CITY OF SACRAMENTO

DEPARTMENT OF PUBLIC WORKS

(1)

OFFICE OF THE DIRECTOR

Melvin H. Johnson
Director
Leslie M. Frink
Deputy Director
Reginald Young
Deputy Director

March 26, 1986

Transportation and Community Development Committee
Sacramento, California

Honorable Members in Session:

Subject: Caltrans, District 3, Draft System Management Plan

SUMMARY

At the request of the Transportation and Community Development Committee, CALTRANS, District 3 officials have provided the attached summary of the Draft System Management Plan. The plan describes State Highway improvements needed over the next 20 to 30 years which would cost more than 1.5 billion dollars. The plan sets priorities for service, identifies current and future system deficiencies, and lays out the strategy for providing a system as free of deficiencies as possible, given financial constraints.

A representative of CALTRANS, District 3, will be present at the April 8, 1986, Committee meeting to respond to questions regarding the draft plan.

RECOMMENDATION

This report is submitted for Committee information.

Respectfully submitted,

Melvin H. Johnson

MELVIN H. JOHNSON
Director of Public Works

Approved for Committee Information

Solon Wisham Jr.

SOLON WISHAM JR.
Assistant City Manager

SYSTEM MANAGEMENT PLAN
SUMMARY

System Plan Purpose

The District 3 System Management Plan is a decision making tool designed to guide decisions on State Highway improvements in the District over the next 20 to 30 years. It sets priorities for service, indentifies current and future system deficiencies and lays out the District's strategy to provide a State Highway system as free of deficiencies as can be reasonably expected given financial constraints.

The State Highway system in District 3 cannot provide a high level of service (LOS) for all routes today and general LOS is expected to decline during the next 30 years as traffic growth outstrips growth in funds to make improvements. To get the maximum value for the traveling public as a whole it is necessary to target funds to serve the most important kinds of travel, the highest priority routes and the deficiencies of greatest concern. District 3's priorities for providing higher LOS are:

1. Long-distance economic routes and commute routes
2. Lifeline routes to smaller regions
3. Recreational routes and local routes.

Support for the economy and commerce of the State must be the top priority of the State Highway system. When the economy slows down, funding for all improvements declines. Lifeline routes serve necessary rather than discretionary travel, and one important purpose of the State Highway system is to interconnect all regions of the State. Recreational travel is discretionary, for the convenience and choice of the traveler; thus routes where deficiencies are caused by recreational travel are lower priority. Local routes have marginal importance to the function of the State Highway network as a system.

A concept LOS has been defined for each route in the District. This is the lowest LOS which is considered acceptable on a route and is based on the importance of the route to the statewide highway network. The highest priority routes have been given a concept LOS of B or C except in urban areas where a peak period LOS of D is considered acceptable. Second priority routes have a concept LOS of C or D and third priority routes have a concept LOS of D or E. Routes in the Lake Tahoe Basin are subject to special environmental constraints and have a concept LOS of F pending approval of a comprehensive Basin Management Plan by the Tahoe Regional Planning Agency.

System Deficiencies

The system development strategies proposed in this plan are based on current and projected State Highway deficiencies in District 3. Deficiencies are defined to be segments of highway where the service provided to the users is below the level of service considered appropriate (concept LOS) for that highway. The current (1985) deficiencies total

about 160 miles of State highway. They are found in Sacramento on Routes 51 and 80, in fast-growing foothill areas along Route 49, and on mountain recreation routes such as 50 and 267. By 1995 deficiencies will total 370 miles and will occur throughout the metropolitan Sacramento freeway system, in the foothills, on all mountain recreation routes in the Tahoe Basin, and in most smaller cities in the Central Valley such as Yuba City/Marysville, Chico, Colusa and Lincoln.

The freeways in Sacramento are just beginning to suffer from peak hour congestion. Traffic delays are sporadic and last 10-20 minutes in several places. Within the next 5 to 10 years a congested peak period lasting one or more hours is expected at many places on the freeways affecting both local and through traffic. All present freeway routes are radial. The lack of crosstown freeway routes causes out-of-direction commute traffic to be superimposed on downtown commute traffic. This aggravates congestion on Routes 50, 51, 80 and 99 and threatens to make the major interchange at Oak Park a critical bottleneck for the whole system, since so much traffic going in all directions must pass through it. The condition of the Sacramento freeway system calls for a change of focus with improvements to the freeway system that will make more efficient use of the people-moving capacity of the existing system.

Outside the Sacramento area congestion points tend to be isolated and widely spread rather than linked, and the major problem is lack of adequate basic roadway capacity rather than inefficient use of high capacity roads. In these rural areas trip patterns are more scattered, and safety and travel speed are more significant concerns. On the rural State Highways construction projects to increase mainline capacity are likely to be the best choice as system improvements.

System Planning Constraints

System planning decisions presented in this plan have been constrained by financial, environmental, and political considerations and by the capacity of the other transportation systems in District 3.

The financial considerations include Interstate funding and county minimum requirements. In an effort to capture the maximum amount of Federal highway funds the State has emphasized interstate projects. More than 80% of the funds available for major improvements in the 1985-90 STIP are Interstate funds, but less than 20% of the improvements to correct areas of concern can use Interstate funds. The heavy emphasis on Interstates now misses the most important deficiencies. Once most states have completed their Interstate construction, around 1992, funds now used in that program may be made available for use on other highways.

County minimum requirements direct scarce non-Interstate funds to projects in counties with no Interstate routes regardless of actual priorities among areas of concern or deficiencies. Some high-cost high-priority improvements on non-Interstate routes in counties with Interstates cannot be financed because of the requirements to spend county minimums in other counties. County minimums currently apply to too large a percentage of total funding to enable system priorities to be dealt with in reasonable order. Between 10 and 20 percent of the improvements in this System Plan would be different if there were no county minimums.

The fundamental financial constraint is the adequacy of total funding for State highway improvements, for local transportation needs including both transit and streets and roads, and for other State and local transportation programs. The State should try to set up a local partnership to seek additional sources of funds for all kinds of improvements. A partnership among all agencies, possibly including private interests, with flexible funding arrangements, including significant amounts of locally sourced funding, is increasingly essential.

Some routes cannot easily be improved because of environmental impacts. In District 3, these include freeways through built-up communities in urban Sacramento where noise and removal of homes and businesses would be major environmental considerations, highways in some areas of the foothills where historical or archaeological sites become important constraints, and State highway improvements which would encroach into parkland which require an environmental finding that there is no feasible and prudent alternative that would spare the parkland. Another area of concern is the Lake Tahoe Basin which is a delicate natural environment of statewide importance. At present there is a political deadlock in the Basin which has lasted more than ten years. The federal courts have ordered a moratorium which has stopped most development and improvements in the Basin until a Basin Management Plan can be agreed upon. Because of this situation, LOS F is the proposed route concept on State Highways in the Lake Tahoe area.

State Highways are interrelated with local transportation systems and the direction local developments are taking. This introduces local political factors into system planning decisions. In some cases improvements have been moved up or down in priority when local political factors are taken into account along with technical system considerations. Some State highway improvements must be held until other vital decisions can be made, such as the decision on the construction of the Auburn Dam and decisions on the course of development and growth in Sacramento. The Sacramento freeway system is significantly affected by such issues as the scale and timing of development in the Natomas area, light rail extension, the Sacramento Beltway (65/148), the capacity of city streets and parking system, particularly in the CBD, and the capacity of the transit system. Although local political decisions are essential on such issues the District may be able to hasten and shape those decisions by continuing its planning and seeking cooperation with local agencies.

System Development Strategy

This System Management Plan describes State Highway improvements needed during the next 20-30 years which, in today's dollars, would cost more than $1.5 billion. There are seven major areas of concern in District 3 upon which attention should be focused. It will be costly to take care of these major concerns, in the range of $100-$500 million for each. These highest priority concerns are:

1. Route 80; Route 80 is arguably the most important route to the economy of Northern California. Urban traffic congestion occurs through Yolo, Sacramento, and western Placer Counties and in eastern Placer and Nevada Counties. Route 80 is due for major rehabilitation during the next 10 years.

2. Route 49; Route 49 between Auburn and Grass Valley carries near-capacity traffic during peak commute and recreation periods today on a two-lane rural highway. Between Placerville and Auburn growth similar to what is now happening in Nevada County may occur after 1990.

3. Sacramento Freeways; all the major freeways in Sacramento-Routes 5, 99, 51, 50 and 80-are beginning to be congested in peak periods. Several bottlenecks are nearing peak hour capacity. The freeways must be managed to get more effective use of the systems existing people-carrying capacity.

4. Sacramento Beltway; most crosstown commuters use the radial freeway system in Sacramento, traveling out of direction and contributing to congestion for downtown commuters. A peripheral crosstown freeway, on Routes 65/148, would be needed to connect areas of residential and employment growth, and to provide a shorter through-traffic route bypassing downtown.

5. Freeway access to Yuba City and Chico; Yuba City and Chico do not have direct access to the California freeway system. As these two areas move toward 100,000 population freeway access will become more important for their economics.

6. Sacramento Bypass via Route 102; congestion in Sacramento and western Placer County is expected to become unacceptable for through traffic on Interstate 80 by the year 2005. A metropolitan bypass following unconstructed Route 102 from Route 5 near Sacramento Airport passing near Lincoln to Route 80 northeast of Auburn, is proposed. The ultimate concept of the bypass is a freeway with express lanes to provide a permanent separation of through traffic from local traffic congestion.

7. Transit Service in Sacramento; Transit services in Sacramento must be expanded as the urban area grows to provide transportation for those who do not drive, and to supplement the vehicular capacity of freeways and arterials during peak periods. The major concern is funding, both for capital improvements and continuing operation of both bus and rail services.

In addition to these seven major areas of concern there are several other more localized areas of concern where the inprovements needed would be relatively less costly.

The general strategy to deal with the major areas of concern in District 3 is:

1. Use the on going level of State Highway funds to make improvements at localized levels of concern as they can be afforded.

2. Within these on going improvements emphasize rebuilding to expressways Route 49 between Auburn and Grass Valley, either Route 99 or Routes 70/149 between Sacramento and Chico, and then Route 49 between Placerville and Auburn.

3. Outside these on going improvements prepare for building first Routes 65/148 and later Route 102 as freeways.

4. Improve Route 80 through the greater Sacramento area during the next ten years, and rehabilitate the section across the Sierra as necessary and as can be afforded, keeping in mind that the route east of Auburn may need to be widened in later years.

5. Seek to develop a partnership with local government (and possibly private interest) in Sacramento to plan an integrated improvement strategy, develop funding, and make improvements on the whole transportation system in the urban area, including contribution of State Highway funds where usable.

To implement this system development strategy four alternative sets of specific State Highway improvements for the period 1990-1995 are proposed. The four alternatives correspond to a range of possible funding levels. Alternative 1B ($75 million for District 3 during 1990-95), would reduce funding to about the same level as the 1981 STIP. Alternative 2B ($160 million for District 3 during 1990-95) would continue funding at about the same level as in the current STIP. Alternative 3B ($310 million for District 3 during 1990-95) would increase funding to about twice the level in the current STIP. Alternative 4B ($465 million for District 3 during 1990-95) would increase funding to about three times the level in the current STIP. For each of these alternatives, $90 million in addition to the amounts quoted above, has been reserved to cover traffic operations and rehabilitation improvements in District 3. All four alternatives assume a prior increase in funding so that the current STIP can be completed by 1990.

The traffic projections used to define future State Highway deficiencies are derived from estimates of the scale and distribution of the population and employment growth in the District over the next 20 years. The assumptions on growth are based on the best information presently available. However, future conditions cannot be perfectly predicted and it is essential that a process to monitor population and employment growth in the District be established so that changes in current trends can be detected as early as possible. Several further planning efforts are needed to make the system development strategy possible including studies leading to route adoptions, development of an improved long range rehabilitation program, improvements in traffic count coverage and urban transportation forecasting tools, and exploration of ways to enhance local revenue sources for State Highway improvements.

ALTERNATIVE 1B 1990 - 1995 $35 MILL. FAP / $40 MILL FAI COUNTY MINS MET

PROJECTS IN THE SACOG REGION

CO - RTE PM	1983 ADT LOS	1995 ADT LOS	IMPROVEMENT	LOS W/IMP.	COST MILLIONS $1983
SAC/PLA 80 11-18/0-3	74,000 B	150,000 F	ADD 2 MEDIAN LANES AND RAMP METERS (RTE 51 - ROCKLIN RD.)	E	$ 16.0 FAI
YOL 80 0.0 - 9.9	60,000 C	100,000 F	ADD 2 MEDIAN LANES (THRU DAVIS - RTE 50)	E	$ 11.0 FAI
SAC 80 2.5 - 9.1	74,000 D	150,000 F	ADD WB/SB + NB/EB LANES @ 5/80, ADD 2 MEDIAN LANES (5-WINTERS ST)	E	$ 19.0 FAI
SAC 99 17.7 - 21.7	87,000 D	130,000 E/F	ADD 2 MEDIAN LANES (MACK RD-FRUITRIDGE) + RAMP METERS (MACK-50)	D	$ 7.0
SUT 20 15.6 - 16.8	31,000 D	45,000 F	WIDEN EXISTING 4C CITY STREET TO 6C (THRU YUBA CITY, JCT 99-BRIDGE)	E	$ 1.5
TOTAL					$ 54.5

ALTERNATIVE 2B 1990 - 1995 $120 MILL. FAP / $40 MILL FAI COUNTY MINS MET

PROJECTS IN THE SACOG REGION

CO - RTE PM	1983 ADT LOS	1995 ADT LOS	IMPROVEMENT	LOS W/IMP.	COST MILLIONS $1983
SAC/PLA 80 11-18/0-3	74,000 B	150,000 F	ADD 2 MEDIAN LANES AND RAMP METERS (RTE 51 - ROCKLIN RD.)	E	$ 16.0 FAI
YOL 80 0.0 - 9.9	60,000 C	100,000 F	ADD 2 MEDIAN LANES (THRU DAVIS - RTE 50)	E	$ 11.0 FAI
SAC 80 2.5 - 10.4	74,000 D	150,000 F	ADD WB/SB + NB/EB LANES @ 5/80, ADD 2 MEDIAN LANES (5-WATT AVE.)	E	$ 21.0 FAI
SAC 99 17.7 - 21.7	87,000 D	130,000 E/F	ADD 2 MEDIAN LANES (MACK RD-FRUITRIDGE) + RAMP METERS (MACK-50)	D	$ 7.0
SUT 20 15.6 - 16.8	31,000 D	45,000 F	WIDEN EXISTING 4C CITY STREET TO 6C (THRU YUBA CITY, JCT 99-BRIDGE)	E	$ 1.5
SAC 50 12.5 - 17.0	46,000 C	97,000 F	ADD 2 MEDIAN LANES + REBUILD ICS (SUNRISE BL - FOLSOM EXIT)	D	$18.0
YUB 20 7.7 - 10.5	6,000 D	9,000 E	REALIGN + ADD SHOULDERS (LOMA RICA RD. - MARYSVILLE RD.)	C	$ 3.5
SUT 99 27.6 - 28.7	16,000 E	22,000 F	REBUILD EXISTING 2C TO 4E (BOGUE RD. - LINCOLN RD.)	D	$ 2.0
SAC 99 12.8 - 17.7	30,000 C	64,000 E	ADD 2 MEDIAN LANES + REBUILD SOME IC (ELK GROVE - MACK RD.)	D	$11.0
TOTAL					$ 91.0

ALTERNATIVE 3B 1990 - 1995 $270 MILL. FAP / $40 MILL FAI COUNTY MINS MET

PROJECTS IN THE SACOG REGION

CO - RTE PM	1983 ADT LOS	1995 ADT LOS	IMPROVEMENT	LOS W/IMP.	COST MILLIONS $1983	
SAC/PLA 80 11-18/0-3	74,000 B	150,000 F	ADD 2 MEDIAN LANES AND RAMP METERS (RTE 51 - ROCKLIN RD.)	E	$ 16.0	FAI
YOL 80 0.0 - 9.9	60,000 C	100,000 F	ADD 2 MEDIAN LANES (THRU DAVIS - RTE 50)	E	$ 11.0	FAI
SAC 80 2.5 - 10.4	74,000 D	150,000 F	ADD WB/SB + NB/EB LANES @ 5/80, ADD 2 MEDIAN LANES (5-WATT AVE.)	E	$ 21.0	FAI
SAC 99 17.7 - 21.7	87,000 D	130,000 E/F	ADD 2 MEDIAN LANES (MACK RD-FRUITRIDGE) + RAMP METERS (MACK-50)	D	$ 7.0	
SUT 20 15.6 - 16.8	31,000 D	45,000 F	WIDEN EXISTING 4C CITY STREET TO 6C (THRU YUBA CITY, JCT 99-BRIDGE)	E	$ 1.5	
SAC 50 12.5 - 17.0	46,000 C	97,000 F	ADD 2 MEDIAN LANES + REBUILD ICS (SUNRISE BL - FOLSOM EXIT)	D	$18.0	
SUT 99 27.6 - 28.7	16,000 E	22,000 F	REBUILD EXISTING 2C TO 4E (BOGUE RD. - LINCOLN RD.)	D	$ 2.0	
SAC 99 12.8 - 17.7	30,000 C	64,000 E	ADD 2 MEDIAN LANES + REBUILD SOME IC (ELK GROVE - MACK RD.)	D	$11.0	
SAC 65/148 UNCONSTRUCTED	----	(48-60,000)	BUY R/W BETWEEN RTES 80-50-99 FOR NEW BELTWAY FWY	--	$14.0	
SAC 5 22.6	64,000 B	95,000 D	ADD NEW DOWN TOWN RAMPS (@ S AND T STS)	C	$ 6.0	
SAC 16 9.2 - 12.6	8,000 D	11,000 E	BUILD NEW 2E ON NEW ALIGNMENT (MANLOVE RD. - GRANTLINE RD.)	C	$27.5	
SAC 50 17.0 - 23.1	28,000 B	59,000 E	ADD 2 MEDIAN LANES (FOLSOM EXIT - ED CO. LINE)	D	$ 8.0	
YOL 50 2.5 - 2.9	56,000 C	89,000 E	ADD 2 MEDIAN LANES TO EXISTING 6F (SAC DOWNTOWN EXIT - PIONEER BR.)	D	$ 5.0	FAI
SAC 5 23.0	64,000 B	95,000 D	REBUILD DOWN TOWN RAMPS (J / L STREETS)	C	$ 9.0	FAI
YOL/SUT 65 10-12/0-2	---	29,000 D	BUILD NEW 4 - LANE FEATHER RIVER BRIDGE W/ NEW 2E CONNECTION - 3RD XING	D	$44.0	
TOTAL					$201.0	

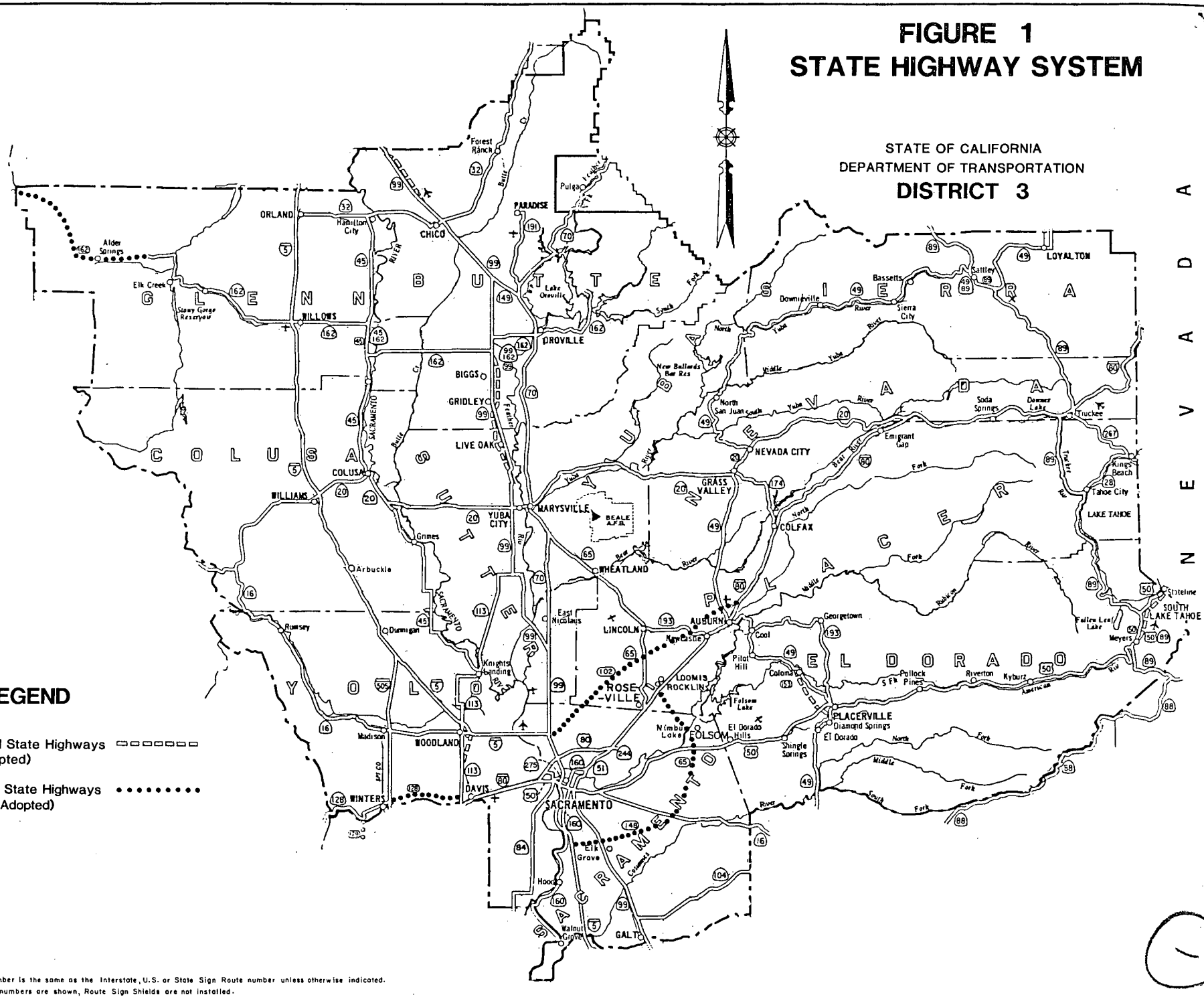
ALTERNATIVE 4B 1990 - 1995 $425 MILL. FAP / $40 MILL FAI COUNTY MINS MET

PROJECTS IN THE SACOG REGION

CO - RTE PM	1983 ADT LOS	1995 ADT LOS	IMPROVEMENT	LOS W/IMP.	COST MILLIONS $1983
SAC/PLA 80 11-18/0-3	74,000 B	150,000 F	ADD 2 MEDIAN LANES AND RAMP METERS (RTE 51 - ROCKLIN RD.)	E	$ 16.0 FAI
YOL 80 0.0 - 9.9	60,000 C	100,000 F	ADD 2 MEDIAN LANES (THRU DAVIS - RTE 50)	E	$ 11.0 FAI
SAC 80 2.5 - 10.4	74,000 D	150,000 F	ADD WB/SB + NB/EB LANES @ 5/80, ADD 2 MEDIAN LANES (5-WATT AVE.)	E	$ 21.0 FAI
SAC 99 17.7 - 21.7	87,000 D	130,000 E/F	ADD 2 MEDIAN LANES (MACK RD-FRUITRIDGE) + RAMP METERS (MACK-50)	D	$ 7.0
SUT 20 15.6 - 16.8	31,000 D	45,000 F	WIDEN EXISTING 4C CITY STREET TO 6C (THRU YUBA CITY, JCT 99-BRIDGE)	E	$ 1.5
SAC 50 12.5 - 17.0	46,000 C	97,000 F	ADD 2 MEDIAN LANES + REBUILD ICS (SUNRISE BL - FOLSOM EXIT)	D	$18.0
SUT 99 27.6 - 28.7	16,000 E	22,000 F	REBUILD EXISTING 2C TO 4E (BOGUE RD. - LINCOLN RD.)	D	$ 2.0
SAC 99 12.8 - 17.2	30,000 C	64,000 E	ADD 2 MEDIAN + REBUILD SOME IC (ELK GROVE - MACK RD.)	D	$11.0
SUT 99 34.9 - 42.4	11,000 E	14,000 F	BUY R/W FOR NEW 4E ON NEW ALIGNMENT - LIVE OAK BYPASS	C	$ 4.5
SAC 65/148 UNCONSTRUCTED	--	(48-60,000)	BUY R/W BETWEEN RTES 80-50-99 FOR NEW BELTWAY FWY	--	$14.0
YUB/SUT 65 10-12/0-2	--	29,000 C	BUILD NEW 4 - LANE FEATHER RIVER BRIDGE W/ NEW 2E CONNECTION - 3RD XING	C	$44.0
SAC/SUT 99/70 32-37/0-8	12,000 C	20,000 C	CONVERT NEW 4E TO 4F (JCT RTE 5 TO 99/70 Y)	A	$17.0
YUB 20 7.9 - 10.5	6,000 D	9,000 E	REALIGN AND ADD SHOULDERS (LOMA RICA RD. - MARYSVILLE RD.	C	$ 3.5
SAC 5 22.6	64,000 B	95,000 D	ADD NEW DOWNTOWN RAMPS (@ S AND T STS.)	C	$ 6.0 FAI
SAC 16 6.2 - 12.6	7,000 D	10,000 D	BUILD NEW 2E ON NEW ALIGNMENT (BRADSHAW - GRANTLINE RD.)	C	$16.0
SAC 5 23.8	64,000 B	95,000 D	REBUILD DOWNTOWN RAMPS (J / L STREETS)	C	$ 9.0 FAI
SAC 50 17.0 - 23.1	28,000 B	59,000 E	ADD 2 MEDIAN LANES (FOLSOM EXIT - ED CO LINE	D	$ 8.0
YOL 50 2.5 - 2.9	56,000 C	89,000 E	ADD 2 MEDIAN LANES TO EXISTING 6F (SAC DOWNTOWN EXIT - PIONEER BR.)	D	$ 5.0 FAI
SAC 65/148 UNCONSTRUCTED	--	(48-60,000)	BUILD FIRST 10 MILES OF NEW 4F/6F BELTWAY FWY BETWEEN RTES 80-50-99	--	$79.0
YUB 20 18.1	2,000 D	3,000 F	REPLACE PARKS BAR BRIDGE REALIGN APPROACHES	C	$ 6.0
TOTAL					$299.5

FIGURE 1
STATE HIGHWAY SYSTEM

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
DISTRICT 3



LEGEND

HIGHWAYS

Unconstructed State Highways (Route Adopted)

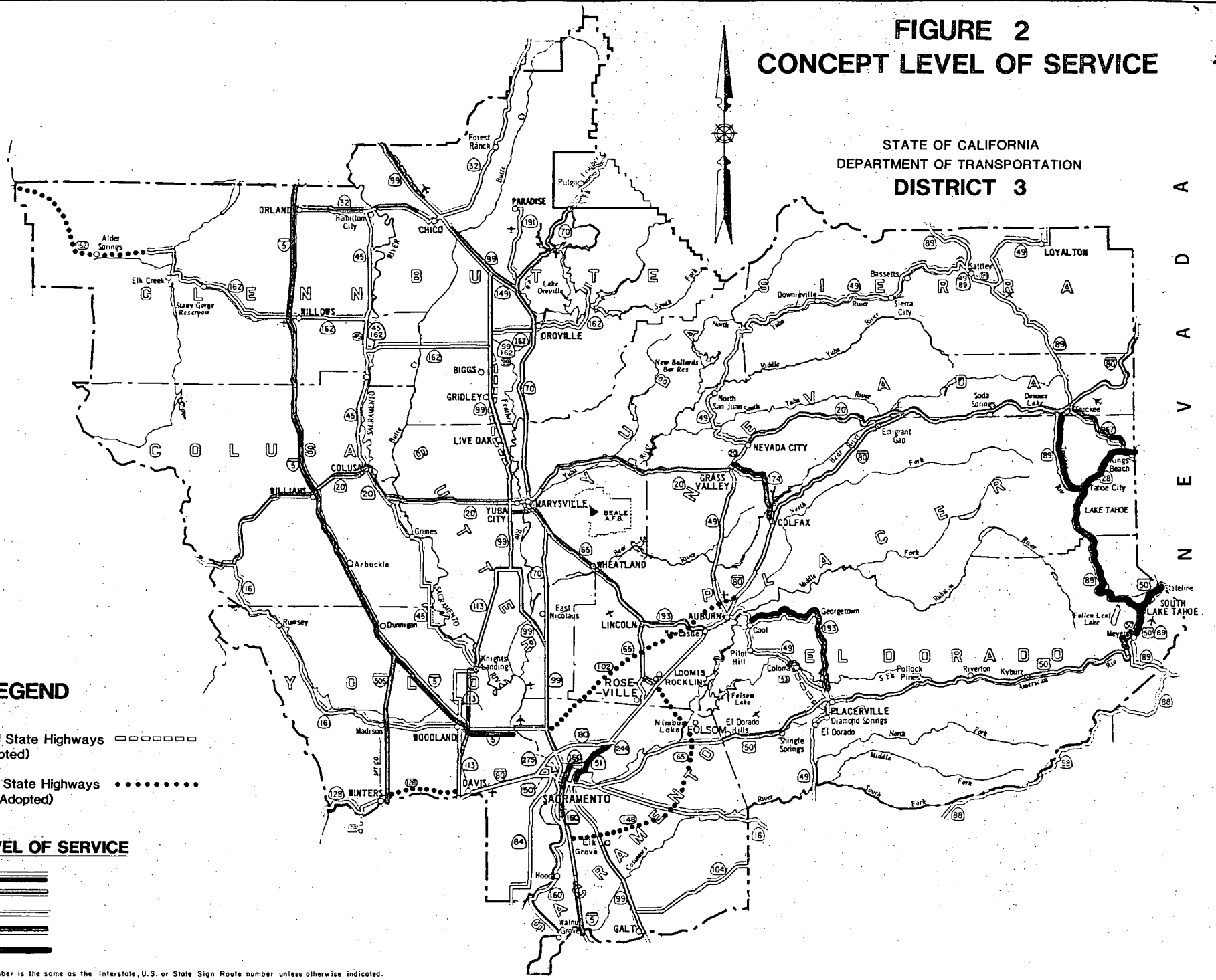
Unconstructed State Highways (Route Not Adopted)

NOTE: The Legislative Route Number is the same as the Interstate, U.S. or State Sign Route number unless otherwise indicated. When only the Legislative numbers are shown, Route Sign Shields are not installed.

10 0 10 20 30 40 MILES
10 0 10 20 30 40 50 60 KILOMETERS

FIGURE 2
CONCEPT LEVEL OF SERVICE

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
DISTRICT 3



LEGEND

HIGHWAYS

Unconstructed State Highways (Route Adopted)

Unconstructed State Highways (Route Not Adopted)

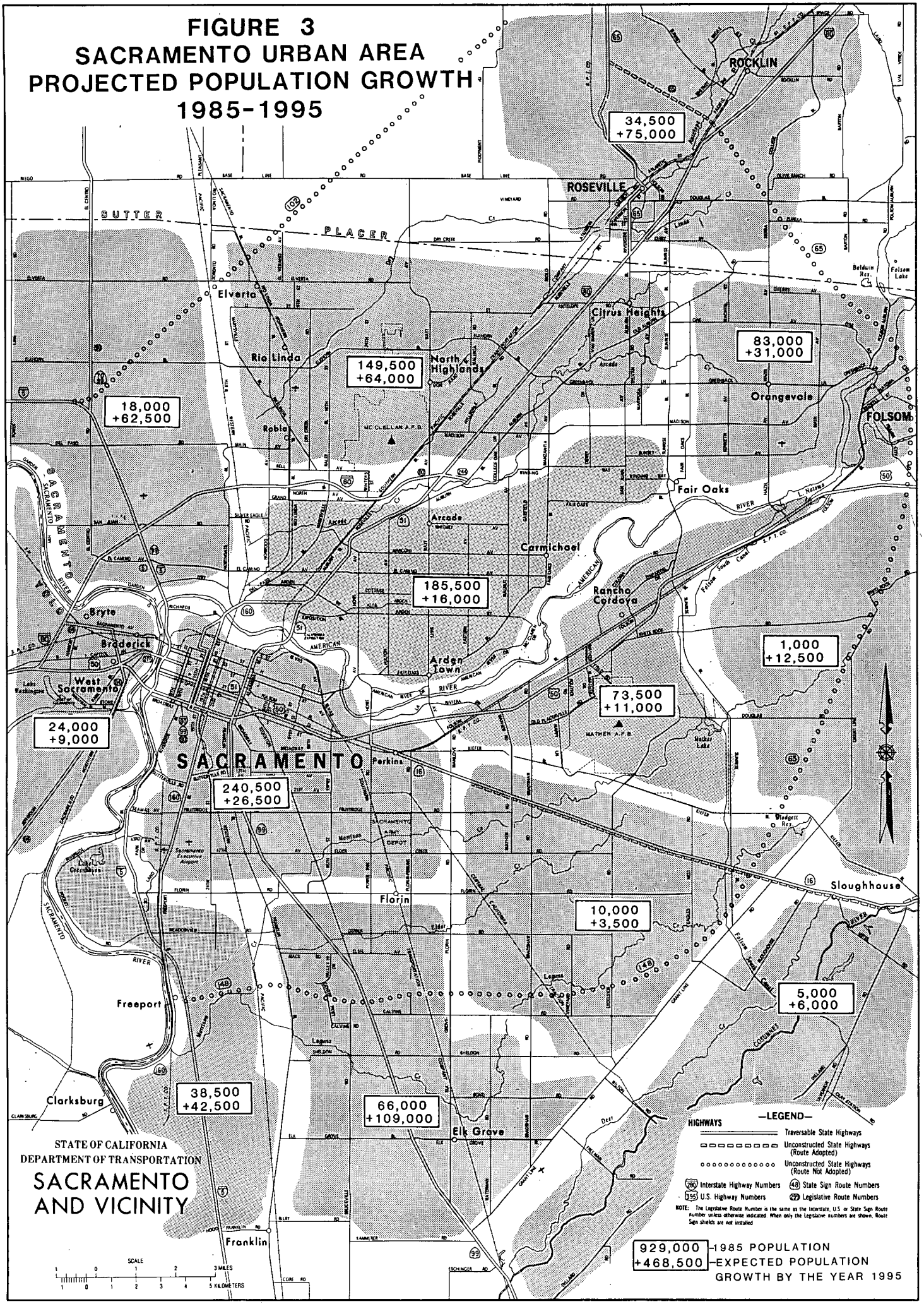
CONCEPT LEVEL OF SERVICE

B
C
D
E
F

NOTE: The Legislative Route Number is the same as the Interstate, U.S. or State Sign Route number unless otherwise indicated. When only the Legislative numbers are shown, Route Sign Shields are not installed.

10 0 10 20 30 40 MILES
10 0 10 20 30 40 50 60 KILOMETERS

FIGURE 3
SACRAMENTO URBAN AREA
PROJECTED POPULATION GROWTH
1985-1995

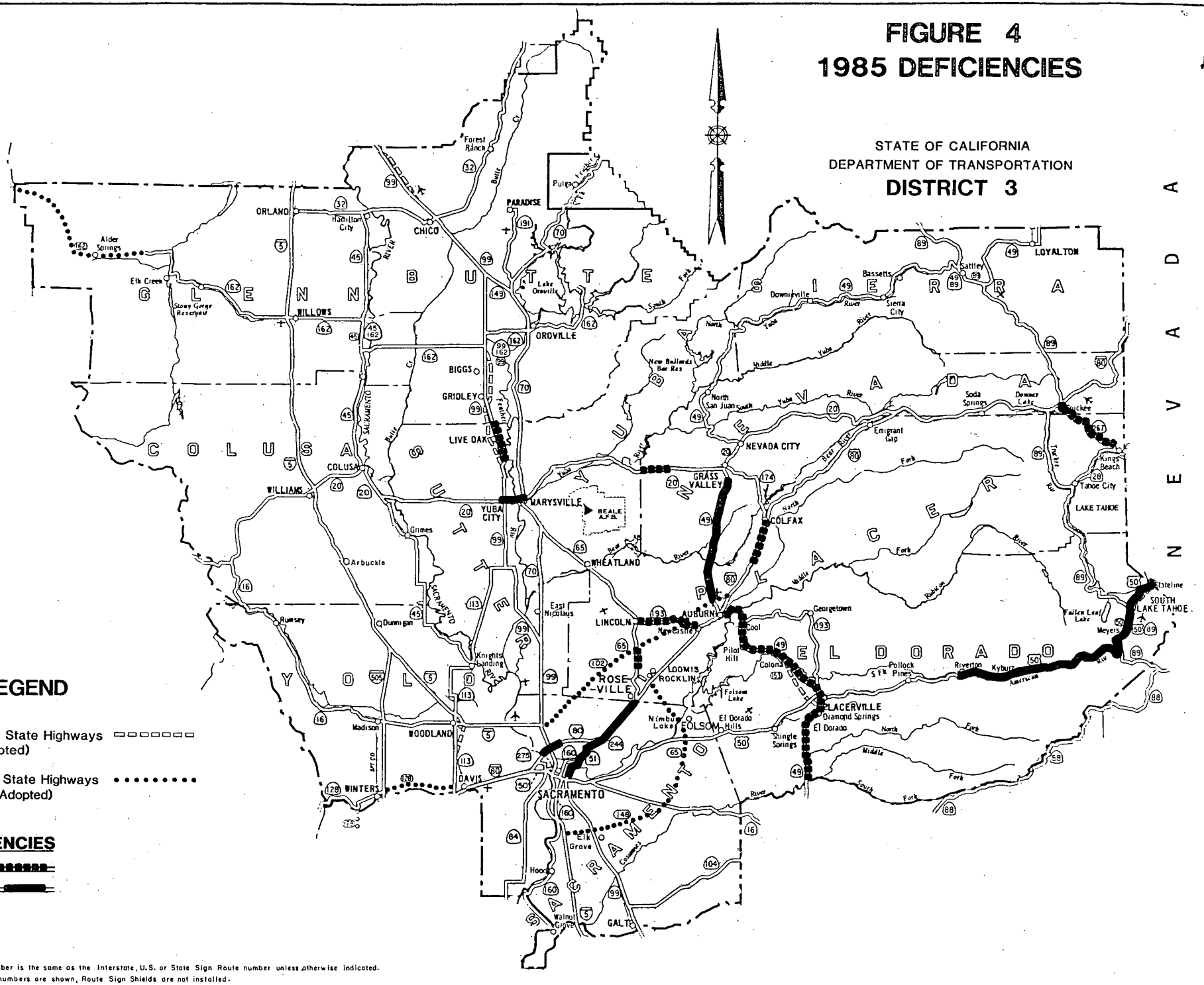


STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

SACRAMENTO AND VICINITY

FIGURE 4
1985 DEFICIENCIES

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
DISTRICT 3



LEGEND

HIGHWAYS

Unconstructed State Highways (Route Adopted)

Unconstructed State Highways (Route Not Adopted)

1985 DEFICIENCIES

MODERATE

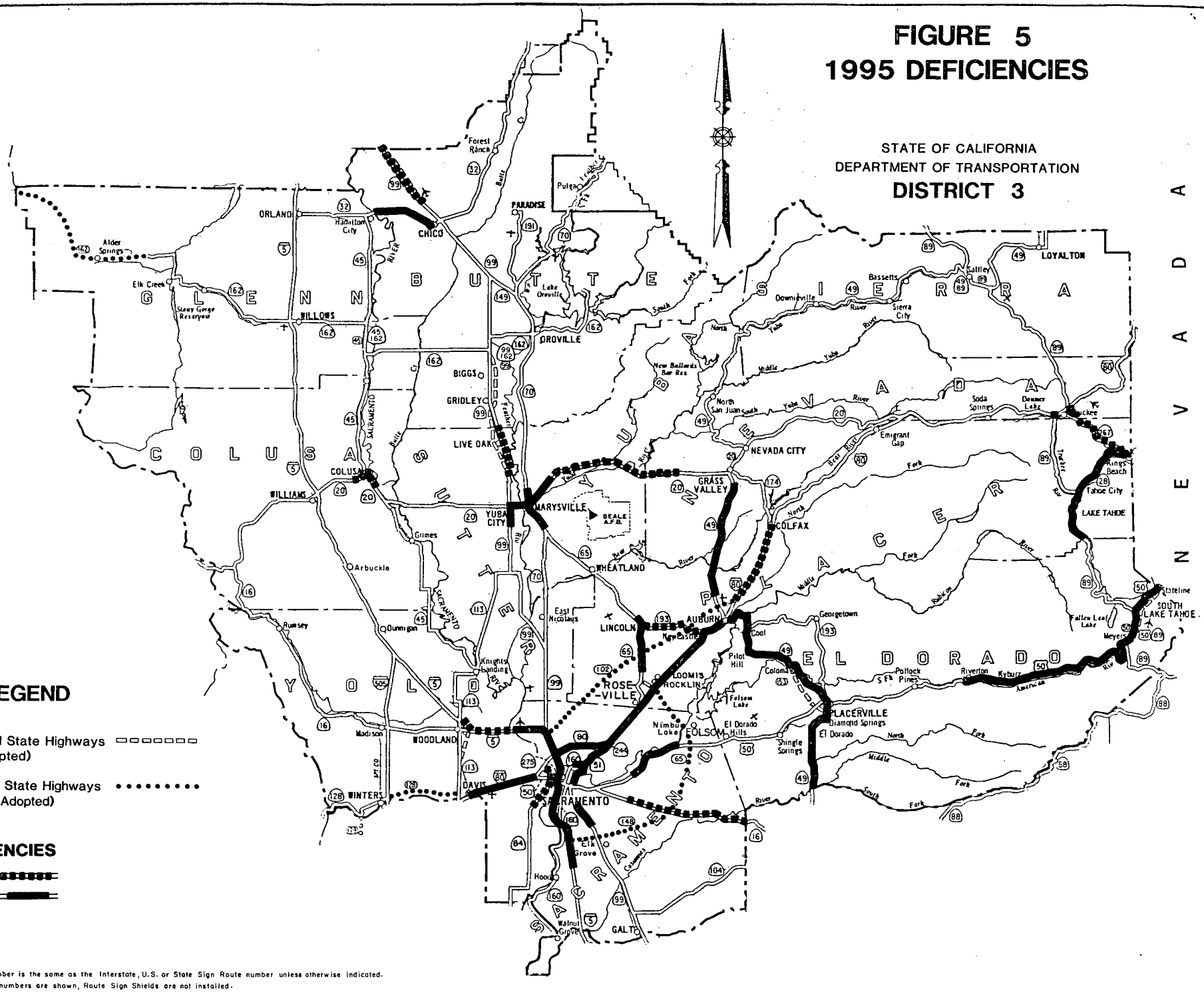
SEVERE

NOTE: The Legislative Route Number is the same as the Interstate, U.S. or State Sign Route number unless otherwise indicated. When only the Legislative numbers are shown, Route Sign Shields are not installed.

10 0 10 20 30 40 MILES
10 0 10 20 30 40 50 60 KILOMETERS

FIGURE 5
1995 DEFICIENCIES

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
DISTRICT 3



LEGEND

HIGHWAYS

Unconstructed State Highways (Route Adopted)

Unconstructed State Highways (Route Not Adopted)

1995 DEFICIENCIES

MODERATE

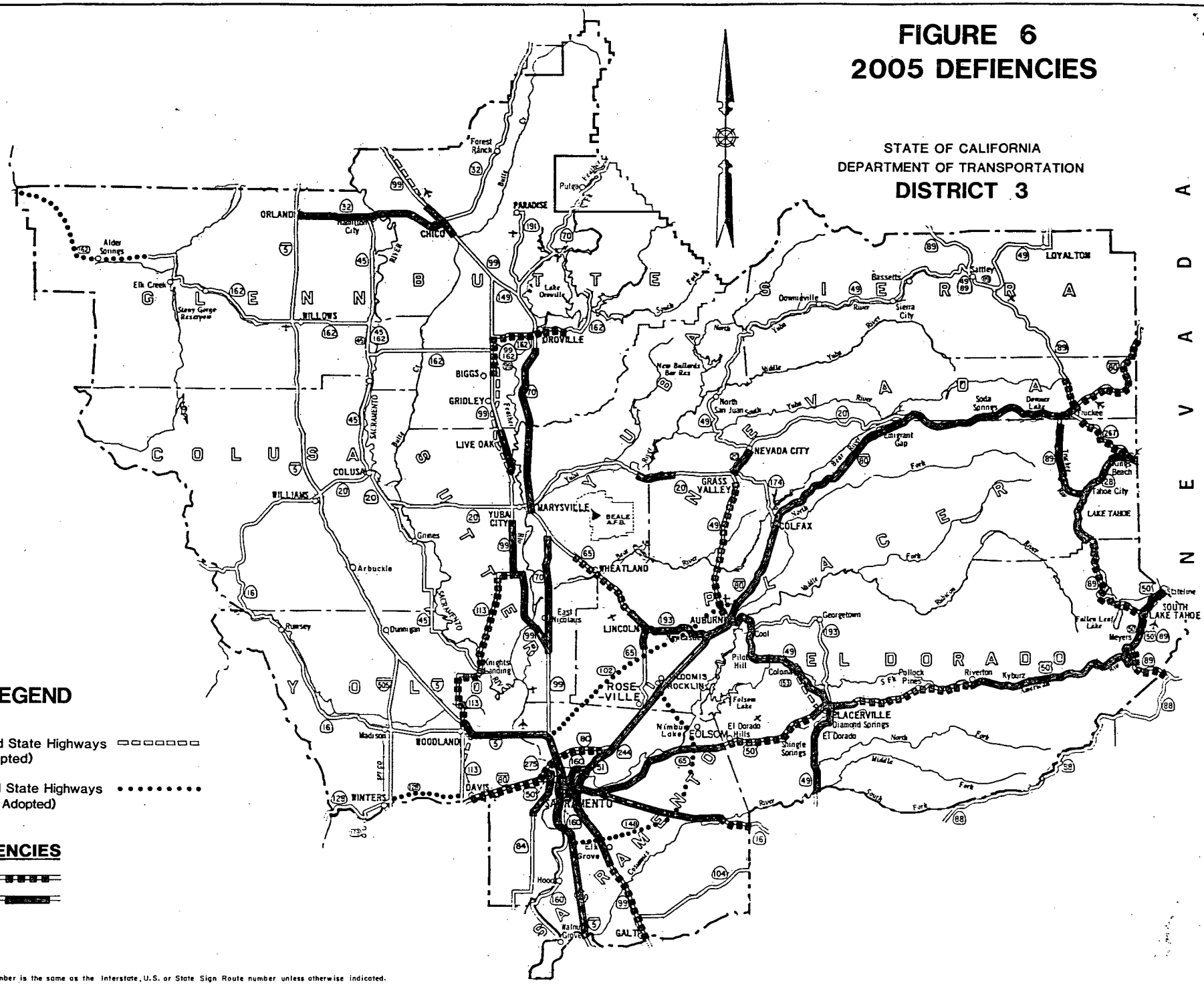
SEVERE

NOTE: The Legislative Route Number is the same as the Interstate, U.S. or State Sign Route number unless otherwise indicated. When only the Legislative numbers are shown, Route Sign Shields are not installed.

10 0 10 20 30 40 MILES
10 0 10 20 30 40 50 60 KILOMETERS

FIGURE 6
2005 DEFIENCIES

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
DISTRICT 3



LEGEND

HIGHWAYS

Unconstructed State Highways (Route Adopted)

Unconstructed State Highways (Route Not Adopted)

2005 DEFICIENCIES

MODERATE

SEVERE

NOTE: The Legislative Route Number is the same as the Interstate, U.S. or State Sign Route number unless otherwise indicated. When only the Legislative numbers are shown, Route Sign Shields are not installed.

10 0 10 20 30 40 MILES
10 0 10 20 30 40 50 60 KILOMETERS