mile: 19.750-20.690	Rural/Urban/Urbanized: Urbanized	Within City Limits: Yes	Local Planning Jurisdiction: San Joaquin Council of Governments (SJCOG)
Length: 0.944	Functional Classification: Principal Arterial	Other Agency/Entity: City of Stockton	
Roadbed Information (approximate)			
Number of Lanes: Two	Terrain: Flat	Lane Width (ft.): 12	Right of Way Width (ft.): 80-200
Grade %: N/A	Accessible to Bicycles: Yes	Shoulder Width (ft.): 8-12	Median Width (ft.): 6-60
Bridge Needs		Distressed Lane Miles: 1.70	Present Serviceability Rating: 3
Postmile: 19.750	Bridge#: 29-0155		
Bridge Name: SR-4/SR-99 Separation			
Route Designations			
Functional Classification: Principal Arterial	Scenic Highway (Designated): No		
Facility Type: Conventional highway	Scenic Highway (Eligible): No		
Interregional Road System: Yes	Trucking Network		
High Emphasis Route: No	National Network, Terminal Access: Terminal Access		
Focus Route/Gateway Route: No	Surface Transportation Assistance Act (STAA): Yes		
National Highway System: Yes	California Legal: Yes		
Freeway Expressway System: Yes	Advisory: No		
Strategic Highway Network: No	Additional Restrictions: None		
Freeway Agreement: No	Access to Intermodal Freight Facility: No		
Environmental Status			
Degree of Impact		Degree of Impact	
Flood Plains: Low	Wetlands: Low	Cultural Resources: Low	Leaking Underground Tanks: Moderate
Special Status Species: Low		Possible Hazardous Waste: Moderate	
Air Quality			
Ozone: Non Attainment	Particulate Matter 10 m: Non Attainment	Particulate Matter 2.5 m: Non Attainment/Maintenance	Carbon Monoxide: Maintenance
Existing Transportation Network			
Bicycle Facility		Airports	
Yes/No	Yes	Yes/No	No
PM	19.750-20.690	PM	
Location	On Route	Location	
Class	III	Location	
LOS	Not Assessed		
Pedestrian Facility		Park and Rides	
Yes/No	No	Yes/No	No
PM		PM	19.880; 20.240
Location		Location	Stagecoach Road and Sinclair Street
LOS			
		Freight Distribution	
		Yes/No	Yes
		PM	19.880; 20.240
		Location	Stagecoach Road and Sinclair Street
		Location	
		Transit Bus	
		Yes/No	No
		PM	
		Location	

Posted Speed: 40 MPH Existing Facility: Two lane conventional highway Level of Service: Volume/Capacity: Peak Hour Volume: Average Daily Traffic: Peak Hour Directional Split: Truck Volume % of Total ADT: Peak Hour % of Trucks:	2007		2015		2030	
	HCS	LOSPLAN	HCS	LOSPLAN	HCS	LOSPLAN
	D	C	D	C	E	D
	0.29	0.31	0.37	0.39	0.60	0.64
	740		955		1,555	
	7,000		9,020		14,680	
	55/45		55/45		55/45	
	4.6		4.6		4.6	
	3.7		3.7		3.7	

Level of Service (LOS) calculated using Highway Capacity Software (HCS+T7F) and Florida Department of Transportation HIGHPLAN 2009 Multilane and Two-Lane Highway Level of Service. Analysis for Conceptual Planning and Preliminary Engineering Version Data: 7/17/2010. All LOS reflects vehicles only. LOS does not reflect multi modal at this time.

Segment Route Concept	
Concept Level of Service: D	Concept Facility: 2030 Four lane expressway
Ultimate Transportation Corridor: Four lane expressway	
Comments:	

Intelligent Transportation System (ITS) Elements & Detection			
Postmile	ITS Element	Status	Direction
	There are no Existing ITS Elements in this Segment.		

Planned				Programmed Projects			
Post Mile	Location	Description	Post Mile	Location	Description	Post Mile	Location
○		There are no planned projects in this segment	●		There are no programmed projects in this segment		

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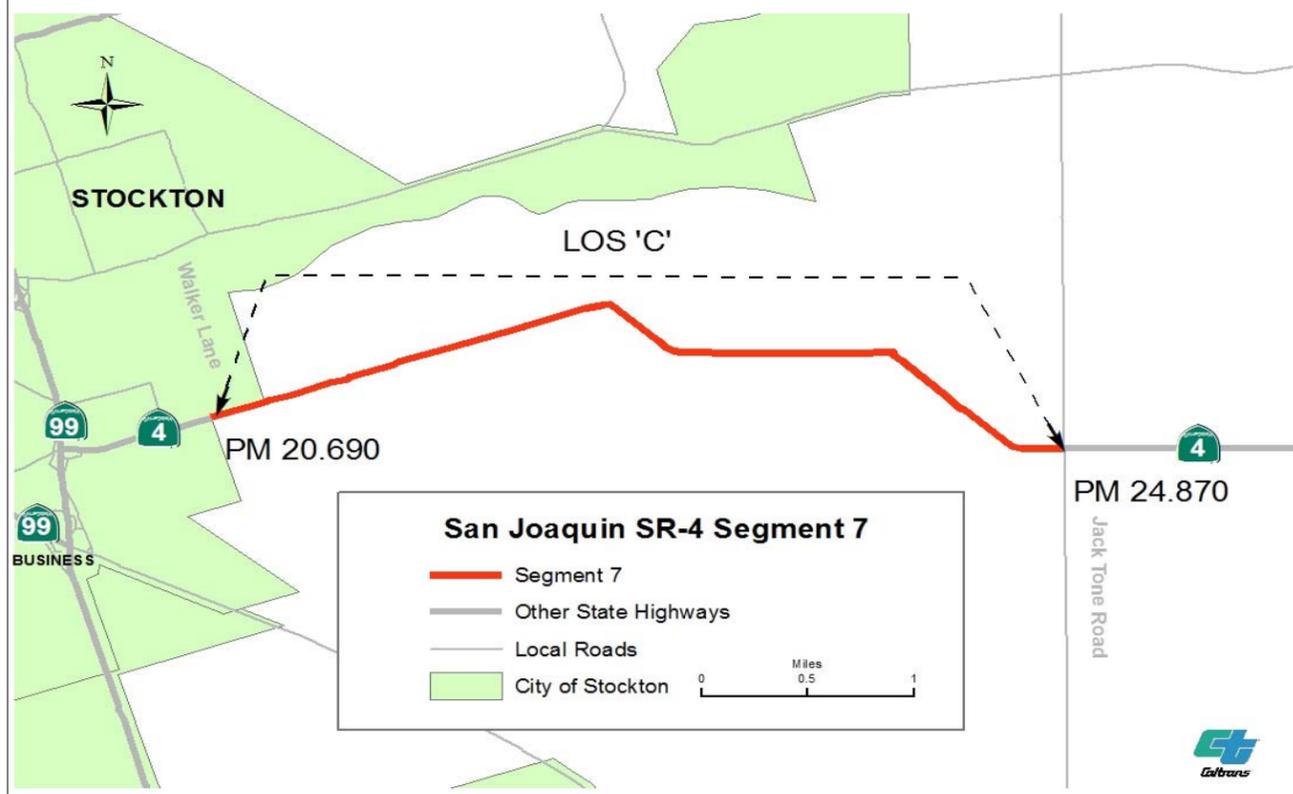
Comments:

SAN JOAQUIN COUNTY FACT SHEETS—SEGMENT 7

STATE ROUTE 4 TRANSPORTATION CONCEPT REPORT

SAN JOAQUIN COUNTY

SEGMENT 7



Segment Location:			
Description:	Walker Ln. To Jack Tone Rd.		
Post Mile:	20.690-24.870	Rural/Urban/Urbanized:	Rural
Length:	4.180	Within City Limits:	No
Functional Classification:	Minor Arterial	Local Planning Jurisdiction:	San Joaquin Council of Governments (SJCOG)
		Other Agency/Entity:	San Joaquin County
Roadbed Information (approximate)			
Number of Lanes:	Two	Lane Width (ft.):	12
Terrain:	Flat	Right of Way Width (ft.):	80-350
Grade %:	N/A	Shoulder Width (ft.):	2-8
Accessible to Bicycles:	Yes	Median Width (ft.):	None
Bridge Needs		Distressed Lane Miles	0.00
Postmile	R22.72	Present Serviceability Rating	4
Bridge#	29-0053		
Bridge Name:	Duck Creek		
Route Designations			
Functional Classification:	Minor Arterial	Scenic Highway (Designated):	No
Facility Type:	Conventional highway	Scenic Highway (Eligible)	No
Interregional Road System:	Yes	Trucking Network	
High Emphasis Route:	No	National Network, Terminal Access	Terminal Access
Focus Route/Gateway Route:	No	Surface Transportation Assistance Act (STAA)	Yes
National Highway System	No	California Legal:	Yes
Freeway Expressway System	Yes	Advisory	No
Strategic Highway Network	No	Additional Restrictions	None
Freeway Agreement:	No	Access to Intermodal Freight Facility	No
Environmental Status			
Degree of Impact		Degree of Impact	
Flood Plains:	Moderate	Cultural Resources:	Low
Wetlands:	Low	Leaking Underground Tanks:	Low
Special Status Species:	Low	Possible Hazardous Waste:	Low
Air Quality			
Ozone	Non Attainment	Particulate Matter 10 m	Non Attainment
		Particulate Matter 2.5 m	Non Attainment/Maintenance
		Carbon Monoxide	Maintenance

Travel Forecast Data						
Posted Speed: 55 MPH Existing Facility: Two lane conventional highway Level of Service: Volume/Capacity: Peak Hour Volume: Average Daily Traffic: Peak Hour Directional Split: Truck Volume % of Total ADT: Peak Hour % of Trucks:	2007		2015		2030	
	HCS	LOSPLAN	HCS	LOSPLAN	HCS	LOSPLAN
	D	B	D	B	D	C
	0.19	0.18	0.23	0.24	0.35	0.33
	465	4,450	575	5,470	860	8,170
	60/40	60/40	60/40	60/40	60/40	
	4.8	4.8	4.8	4.8	4.8	
	3.8	3.8	3.8	3.8	3.8	

Existing Transportation Network							
Bicycle Facility		Airports		Intermodal Commuter Facilities		Intermodal Freight Facilities	
Yes/No	Yes	Yes/No	No	Yes/No	No	Yes/No	No
PM	20.690-24.870	PM		PM		PM	
Location	On Route	Location		Location		Location	
Class	III						
LOS	Not Assessed						
Pedestrian Facility		Park and Rides		Freight Distribution		Transit Bus	
Yes/No	No	Yes/No	No	Yes/No	No	Yes/No	No
PM		PM		PM		PM	
Location		Location		Location		Location	
LOS							

Level of Service (LOS) calculated using Highway Capacity Software (HCS+T7F) and Florida Department of Transportation HIGHPLAN 2009 Multilane and Two-Lane Highway Level of Service. Analysis for Conceptual Planning and Preliminary Engineering Version Data: 7/17/2010. All LOS reflects vehicles only. LOS does not reflect multi modal at this time.

Segment Route Concept	
Concept Level of Service:	C
Concept Facility:	2030 Four lane expressway
Ultimate Transportation Corridor:	Four lane expressway
Comments:	

Planned			Programmed Projects		
Post Mile	Location	Description			
○		There are no planned projects in this segment			
●		There are no programmed projects in this segment			

Intelligent Transportation System (ITS) Elements & Detection			
Postmile	ITS Element	Status	Direction
	There are no Existing ITS Elements in this Segment.		

Note: This information is for overview purposes only and does not replace a full report from Right of Way, Environmental, or any other Branch or Division.

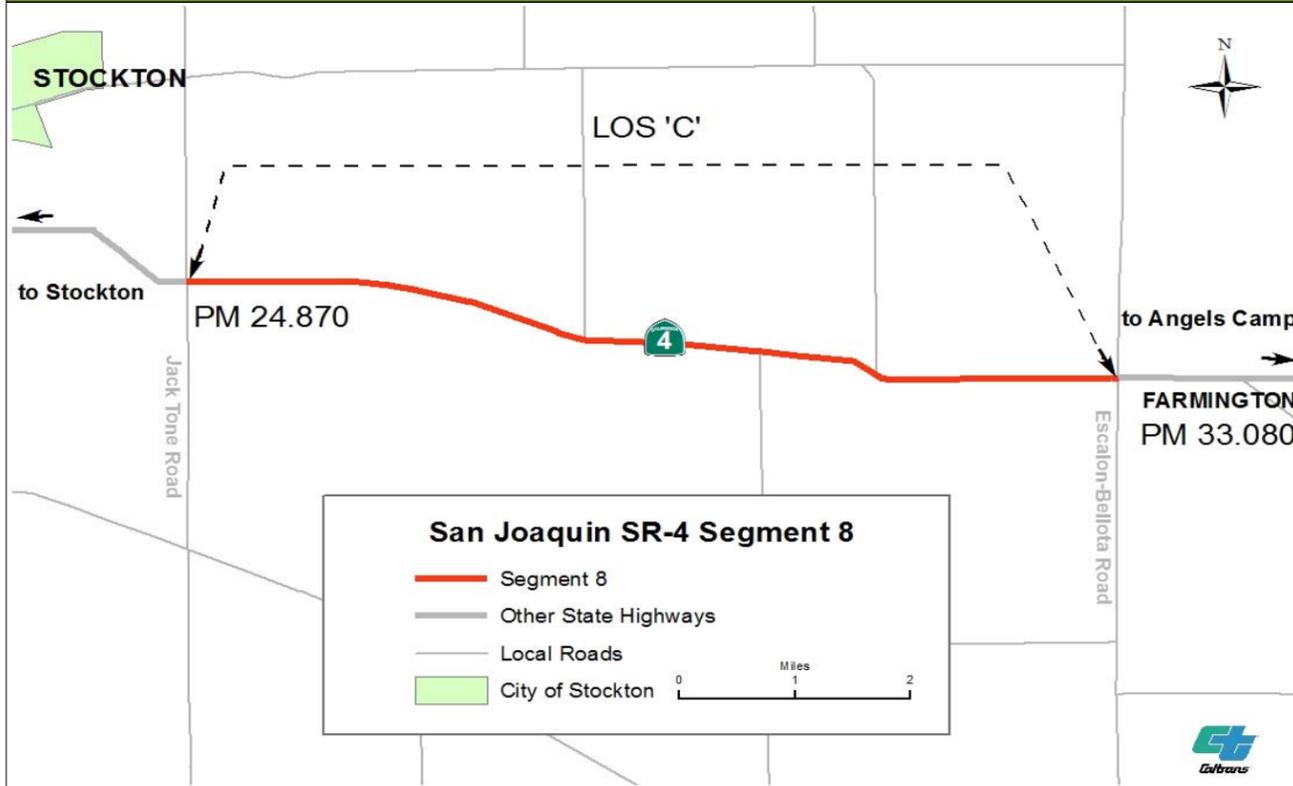
Comments:

SAN JOAQUIN COUNTY FACT SHEETS—SEGMENT 8

STATE ROUTE 4 TRANSPORTATION CONCEPT REPORT

SAN JOAQUIN COUNTY

SEGMENT 8



Segment Location:			
Description:	Jack Tone Rd. To Escalon Bellota Rd. (Farmington)		
Post Mile:	24.870-33.080	Rural/Urban/Urbanized:	Rural
Length:	8.210	Within City Limits:	No
Functional Classification:	Minor Arterial	Local Planning Jurisdiction:	San Joaquin Council of Governments (SJCOG)
		Other Agency/Entity:	San Joaquin County
Roadbed Information (approximate)			
Number of Lanes:	Two	Lane Width (ft.):	12
Terrain:	Flat	Right of Way Width (ft.):	80-100
Grade %:	N/A	Shoulder Width (ft.):	3-11
Accessible to Bicycles:	Yes	Median Width (ft.):	None
Bridge Needs		Distressed Lane Miles	14.00
Postmile	N/A	Present Serviceability Rating	3
Bridge#	N/A		
Bridge Name:	N/A		
Route Designations			
Functional Classification:	Minor Arterial	Scenic Highway (Designated):	No
Facility Type:	Conventional highway	Scenic Highway (Eligible)	No
Interregional Road System:	Yes	Trucking Network	
High Emphasis Route:	No	National Network, Terminal Access	Terminal Access
Focus Route/Gateway Route:	No	Surface Transportation Assistance Act (STAA)	Yes
National Highway System	No	California Legal:	Yes
Freeway Expressway System	Yes	Advisory	No
Strategic Highway Network	No	Additional Restrictions	None
Freeway Agreement:	No	Access to Intermodal Freight Facility	No
Environmental Status			
Degree of Impact		Degree of Impact	
Flood Plains:	Moderate	Cultural Resources:	Moderate
Wetlands:	Low	Leaking Underground Tanks:	Low
Special Status Species:	Moderate	Possible Hazardous Waste:	Low
Air Quality			
Ozone	Non Attainment	Particulate Matter 10 m	Non Attainment
		Particulate Matter 2.5 m	Non Attainment/Maintenance
		Carbon Monoxide	Maintenance

Travel Forecast Data						
Posted Speed: 55 MPH Existing Facility: Two lane conventional highway Level of Service: C Volume/Capacity: 0.17 Peak Hour Volume: 420 Average Daily Traffic: 3,800 Peak Hour Directional Split: 60/40 Truck Volume % of Total ADT: 5.0 Peak Hour % of Trucks: 4.0	2007		2015		2030	
	HCS	LOSPLAN	HCS	LOSPLAN	HCS	LOSPLAN
	C	C	D	D	D	D
	0.17	0.17	0.20	0.20	0.27	0.27
		420		490		670
	3,800		4,450		6,160	
	60/40		60/40		60/40	
	5.0		5.0		5.0	
	4.0		4.0		4.0	

Level of Service (LOS) calculated using Highway Capacity Software (HCS+T7F) and Florida Department of Transportation HIGHPLAN 2009 Multilane and Two-Lane Highway Level of Service. Analysis for Conceptual Planning and Preliminary Engineering Version Data: 7/17/2010. All LOS reflects vehicles only. LOS does not reflect multi modal at this time.

Existing Transportation Network			
Bicycle Facility	Airports	Intermodal Commuter Facilities	Intermodal Freight Facilities
Yes/No Yes PM Location Class LOS	Yes/No No Location	Yes/No No PM Location	Yes/No No PM Location
Pedestrian Facility	Park and Rides	Freight Distribution	Transit Bus
Yes/No No PM Location LOS	Yes/No No PM Location	Yes/No No PM Location	Yes/No No PM Location

Segment Route Concept	
Concept Level of Service:	C
Concept Facility:	2030 Four lane expressway
Ultimate Transportation Corridor:	Four lane expressway
Comments:	

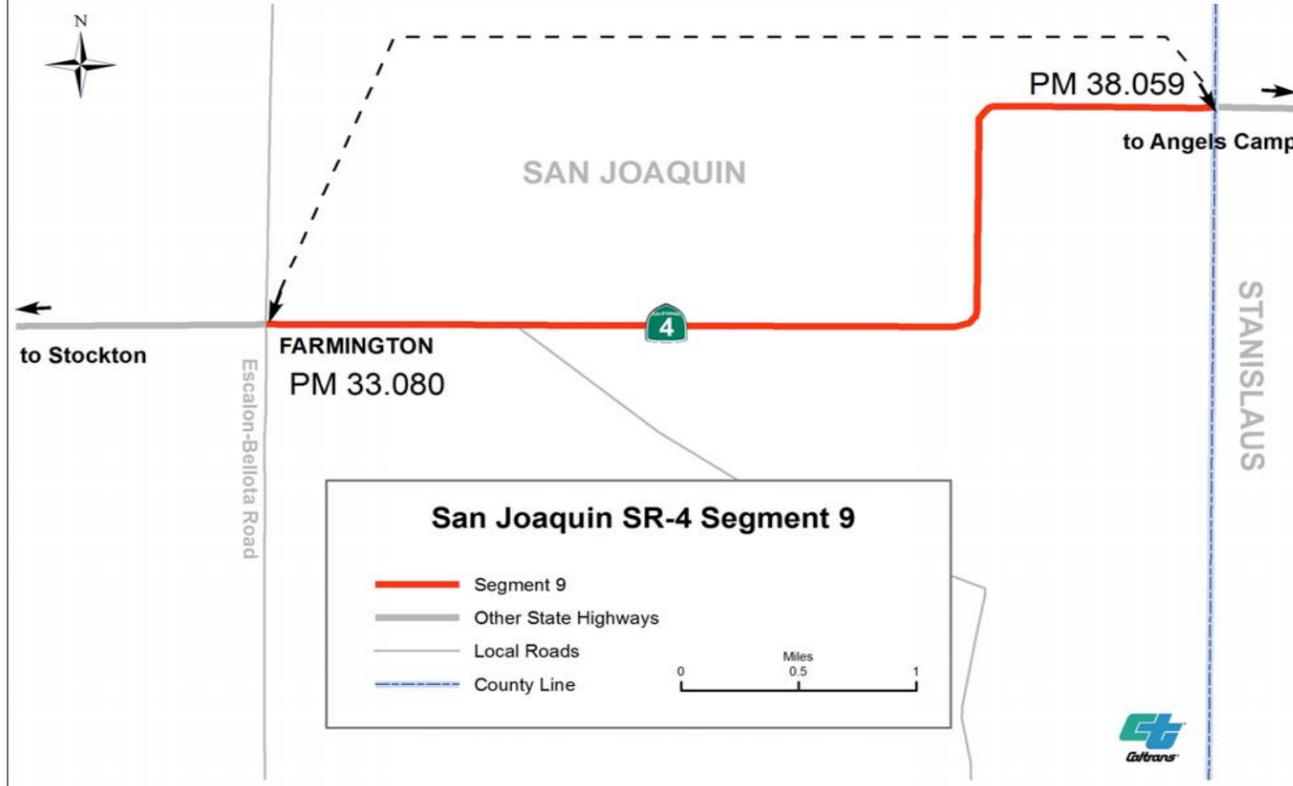
Planned and Programmed Projects		
Post Mile	Location	Description
○		There are no planned projects in this segment
●		There are no programmed projects in this segment

Intelligent Transportation System (ITS) Elements & Detection			
Postmile	ITS Element	Status	Direction
	There are no Existing ITS Elements in this Segment.		

Note: This information is for overview purposes only and does not replace a full report from Right of Way, Environmental, or any other Branch or Division.

Comments:

SAN JOAQUIN COUNTY FACT SHEETS—SEGMENT 9



Segment Location:			
Description: Escalon Bellota Rd. To The San Joaquin/Stanislaus Co. Line			
Post Mile:	33.080-38.059	Rural/Urban/Urbanized:	Rural
Length:	4.979	Within City Limits:	No
Functional Classification:	Minor Arterial	Local Planning Jurisdiction:	San Joaquin Council of Governments (SJCOG)
		Other Agency/Entity:	San Joaquin County
Roadbed Information (approximate)			
Number of Lanes:	Two	Lane Width (ft.):	12
Terrain:	Flat	Right of Way Width (ft.):	80-130
Grade %:	N/A	Shoulder Width (ft.):	4-16
Accessible to Bicycles:	Yes	Median Width (ft.):	None
Bridge Needs		Distressed Lane Miles	10.90
Postmile	N/A	Present Serviceability Rating	3
Bridge#	N/A		
Bridge Name:	N/A		
Route Designations			
Functional Classification:	Minor Arterial	Scenic Highway (Designated):	No
Facility Type:	Conventional highway	Scenic Highway (Eligible)	No
Interregional Road System:	Yes	Trucking Network	
High Emphasis Route:	No	National Network, Terminal Access	Terminal Access
Focus Route/Gateway Route:	No	Surface Transportation Assistance Act (STAA)	Yes
National Highway System	No	California Legal:	Yes
Freeway Expressway System	Yes	Advisory	No
Strategic Highway Network	No	Additional Restrictions	None
Freeway Agreement:	No	Access to Intermodal Freight Facility	No
Environmental Status			
Degree of Impact		Degree of Impact	
Flood Plains:	Moderate/High	Cultural Resources:	Moderate/High
Wetlands:	Moderate	Leaking Underground Tanks:	Low
Special Status Species:	Moderate	Possible Hazardous Waste:	Low
Air Quality			
Ozone	Non Attainment	Particulate Matter 10 m	Non Attainment
		Particulate Matter 2.5 m	Non Attainment/Maintenance
		Carbon Monoxide	Maintenance

Travel Forecast Data						
Posted Speed: 55 MPH Existing Facility: Two lane conventional highway Level of Service: D Volume/Capacity: 0.23 Peak Hour Volume: 565 Average Daily Traffic: 4,020 Peak Hour Directional Split: 60/40 Truck Volume % of Total ADT: 5.0 Peak Hour % of Trucks: 4.0	2007		2015		2030	
	HCS	LOSPLAN	HCS	LOSPLAN	HCS	LOSPLAN
	D	C	D	D	E	D
	0.23	0.18	0.27	0.22	0.40	0.32
		565		680		1,005
	4,020		4,830		7,110	
	60/40		60/40		60/40	
	5.0		5.0		5.0	
	4.0		4.0		4.0	

Level of Service (LOS) calculated using Highway Capacity Software (HCS+T7F) and Florida Department of Transportation HIGHPLAN 2009 Multilane and Two-Lane Highway Level of Service. Analysis for Conceptual Planning and Preliminary Engineering Version Data: 7/17/2010. All LOS reflects vehicles only. LOS does not reflect multi modal at this time.

Existing Transportation Network							
Bicycle Facility		Airports		Intermodal Commuter Facilities		Intermodal Freight Facilities	
Yes/No	Yes	Yes/No	No	Yes/No	No	Yes/No	No
PM	33.080-38.059	PM		PM		PM	
Location	On Route	Location		Location		Location	
Class	III						
LOS	Not Assessed						
Pedestrian Facility		Park and Rides		Freight Distribution		Transit Bus	
Yes/No	No	Yes/No	No	Yes/No	No	Yes/No	No
PM		PM		PM		PM	
Location		Location		Location		Location	
LOS							

Segment Route Concept	
Concept Level of Service:	C
Concept Facility:	2030 Four lane expressway
Ultimate Transportation Corridor:	Four lane expressway
Comments:	

Planned Projects		
Post Mile	Location	Description
○		There are no planned projects in this segment
●		There are no programmed projects in this segment

Intelligent Transportation System (ITS) Elements & Detection			
Postmile	ITS Element	Status	Direction
	There are no Existing ITS Elements in this Segment.		

Note: This information is for overview purposes only and does not replace a full report from Right of Way, Environmental, or any other Branch or Division.

Comments:

STANISLAUS COUNTY SUMMARY

For the portion of SR-4 that runs through Stanislaus County, much of the traffic can be considered interregional as no population or work centers exist on or near the segment. The context is rural and agricultural.

SR-4 was divided into two segments. This division followed considerations of change in traffic volume, its composition, or its flow, and conforms with the methodology suggested in HCM (2010).

To characterize LOS, two software applications were employed—HCS 5.4 and FDOT 2009 software (both are packaged together under the McTrans HCS trademark). Typically the two softwares provide equivalent results and serve as a useful means to assess possible modeling errors.

Future forecast volumes were obtained through three linear projections: 1) from past traffic volumes for the previous twenty years to present, and extended twenty years further, 2) from the local transportation planning jurisdiction's TDM, and 3) from the Department of Finance's twenty year population growth projection for Stanislaus County. The three projections are then compared for consistency, and may result in one projection being dropped, usually because it overestimates or underestimates future growth compared to the last validated transportation planning jurisdiction's TDM.

Land uses along the SR-4 corridor conform to the Stanislaus County General Plan. General plans typically characterize and distribute future population density, and would influence future traffic volumes, however this influence is negligible for SR-4 given there is no current or future proposed development along these segments. As the current and likely future land uses are agricultural, increased traffic from access to the facility is not anticipated.

SR-4 supports few multimodal opportunities. There is no current transit service on the route at this time. Although the route supports moderate recreational bicycle use, the narrow lane widths and lack of shoulders might preclude bicycle use if traffic volumes were greater. No sidewalks are present.

The route plays a role in the interregional transport of goods and services, by linking Stockton (along with the Bay Area) to Angels Camp, Copperopolis, and Sierra Nevada recreational areas. The route is STAA compliant to Copperopolis. The route provides recreational travel to local wineries, lakes, and forests.

Modeling and analysis indicate both segments will experience a deficient LOS

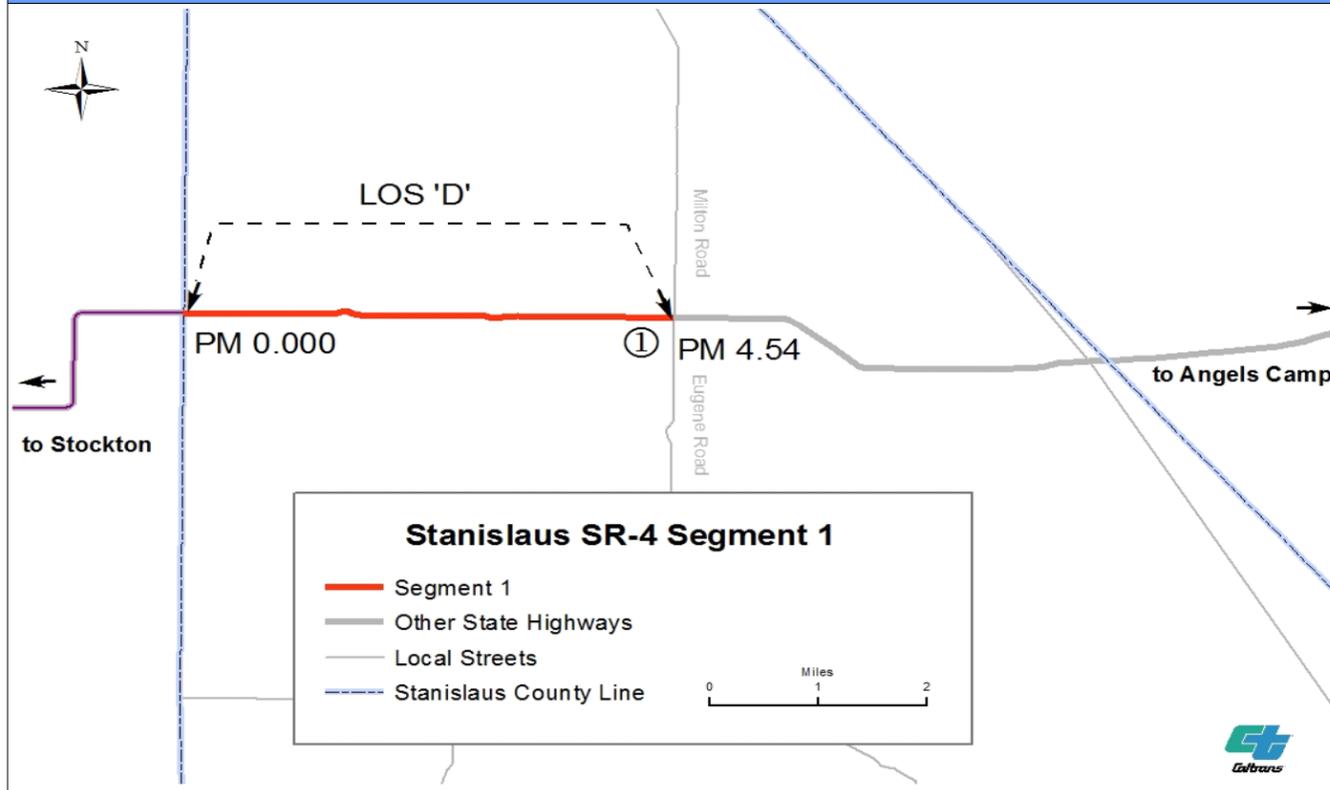
by 2030. As both segments are subject to concerns with vertical sight distance, operational improvements such as passing lanes may address most of the forecast deficiency. There are currently no projects in the StanCOG RTP to address this deficiency. Future analysis may be required.

STANISLAUS COUNTY FACT SHEETS—SEGMENT 1

STATE ROUTE 4- TRANSPORTATION CONCEPT REPORT

STANISLAUS COUNTY

SEGMENT 1



Segment Location:			
Description: San Joaquin Co. Line to Milton Road			
Post Mile:	0.000-4.54	Rural/Urban/Urbanized:	Rural
Length:	4.540	Within City Limits:	No
Functional Classification:	Minor Arterial	Local Planning Jurisdiction:	Stanislaus County
		Other Agency/Entity:	Stanislaus Council of Governments
Roadbed Information (approximate)			
Number of Lanes:	Two	Lane Width (ft.):	12
Terrain:	Rolling	Right of Way Width (ft.):	45-175
Grade %:	<3%	Shoulder Width (ft.):	2-5
Accessible to Bicycles:	Yes	Median Width (ft.):	0
Bridge Needs		Distressed Lane Miles:	4.60
Postmile:	N/A	Present Serviceability Rating:	3
Bridge#:	N/A		
Bridge Name:	N/A		
Route Designations			
Functional Classification:	Minor Arterial	Scenic Highway (Designated):	No
Facility Type:	Conventional highway	Scenic Highway (Eligible):	No
Interregional Road System:	Yes	Trucking Network	
High Emphasis Route:	No	National Network, Terminal Access:	Terminal Access
Focus Route/Gateway Route:	No	Surface Transportation Assistance Act (STAA):	Yes
National Highway System:	No	California Legal:	Yes
Freeway Expressway System:	Yes	Advisory:	No
Strategic Highway Network:	No	Additional Restrictions:	No
Freeway Agreement:	No	Access to Intermodal Freight Facility:	No
Environmental Status			
Degree of Impact		Degree of Impact	
Flood Plains:	Moderate	Cultural Resources:	Moderate
Wetlands:	High	Leaking Underground Tanks:	Low
Special Status Species:	High	Possible Hazardous Waste:	Low
Air Quality			
Ozone:	Non-attainment	Particulate Matter 10 m:	Non-attainment/ Maintenance
		Particulate Matter 2.5 m:	Non-attainment/ Maintenance
		Carbon Monoxide:	Maintenance

Travel Forecast Data						
Posted Speed: 55 MPH Existing Facility: Two lane conventional highway Level of Service: D Volume/Capacity: 0.30 Peak Hour Volume: 550 Average Daily Traffic: 4,000 Peak Hour Directional Split: 70/30 Truck Volume % of Total ADT: 5.4 Peak Hour % of Trucks: 4.3	2007		2015		2030	
	HCS	LOSPLAN	HCS	LOSPLAN	HCS	LOSPLAN
	D	D	D	D	E	E
	0.30	0.26	0.34	0.32	0.47	0.45
	550	4,000	660	4,780	955	6,910
70/30	5.4	70/30	5.4	70/30	5.4	
4.3	4.3	4.3	4.3	4.3	4.3	

Level of Service (LOS) calculated using Highway Capacity Software (HCS+T7F) and Florida Department of Transportation HIGHPLAN 2009 Multilane and Two-Lane Highway Level of Service. Analysis for Conceptual Planning and Preliminary Engineering Version Data: 7/17/2010. All LOS reflects vehicles only. LOS does not reflect multi modal at this time.

Existing Transportation Network							
Bicycle Facility		Airports		Intermodal Commuter Facilities		Intermodal Freight Facilities	
Yes/No	Yes	Yes/No	No	Yes/No	No	Yes/No	No
PM	0.000-4.54	PM		PM		PM	
Location	On Route	Location		Location		Location	
Class	III						
LOS	Not Assessed						
Pedestrian Facility		Park and Rides		Freight Distribution		Transit Bus	
Yes/No	No	Yes/No	No	Yes/No	No	Yes/No	No
PM		PM		PM		PM	
Location		Location		Location		Location	
LOS							

Segment Route Concept	
Concept Level of Service:	C
Concept Facility:	Four lane expressway
Ultimate Transportation Corridor:	Four lane expressway
Comments:	

Planned			Programmed		
Post Mile	Location	Description	Post Mile	Location	Description
① R3.5	West of Milton Road	Eastbound CMS			
●	There are no programmed projects for this segment				

Intelligent Transportation System (ITS) Elements & Detection			
Postmile	ITS Element	Status	Direction
	N/A		

Note: This information is for overview purposes only and does not replace a full report from Right of Way, Environmental, or any other Branch or Division.

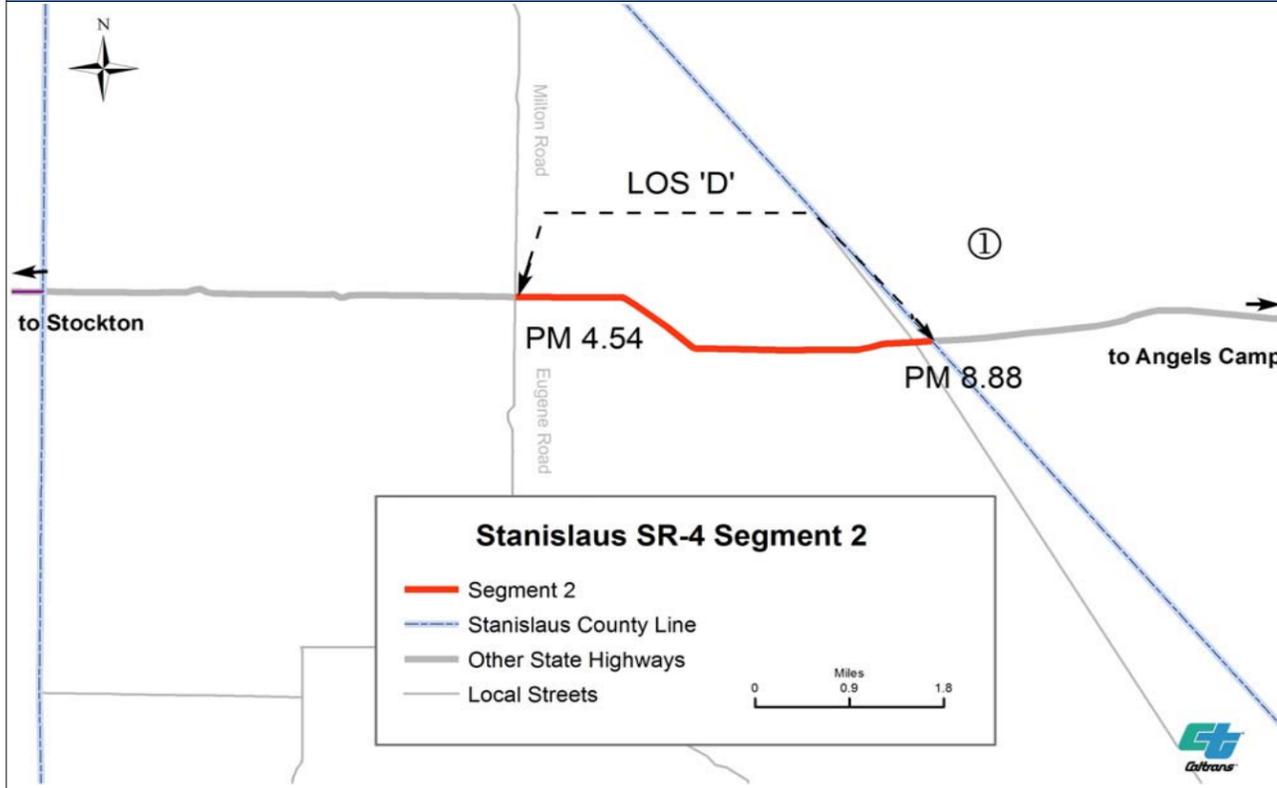
Comments

STANISLAUS COUNTY FACT SHEETS—SEGMENT 2

STATE ROUTE 4- TRANSPORTATION CONCEPT REPORT

STANISLAUS COUNTY

SEGMENT 2



Segment Location:						
Description: Milton Road to Calaveras Co. Line						
Post Mile: 4.54-8.88	Rural/Urban/Urbanized: Rural					
Length: 4.340	Within City Limits: No					
Functional Classification: Minor Arterial	Local Planning Jurisdiction: Stanislaus County					
	Other Agency/Entity: Stanislaus Council of Governments					
Roadbed Information (approximate)						
Number of Lanes: Two	Lane Width (ft.): 12					
Terrain: Rolling	Right of Way Width (ft.): 50-190					
Grade %: <3%	Shoulder Width (ft.): 0-11					
Accessible to Bicycles: Yes	Median Width (ft.): 0					
Bridge Needs		Distressed Lane Miles: 4.20				
Postmile: N/A	Bridge#: N/A	Present Serviceability Rating: 3				
Bridge Name: N/A						
Route Designations						
Functional Classification: Minor Arterial	Scenic Highway (Designated): No					
Facility Type: Conventional highway	Scenic Highway (Eligible): No					
Interregional Road System: Yes	Trucking Network					
High Emphasis Route: No	National Network, Terminal Access: Terminal Access					
Focus Route/Gateway Route: No	Surface Transportation Assistance Act (STAA): Yes					
National Highway System: No	California Legal: Yes					
Freeway Expressway System: No	Advisory: No					
Strategic Highway Network: No	Additional Restrictions: No					
Freeway Agreement: No	Access to Intermodal Freight Facility: None					
Environmental Status						
Degree of Impact		Degree of Impact				
Flood Plains: Low	Cultural Resources: Moderate to High					
Wetlands: High	Leaking Underground Tanks: Low					
Special Status Species: High	Possible Hazardous Waste: Low					
Air Quality						
Ozone: Non-attainment	Particulate Matter 10 m: Non-attainment/ Maintenance	Particulate Matter 2.5 m: Non-attainment/ Maintenance	Carbon Monoxide: Maintenance			
Travel Forecast Data						
Posted Speed: 55 MPH	2007		2015		2030	
Existing Facility: Two lane conventional highway	HCS	LOSPLAN	HCS	LOSPLAN	HCS	LOSPLAN
Level of Service: D	D	D	D	D	E	E
Volume/Capacity: 0.31	0.31	0.28	0.37	0.34	0.53	0.49
Peak Hour Volume: 600	600		730		1,095	
Average Daily Traffic: 4,600	4,600		4,784		6,900	
Peak Hour Directional Split: 70/30	70/30		70/30		70/30	
Truck Volume % of Total ADT: 4.5	4.5		4.5		4.5	
Peak Hour % of Trucks: 3.6	3.6		3.6		3.6	
Level of Service (LOS) calculated using Highway Capacity Software (HCS+T7F) and Florida Department of Transportation HIGHPLAN 2009 Multilane and Two-Lane Highway Level of Service. Analysis for Conceptual Planning and Preliminary Engineering Version Data: 7/17/2010. All LOS reflects vehicles only. LOS does not reflect multi modal at this time.						
Segment Route Concept				Existing Transportation Network		
Concept Level of Service: C			Bicycle Facility		Airports	
Concept Facility: 2030 Four lane expressway			Yes/No	Yes	Yes/No	No
Ultimate Transportation Corridor: Four lane expressway			PM	4.54-8.88	PM	No
Comments:			Location	On Route	Location	
			Class	III	Location	
			LOS	Not Assessed	Location	
			Pedestrian Facility		Park and Rides	
			Yes/No	No	Yes/No	No
			PM		PM	
			Location		Location	
			LOS		Location	
			Freight Distribution		Transit Bus	
			Yes/No	No	Yes/No	No
			PM		PM	
			Location		Location	
			LOS		Location	
Intelligent Transportation System (ITS) Elements & Detection				Planned & Programmed Projects		
Postmile	ITS Element	Status	Direction	Post Mile	Location	Description
	N/A			① R8.7	At Calaveras County Line	Westbound CMS
				●	There are no programmed projects for this segment	
Note: This information is for overview purposes only and does not replace a full report from Right of Way, Environmental, or any other Branch or Division.				Comments:		

CALAVERAS COUNTY SUMMARY

Caltrans produced a CSMP (The State Route 4 Corridor System Management Plan (2007)), for the portion of SR-4 from the Stanislaus County line in the west to the Alpine County line in the east. Data provided in that report is summarized and updated in the following segment fact sheets, but the report should be consulted as the primary document on current conditions and needs on the corridor. The purposes of CSMPs differ from TCRs as they consider the gains of a specific capital project in enhancing a local transportation system's performance and outline means to conserve those improvements, rather than attempting to assess future needs for an entire corridor. After the Angels Camp Bypass traffic volumes stabilize, revisions to current and future forecasts will need to be updated in the next CSMP update and future TCRs.

Twelve segments of SR-4 were analyzed in the CSMP 2007, in the TCR these were changed to eleven. For TCRs, division of highways into segments for purposes of system evaluation and analysis follow considerations of changes in traffic volume or its composition, a change in the number of lanes, whether the segment was urban or rural, and changes in transportation planning or land use planning agency in order to develop a level of service performance measure. However, for the CSMP the division into segments followed a scheme in that segments broke at major intersections where the change in traffic volume did not necessarily change by 10% or that the lane configuration of the highway did not change. This reflects the CSMP's emphasis on identifying parallel routes in part to conserve the project's reduction in traffic delay. Both methods deviate from that suggested in HCM (2000, p. 21-13). In future TCRs, it is anticipated that fewer segments will be employed, as none of the current modeling software make significant distinctions between two lane conventional highways and two lane expressways as is the condition for SR-4 east of Angels Camp.

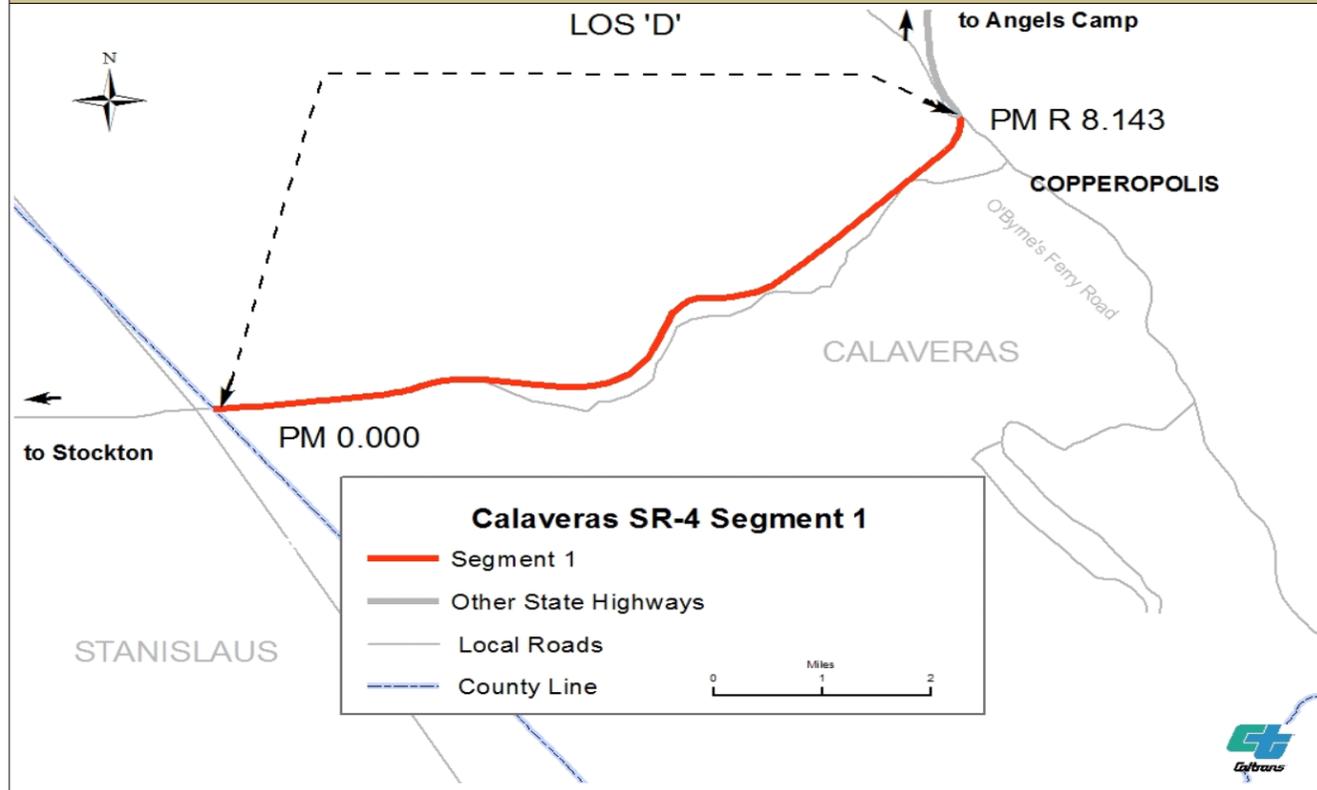
Due to different methods of analysis between the CSMP and that used in this reports' fact sheet for the now constructed Angels Camp Bypass, results may differ. The future CSMP update will address any inconsistencies in the analysis.

CALAVERAS COUNTY FACT SHEETS—SEGMENT 1

STATE ROUTE 4 TRANSPORTATION CONCEPT REPORT

CALAVERAS COUNTY

SEGMENT 1



Segment Location:			
Description: Stanislaus Co. Line to O'Byrnes Ferry Road			
Post Mile: 0.000/R8.143	Rural/Urban/Urbanized: Rural		
Length: 8.143	Within City Limits: No		
Functional Classification: Minor Arterial	Local Planning Jurisdiction: Calaveras County		
	Other Agency/Entity: Calaveras County Council of Governments		
Roadbed Information (approximate)			
Number of Lanes: Two	Lane Width (ft.): See CSMP		
Terrain: Rolling	Right of Way Width (ft.): See CSMP		
Grade %: <3%	Shoulder Width (ft.): See CSMP		
Accessible to Bicycles: Yes	Median Width (ft.): See CSMP		
Bridge Needs		Distressed Lane Miles: See CSMP	
Postmile: See CSMP		Present Serviceability Rating: See CSMP	
Bridge#: See CSMP			
Bridge Name: See CSMP			
Route Designations			
Functional Classification: Minor Arterial	Scenic Highway (Designated): No		
Facility Type: Expressway	Scenic Highway (Eligible): No		
Interregional Road System: Yes	Trucking Network		
High Emphasis Route: No	National Network, Terminal Access: Terminal Access		
Focus Route/Gateway Route: No	Surface Transportation Assistance Act (STAA): Yes		
National Highway System: No	California Legal: Yes		
Freeway Expressway System: No	Advisory: No		
Strategic Highway Network: No	Additional Restrictions: No		
Freeway Agreement: Yes	Access to Intermodal Freight Facility: No		
Environmental Status			
Degree of Impact		Degree of Impact	
Flood Plains: 100 Years		Cultural Resources: Moderate to High	
Wetlands: Moderate		Leaking Underground Tanks: Low	
Special Status Species: Moderate		Possible Hazardous Waste: Low to Moderate Lead, NOA	
Air Quality			
Ozone: Nonattainment	Particulate Matter 10 m: Attainment Unclassified	Particulate Matter 2.5 m: Attainment Unclassified	Carbon Monoxide: Attainment Unclassified

Travel Forecast Data						
Posted Speed: 55 MPH Existing Facility: Two lane expressway Level of Service: Volume/Capacity: Peak Hour Volume: Average Daily Traffic: Peak Hour Directional Split: Truck Volume % of Total ADT: Peak Hour % of Trucks:	2006		2015		2030	
	HCS	LOSPLAN	HCS	LOSPLAN	HCS	LOSPLAN
	D	D	D	D	E	E
	0.29	0.28	0.46	0.45	0.93	0.93
	652		1140		2370	
5,058		8,800		18,200		
57/43		57/43		57/43		
4.9		4.9		4.9		
3.9		3.9		3.9		

Level of Service (LOS) calculated using Highway Capacity Software (HCS+T7F) and Florida Department of Transportation HIGHPLAN 2009 Multilane and Two-Lane Highway Level of Service. Analysis for Conceptual Planning and Preliminary Engineering Version Data: 7/17/2010. All LOS reflects vehicles only. LOS does not reflect multi modal at this time.

Existing Transportation Network							
Bicycle Facility		Airports		Intermodal Commuter Facilities		Intermodal Freight Facilities	
Yes/No	Yes	Yes/No	No	Yes/No	No	Yes/No	No
PM	0.000-R8.413	PM		PM		PM	
Location	On Route	Location		Location		Location	
Class	III						
LOS	Not Assessed						
Pedestrian Facility		Park and Rides		Freight Distribution		Transit Bus	
Yes/No	No	Yes/No	No	Yes/No	No	Yes/No	Yes
PM		PM		PM		PM	R7.323-R8.413
Location		Location		Location		Location	Copperopolis
LOS							

Segment Route Concept	
Concept Level of Service: C	
Concept Facility: 2030 Four lane expressway	
Ultimate Transportation Corridor: Four lane expressway	
Comments:	

Planned			Programmed Projects		
Post Mile	Location	Description	Post Mile	Location	Description
○			●		
	For planned and programmed projects, consult CSMP				

Intelligent Transportation System (ITS) Elements & Detection			
Postmile	ITS Element	Status	Direction
	Consult CSMP		

Note: This information is for overview purposes only and does not replace a full report from Right of Way, Environmental, or any other Branch or Division.

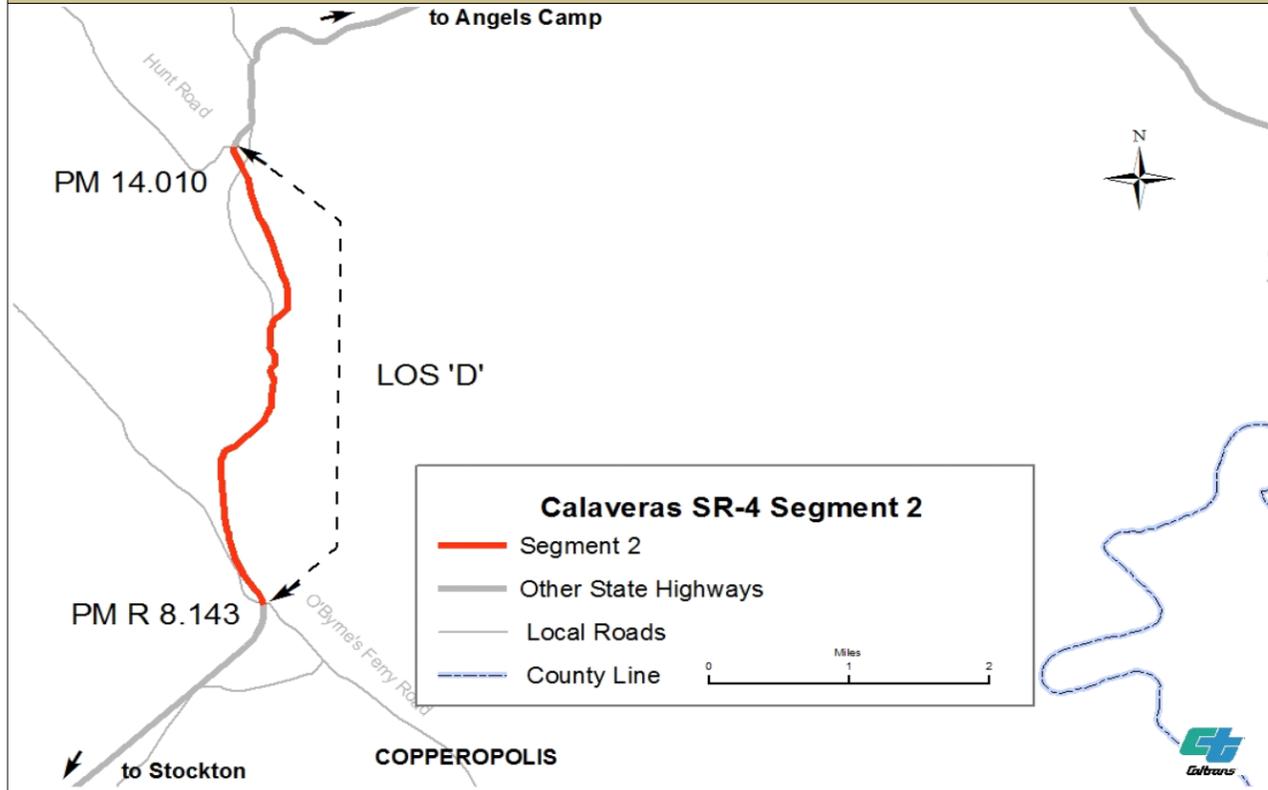
Comments

CALAVERAS COUNTY FACT SHEETS—SEGMENT 2

STATE ROUTE 4 TRANSPORTATION CONCEPT REPORT

CALAVERAS COUNTY

SEGMENT 2



Segment Location:			
Description: O'Byrnes Ferry Road to Hunt Road			
Post Mile:	R8.143/14.010	Rural/Urban/Urbanized:	Rural
Length:	5.867	Within City Limits:	No
Functional Classification:	Minor Arterial	Local Planning Jurisdiction:	Calaveras County
		Other Agency/Entity:	Calaveras County Council of Governments
Roadbed Information (approximate)			
Number of Lanes:	Two	Lane Width (ft.):	See CSMP
Terrain:	Rolling	Right of Way Width (ft.):	See CSMP
Grade %:	<3%	Shoulder Width (ft.):	See CSMP
Accessible to Bicycles:	Yes	Median Width (ft.):	See CSMP
Bridge Needs		Distressed Lane Miles	See CSMP
Postmile	See CSMP	Present Serviceability Rating	See CSMP
Bridge#	See CSMP		
Bridge Name:	See CSMP		
Route Designations			
Functional Classification:	Minor Arterial	Scenic Highway (Designated):	No
Facility Type:	Expressway	Scenic Highway (Eligible)	No
Interregional Road System:	Yes	Trucking Network	
High Emphasis Route:	No	National Network, Terminal Access	No
Focus Route/Gateway Route:	No	Surface Transportation Assistance Act (STAA)	No
National Highway System	No	California Legal:	No
Freeway Expressway System	No	Advisory	Yes--KPRA =30 ft.
Strategic Highway Network	No	Additional Restrictions	No
Freeway Agreement:	Yes	Access to Intermodal Freight Facility	No
Environmental Status			
Degree of Impact		Degree of Impact	
Flood Plains:	N/A	Cultural Resources:	Moderate to High
Wetlands:	Moderate	Leaking Underground Tanks:	Low
Special Status Species:	Moderate	Possible Hazardous Waste:	Low to Moderate Lead, NOA
Air Quality			
Ozone	Nonattainment	Particulate Matter 10 m	Attainment Unclassified
		Particulate Matter 2.5 m	Attainment Unclassified
		Carbon Monoxide	Attainment Unclassified

Travel Forecast Data						
Posted Speed: 55 MPH Existing Facility: Two lane conventional Level of Service: D Volume/Capacity: 0.29 Peak Hour Volume: 650 Average Daily Traffic: 5,900 Peak Hour Directional Split: 57/43 Truck Volume % of Total ADT: 3.8 Peak Hour % of Trucks: 3.1	2006		2015		2030	
	HCS	LOSPLAN	HCS	LOSPLAN	HCS	LOSPLAN
	D	D	D	D	E	E
	0.29	0.28	0.37	0.36	0.75	0.76
		650	900		1,920	
	5,900	7,500		16,000		
	57/43	57/43		57/43		
	3.8	3.8		3.8		
	3.1	3.1		3.1		

Level of Service (LOS) calculated using Highway Capacity Software (HCS+T7F) and Florida Department of Transportation HIGHPLAN 2009 Multilane and Two-Lane Highway Level of Service. Analysis for Conceptual Planning and Preliminary Engineering Version Data: 7/17/2010. All LOS reflects vehicles only. LOS does not reflect multi modal at this time.

Existing Transportation Network			
Bicycle Facility	Airports	Intermodal Commuter Facilities	Intermodal Freight Facilities
Yes/No Yes PM R8.413-14.010 Location On Route Class III LOS Not Assessed	Yes/No No	Yes/No No PM Location	Yes/No No PM Location
Pedestrian Facility	Park and Rides	Freight Distribution	Transit Bus
Yes/No No PM Location LOS	Yes/No No PM Location	Yes/No No PM Location	Yes/No Yes PM R8.413-14.010 Location N/A

Segment Route Concept	
Concept Level of Service:	C
Concept Facility:	2030 Four lane expressway
Ultimate Transportation Corridor:	Four lane expressway
Comments:	

Planned and Programmed Projects		
Post Mile	Location	Description
○		
●		For planned and programmed projects, consult CSMP

Intelligent Transportation System (ITS) Elements & Detection			
Postmile	ITS Element	Status	Direction
	Consult CSMP		

Note: This information is for overview purposes only and does not replace a full report from Right of Way, Environmental, or any other Branch or Division.

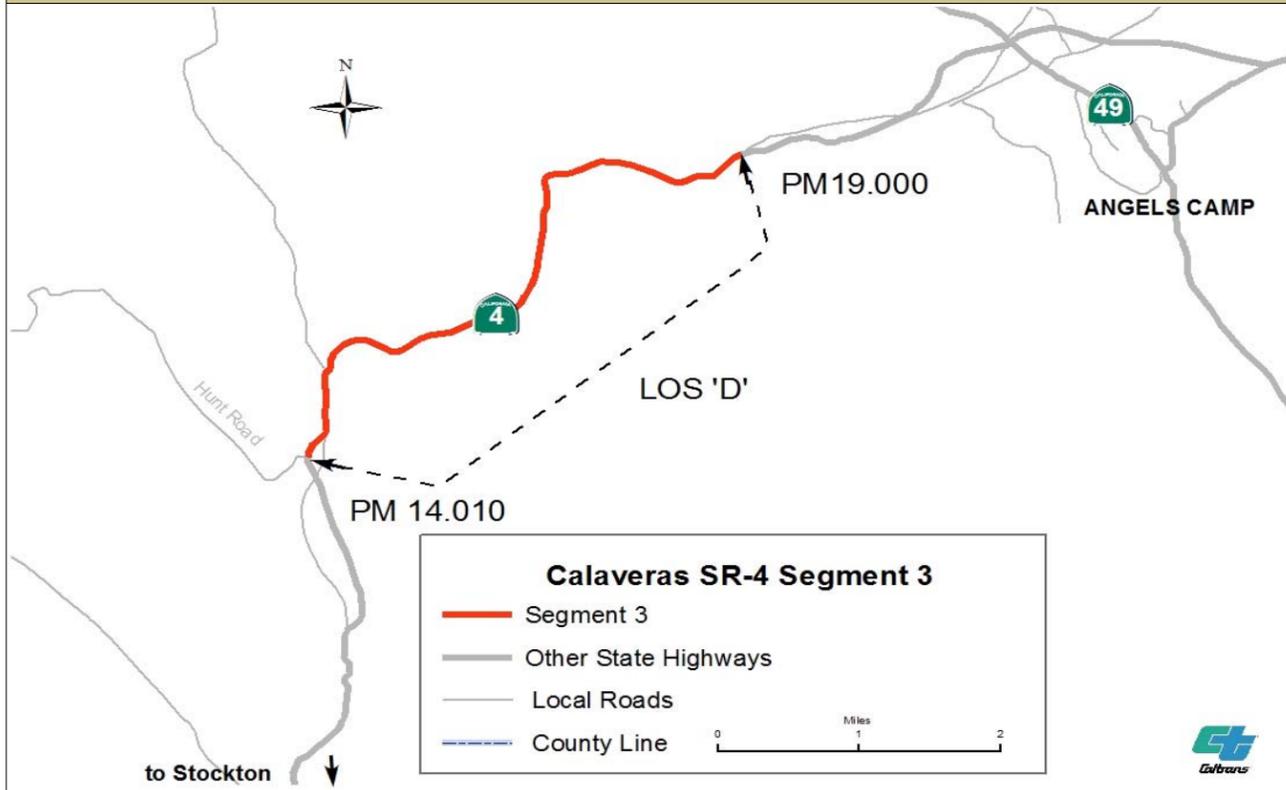
Comments:

CALAVERAS COUNTY FACT SHEETS—SEGMENT 3

STATE ROUTE 4 TRANSPORTATION CONCEPT REPORT

CALAVERAS COUNTY

SEGMENT 3



Segment Location:			
Description: Hunt Road to Stockton Road (West)			
Post Mile: 14.010/19.000	Rural/Urban/Urbanized: Rural		
Length: 4.99	Within City Limits: No		
Functional Classification: Minor Arterial	Local Planning Jurisdiction: Calaveras County		
	Other Agency/Entity: Calaveras County Council of Governments		
Roadbed Information (approximate)			
Number of Lanes: Two	Lane Width (ft.): See CSMP		
Terrain: Mountainous	Right of Way Width (ft.): See CSMP		
Grade %: >3%	Shoulder Width (ft.): See CSMP		
Accessible to Bicycles: Yes	Median Width (ft.): See CSMP		
Bridge Needs		Distressed Lane Miles: See CSMP	
Postmile: See CSMP		Present Serviceability Rating: See CSMP	
Bridge#: See CSMP			
Bridge Name: See CSMP			
Route Designations			
Functional Classification: Minor Arterial	Scenic Highway (Designated): No		
Facility Type: Conventional	Scenic Highway (Eligible): No		
Interregional Road System: Yes	Trucking Network		
High Emphasis Route: No	National Network, Terminal Access: No		
Focus Route/Gateway Route: No	Surface Transportation Assistance Act (STAA): No		
National Highway System: No	California Legal: No		
Freeway Expressway System: No	Advisory: Yes--KPRA=30 ft.		
Strategic Highway Network: No	Additional Restrictions: No		
Freeway Agreement: Yes	Access to Intermodal Freight Facility: No		
Environmental Status			
Degree of Impact		Degree of Impact	
Flood Plains: N/A		Cultural Resources: Moderate	
Wetlands: Moderate to High		Leaking Underground Tanks: Low	
Special Status Species: Moderate to High		Possible Hazardous Waste: Low to Moderate Lead, NOA	
Air Quality			
Ozone: Nonattainment	Particulate Matter 10 m: Attainment Unclassified	Particulate Matter 2.5 m: Attainment Unclassified	Carbon Monoxide: Attainment Unclassified

Travel Forecast Data						
Posted Speed: 40 MPH Existing Facility: Two lane conventional Level of Service: D Volume/Capacity: 0.29 Peak Hour Volume: 650 Average Daily Traffic: 5,900 Peak Hour Directional Split: 57/43 Truck Volume % of Total ADT: 3.8 Peak Hour % of Trucks: 3.1	2006		2015		2030	
	HCS	LOSPLAN	HCS	LOSPLAN	HCS	LOSPLAN
	D	D	D	D	E	E
	0.29	0.28	0.36	0.34	0.66	0.58
	650		862		1,698	
	5,900		7,212		14,168	
	57/43		57/43		57/43	
	3.8		3.8		3.8	
	3.1		3.1		3.1	

Level of Service (LOS) calculated using Highway Capacity Software (HCS+T7F) and Florida Department of Transportation HIGHPLAN 2009 Multilane and Two-Lane Highway Level of Service. Analysis for Conceptual Planning and Preliminary Engineering Version Data: 7/17/2010. All LOS reflects vehicles only. LOS does not reflect multi modal at this time.

Existing Transportation Network			
Bicycle Facility	Airports	Intermodal Commuter Facilities	Intermodal Freight Facilities
Yes/No: Yes PM: 14.010-19.000 Location: On Route Class: III LOS: Not Assessed	Yes/No: No PM: PM Location: Location	Yes/No: No PM: PM Location: Location	Yes/No: No PM: PM Location: Location
Pedestrian Facility	Park and Rides	Freight Distribution	Transit Bus
Yes/No: No PM: PM Location: Location LOS: LOS	Yes/No: No PM: PM Location: Location	Yes/No: No PM: PM Location: Location	Yes/No: Yes PM: 14.010-19.000 Location: N/A

Segment Route Concept	
Concept Level of Service: C	
Concept Facility: 2030 Four lane expressway	
Ultimate Transportation Corridor: Four lane expressway	
Comments:	

Planned and Programmed Projects		
Post Mile	Location	Description
○		
●		For planned and programmed projects, consult CSMP

Intelligent Transportation System (ITS) Elements & Detection			
Postmile	ITS Element	Status	Direction
	Consult CSMP		

Note: This information is for overview purposes only and does not replace a full report from Right of Way, Environmental, or any other Branch or Division.

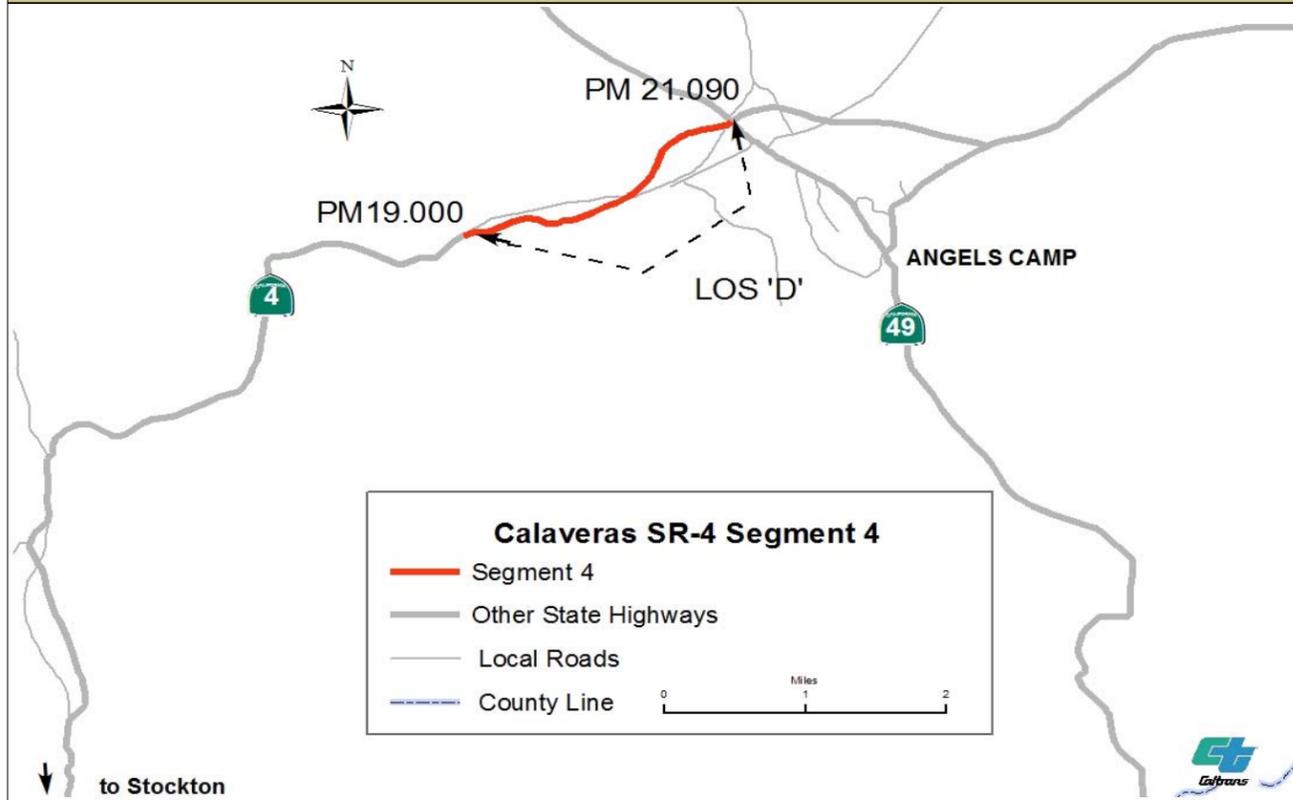
Comments:

CALAVERAS COUNTY FACT SHEETS—SEGMENT 4

STATE ROUTE 4 TRANSPORTATION CONCEPT REPORT

CALAVERAS COUNTY

SEGMENT 4



Segment Location:			
Description: Stockton Road (West) to State Route 49			
Post Mile: 19.000/ 21.090	Rural/Urban/Urbanized: Rural		
Length: 2.090	Within City Limits: Partial city limits		
Functional Classification: Minor Arterial	Local Planning Jurisdiction: Calaveras County, City of Angels		
		Other Agency/Entity: Calaveras County Council of Governments	
Roadbed Information (approximate)			
Number of Lanes: Two	Lane Width (ft.): See CSMP		
Terrain: Rolling	Right of Way Width (ft.): See CSMP		
Grade %: <3%	Shoulder Width (ft.): See CSMP		
Accessible to Bicycles: Yes	Median Width (ft.): See CSMP		
Bridge Needs		Distressed Lane Miles: See CSMP	
Postmile: See CSMP	Present Serviceability Rating: See CSMP		
Bridge#: See CSMP			
Bridge Name: See CSMP			
Route Designations			
Functional Classification: Minor Arterial	Scenic Highway (Designated): No		
Facility Type: Expressway	Scenic Highway (Eligible): No		
Interregional Road System: Yes	Trucking Network		
High Emphasis Route: No	National Network, Terminal Access: No		
Focus Route/Gateway Route: No	Surface Transportation Assistance Act (STAA): No		
National Highway System: No	California Legal: No		
Freeway Expressway System: No	Advisory: Yes--KPR=30 ft.		
Strategic Highway Network: No	Additional Restrictions: No		
Freeway Agreement: Yes	Access to Intermodal Freight Facility: No		
Environmental Status			
Degree of Impact		Degree of Impact	
Flood Plains: N/A	Cultural Resources: High		
Wetlands: Moderate to High	Leaking Underground Tanks: Low		
Special Status Species: Moderate to High	Possible Hazardous Waste: Low to Moderate Lead, NOA		
Air Quality			
Ozone: Nonattainment	Particulate Matter 10 m: Attainment Unclassified	Particulate Matter 2.5 m: Attainment Unclassified	Carbon Monoxide: Attainment Unclassified
Existing Transportation Network			
Bicycle Facility		Airports	Intermodal Commuter Facilities
Yes/No: Yes	Yes	Yes/No: No	Yes/No: No
PM: 19.000-21.090	PM	PM: PM	PM: PM
Location: On Route	Location	Location: Location	Location: Location
Class: III			
LOS: Not Assessed			
Pedestrian Facility		Park and Rides	Freight Distribution
Yes/No: No	No	Yes/No: No	Yes/No: No
PM: PM	PM	PM: PM	PM: PM
Location: Location	Location	Location: Location	Location: Location
LOS: LOS			Angels Camp
Transit Bus			
		Yes/No: Yes	Yes
		PM: PM	19.000-21.090
		Location: Location	Angels Camp

Travel Forecast Data						
Posted Speed: 55 MPH Existing Facility: Two lane expressway Level of Service: Volume/Capacity: Peak Hour Volume: Average Daily Traffic: Peak Hour Directional Split: Truck Volume % of Total ADT: Peak Hour % of Trucks:	2006		2015		2030	
	HCS	LOSPLAN	HCS	LOSPLAN	HCS	LOSPLAN
	D	D	D	D	D	E
	0.26	0.24	0.34	0.34	0.58	0.35
	580	5,900	830	6,900	1,490	12,400
	57/43		57/43		57/43	
	3.3		3.3		3.3	
	2.6		2.6		2.6	

Level of Service (LOS) calculated using Highway Capacity Software (HCS+T7F) and Florida Department of Transportation HIGHPLAN 2009 Multilane and Two-Lane Highway Level of Service. Analysis for Conceptual Planning and Preliminary Engineering Version Data: 7/17/2010. All LOS reflects vehicles only. LOS does not reflect multi modal at this time.

Segment Route Concept

Concept Level of Service: C
Concept Facility: 2030 Four lane expressway
Ultimate Transportation Corridor: Four lane expressway
Comments:

Intelligent Transportation System (ITS) Elements & Detection

Postmile	ITS Element	Status	Direction
	Consult CSMP		

Planned				Programmed Projects			
Post Mile	Location			Description			
○				For planned and programmed projects, consult CSMP			
●							

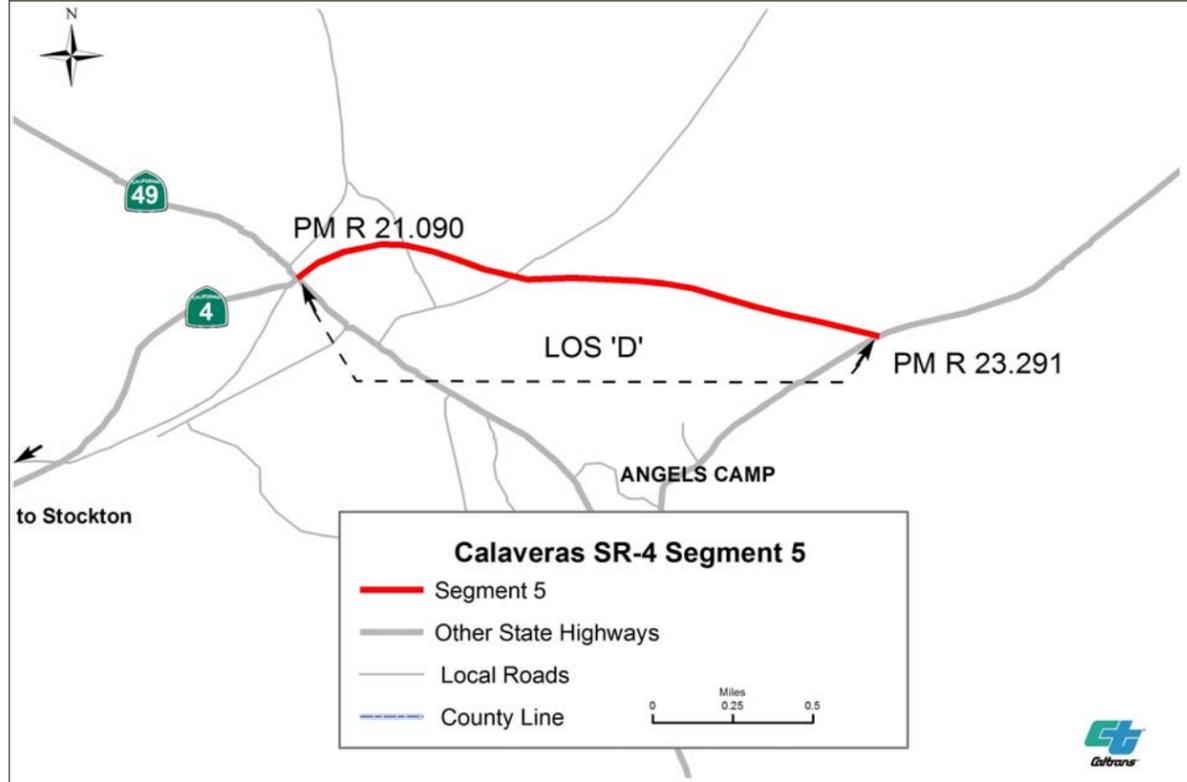
Note: This information is for overview purposes only and does not replace a full report from Right of Way, Environmental, or any other Branch or Division.

Comments:

CALAVERAS COUNTY FACT SHEETS—SEGMENT 5

STATE ROUTE 4 TRANSPORTATION CONCEPT REPORT

CALAVERAS COUNTY SEGMENT 5



Description: State Route 49 to near the Rolleri Bypass		Segment Location:	
Post Mile: R21.090/R23.291	Rural/Urban/Urbanized: Rural	Within City Limits: Yes	Local Planning Jurisdiction: City of Angels
Length: 2.201	Functional Classification: Minor Arterial	Other Agency/Entity: Calaveras County Council of Governments	
Roadbed Information (approximate)			
Number of Lanes: Two	Terrain: Rolling	Lane Width (ft.):	See CSMP
Grade %: <3%	Accessible to Bicycles: Yes	Right of Way Width (ft.):	See CSMP
Bridge Needs		Shoulder Width (ft.):	See CSMP
Postmile: See CSMP	Bridge#: See CSMP	Median Width (ft.):	See CSMP
Bridge Name: See CSMP		Distressed Lane Miles:	See CSMP
		Present Serviceability Rating:	See CSMP
Route Designations			
Functional Classification: Minor Arterial	Facility Type: Expressway	Scenic Highway (Designated):	No
Interregional Road System: Yes	High Emphasis Route: No	Scenic Highway (Eligible):	Yes
Focus Route/Gateway Route: No	National Highway System: No	Trucking Network	
Freeway Expressway System: No	Strategic Highway Network: No	National Network, Terminal Access:	Terminal Access
Freeway Agreement: No		Surface Transportation Assistance Act (STAA):	Yes
		California Legal:	Yes
		Advisory:	No
		Additional Restrictions:	No
		Access to Intermodal Freight Facility:	No
Environmental Status			
Degree of Impact		Degree of Impact	
Flood Plains: N/A	Wetlands: High	Cultural Resources:	Moderate to High
Special Status Species: High		Leaking Underground Tanks:	Low
		Possible Hazardous Waste:	Low to Moderate Lead
Air Quality			
Ozone: Nonattainment	Particulate Matter 10 m: Attainment Unclassified	Particulate Matter 2.5 m: Attainment Unclassified	Carbon Monoxide: Attainment Unclassified

Posted Speed: 55 MPH Existing Facility: Two lane expressway Level of Service: Volume/Capacity: Peak Hour Volume: Average Daily Traffic: Peak Hour Directional Split: Truck Volume % of Total ADT: Peak Hour % of Trucks:	Travel Forecast Data					
	2006		2015		2030	
	HCS	LOSPLAN	HCS	LOSPLAN	HCS	LOSPLAN
	D	D	C	D	D	E
	0.31	0.31	0.24	0.24	0.44	0.44
	720	7,000	630	8,400	1,140	11,800
	57/43	57/43	57/43	57/43	57/43	57/43
	4.0	4.0	4.0	4.0	4.0	4.0
	3.2	3.2	3.2	3.2	3.2	3.2

Level of Service (LOS) calculated using Highway Capacity Software (HCS+T7F) and Florida Department of Transportation HIGHPLAN 2009 Multilane and Two-Lane Highway Level of Service. Analysis for Conceptual Planning and Preliminary Engineering Version Data: 7/17/2010. All LOS reflects vehicles only. LOS does not reflect multi modal at this time.

Existing Transportation Network							
Bicycle Facility		Airports		Intermodal Commuter Facilities		Intermodal Freight Facilities	
Yes/No	Yes	Yes/No	No	Yes/No	No	Yes/No	No
PM	21.090-R23.40	PM		PM		PM	
Location	On Route	Location		Location		Location	
Class	III						
LOS	Not Assessed						
Pedestrian Facility		Park and Rides		Freight Distribution		Transit Bus	
Yes/No	No	Yes/No	No	Yes/No	No	Yes/No	Yes
PM		PM		PM		PM	21.090-R 23.400
Location		Location		Location		Location	N/A
LOS							

Segment Route Concept

Concept Level of Service:	C
Concept Facility:	2030 Four lane expressway
Ultimate Transportation Corridor:	Four lane expressway
Comments:	

Intelligent Transportation System (ITS) Elements & Detection

Postmile	ITS Element	Status	Direction
	Consult CSMP		

Planned Programmed Projects

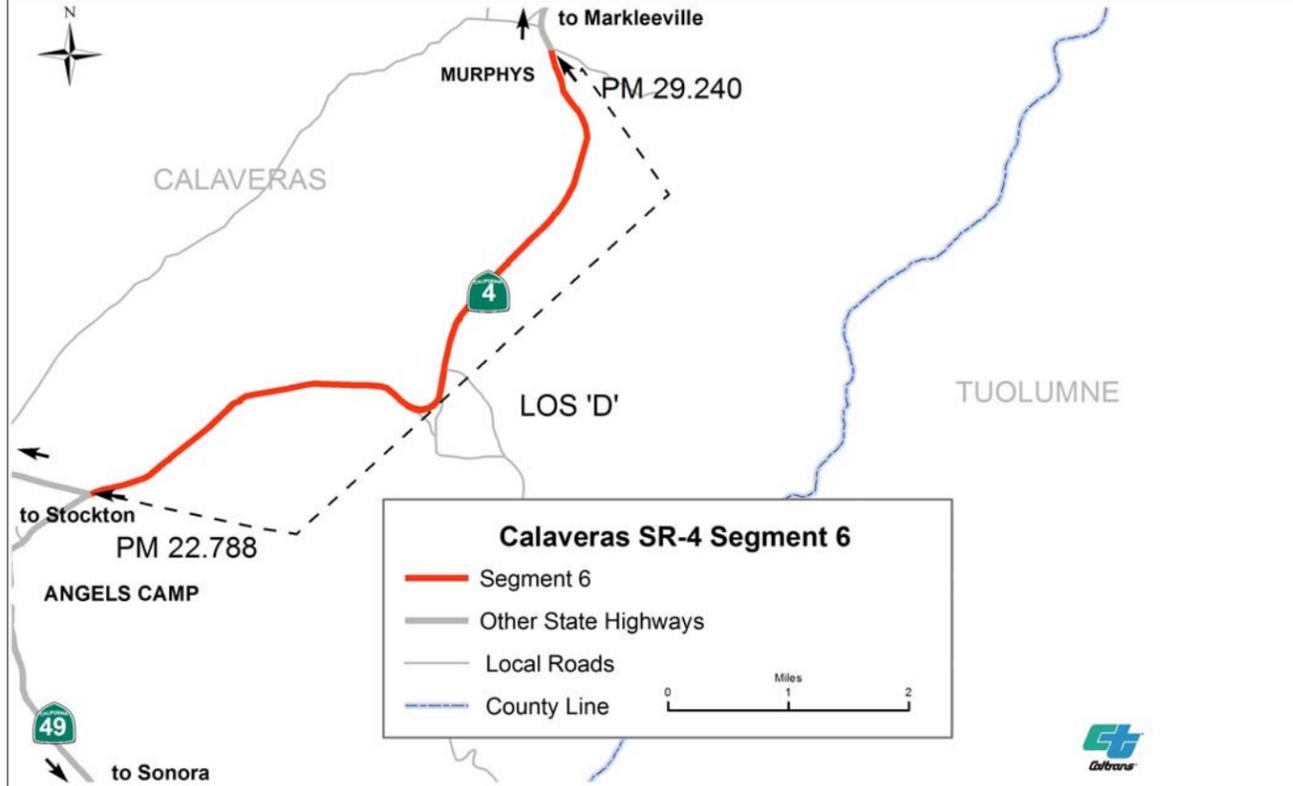
Post Mile	Location	Description
○		
●		
		For planned and programmed projects, consult CSMP

Note: This information is for overview purposes only and does not replace a full report from Right of Way, Environmental, or any other Branch or Division.

Comments: Post miles reflect new alignment of the bypass.

CALAVERAS COUNTY FACT SHEETS—SEGMENT 6

STATE ROUTE 4 TRANSPORTATION CONCEPT REPORT CALAVERAS COUNTY SEGMENT 6



Description: Roller Bypass to Pennsylvania Gulch		Segment Location:	
Post Mile: 22.788/29.240	Rural/Urban/Urbanized: Rural	Within City Limits: No	Local Planning Jurisdiction: Calaveras County
Length: 6.452	Functional Classification: Minor Arterial	Other Agency/Entity: Calaveras County Council of Governments	
Roadbed Information (approximate)			
Number of Lanes: Two	Terrain: Flat	Lane Width (ft.):	See CSMP
Grade %: <3%	Accessible to Bicycles: Yes	Right of Way Width (ft.):	See CSMP
Bridge Needs		Shoulder Width (ft.):	See CSMP
Postmile: See CSMP	Bridge#: See CSMP	Median Width (ft.):	See CSMP
Bridge Name: See CSMP		Distressed Lane Miles:	See CSMP
		Present Serviceability Rating:	See CSMP
Route Designations			
Functional Classification: Minor Arterial	Facility Type: Conventional	Scenic Highway (Designated):	No
Interregional Road System: Yes	High Emphasis Route: No	Scenic Highway (Eligible):	Yes
Focus Route/Gateway Route: No	National Highway System: No	Trucking Network	
Freeway Expressway System: No	Strategic Highway Network: No	National Network, Terminal Access:	Terminal Access
Freeway Agreement: No		Surface Transportation Assistance Act (STAA):	Yes
		California Legal:	Yes
		Advisory:	No
		Additional Restrictions:	No
		Access to Intermodal Freight Facility:	No
Environmental Status			
Degree of Impact		Degree of Impact	
Flood Plains: N/A	Wetlands: Moderate to High	Cultural Resources:	High
Special Status Species: Moderate to High		Leaking Underground Tanks:	Low to Moderate
		Possible Hazardous Waste:	Low to Moderate Lead
Air Quality			
Ozone: Nonattainment	Particulate Matter 10 m: Attainment Unclassified	Particulate Matter 2.5 m: Attainment Unclassified	Carbon Monoxide: Attainment Unclassified

Travel Forecast Data						
Posted Speed: 55 MPH Existing Facility: Two lane conventional Level of Service: D Volume/Capacity: 0.30 Peak Hour Volume: 6,050 Average Daily Traffic: 57/43 Peak Hour Directional Split: 57/43 Truck Volume % of Total ADT: 8.5 Peak Hour % of Trucks: 6.8	2006		2015		2030	
	HCS	LOSPLAN	HCS	LOSPLAN	HCS	LOSPLAN
	D	D	E	D	E	E
	0.30	0.30	0.35	0.35	0.56	0.60
		675		875		1,485
	6,050		7,865		13,310	
	57/43		57/43		57/43	
	8.5		8.5		8.5	
	6.8		6.8		6.8	

Level of Service (LOS) calculated using Highway Capacity Software (HCS+T7F) and Florida Department of Transportation HIGHPLAN 2009 Multilane and Two-Lane Highway Level of Service. Analysis for Conceptual Planning and Preliminary Engineering Version Data: 7/17/2010. All LOS reflects vehicles only. LOS does not reflect multi modal at this time.

Existing Transportation Network							
Bicycle Facility		Airports		Intermodal Commuter Facilities		Intermodal Freight Facilities	
Yes/No	Yes	Yes/No	No	Yes/No	No	Yes/No	No
PM	22.516-29.240	PM		PM		PM	
Location	On Route	Location		Location		Location	
Class	III						
LOS	Not Assessed						
Pedestrian Facility		Park and Rides		Freight Distribution		Transit Bus	
Yes/No	No	Yes/No	No	Yes/No	No	Yes/No	Yes
PM		PM		PM		PM	22.790-29.240
Location		Location		Location		Location	N/A
LOS							

Segment Route Concept	
Concept Level of Service: C	
Concept Facility: 2030	Four lane expressway
Ultimate Transportation Corridor:	Four lane expressway
Comments:	

Planned			Programmed Projects		
Post Mile	Location	Description			
○		For planned and programmed projects, consult CSMP			
●					

Intelligent Transportation System (ITS) Elements & Detection			
Postmile	ITS Element	Status	Direction
	Consult CSMP		

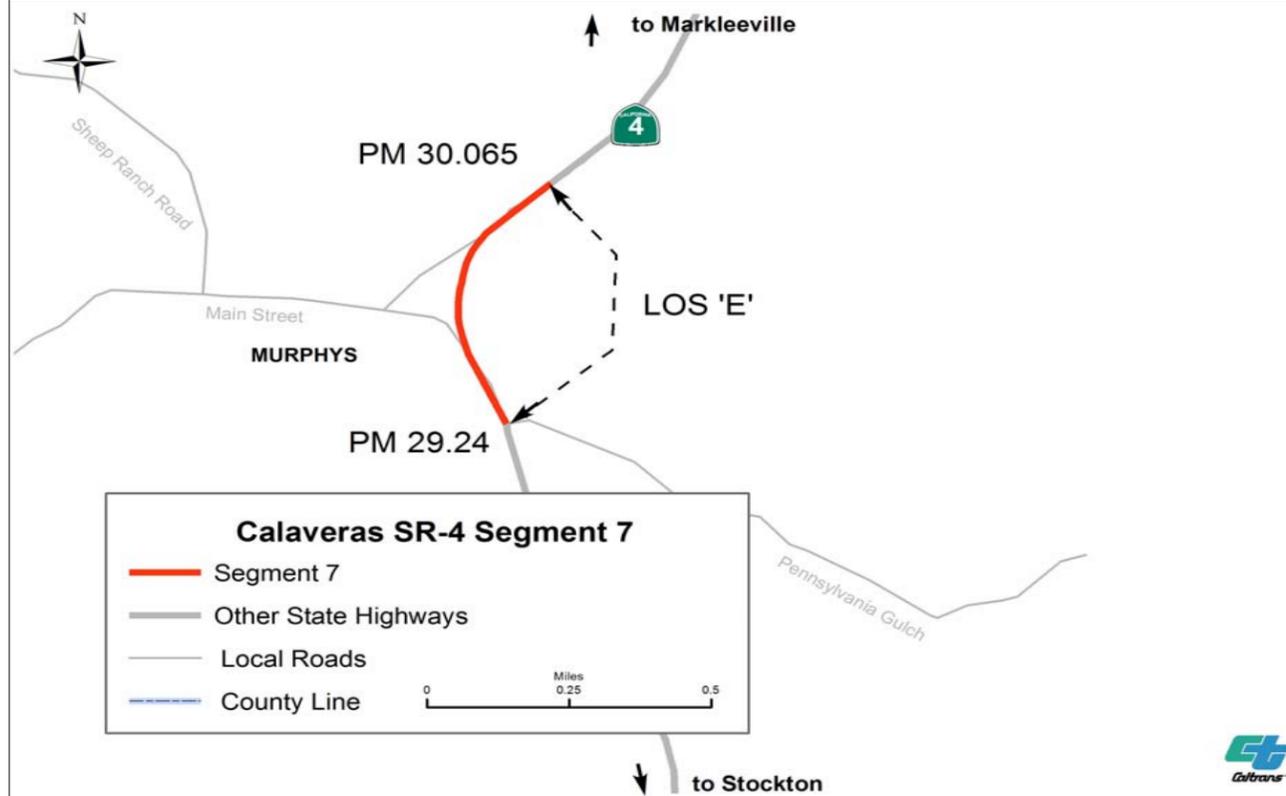
Note: This information is for overview purposes only and does not replace a full report from Right of Way, Environmental, or any other Branch or Division. Comments: Post miles reflect resumption of old alignment past intersection with bypass.

CALAVERAS COUNTY FACT SHEETS—SEGMENT 7

STATE ROUTE 4 TRANSPORTATION CONCEPT REPORT

CALAVERAS COUNTY

SEGMENT 7



Segment Location:							
Description: Pennsylvania Gulch to Utica Dam Road							
Post Mile: 29.24/30.065	Rural/Urban/Urbanized: Rural						
Length: 0.825	Within City Limits: No						
Functional Classification: Minor Arterial	Local Planning Jurisdiction: Calaveras County						
	Other Agency/Entity: Calaveras County Council of Governments						
Roadbed Information (approximate)							
Number of Lanes: Two	Lane Width (ft.): See CSMP						
Terrain: Flat	Right of Way Width (ft.): See CSMP						
Grade %: N/A	Shoulder Width (ft.): See CSMP						
Accessible to Bicycles: Yes	Median Width (ft.): See CSMP						
Bridge Needs		Distressed Lane Miles: See CSMP					
Postmile: See CSMP		Present Serviceability Rating: See CSMP					
Bridge#: See CSMP							
Bridge Name: See CSMP							
Route Designations							
Functional Classification: Minor Arterial	Scenic Highway (Designated): No						
Facility Type: Conventional	Scenic Highway (Eligible): Yes						
Interregional Road System: Yes		Trucking Network					
High Emphasis Route: No		National Network, Terminal Access: Terminal Access					
Focus Route/Gateway Route: No		Surface Transportation Assistance Act (STAA): Yes					
National Highway System: No		California Legal: Yes					
Freeway Expressway System: No		Advisory: No					
Strategic Highway Network: No		Additional Restrictions: No					
Freeway Agreement: No		Access to Intermodal Freight Facility: No					
Environmental Status							
Degree of Impact		Degree of Impact					
Flood Plains: N/A		Cultural Resources: High					
Wetlands: Low		Leaking Underground Tanks: Moderate to High					
Special Status Species: Low		Possible Hazardous Waste: Low to Moderate Lead					
Air Quality							
Ozone: Nonattainment	Particulate Matter 10 m: Attainment Unclassified	Particulate Matter 2.5 m: Attainment Unclassified	Carbon Monoxide: Attainment Unclassified				
Existing Transportation Network							
Bicycle Facility		Airports		Intermodal Commuter Facilities		Intermodal Freight Facilities	
Yes/No	Yes	Yes/No	No	Yes/No	No	Yes/No	No
PM	29.24-30.065	PM		PM		PM	
Location	On Route	Location		Location		Location	
Class	III						
LOS	Not Assessed						
Pedestrian Facility		Park and Rides		Freight Distribution		Transit Bus	
Yes/No	Intermittent	Yes/No	No	Yes/No	No	Yes/No	Yes
PM	29.24/30.065	PM		PM		PM	29.240-30.065
Location	On Route	Location		Location		Location	N/A
LOS	N/A						

Posted Speed: 35 MPH Existing Facility: Two lane conventional Level of Service: Volume/Capacity: Peak Hour Volume: Average Daily Traffic: Peak Hour Directional Split: Truck Volume % of Total ADT: Peak Hour % of Trucks:	Travel Forecast Data					
	2006		2015		2030	
	HCS	LOSPLAN	HCS	LOSPLAN	HCS	LOSPLAN
	E	E	E	E	E	E
	0.35	0.35	0.46	0.45	0.68	0.68
	960		1,220		1,865	
	9,000		11,430		17,460	
	57/43		57/43		57/43	
	5.4		5.4		5.4	
	4.3		4.3		4.3	

Level of Service (LOS) calculated using Highway Capacity Software (HCS+T7F) and Florida Department of Transportation HIGHPLAN 2009 Multilane and Two-Lane Highway Level of Service. Analysis for Conceptual Planning and Preliminary Engineering Version Data: 7/17/2010. All LOS reflects vehicles only. LOS does not reflect multi modal at this time.

Segment Route Concept	
Concept Level of Service: C	
Concept Facility: 2030	Four lane conventional on existing, four lane expressway on new alignment
Ultimate Transportation Corridor:	Four lane expressway
Comments:	

Intelligent Transportation System (ITS) Elements & Detection			
Postmile	ITS Element	Status	Direction
	Consult CSMP		

Post Mile	Location	Description
○		
●		For planned and programmed projects, consult CSMP

Note: This information is for overview purposes only and does not replace a full report from Right of Way, Environmental, or any other Branch or Division.

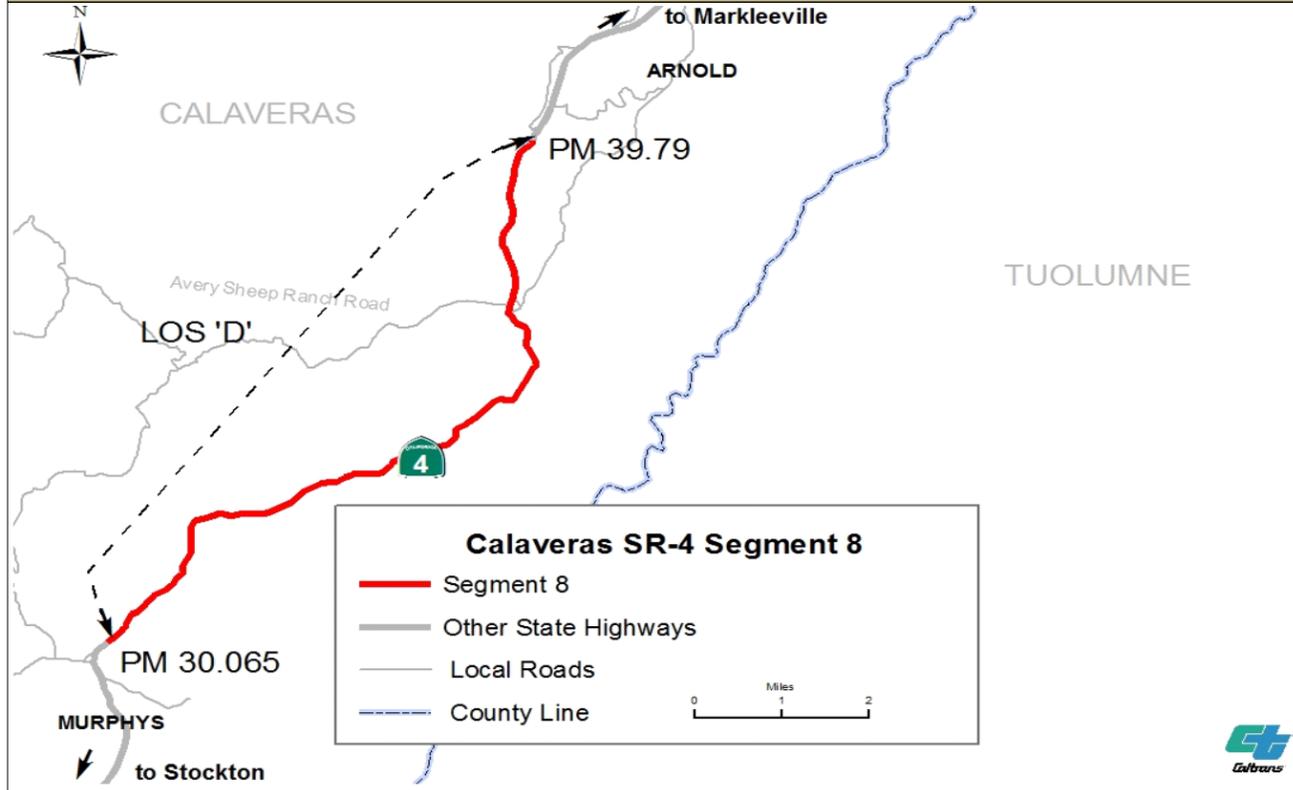
Comments:

CALAVERAS COUNTY FACT SHEETS—SEGMENT 8

STATE ROUTE 4 TRANSPORTATION CONCEPT REPORT

CALAVERAS COUNTY

SEGMENT 8



Segment Location:			
Description:	Utica Dam Road to Lakemont Drive		
Post Mile:	30.065/39.79	Rural/Urban/Urbanized:	Rural
Length:	9.725	Within City Limits:	No
Functional Classification:	Minor Arterial	Local Planning Jurisdiction:	Calaveras County
		Other Agency/Entity:	Calaveras County Council of Governments
Roadbed Information (approximate)			
Number of Lanes:	Two	Lane Width (ft.):	See CSMP
Terrain:	Mountainous	Right of Way Width (ft.):	See CSMP
Grade %:	>3%	Shoulder Width (ft.):	See CSMP
Accessible to Bicycles:	Yes	Median Width (ft.):	See CSMP
Bridge Needs		Distressed Lane Miles	See CSMP
Postmile	See CSMP	Present Serviceability Rating	See CSMP
Bridge#	See CSMP		
Bridge Name:	See CSMP		
Route Designations			
Functional Classification:	Minor Arterial	Scenic Highway (Designated):	No
Facility Type:	Conventional	Scenic Highway (Eligible):	Yes
Interregional Road System:	Yes	Trucking Network	
High Emphasis Route:	No	National Network, Terminal Access	Terminal Access
Focus Route/Gateway Route:	No	Surface Transportation Assistance Act (STAA)	Yes
National Highway System	No	California Legal:	Yes
Freeway Expressway System	No	Advisory	No
Strategic Highway Network	No	Additional Restrictions	No
Freeway Agreement:	No	Access to Intermodal Freight Facility	No
Environmental Status			
Degree of Impact		Degree of Impact	
Flood Plains:	N/A	Cultural Resources:	High
Wetlands:	High	Leaking Underground Tanks:	Moderate to High
Special Status Species:	High	Possible Hazardous Waste:	Low to Moderate Lead
Air Quality			
Ozone	Nonattainment	Particulate Matter 10 m	Attainment Unclassified
		Particulate Matter 2.5 m	Attainment Unclassified
		Carbon Monoxide	Attainment Unclassified
Existing Transportation Network			
Bicycle Facility		Airports	Intermodal Commuter Facilities
Yes/No	Yes	Yes/No	No
PM	30.065-39.79	PM	PM
Location	On Route	Location	Location
Class	III		
LOS	Not Assessed		
Pedestrian Facility		Park and Rides	Freight Distribution
Yes/No	No	Yes/No	No
PM		PM	PM
Location		Location	Location
LOS			Location
			Yes
			30.065-39.790
			N/A

Travel Forecast Data						
Posted Speed: 55 MPH Existing Facility: Two lane conventional Level of Service: D Volume/Capacity: 0.41 Peak Hour Volume: 990 Average Daily Traffic: 9,500 Peak Hour Directional Split: 57/43 Truck Volume % of Total ADT: 5.3 Peak Hour % of Trucks: 4.3	2006		2015		2030	
	HCS	LOSPLAN	HCS	LOSPLAN	HCS	LOSPLAN
	D	D	E	E	E	E
	0.41	0.39	0.50	0.49	0.75	0.75
		990		1,250		1,910
	9,500		11,970		18,335	
	57/43		57/43		57/43	
	5.3		5.3		5.3	
	4.3		4.3		4.3	
Level of Service (LOS) calculated using Highway Capacity Software (HCS+T7F) and Florida Department of Transportation HIGHPLAN 2009 Multilane and Two-Lane Highway Level of Service. Analysis for Conceptual Planning and Preliminary Engineering Version Data: 7/17/2010. All LOS reflects vehicles only. LOS does not reflect multi modal at this time.						

Segment Route Concept	
Concept Level of Service:	C
Concept Facility:	2030 Four lane expressway
Ultimate Transportation Corridor:	Four lane expressway
Comments:	

Intelligent Transportation System (ITS) Elements & Detection			
Postmile	ITS Element	Status	Direction
	Consult CSMP		

Post Mile	Location	Description
○		
●		
For planned and programmed projects, consult CSMP		

Note: This information is for overview purposes only and does not replace a full report from Right of Way, Environmental, or any other Branch or Division.

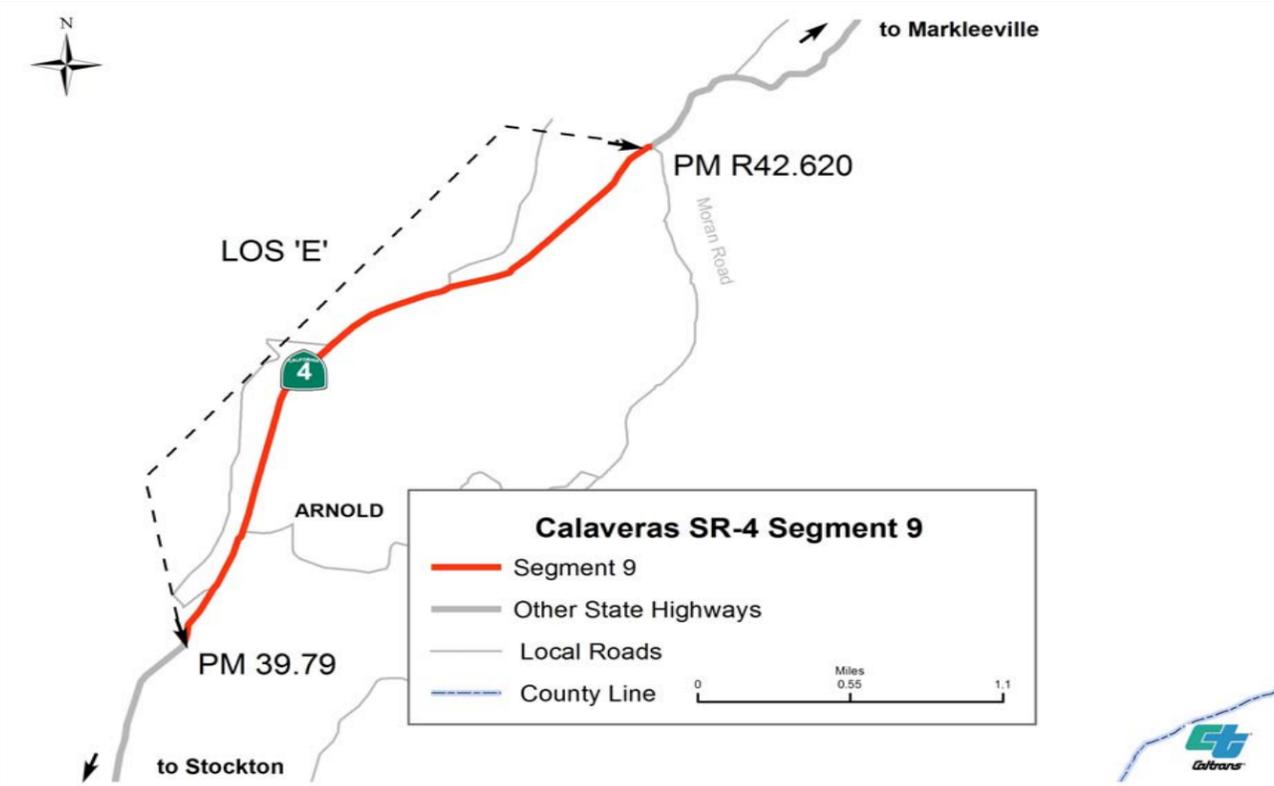
Comments:

CALAVERAS COUNTY FACT SHEETS—SEGMENT 9

STATE ROUTE 4 TRANSPORTATION CONCEPT REPORT

CALAVERAS COUNTY

SEGMENT 9



Segment Location:			
Description:	Lakemont Drive to East Moran Road		
Post Mile:	39.79/R42.620	Rural/Urban/Urbanized:	Rural
Length:	2.830	Within City Limits:	No
Functional Classification:	Minor Arterial	Local Planning Jurisdiction:	Calaveras County
		Other Agency/Entity:	Calaveras County Council of Governments

Roadbed Information (approximate)			
Number of Lanes:	Two	Lane Width (ft.):	See CSMP
Terrain:	Rolling	Right of Way Width (ft.):	See CSMP
Grade %:	N/A	Shoulder Width (ft.):	See CSMP
Accessible to Bicycles:	Yes	Median Width (ft.):	See CSMP
Bridge Needs		Distressed Lane Miles	See CSMP
Postmile	See CSMP	Present Serviceability Rating	See CSMP
Bridge#	See CSMP		
Bridge Name:	See CSMP		

Route Designations			
Functional Classification:	Minor Arterial	Scenic Highway (Designated):	No
Facility Type:	Conventional	Scenic Highway (Eligible):	Yes
Interregional Road System:	Yes	Trucking Network	
High Emphasis Route:	No	National Network, Terminal Access	Terminal Access
Focus Route/Gateway Route:	No	Surface Transportation Assistance Act (STAA)	Yes
National Highway System	No	California Legal:	Yes
Freeway Expressway System	No	Advisory	No
Strategic Highway Network	No	Additional Restrictions	No
Freeway Agreement:	Yes	Access to Intermodal Freight Facility	No

Degree of Impact		Degree of Impact	
Flood Plains:	N/A	Cultural Resources:	High
Wetlands:	Low to Moderate	Leaking Underground Tanks:	Moderate to High
Special Status Species:	Low to Moderate	Possible Hazardous Waste:	Low to Moderate Lead

Air Quality			
Ozone	Nonattainment	Particulate Matter 10 m	Attainment Unclassified
		Particulate Matter 2.5 m	Attainment Unclassified
		Carbon Monoxide	Attainment Unclassified

Travel Forecast Data						
Posted Speed: 40 MPH Existing Facility: Two lane conventional Level of Service: E Volume/Capacity: 0.39 Peak Hour Volume: 1,065 Average Daily Traffic: 9,950 Peak Hour Directional Split: 57/43 Truck Volume % of Total ADT: 3.1 Peak Hour % of Trucks: 2.4	2006		2015		2030	
	HCS	LOSPLAN	HCS	LOSPLAN	HCS	LOSPLAN
	E	E	E	E	E	E
	0.39	0.40	0.49	0.40	0.72	0.74
	1,065		1,330		1,970	
	9,950		12,438		18,410	
	57/43		57/43		57/43	
	3.1		3.1		3.1	
	2.4		2.4		2.4	

Level of Service (LOS) calculated using Highway Capacity Software (HCS+T7F) and Florida Department of Transportation HIGHPLAN 2009 Multilane and Two-Lane Highway Level of Service. Analysis for Conceptual Planning and Preliminary Engineering Version Data: 7/17/2010. All LOS reflects vehicles only. LOS does not reflect multi modal at this time.

Existing Transportation Network							
Bicycle Facility		Airports		Intermodal Commuter Facilities		Intermodal Freight Facilities	
Yes/No	Yes	Yes/No	No	Yes/No	No	Yes/No	No
PM	39.79-R42.620	PM		PM		PM	
Location	On Route	Location		Location		Location	
Class	III						
LOS	Not Assessed						
Pedestrian Facility		Park and Rides		Freight Distribution		Transit Bus	
Yes/No	Intermittent	Yes/No	No	Yes/No	No	Yes/No	Yes
PM	39.79-R42.620	PM		PM		PM	39.79-R42.620
Location	On Route	Location		Location		Location	Arnold
LOS	N/A						

Segment Route Concept	
Concept Level of Service:	C
Concept Facility:	2030 Four lane conventional on existing, four lane expressway on new alignment
Ultimate Transportation Corridor:	Four lane expressway
Comments:	

Planned and Programmed Projects		
Post Mile	Location	Description
○		For planned and programmed projects, consult CSMP
●		

Intelligent Transportation System (ITS) Elements & Detection			
Postmile	ITS Element	Status	Direction
	Consult CSMP		

Note: This information is for overview purposes only and does not replace a full report from Right of Way, Environmental, or any other Branch or Division.

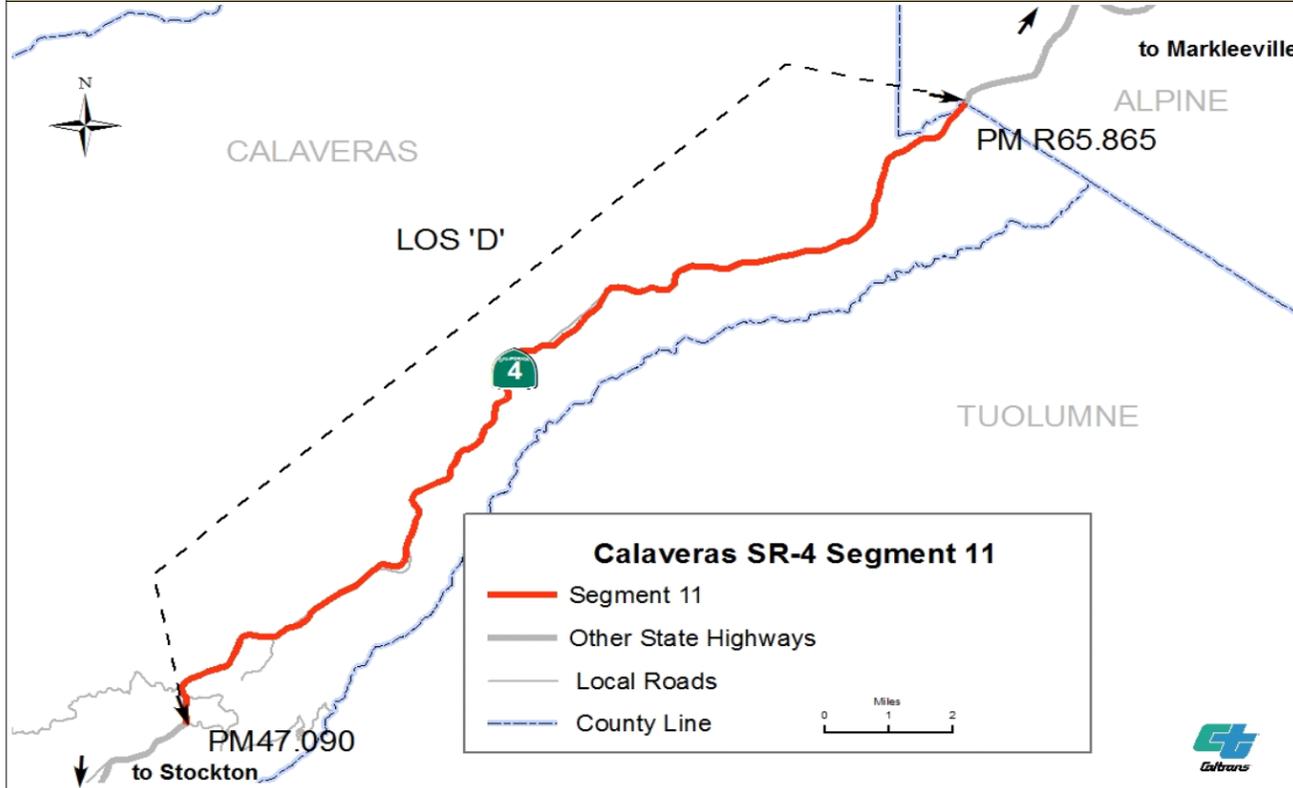
Comments:

CALAVERAS COUNTY FACT SHEETS—SEGMENT 11

STATE ROUTE 4 TRANSPORTATION CONCEPT REPORT

CALAVERAS COUNTY

SEGMENT 11



Segment Location:			
Description: Boards Crossing to Alpine Co. Line			
Post Mile: R47.090/R65.865	Rural/Urban/Urbanized: Rural		
Length: 18.775	Within City Limits: No		
Functional Classification: Minor Arterial	Local Planning Jurisdiction: Calaveras County		
		Other Agency/Entity: Calaveras County Council of Governments	
Roadbed Information (approximate)			
Number of Lanes: Two	Lane Width (ft.): See CSMP		
Terrain: Rolling	Right of Way Width (ft.): See CSMP		
Grade %: <3%	Shoulder Width (ft.): See CSMP		
Accessible to Bicycles: Yes	Median Width (ft.): See CSMP		
Bridge Needs		Distressed Lane Miles: See CSMP	
Postmile: See CSMP	Present Serviceability Rating: See CSMP		
Bridge#: See CSMP			
Bridge Name: See CSMP			
Route Designations			
Functional Classification: Minor Arterial	Scenic Highway (Designated): Yes		
Facility Type: Expressway	Scenic Highway (Eligible): Yes		
Interregional Road System: Yes	Trucking Network		
High Emphasis Route: No	National Network, Terminal Access: Terminal Access		
Focus Route/Gateway Route: No	Surface Transportation Assistance Act (STAA): Yes		
National Highway System: No	California Legal: Yes		
Freeway Expressway System: No	Advisory: No		
Strategic Highway Network: No	Additional Restrictions: No		
Freeway Agreement: Yes	Access to Intermodal Freight Facility: No		
Environmental Status			
Degree of Impact		Degree of Impact	
Flood Plains: N/A	Cultural Resources: Moderate to High		
Wetlands: Moderate to High	Leaking Underground Tanks: Low		
Special Status Species: Moderate	Possible Hazardous Waste: Low		
Air Quality			
Ozone: Nonattainment	Particulate Matter 10 m: Attainment Unclassified	Particulate Matter 2.5 m: Attainment Unclassified	Carbon Monoxide: Attainment Unclassified

Travel Forecast Data						
Posted Speed: 55 MPH Existing Facility: Two lane expressway Level of Service: D Volume/Capacity: 0.25 Peak Hour Volume: 343 Average Daily Traffic: 1,530 Peak Hour Directional Split: 92/8 Truck Volume % of Total ADT: 2.7 Peak Hour % of Trucks: 2.2	2006		2015		2030	
	HCS	LOSPLAN	HCS	LOSPLAN	HCS	LOSPLAN
	D	C	D	D	D	D
	0.25	0.21	0.27	0.21	0.31	0.23
		343		380		475
	1,530		1,685		2,110	
	92/8		92/8		92/8	
	2.7		2.7		2.7	
	2.2		2.2		2.2	

Level of Service (LOS) calculated using Highway Capacity Software (HCS+T7F) and Florida Department of Transportation HIGHPLAN 2009 Multilane and Two-Lane Highway Level of Service. Analysis for Conceptual Planning and Preliminary Engineering Version Data: 7/17/2010. All LOS reflects vehicles only. LOS does not reflect multi modal at this time.

Existing Transportation Network							
Bicycle Facility		Airports		Intermodal Commuter Facilities		Intermodal Freight Facilities	
Yes/No	Yes	Yes/No	No	Yes/No	No	Yes/No	No
PM	R47.090-R65.865	PM		PM		PM	
Location	On Route	Location		Location		Location	
Class	III						
LOS	Not Assessed						
Pedestrian Facility		Park and Rides		Freight Distribution		Transit Bus	
Yes/No	No	Yes/No	No	Yes/No	No	Yes/No	No
PM		PM		PM		PM	
Location		Location		Location		Location	
LOS							

Segment Route Concept	
Concept Level of Service: C	
Concept Facility: 2030 Four lane expressway	
Ultimate Transportation Corridor: Four lane expressway	
Comments:	

Planned			Programmed Projects		
Post Mile	Location	Description			
○		For planned and programmed projects, consult CSMP			
●					

Intelligent Transportation System (ITS) Elements & Detection			
Postmile	ITS Element	Status	Direction
	Consult CSMP		

Note: This information is for overview purposes only and does not replace a full report from Right of Way, Environmental, or any other Branch or Division.

Comments:

ALPINE COUNTY SUMMARY

Within Alpine County, the least populated county in California, SR-4 functions primarily as a recreation route, rather than a route serving inter-regional transportation needs. SR-4 provides access to the community and associated ski resort of Bear Valley, and terminates as an expressway at SR-207. Beyond SR-207 the highway is subject to winter closure.

SR-4 was divided into four segments. These divisions follow considerations of changes in traffic volume, its composition, or its flow; or a change in topography, or intersection with another highway. This method deviates from that suggested in HCM (2010), but provides for a more concise characterization for the need for capacity increases, versus operation improvements generally beyond this document's scope.

To characterize LOS, two software applications were employed—HCS 5.4 and FDOT 2009 software (both are packaged together under the McTrans HCS trademark). Typically the two softwares provide equivalent results and serve as a useful means to assess modeling errors. In contexts where the traffic volumes are low, however, the LOS results may diverge greatly, but the volume to capacity ratio will remain equivalent.

Future forecast volumes were obtained through two linear projections: 1) from past traffic volumes for the previous twenty years to present, and extended twenty years further, 2) from the Department of Finance's twenty year population growth projection for Alpine County. The two projections are then compared for consistency, and may result in one projection being dropped, usually because it overestimates or underestimates future growth.

The population of Alpine County is 1,175. Within that population, 75% of the residents report themselves as white, 20.4% as Native American, with the remainder other races. Of the total population, 7.1% report that they have Latino or Hispanic ancestry. The median age of residents is 46.7 years, compared to 35.2 years for the State as a whole (2010 census). The median household income was \$41,875 which was below the median statewide household income of \$47,493 (2000 Census). Current Department of Finance population projections indicate a population decline of 2.7% for 2012, this follows a population decline of 6.2% for 2011. Approximately 20% of the population has incomes below the federal poverty line (2000 Census). A significant proportion of the County population is represented by members of the federally recognized Washoe tribe at Hung-a-Lel-Ti near Woodfords.

Land uses along the SR-4 corridor conform to either the Stanislaus or Toiyabe National Forest Plans (segments two through four), and the Alpine County General Plan (2010, segment one). General plans characterize and distribute future population density, and would influence future traffic volumes, while forest plans emphasize land uses necessary to conserve or protect natural resources, and would not directly influence future traffic volumes. The Alpine County General Plan (2010) stresses the preservation of local communities, and development compatible with the natural setting of Alpine County. The Plan anticipates fostering little to no population growth, and anticipates a highway maintenance model consistent with current local revenues and expenditures.

SR-4 supports few multimodal opportunities. There is no current transit service on the route at this time. Although the route supports moderate recreational bicycle use, the narrow lane widths and shoulders might preclude bicycle use if traffic volumes were greater. No sidewalks are present.

Only segment one plays any role in the interregional transport of goods and services, it connects Bear Valley to local and regional markets. Segments two through four possess narrow lanes, are advisory truck routes, and possess several locations with narrow lanes or sharp turns that preclude most truck use. Truck counts along the route most likely reflect recreation vehicle travel.

Modeling and analysis indicate segment one will experience deficient LOS by 2030. This likely reflects the gradual grade that characterizes the segment, which led to the segment being classified as rolling. Operational improvements such as climbing or passing lanes may address this need, rather than efforts to increase capacity.

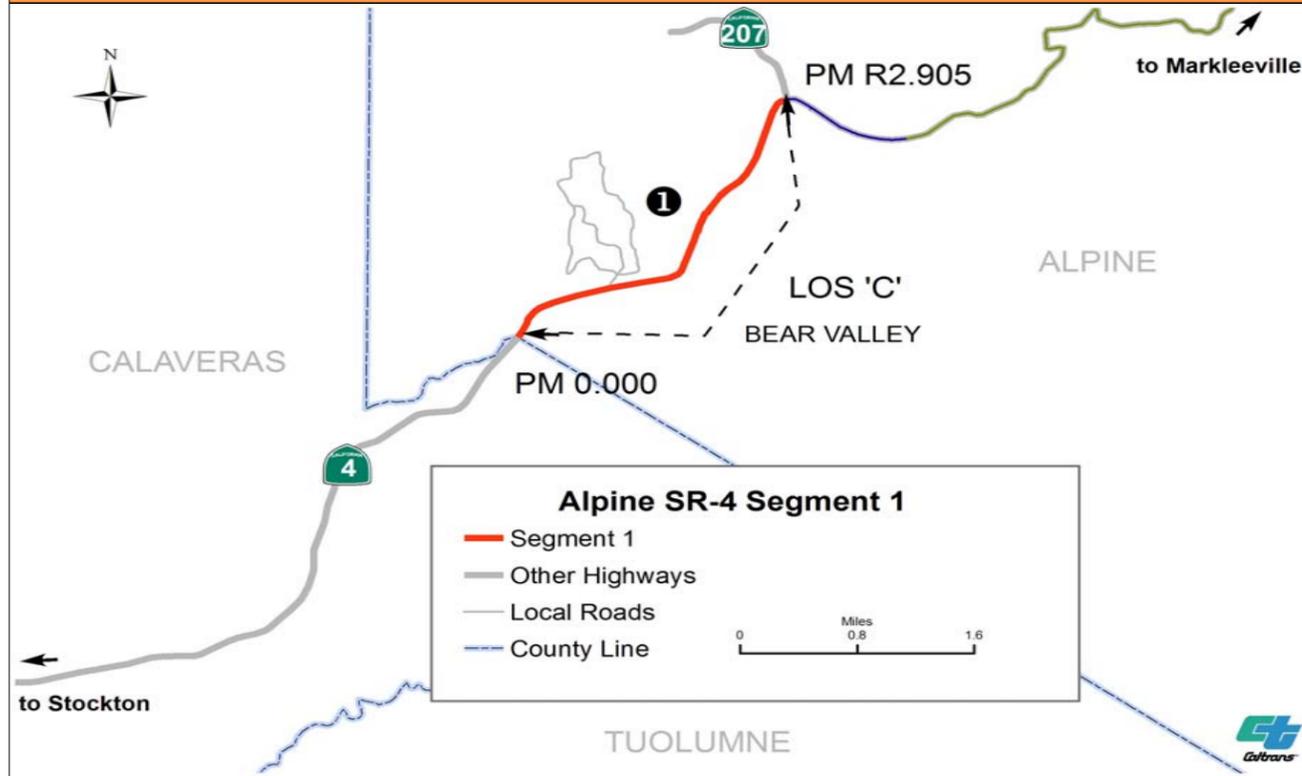
The Alpine County Local Transportation Commission (ACLTC) RTP, 2010 indicates that no financially constrained or programmed projects exist at the time of the final draft of this document. The document embraces a "maintenance emphasis alternative", to, in part, avoid expenditure for capacity increasing highway projects, given current funding uncertainties and a declining population base. Furthermore, the RTP indicates that future capacity increases within Alpine County would be incompatible with local planning.

ALPINE COUNTY FACT SHEETS—SEGMENT 1

STATE ROUTE 4- TRANSPORTATION CONCEPT REPORT

ALPINE COUNTY

SEGMENT 1



Description: Calaveras/Alpine Co. Line to Jct SR-207			
Post Mile:	0.000-R2.905	Rural/Urban/Urbanized:	Rural
Length:	2.905	Within City Limits:	No
Functional Classification:	Minor Arterial	Local Planning Jurisdiction:	Alpine County
		Other Agency/Entity:	Alpine County Local Transportation Commission
Roadbed Information (approximate)			
Number of Lanes:	Two	Lane Width (ft.):	12-24
Terrain:	Rolling	Right of Way Width (ft.):	100-180
Grade %:	N/A	Shoulder Width (ft.):	0-4
Accessible to Bicycles:	Yes	Median Width (ft.):	N/A
		Distressed Lane Miles:	0.00
		Present Serviceability Rating:	4
Bridge Needs			
Postmile:	N/A		
Bridge#:	N/A		
Bridge Name:	N/A		
Route Designations			
Functional Classification:	Minor Arterial	Scenic Highway (Designated):	Yes
Facility Type:	Expressway	Scenic Highway (Eligible):	Yes
Interregional Road System:	Yes	Trucking Network	
High Emphasis Route:	No	National Network, Terminal Access:	Terminal Access
Focus Route/Gateway Route:	No	Surface Transportation Assistance Act (STAA):	Yes
National Highway System:	No	California Legal:	Yes
Freeway Expressway System:	No	Advisory:	No
Strategic Highway Network:	No	Additional Restrictions:	No
Freeway Agreement:	Yes	Access to Intermodal Freight Facility:	No
Environmental Status			
Degree of Impact		Degree of Impact	
Flood Plains:	Low	Cultural Resources:	High
Wetlands:	Low	Leaking Underground Tanks:	Low
Special Status Species:	Low	Possible Hazardous Waste:	Low
Air Quality			
Ozone:	Unclassified	Particulate Matter 10 m:	Non-attainment
		Particulate Matter 2.5 m:	Attainment
		Carbon Monoxide:	Unclassified

Travel Forecast Data						
Posted Speed: 55 MPH Existing Facility: Two lane expressway Level of Service: Volume/Capacity: Peak Hour Volume: Average Daily Traffic: Peak Hour Directional Split: Truck Volume % of Total ADT: Peak Hour % of Trucks:	2007		2015		2030	
	HCS	LOSPLAN	HCS	LOSPLAN	HCS	LOSPLAN
	C	B	D	B	D	B
	0.17	0.15	0.21	0.15	0.24	0.18
	290	1,150	370	1,460	460	1,785
Level of Service (LOS) calculated using Highway Capacity Software (HCS+TTF) and Florida Department of Transportation HIGHPLAN 2009 Multilane and Two-Lane Highway Level of Service. Analysis for Conceptual Planning and Preliminary Engineering Version Data: 7/17/2010. All LOS reflects vehicles only. LOS does not reflect multi modal at this time.						

Existing Transportation Network			
Bicycle Facility	Airports	Intermodal Commuter Facilities	Intermodal Freight Facilities
Yes/No PM Location Class LOS	Yes/No No Location	Yes/No No Location	Yes/No No Location
Pedestrian Facility	Park and Rides	Freight Distribution	Transit Bus
Yes/No PM Location LOS	Yes/No No Location	Yes/No No Location	Yes/No No Location

Level of Service (LOS) calculated using Highway Capacity Software (HCS+TTF) and Florida Department of Transportation HIGHPLAN 2009 Multilane and Two-Lane Highway Level of Service. Analysis for Conceptual Planning and Preliminary Engineering Version Data: 7/17/2010. All LOS reflects vehicles only. LOS does not reflect multi modal at this time.

Segment Route Concept	
Concept Level of Service:	C
Concept Facility:	2030 Two lane expressway
Ultimate Transportation Corridor:	Two lane expressway
Comments:	

Post Mile	Location	Description
① 0.000-3.400	Bear Valley	Bear Valley CAPM

Comments

There are no planned projects for this segment

Intelligent Transportation System (ITS) Elements & Detection			
Postmile	ITS Element	Status	Direction
R2.905	TMS	Existing	Both

Note: This information is for overview purposes only and does not replace a full report from Right of Way, Environmental, or any other Branch or Division.

Comments
V/C reported for LOS PLAN is same for 2007 and 2015.

ALPINE COUNTY FACT SHEETS—SEGMENT 2

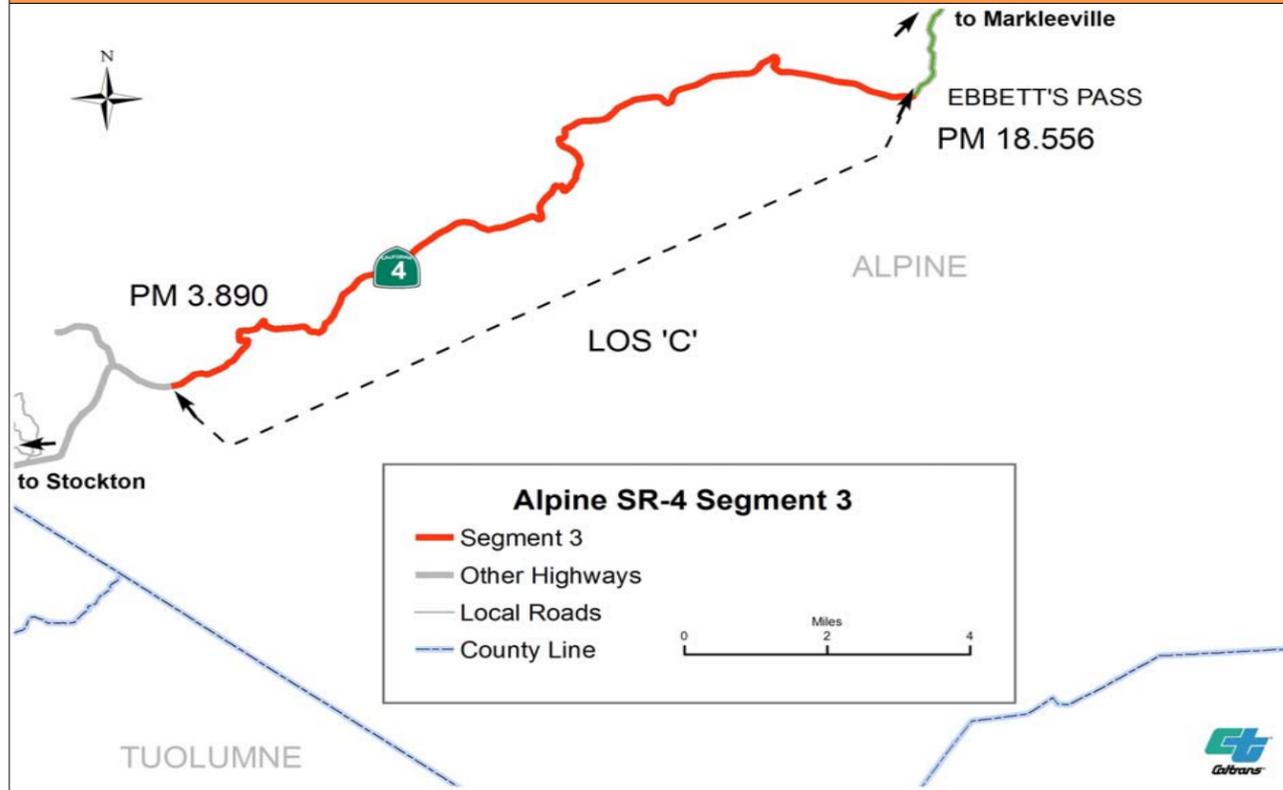
STATE ROUTE 4- TRANSPORTATION CONCEPT REPORT		ALPINE COUNTY		SEGMENT 2	
		Segment Location: Description: Jct. SR-207 to Lake Alpine Post Mile: R2.905-3.890 Length: 0.985 Functional Classification: Minor Arterial			
		Rural/Urban/Urbanized: Rural Within City Limits: No Local Planning Jurisdiction: Alpine County Other Agency/Entity: Alpine County Local Transportation Commission			
		Roadbed Information (approximate) Number of Lanes: Two Terrain: Flat Grade %: N/A Accessible to Bicycles: Yes			
		Bridge Needs Postmile: N/A Bridge#: N/A Bridge Name: N/A		Lane Width (ft.): 9-10 Right of Way Width (ft.): 110-290 Shoulder Width (ft.): 0-4 Median Width (ft.): N/A Distressed Lane Miles: 0.00 Present Serviceability Rating: 3	
		Route Designations Functional Classification: Minor Arterial Facility Type: Conventional Highway Interregional Road System: Yes High Emphasis Route: No Focus Route/Gateway Route: No National Highway System: No Freeway Expressway System: No Strategic Highway Network: No Freeway Agreement: No			
		Scenic Highway (Designated): Yes Scenic Highway (Eligible): Yes		Trucking Network National Network, Terminal Access: No Surface Transportation Assistance Act (STAA): No California Legal: No Advisory: Yes KPRA =30 feet Additional Restrictions: No Access to Intermodal Freight Facility: No	
		Degree of Impact Flood Plains: Low Wetlands: Low Special Status Species: Moderate		Degree of Impact Cultural Resources: Moderate Leaking Underground Tanks: Low Possible Hazardous Waste: Low	
		Air Quality Ozone: Unclassified Particulate Matter 10 m: Non-attainment Particulate Matter 2.5 m: Attainment Carbon Monoxide: Unclassified			
		Existing Transportation Network Bicycle Facility: Yes/No Airports: Yes/No Intermodal Commuter Facilities: Yes/No Intermodal Freight Facilities: Yes/No Pedestrian Facility: Yes/No Park and Rides: Yes/No Freight Distribution: Yes/No Transit Bus: Yes/No			
		Travel Forecast Data Posted Speed: 55 MPH Existing Facility: Two lane conventional Level of Service: C Volume/Capacity: 0.13 Peak Hour Volume: 270 Average Daily Traffic: 1,100 Peak Hour Directional Split: 70/30 Truck Volume % of Total ADT: 2.0 Peak Hour % of Trucks: 1.6		2007 HCS: 0.13 LOSPLAN: 0.15	
2030 HCS: 0.21 LOSPLAN: 0.17		2007 HCS: 0.21 LOSPLAN: 0.17		2015 HCS: 0.16 LOSPLAN: 0.17	
Level of Service (LOS) calculated using Highway Capacity Software (HCS+T7F) and Florida Department of Transportation HIGHPLAN 2009 Multilane and Two-Lane Highway Level of Service. Analysis for Conceptual Planning and Preliminary Engineering Version Data: 7/17/2010. All LOS reflects vehicles only. LOS does not reflect multi modal at this time.					
Segment Route Concept Concept Level of Service: C Concept Facility: 2030 Two lane conventional Ultimate Transportation Corridor: Two lane conventional Comments:		Planned Projects Post Mile: 0.000-3.400 Location: Bear Valley Description: There are no planned projects for this segment Bear Valley CAPM			
Intelligent Transportation System (ITS) Elements & Detection Postmile: R2.951 ITS Element: TMS Status: Existing Direction: Both					
Note: This information is for overview purposes only and does not replace a full report from Right of Way, Environmental, or any other Branch or Division.					

ALPINE COUNTY FACT SHEETS—SEGMENT 3

STATE ROUTE 4- TRANSPORTATION CONCEPT REPORT

ALPINE COUNTY

SEGMENT 3



Segment Location:			
Description: Lake Alpine to Ebbetts Pass Summit (narrow lane and no centerline from PM 3.229)			
Post Mile:	3.890-18.556	Rural/Urban/Urbanized:	Rural
Length:	14.67	Within City Limits:	No
Functional Classification:	Minor Arterial	Local Planning Jurisdiction:	Alpine County
		Other Agency/Entity:	Alpine County Local Transportation Commission
Roadbed Information (approximate)			
Number of Lanes:	Two	Lane Width (ft.):	9-12
Terrain:	Mountainous	Right of Way Width (ft.):	130-200
Grade %:	>3	Shoulder Width (ft.):	0-4
Accessible to Bicycles:	Yes	Median Width (ft.):	N/A
Bridge Needs		Distressed Lane Miles	5.20
Postmile	N/A	Present Serviceability Rating	2
Bridge#	N/A		
Bridge Name:	N/A		
Route Designations			
Functional Classification:	Minor Arterial	Scenic Highway (Designated):	Yes
Facility Type:	Conventional Highway	Scenic Highway (Eligible):	Yes
Interregional Road System:	Yes	Trucking Network	
High Emphasis Route:	No	National Network, Terminal Access	No
Focus Route/Gateway Route:	No	Surface Transportation Assistance Act (STAA)	No
National Highway System	No	California Legal:	No
Freeway Expressway System	No	Advisory	Yes KPRA =30 feet
Strategic Highway Network	No	Additional Restrictions	No
Freeway Agreement:	No	Access to Intermodal Freight Facility	No
Degree of Impact		Degree of Impact	
Flood Plains:	Low	Cultural Resources:	Moderate
Wetlands:	Low	Leaking Underground Tanks:	Low
Special Status Species:	Low	Possible Hazardous Waste:	Low
Air Quality			
Ozone	Unclassified	Particulate Matter 10 m	Non-attainment
		Particulate Matter 2.5 m	Attainment
		Carbon Monoxide	Unclassified
Existing Transportation Network			
Bicycle Facility		Airports	
Yes/No	Yes	Yes/No	No
PM	3.890/18.556	PM	
Location	On Route	Location	
Class	III		
LOS	Not Assessed		
Pedestrian Facility		Park and Rides	
Yes/No	No	Yes/No	No
PM		PM	
Location		Location	
LOS		Location	
		Freight Distribution	
Yes/No	No	Yes/No	No
PM		PM	
Location		Location	
		Transit Bus	
Yes/No	No	Yes/No	No
PM		PM	
Location		Location	

Travel Forecast Data						
Posted Speed: 55 MPH Existing Facility: Two lane conventional Level of Service: Volume/Capacity: Peak Hour Volume: Average Daily Traffic: Peak Hour Directional Split: Truck Volume % of Total ADT: Peak Hour % of Trucks:	2007		2015		2030	
	HCS	LOSPLAN	HCS	LOSPLAN	HCS	LOSPLAN
	B	C	C	C	C	C
	0.11	0.14	0.12	0.14	0.15	0.14
	170		200		250	
	650		825		1,010	
	70/30		70/30		70/30	
	2.0		2.0		2.0	
	1.6		1.6		1.6	

Level of Service (LOS) calculated using Highway Capacity Software (HCS+T7F) and Florida Department of Transportation HIGHPLAN 2009 Multilane and Two-Lane Highway Level of Service. Analysis for Conceptual Planning and Preliminary Engineering Version Data: 7/17/2010. All LOS reflects vehicles only. LOS does not reflect multi modal at this time.

Segment Route Concept	
Concept Level of Service:	C
Concept Facility:	2030 Two lane conventional
Ultimate Transportation Corridor:	Two lane conventional
Comments:	

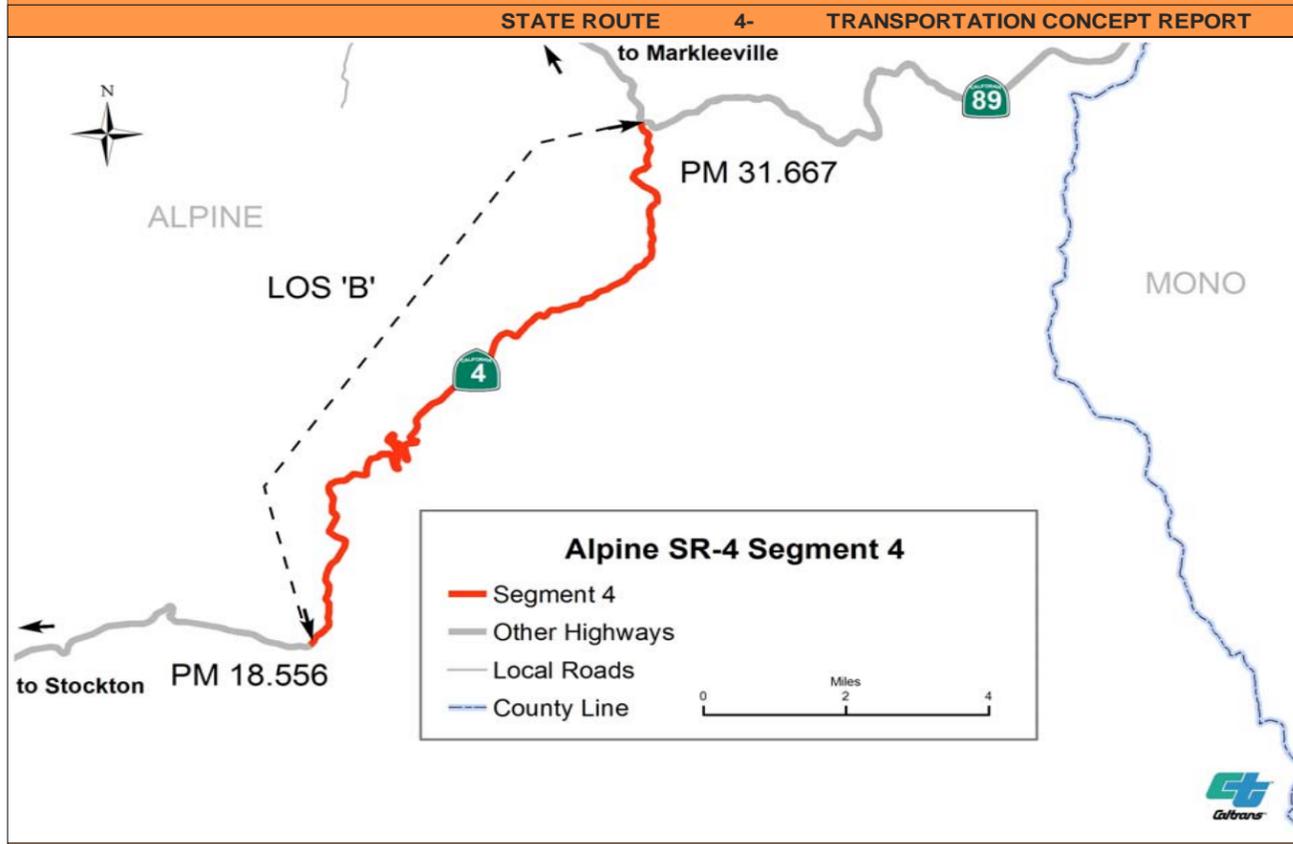
Intelligent Transportation System (ITS) Elements & Detection			
Postmile	ITS Element	Status	Direction
	N/A		

Planned				Programmed Projects			
Post Mile	Location			Location			Description
○	There are no planned projects for this segment			There are no programmed projects for this segment			
●							

Note: This information is for overview purposes only and does not replace a full report from Right of Way, Environmental, or any other Branch or Division.

Comments:

ALPINE COUNTY FACT SHEETS—SEGMENT 4



ALPINE COUNTY			
SEGMENT 4			
Segment Location:			
Description: Ebbetts Pass Summit to State Route 89			
Post Mile:	18.556-31.677	Rural/Urban/Urbanized:	Rural
Length:	13.121	Within City Limits:	No
Functional Classification:	Minor Arterial	Local Planning Jurisdiction:	Alpine County
		Other Agency/Entity:	Alpine County Local Transportation Commission
Roadbed Information (approximate)			
Number of Lanes:	Two	Lane Width (ft.):	9-15
Terrain:	Mountainous	Right of Way Width (ft.):	130-200
Grade %:	>3	Shoulder Width (ft.):	0-5
Accessible to Bicycles:	Yes	Median Width (ft.):	N/A
Bridge Needs		Distressed Lane Miles	7.50
Postmile	26.150	Present Serviceability Rating	2
Bridge#	31-0011		
Bridge Name:	Silver Creek		
Route Designations			
Functional Classification:	Minor Arterial	Scenic Highway (Designated):	Yes
Facility Type:	Conventional Highway	Scenic Highway (Eligible):	Yes
Interregional Road System:	Yes	Trucking Network	
High Emphasis Route:	No	National Network, Terminal Access	No
Focus Route/Gateway Route:	No	Surface Transportation Assistance Act (STAA)	No
National Highway System	No	California Legal:	No
Freeway Expressway System	No	Advisory	Yes KPRA =30 feet
Strategic Highway Network	No	Additional Restrictions	No
Freeway Agreement:	No	Access to Intermodal Freight Facility	No
Environmental Status			
Degree of Impact		Degree of Impact	
Flood Plains:	Low	Cultural Resources:	Moderate/High
Wetlands:	Low	Leaking Underground Tanks:	Low
Special Status Species:	Moderate	Possible Hazardous Waste:	Low
Air Quality			
Ozone	Unclassified	Particulate Matter 10 m	Non-attainment
		Particulate Matter 2.5 m	Attainment
		Carbon Monoxide	Unclassified
Existing Transportation Network			
Bicycle Facility		Airports	Intermodal Commuter Facilities
Yes/No	Yes	Yes/No	No
PM	18.556/31.667	PM	PM
Location	On Route	Location	Location
Class	III		
LOS	Not Assessed		
Pedestrian Facility		Park and Rides	Freight Distribution
Yes/No	No	Yes/No	No
PM	PM	PM	PM
Location	Location	Location	Location
LOS			

Posted Speed: 55 MPH Existing Facility: Two lane conventional Level of Service: Volume/Capacity: Peak Hour Volume: Average Daily Traffic: Peak Hour Directional Split: Truck Volume % of Total ADT: Peak Hour % of Trucks:	Travel Forecast Data					
	2007		2015		2030	
	HCS	LOSPLAN	HCS	LOSPLAN	HCS	LOSPLAN
	B	B	B	B	C	B
	0.09	0.14	0.10	0.14	0.12	0.14
	130		160		200	
	470		600		730	
	70/30		70/30		70/30	
	4.0		4.0		4.0	
	3.2		3.2		3.2	

Level of Service (LOS) calculated using Highway Capacity Software (HCS+T7F) and Florida Department of Transportation HIGHPLAN 2009 Multilane and Two-Lane Highway Level of Service. Analysis for Conceptual Planning and Preliminary Engineering Version Data: 7/17/2010. All LOS reflects vehicles only. LOS does not reflect multi modal at this time.

Segment Route Concept	
Concept Level of Service:	C
Concept Facility:	2030 Two lane conventional
Ultimate Transportation Corridor:	Two lane conventional
Comments:	

Intelligent Transportation System (ITS) Elements & Detection			
Postmile	ITS Element	Status	Direction
31.677	TMS	Existing	Both

Existing Transportation Network			
Bicycle Facility		Airports	
Yes/No	Yes	Yes/No	No
PM	18.556/31.667	PM	PM
Location	On Route	Location	Location
Class	III		
LOS	Not Assessed		
Pedestrian Facility		Park and Rides	
Yes/No	No	Yes/No	No
PM	PM	PM	PM
Location	Location	Location	Location
LOS			

Planned Projects			Programmed Projects		
Post Mile	Location	Description	Post Mile	Location	Description
○		There are no planned projects for this segment	●		There are no programmed projects for this segment

Note: This information is for overview purposes only and does not replace a full report from Right of Way, Environmental, or any other Branch or Division.

Comments:

APPENDIX A: GLOSSARY

Bicycle Routes: Refers to travel ways specific to users employing bicycles. There are three general classifications: 'III'--bicycles share street with automobiles without separation; 'II'--bicycles share street within their own designated lane; and 'I'--bicycles travel independent of automobile traffic, often sharing right of way with pedestrians or equestrians.

California Environmental Quality Act (CEQA): Passed in 1971, CEQA provides the framework in which undertakings that may affect the environment are evaluated and if found to be adverse are to be mitigated for, as part of the governmental decision making process. For local governments, implementation of general plans and land use designations became a requirement and a bench mark for which changes in zoning or land uses could be assessed.

Census Designation: The designation of *rural* (population below 5,000), or *urbanized* (population between 5,000 and 50,000), or *urban* (populations of 50,000 or greater) highways are obtained from the California Road System Maps published by FHWA, based upon census designed urbanized areas, and urbanized clusters. The most recent version dates from 2007.

Class I Two Lane Highway, see *Highway Capacity Manual*.

Class II Two Lane Highway see *Highway Capacity Manual*.

Class III Two Lane Highway see *Highway Capacity Manual*.

Concept Level of Service: see *Level of Service*.

Concept Facility: Highway facility that best maintains the Concept LOS at the end of the twenty year planning period.

Conventional Highway: Highway which permits direct access by both road intersections and driveways.

Environmental Status: A qualitative risk inventory of costs and time required to address impacts of highway improvements to resources of environmental value, often given in five parameters (low, low to moderate, moderate, moderate to high, and high).

Expressway: Highway, usually an arterial, typically with access limited to at grade road intersections.

Federal Highway System: Designated by the Federal Highway Administration, these segments of state highways serve to either support interstate commerce, national defense, or other responsibilities of the federal government. As such they are eligible for federal funding, and subject to the Na-

tional Environmental Policy Act (NEPA).

Focus Route: see *Interregional Road System*.

Freeway: A divided arterial highway with full access control and grade separations at intersections.

Highway Capacity Manual (HCM): Published by the National Research Council's Transportation Research Board, the HCM is the national standard for methodologies to evaluate and estimate highway performance. Approved software packages developed to reduce the computation effort associated with the HCM are Highway Capacity Software's (HCS) various modules and the Florida Department of Transportation's ARTPLAN, FREEPLAN, and HIGHPLAN. The most recent update of HCM is for 2010, though several of the software interfaces are not yet currently available. Several analyses performed for this document were consistent with the older HCM 2000.

Contained in the manual are three classifications of two lane highways. Class I reflects driver behavior and expectations where high rates of speed can be attained, associated with arterials. Class II and III reflects driver behavior with in areas of steep and winding grades, usually associated with recreation areas and collector routes. Class III reflects conditions where intermixing of local traffic and interregional traffic occur typical of main street highways.

High Emphasis Route: see *Interregional Road System*.

Highway Capacity Software (HCS): see *Highway Capacity Manual*.

Interregional Road System (IRRS): A State planning effort that emphasized highways within the Freeway and Expressway system that provided network connections to urban places statewide, but were not yet constructed to freeway or expressway standards. The most recent expression of this plan (1998) discussed Focus and High Emphasis routes, and established short term and long term improvements for these specific routes.

Level: see *Terrain*.

Level of Service (LOS): A qualitative performance measure that describes the perception of the commuter (driver, bicyclist, pedestrian, transit) of the operational conditions within a traffic stream on a highway segment. Generally scaled in a range from A through F, and historically as a performance measure for automobiles, the LOS targets optimal utility expressed as the *concept LOS* (C for rural highways on the IRRS, D for urban highways on the IRRS and all routes not on the IRRS). Although the current version of the Highway Capacity Manual includes LOS calculations for users other than drivers, standards have yet to be established by the State.

Mountainous: see *Terrain*.

National Environmental Policy Act (NEPA): Established in 1971, this environmental policy applies to federal undertakings or efforts that have a federal nexus. Federal agencies were tasked to develop policies and standards to evaluate and assess the environmental impacts of federal undertakings, while the Act established general policies regarding public notification and report standards.

Rolling: see *Terrain*.

Rural: see *Census Designation*.

Terrain: refers to topography specific to its affect on trucks and other heavy vehicle operation (see HCM). Level terrain contains any combination of grades or horizontal or vertical alignments that permit heavy vehicles to maintain the same speed as passenger cars; rolling terrain contains any combination of grades or horizontal or vertical alignments that causes heavy vehicles to reduce their speed substantially below that of passenger car speeds, but not to where they crawl for a significant length of time; mountainous terrain is any combination of grades or horizontal or vertical alignment that causes heavy vehicles to operate at crawl speed for significant distances or at frequent intervals. HCM methodologies address highway segments with level or rolling terrain with a set of constant values. Mountainous terrain requires separate upgrade or downgrade analysis, and recommends that any segment with grades between 2% and 3% with a length of more than half a mile be considered a separate segment.

Surface Transportation Assistance Act (STAA): Federal highway legislation that included federal design standards and requirements for trucks (see Truck Routes).

Truck Routes: may refer to either federal standards (contained in STAA) or California standards. Routes with an STAA designation permit travel by tractor trailers with a fifty five foot long trailer, or tandems with trailers no greater than twenty eight and a half feet, while California legal routes permit limit the overall truck length to sixty five feet total for single and seventy five for tandems. Advisory truck routes usually possess highway geometrics that limit truck length for safe operation. Restricted truck routes have legal restrictions on the type of truck or activity.

Urban: see *Census Designation*.

Urbanized: see *Census Designation*.

APPENDIX B: ACRONYMS

AADT	Annual Average Daily Traffic	F&E	Freeway and Expressway System	PA&ED	Project Approval and Environmental Document (phase)
ACE	Altamont Commuter Express	FHWA	Federal Highway Administration	PCS	Pavement Condition Survey
ACOE	U.S. Army Corps of Engineers	FHS	Federal Highway System	PD&E	Project Development and Environment
ADA	Americans with Disabilities Act of 1990	FY	Fiscal Year	PeMS	Performance Measurement System (Detection)
ADT	Average Daily Traffic			PHV	Peak Hour Volume
AHS	Automated Highway System	HAR	Highway Advisory Radio	PM	Post Mile
ACLTC	Alpine County Local Transportation Commission	HCM	Highway Capacity Manual	PMS	Pavement Management System
APE	Area of Potential Effects	HPMS	Highway Performance Monitoring System	PM-10	Particulate Matter
ATIS	Advance Transportation Information System			PR	Project Report
ATSD	Advanced Transportation System Development	I/C	Interchange	PS&E	Plans, Specifications and Estimates
AVI	Automated Vehicle Identification	IIP	Interregional Improvement Program	PSR	Project Study Report
		IRRS	Interregional Road System		
BART	Bay Area Rapid Transit	ISTEA	Intermodal Surface Transportation Efficiency Act	RCR	Route Concept Report
BN&SF	Burlington Northern and Santa Fe Railroad	IT	Information Technology	RIP	Regional Improvement Plan
BMS	Bridge Management System	ITMS	Intermodal Transportation Management System	ROW	Right-of-Way
		ITS	Intelligent Transportation Systems	RT	Regional Transit
CALACOG	Calaveras Council of Governments	ITSP	Interregional Transportation Strategic Plan	RTE	Route
CCTV	Closed Circuit Television			RTIP	Regional Transportation Improvement Plan
CEQA	California Environmental Quality Act	JCT	Junction	RTIF	Regional Transportation Impact Fee
CFR	Code of Federal Regulations			RTL	Ready to List
CHIN	California Highway Information Network	KPRA	King Pin to Rear Axle	RTP	Regional Transportation Plan
CHP	California Highway Patrol			RTPA	Regional Transportation Planning Agency
CMIA	Corridor Mobility Improvement Account	LOS	Level of Service	R/W	Right of Way
CMS	Changeable Message Sign	LU	Legacy for Users	RWIS	Roadside Weather Information System
CNDDB	California Natural Diversity Data Base				
CO	Carbon Monoxide	MOU	Memorandum of Understanding	SAFETEA-LU	Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users
COG	Council of Governments	MVTM	Million Vehicle Miles Traveled	SB	Southbound
CSMP	Corridor System Management Plan			SHOPP	State Highway Operations Protection Program
CSS	Context Sensitive Solutions	NB	Northbound	SHS	State of California Highway System
CTC	California Transportation Commission	NHS	National Highway System	SJCOG	San Joaquin Council of Governments
CY	Calendar Year	NAC	Noise Abatement Criteria	S/O	South of
		N/O	North Of	SOP	Status of Projects
DOT	Department of Transportation	NTN	National Truck Network	SOV	Single Occupancy Vehicle
DSMP	District System Management Plan			SPRR	Southern Pacific Railroad
		OC	Over-crossing	SR	State Route
EB	Eastbound	OH	Overhead	STAA	Surface Transportation Assistance Act
E/O	East Of	OTS	Office of Traffic Safety	STANCOG	Stanislaus County Council of Governments
EPA	Environmental Protection Agency	OWP	Overall Work Program	STIP	State Transportation Improvement Program
EXPW	Expressway				

APPENDIX B: ACRONYMS

STRAHNET	Strategic Highway Network
TA	Terminal Access
TCM	Transportation Control Measure
TCCR	Transportation Corridor Concept Report
TCR	Transportation Concept Report
TDM	Transportation Demand Management, Travel Demand Model
TIP	Transportation Improvement Plan
TMC	Transportation Management Center
TMP	Transportation Management Plan
TMS	Traffic Monitoring Station/Transportation Management System
TOS	Traffic Operations System
TSDP	Transportation System Development Plan
TSI	Transportation System Information
TSM	Transportation System Management
UC	Under-crossing
UPRR	Union Pacific Railroad
USC	United States Code
UTC	Ultimate Transportation Corridor
V/C	Volume to Capacity
VMT	Vehicle Miles Traveled
WB	Westbound
W/O	West of

APPENDIX C: END NOTES

¹ This estimate is a lower bound, as ice melt from glaciers and icesheets have yet to be parameterized. Recent studies suggest the contribution from glaciers and icesheets might double the rate of sea level rise.

² "Delta Subsidence in California--"The Sinking Heart of the State" USGS FS-05-00, April 2000.

