

SR-88

OCTOBER 2013

San Joaquin County



Alpine County



Amador County



CALTRANS DISTRICT 10

State Route 88

TRANSPORTATION CONCEPT REPORT

Prepared by:

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Table of Contents

Introduction to the Transportation Concept Report.....4
Executive Summary.....5

SAN JOAQUIN COUNTY

San Joaquin County Summary.....6
Segment Fact Sheets.....8

AMADOR COUNTY

Amador County Summary.....21
Segment Fact Sheets.....23

ALPINE COUNTY

Alpine County Summary.....36
Segment Fact Sheets.....38

APPENDICES

Appendix A: Glossary.....42
Appendix B: Acronyms.....43

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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, Caltrans establishes a long-range vision for its highways and determine 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 2000) 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.

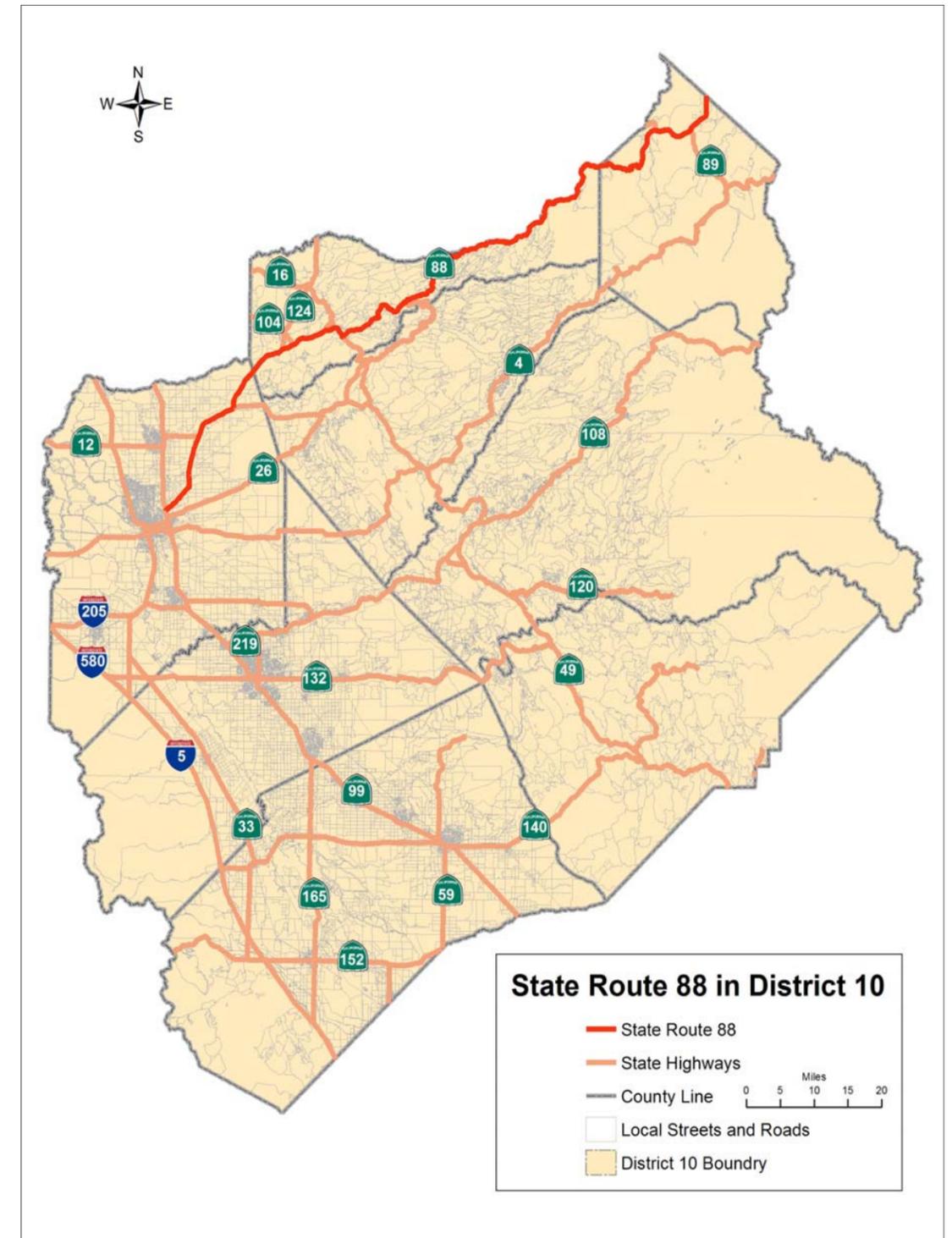
Throughout its full extent, State Route (SR) 88 is on the Interregional Road System (IRRS), but is not included as either a High Emphasis Route or a Focus Route. The concept LOS standard for facilities with the IRRS designation in District 10 is 'C' for rural and 'D' for urban.

The Federal Highways Administration (FHWA) has functionally classified SR-88 as an Other Principal Arterial and is on the Federal Highway System (FHS) from its intersection with SR-99 through to its terminus at the Nevada Stateline. SR-88 is not a part of the strategic highway network. SR-88 is a Terminal Access route consistent with the Surface Transportation Assistance Act's provisions throughout much of its length. SR-88 is both pedestrian and bicycle accessible, and is designated and considered eligible for State or federal scenic highway status along portions of the route.

Current and future LOS for SR-88 are deficient in San Joaquin and Amador Counties. The concept facility required to address these deficiencies include a four lane expressway on new or existing alignments, except for towns where restricted right of way and commercial access would dictate a four lane conventional highway on the existing alignment. Throughout both Amador and San Joaquin Counties, many of the deficient segments occur in mountainous or rolling terrain, and attaining concept LOS can be likely achieved with operational improvements. Planned or programmed

projects to meet these deficiencies are identified in the county discussion.

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

San Joaquin County, in the guise of Stockton, has historically been the commercial and industrial hub of the Northern San Joaquin Valley. Roads and later railroad lines generally radiated outwards to the east and south, avoiding the numerous waterways of the Delta, to connect to the various mining towns of the Mother Lode, and agricultural towns of the Valley. The Delta provided a water transport connection with the San Francisco Bay. Many of the routes involved in the past transport of primary goods (food, metal ore, and timber) became state highways as was the case with SR-88.

Thirteen segments of SR-88 in San Joaquin County (SJ-88) were analyzed. These divisions follow considerations of changes in traffic volume, its composition, or its flow; a change in the number of lanes; whether the segment was urban or rural; and, changes in transportation planning or land use planning agency. This method deviates from that suggested in HCM (2000), but provides for a more concise characterization for the need for capacity increases, verses operation improvements generally beyond this document's scope.

For California, LOS traditionally measured highway performance, though once a highway segment approaches or exceeds LOS 'F', other performance measures may be employed. To characterize LOS, two software applications were employed—Highway Capacity Software (HCS) and the Florida Department of Transportation (FDOT) transportation applications also known as LOSPLAN (packaged together under the McTrans HCS trademark). Unique differences in application of the two programs to SJ-88 in determining a segment's LOS need to be considered when those determinations differ. Where discrepancies arose, determinations obtained with the FDOT models were considered closer to present or future conditions.

Application of HCS (version 5.4) consistent with HCM (2000) employed the Two Lane Highway option. At the time of analysis, the Urban Streets module was unavailable, precluding analysis of interrupted flow conditions. Supplementing HCS, analysis was performed using the FDOT's HIGHPLAN and ARTPLAN. HIGHPLAN and HCS typically provide equivalent results and serve as a useful means to assess modeling errors. HIGHPLAN has unique features making it better amenable to analyze features of segments with two way left turn lanes (three lane or five lane conventional highways), which are characteristic of three of the segments considered. HCS permits analysis of passing lanes as operational improvements in lieu of capacity increasing improvements, but distances between intersections and numerous access

points violate the expressway design standards presumed in the application. With this in mind, the passing lane analysis was not employed though several segments east of the Eight Mile Road intersection would appear amenable to evaluation.

ARTPLAN best characterizes the performance of segments subject to interrupted flow. Interrupted flow generally results from closely spaced traffic signals with low speed limits, and heavy traffic volumes both on the main line and the cross street. These conditions generally will produce an LOS of 'F' due to their traffic volumes exceeding the road's capacity. Segment nine (Jack Tone Road to Elliot and Tully Roads) was assessed with ARTPLAN, while segments five and six (Eight Mile Road to Harney Lane; and, Harney Lane to Kettleman Lane) were assessed employing both HIGHPLAN and ARTPLAN.

Over the past fifteen years, the number of signalized intersections on SJ-88 has increased from one (Eight Mile Road) to six (with the addition of Alpine Road, Harney Lane, Kettleman Lane, SR-12W, Elliot/Tully Roads, and SR-12E). The result has been overall improvement of intersection operations at the expense of segment operations. At lower volumes, the segments with signals at both ends show uninterrupted traffic flow, consistent with meeting the needs for interregional commutes from Calaveras, and Amador Counties; but with increasing traffic volumes appear to shift to interrupted flow, which better meet local transportation needs at the expense of regional travel. Although it appears unclear what percentage of peak hour commute traffic is interregional, the expected outcome has been increased travel time for trips originating outside of San Joaquin County. This change is most noticeable with analysis of segment six, but is expected to also affect segment five, and possibly segment seven (Kettleman Lane to SR-12 West --Victor Road) though this is not clear with present traffic projections. In the future, the number of signalized intersections on SJ-88 between Lockeford and Eight Mile Road will continue to increase, as further suburbanization occurs.

Future forecast volumes were obtained through three linear projections, from twenty year previous to present, the local transportation planning jurisdiction's travel demand model (TDM), and a twenty year state-wide growth projection from present. Comparison is made between the three projections for consistency, and may result in one projection being dropped, usually because it markedly overestimates or underestimates future growth compared to a trans-

portation planning jurisdiction's TDM.

SJ-88 serves three communities, Waterloo, Lockeford, and Clements. Past and current economic activities relied upon agriculture (nut crops and wines), though Lockeford was historically associated with river trade. The communities currently serve as suburban enclaves within the greater Stockton area, with residents working away from the community.

According to the 2010 census, more than a quarter of the inhabitants of Waterloo and Lockeford identified themselves as Latino (26.6%, and 29.6% compared to 38.9% for San Joaquin County and 32.4% for California), with all other racial categories under represented compared to State averages, save 'white'. Median household income is below the state average, (\$43,750 for Lockeford compared to \$46,816 for California, 2000 Census) but greater than that for San Joaquin County as a whole (\$41,282, 2000 Census).

General plans characterize and distribute future population density, and thus influence future traffic volumes. The San Joaquin County General Plan (2010) designates much of the adjoining properties along SJ-88 to rural residential, low density residential, and general agriculture designations. Within the twenty year planning horizon of this document, any traffic increase on SJ-88 will likely reflect growth outside the immediate corridor. Improvements along the facility will require upgrades on new alignments to expressway, but will retain conventional highway design features along existing alignments where access rights have not been acquired, consistent with SJ-88 being a component of the IRRS.

Few multimodal opportunities exist on SJ-88. The current Regional Transportation Plan (RTP) includes one funded expansion of the bicycle network adjacent to the highway (RTP project # 2011-8009, which indicates the City of Stockton will construct a Class III bicycle lane along Eight Mile Road from I-5 to Jack Tone Road). Planned efforts include future construction of Class III bike lanes on Eight Mile Road, Live Oak Road, Harney Lane, Tully Road, and Liberty Road. No local transit service is provided along SJ-88, and there are no direct passenger rail or air travel links on the route.

SJ-88 has an important role in the interregional movement of goods and services between California and Nevada, its role is less pronounced in San Joaquin County, than in Alpine or Amador Counties. The primary route of goods

SAN JOAQUIN COUNTY SUMMARY

transport runs along SJ-88 from Amador County to SR-12 East south of Lockeford, and moves outwards on SJ-12 West to SR-99, I-5 or the Bay Area. Although several warehouses and truck transport firms employ SJ-88 near SR-99, their location reflects access to SR-99 rather than deployment on SJ-88.

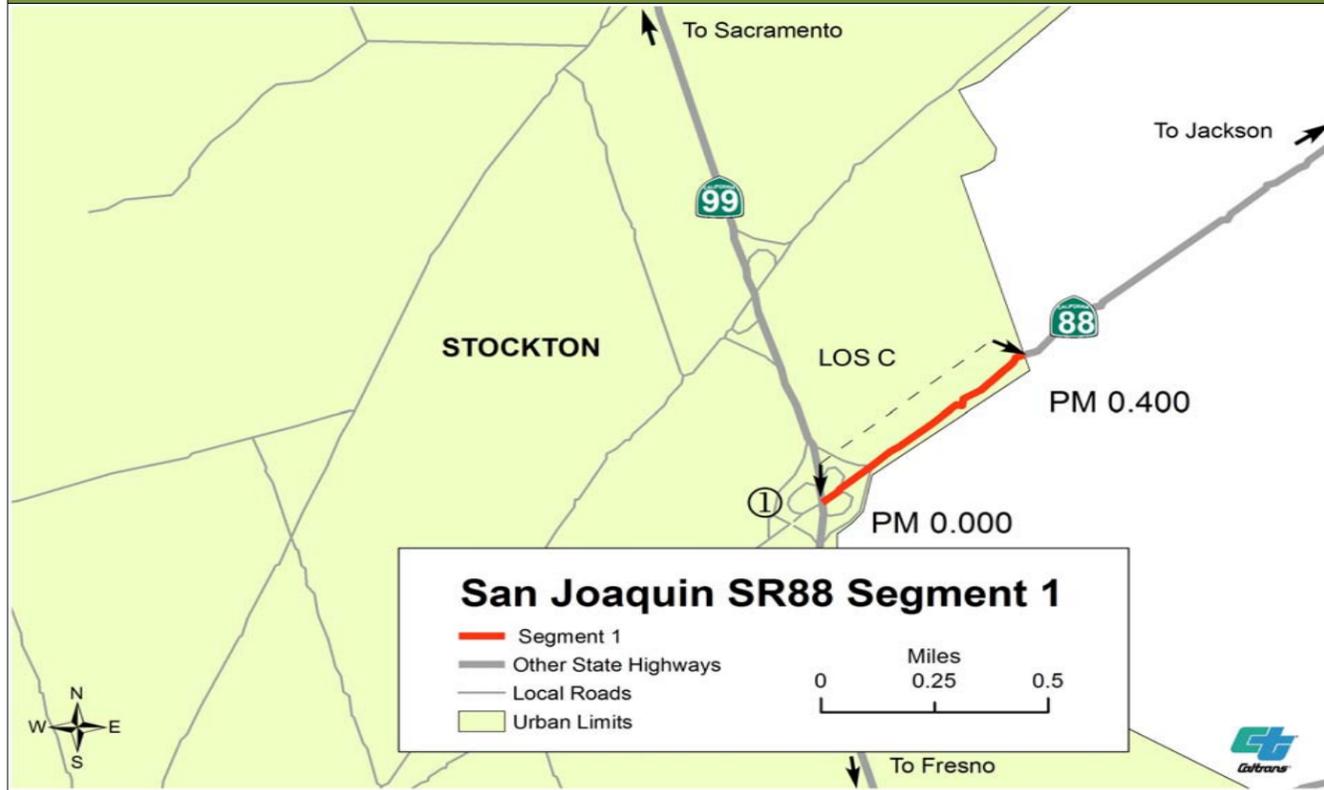
All highway segments, save segments one and two, are currently deficient, or will become so in the next twenty years. Review of the District 10 Status of Projects and the San Joaquin County Council of Government's (SJCOG) RTP (2011) indicates that no financially constrained or programmed projects exist to address the deficiency, but that a financially unconstrained project is included in the RTP to address the highway segments between SJ-12 West and the Amador County line (segments eight through thirteen) with the intention to install passing lanes (RTP, 2011, Project # 07-1037).

SAN JOAQUIN COUNTY FACT SHEETS—SEGMENT 1

STATE ROUTE 88 TRANSPORTATION CONCEPT REPORT

SAN JOAQUIN COUNTY

SEGMENT 1



Segment Location:			
Description: JCT SR-99/SR-88 to Wilcox Road			
Post Mile: 0.000-0.400	Rural/Urban/Urbanized: Urbanized		
Length: 0.400	Within City Limits: Yes		
Functional Classification: Principal Arterial	Local Planning Jurisdiction: San Joaquin County Council of Governments		
	Other Agency/Entity: San Joaquin County		
Roadbed Information (approximate)			
Number of Lanes: Four	Lane Width (ft.): 12		
Terrain: Level	Right of Way Width (ft.): 67		
Grade %: N/A	Shoulder Width (ft.): 4		
Accessible to Bicycles: Yes	Median Width (ft.): 11		
Bridge Needs		Distressed Lane Miles: 1.87	
Postmile: N/A		Present Serviceability Rating: 3	
Bridge#: N/A			
Bridge Name: N/A			
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: No		
Freeway Agreement: No	Access to Intermodal Freight Facility: No		
Environmental Status			
Degree of Impact		Degree of Impact	
Flood Plains: 100 year floodplain		Cultural Resources: Low	
Wetlands: Moderate		Leaking Underground Tanks: High	
Special Status Species: Low to Moderate		Possible Hazardous Waste: Low	
Air Quality			
Ozone: Non-attainment	Particulate Matter 10 m: Non-attainment	Particulate Matter 2.5 m: Non-attainment	Carbon Monoxide: Attainment

Travel Forecast Data						
Posted Speed: 40 MPH	2009		2020		2030	
Existing Facility: Four lane conventional highway	HCS: N/A	LOSPLAN: C	HCS: N/A	LOSPLAN: C	HCS: N/A	LOSPLAN: D
Level of Service: N/A	LOSPLAN: 0.44	HCS: N/A	LOSPLAN: 0.59	HCS: N/A	LOSPLAN: 0.79	
Volume/Capacity: N/A	2100	2800	3700			
Peak Hour Volume: 20,550	27,744	36,802				
Average Daily Traffic: 70/30	70/30	70/30				
Peak Hour Directional Split: 7.4	7.4	7.4				
Truck Volume % of Total ADT: 5.9	5.9	5.9				
Peak Hour % of Trucks: 5.9	5.9	5.9				

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	0.000-0.400	PM		PM		PM	
Location	On Route	Location		Location		Location	
Class	III						
LOS	N/A						
Pedestrian Facility		Park and Rides		Freight Distribution		Transit Bus	
Yes/No	Yes	Yes/No	No	Yes/No	Yes	Yes/No	No
PM	0.000-0.400	PM		PM	0.400	PM	
Location	South Shoulder	Location		Location	1990 Piccoli Drive	Location	
LOS	N/A						

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

Planned			Programmed Projects		
Post Mile	Location	Description			
① 0.000	SR-99/SR-88 Interchange	Widen interchange to eight lanes			
●	There are no programmed projects for this segment				

Intelligent Transportation System (ITS) Elements & Detection			
Postmile	ITS Element	Status	Direction
	No ITS elements present		

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.

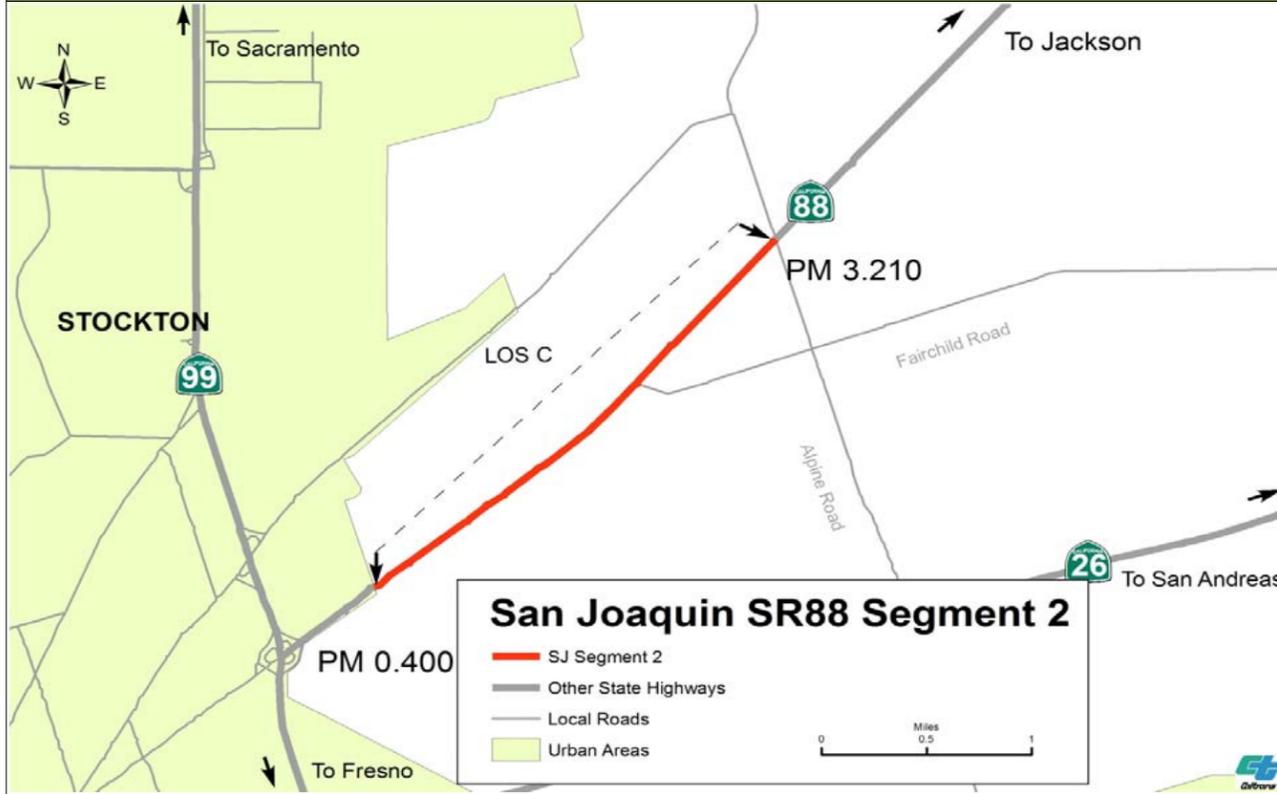
Comments

SAN JOAQUIN COUNTY FACT SHEETS—SEGMENT 2

STATE ROUTE 88 TRANSPORTATION CONCEPT REPORT

SAN JOAQUIN COUNTY

SEGMENT 2



San Joaquin SR88 Segment 2
 — SJ Segment 2
 — Other State Highways
 — Local Roads
 — Urban Areas

Segment Location:			
Description: Wilcox Road to Alpine Road			
Post Mile: 0.400-3.210	Rural/Urban/Urbanized: Rural		
Length: 2.810	Within City Limits: No		
Functional Classification: Principal Arterial	Local Planning Jurisdiction: San Joaquin County Council of Governments		
		Other Agency/Entity: San Joaquin County	
Roadbed Information (approximate)			
Number of Lanes: Two	Lane Width (ft.): 12		
Terrain: Level	Right of Way Width (ft.): 50		
Grade %: N/A	Shoulder Width (ft.): 8		
Accessible to Bicycles: Yes	Median Width (ft.): 10		
Bridge Needs		Distressed Lane Miles: 2.87	
Postmile: N/A		Present Serviceability Rating: 3	
Bridge#: N/A			
Bridge Name: N/A			
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: No		
Freeway Agreement: No	Access to Intermodal Freight Facility: No		
Environmental Status			
Degree of Impact		Degree of Impact	
Flood Plains: 100 year floodplain		Cultural Resources: Low	
Wetlands: Low		Leaking Underground Tanks: Moderate to 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	Carbon Monoxide: Attainment

Travel Forecast Data						
Posted Speed: 50 MPH	2009		2020		2030	
	HCS	LOSPLAN	HCS	LOSPLAN	HCS	LOSPLAN
Existing Facility: Two lane conventional highway	E	C	E	C	E	C
Level of Service:	0.54	0.50	0.61	0.59	0.70	0.68
Volume/Capacity:	1,163		1,300		1,500	
Peak Hour Volume:	11,370		13,286		15,417	
Average Daily Traffic:	70/30		70/30		70/30	
Peak Hour Directional Split:	7.4		7.4		7.4	
Truck Volume % of Total ADT:	5.9		5.9		5.9	
Peak Hour % of Trucks:						

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: Yes/No	Airports: Yes/No	Intermodal Commuter Facilities: Yes/No	Intermodal Freight Facilities: Yes/No
Yes	No	No	No
PM 0.400-3.210	PM	PM	PM
Location: On Route	Location	Location	Location
Class: III			
LOS: N/A			
Pedestrian Facility: Yes/No	Park and Rides: Yes/No	Freight Distribution: Yes/No	Transit Bus: Yes/No
No	No	No	No
PM	PM	PM	PM
Location	Location	Location	Location
LOS			

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

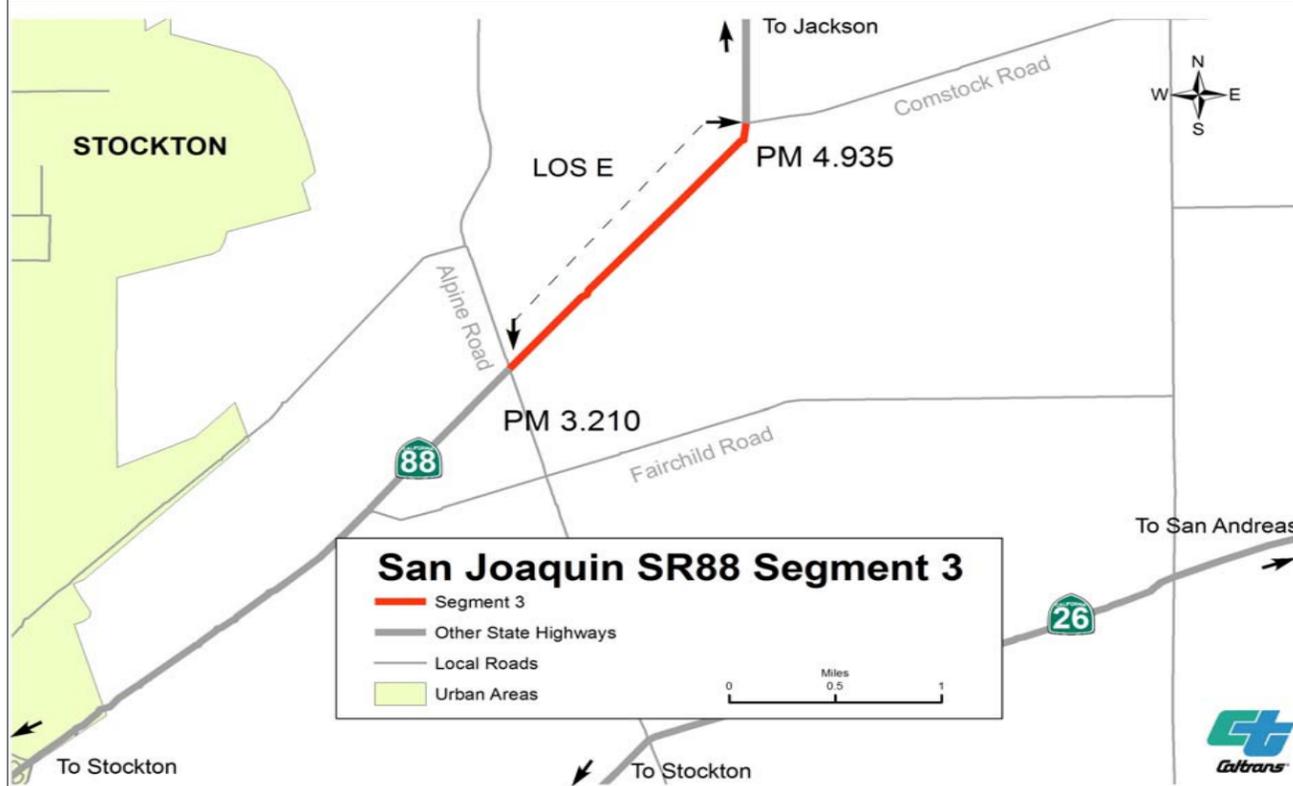
Planned			Programmed Projects		
Post Mile	Location	Description			
○		There are no planned projects for this segment			
●		There are no programmed projects for this segment			

Intelligent Transportation System (ITS) Elements & Detection			
Postmile	ITS Element	Status	Direction
	No ITS elements present		

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



Segment Location:			
Description: Alpine Road to Comstock Road			
Post Mile: 3.210-4.935	Rural/Urban/Urbanized: Rural		
Length: 1.73	Within City Limits: No		
Functional Classification: Principal Arterial	Local Planning Jurisdiction: San Joaquin County Council of Governments		
	Other Agency/Entity: San Joaquin County		
Roadbed Information (approximate)			
Number of Lanes: Two	Lane Width (ft.): 12		
Terrain: Level	Right of Way Width (ft.): 40		
Grade %: N/A	Shoulder Width (ft.): 8		
Accessible to Bicycles: Yes	Median Width (ft.): N/A		
Bridge Needs		Distressed Lane Miles: 0.00	
Postmile: N/A		Present Serviceability Rating: 3	
Bridge#: N/A			
Bridge Name: N/A			
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: No		
Freeway Agreement: No	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	
Air Quality			
Ozone: Non-attainment	Particulate Matter 10 m: Non-attainment	Particulate Matter 2.5 m: Non-attainment	Carbon Monoxide: Attainment

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:	2009		2020		2030	
	HCS	LOSPLAN	HCS	LOSPLAN	HCS	LOSPLAN
	E	C	E	D	E	D
	0.44	0.46	0.50	0.54	0.58	0.63
	985		1,100		1,300	
9,150		10,737		12,502		
70/30		70/30		70/30		
7.4		7.4		7.4		
5.9		5.9		5.9		

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 PM Location Class LOS	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 on new alignment, four lane conventional on existing alignment
Ultimate Transportation Corridor:	Four lane expressway
Comments:	

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

Intelligent Transportation System (ITS) Elements & Detection			
Postmile	ITS Element	Status	Direction
	No ITS elements present		

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.

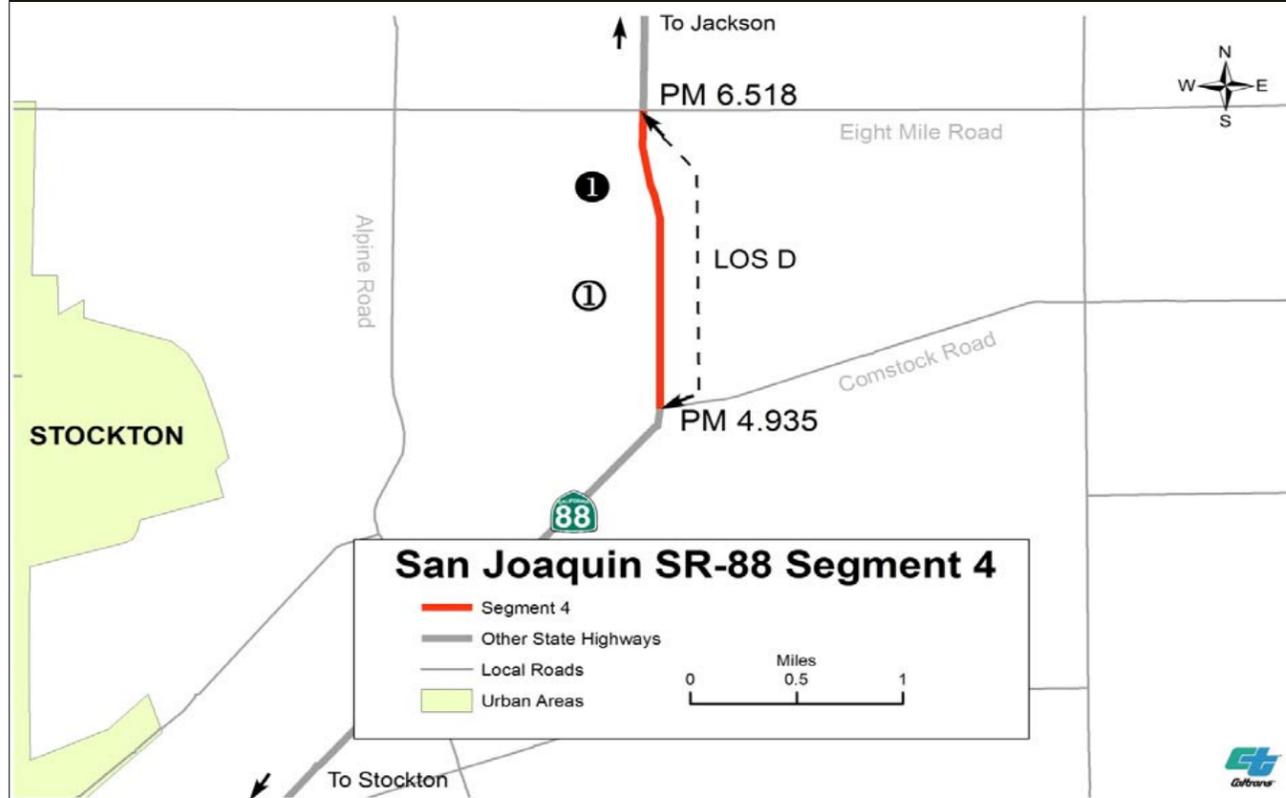
Comments:

SAN JOAQUIN COUNTY FACT SHEETS—SEGMENT 4

STATE ROUTE 88 TRANSPORTATION CONCEPT REPORT

SAN JOAQUIN COUNTY

SEGMENT 4



Segment Location:			
Description: Comstock Road to Eight Mile Road			
Post Mile: 4.935-6.518	Rural/Urban/Urbanized: Rural		
Length: 1.583	Within City Limits: No		
Functional Classification: Principal Arterial	Local Planning Jurisdiction: San Joaquin County Council of Governments		
	Other Agency/Entity: San Joaquin County		
Roadbed Information (approximate)			
Number of Lanes: Two	Lane Width (ft.): 12		
Terrain: Level	Right of Way Width (ft.): 26		
Grade %: N/A	Shoulder Width (ft.): 1		
Accessible to Bicycles: Yes	Median Width (ft.): N/A		
Bridge Needs		Distressed Lane Miles: 0.97	Present Serviceability Rating: 3
Postmile: 6.090			
Bridge#: 29-0060			
Bridge Name: Calaveras River Bridge			
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: No		
Freeway Agreement: No	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	
Air Quality			
Ozone: Non-attainment	Particulate Matter 10 m: Non-attainment	Particulate Matter 2.5 m: Non-attainment	Carbon Monoxide: Attainment

Travel Forecast Data	2009						2020						2030					
	HCS		LOSPLAN		LOSPLAN		HCS		LOSPLAN		LOSPLAN		HCS		LOSPLAN		LOSPLAN	
	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D
Posted Speed: 55 MPH																		
Existing Facility: Two lane conventional highway																		
Level of Service:																		
Volume/Capacity:	0.35	0.35	0.38	0.40	0.42	0.47												
Peak Hour Volume:	740		800		900													
Average Daily Traffic:	6,600		7,657		8,833													
Peak Hour Directional Split:	70/30		70/30		70/30													
Truck Volume % of Total ADT:	7.4		7.4		7.4													
Peak Hour % of Trucks:	5.9		5.9		5.9													

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	4.935-6.518	PM		PM		PM	
Location	On Route	Location		Location		Location	
Class	III						
LOS	N/A						
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 on new alignment, four lane conventional on existing alignment
Ultimate Transportation Corridor:	Four lane expressway
Comments:	

Post Mile	Location		Description
	Planned	Programmed Projects	
① 5.1/L12.3	Stockton Rehab		Widen shoulders pavement rehab.
① 6.090/8.900	Calaveras River Bridge		Replace rail at Calaveras River, Mosher Slough, Bear Creek, and Bear Creek

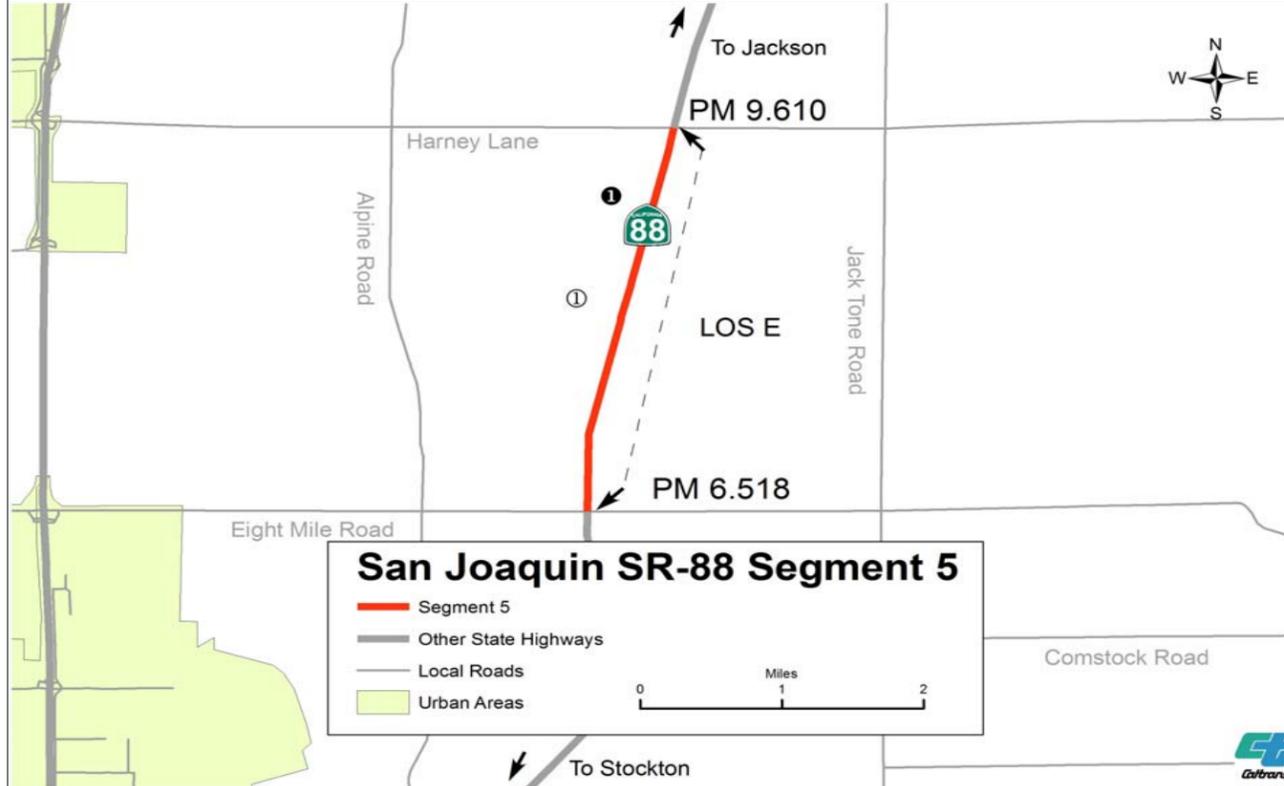
Intelligent Transportation System (ITS) Elements & Detection			
Postmile	ITS Element	Status	Direction
	No ITS elements present		

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 5

STATE ROUTE 88 TRANSPORTATION CONCEPT REPORT SAN JOAQUIN COUNTY SEGMENT 5



Description: Eight Mile Road to Harney Lane			
Post Mile: 6.518-9.610	Rural/Urban/Urbanized: Rural	Segment Location:	
Length: 3.092	Within City Limits: No		
Functional Classification: Principal Arterial	Local Planning Jurisdiction: San Joaquin County Council of Governments		
Other Agency/Entity: San Joaquin County			
Roadbed Information (approximate)			
Number of Lanes: Two	Lane Width (ft.): 12		
Terrain: Level	Right of Way Width (ft.): 32		
Grade %: N/A	Shoulder Width (ft.): 4		
Accessible to Bicycles: Yes	Median Width (ft.): N/A		
Bridge Needs		Distressed Lane Miles: 4.75	
Postmile: 7.53, 9.34	Present Serviceability Rating: 2		
Bridge#: 29-0061;-0062;-0063			
Bridge Name: Listed in comments			
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: No		
Freeway Agreement: No	Access to Intermodal Freight Facility: No		
Environmental Status			
Degree of Impact		Degree of Impact	
Flood Plains: 100 and 500 year floodplain	Wetlands: Moderate	Cultural Resources: High	
Special Status Species: Moderate to High		Leaking Underground Tanks: Low	
		Possible Hazardous Waste: Low	
Air Quality			
Ozone: Non-attainment	Particulate Matter 10 m: Non-attainment	Particulate Matter 2.5 m: Non-attainment	Carbon Monoxide: Attainment

Travel Forecast Data						
Posted Speed: 55 MPH Existing Facility: Two lane conventional highway Level of Service: E Volume/Capacity: 0.43 Peak Hour Volume: 915 Average Daily Traffic: 8,850 Peak Hour Directional Split: 70/30 Truck Volume % of Total ADT: 7.4 Peak Hour % of Trucks: 5.9	2009		2020		2030	
	HCS	LOSPLAN	HCS	LOSPLAN	HCS	LOSPLAN
	E	E	E	E	E	E
	0.43	0.43	0.51	0.52	0.61	0.63
	915		1,100		1,300	
8,850		10,780		12,949		
70/30		70/30		70/30		
7.4		7.4		7.4		
5.9		5.9		5.9		

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	6.518-9.610	PM		PM		PM	
Location	On Route	Location		Location		Location	
Class	III						
LOS	N/A						
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 on new alignment, four lane conventional on existing alignment	
Ultimate Transportation Corridor: Four lane expressway	
Comments:	

Planned			Programmed Projects		
Post Mile	Location	Description	Post Mile	Location	Description
① 5.1/L12.3	Stockton Rehab	Widen shoulders pavement rehab.	① 6.090/8.900	Mosher Slough, Bear Creek, and Bear Creek Overflow Bridges	Replace rail at Calaveras River, Mosher Slough, Bear Creek, and Bear Creek

Intelligent Transportation System (ITS) Elements & Detection			
Postmile	ITS Element	Status	Direction
	No ITS elements present		

Comments:					
Mosher Slough, Bear Creek, and Bear Creek Overflow Bridges					

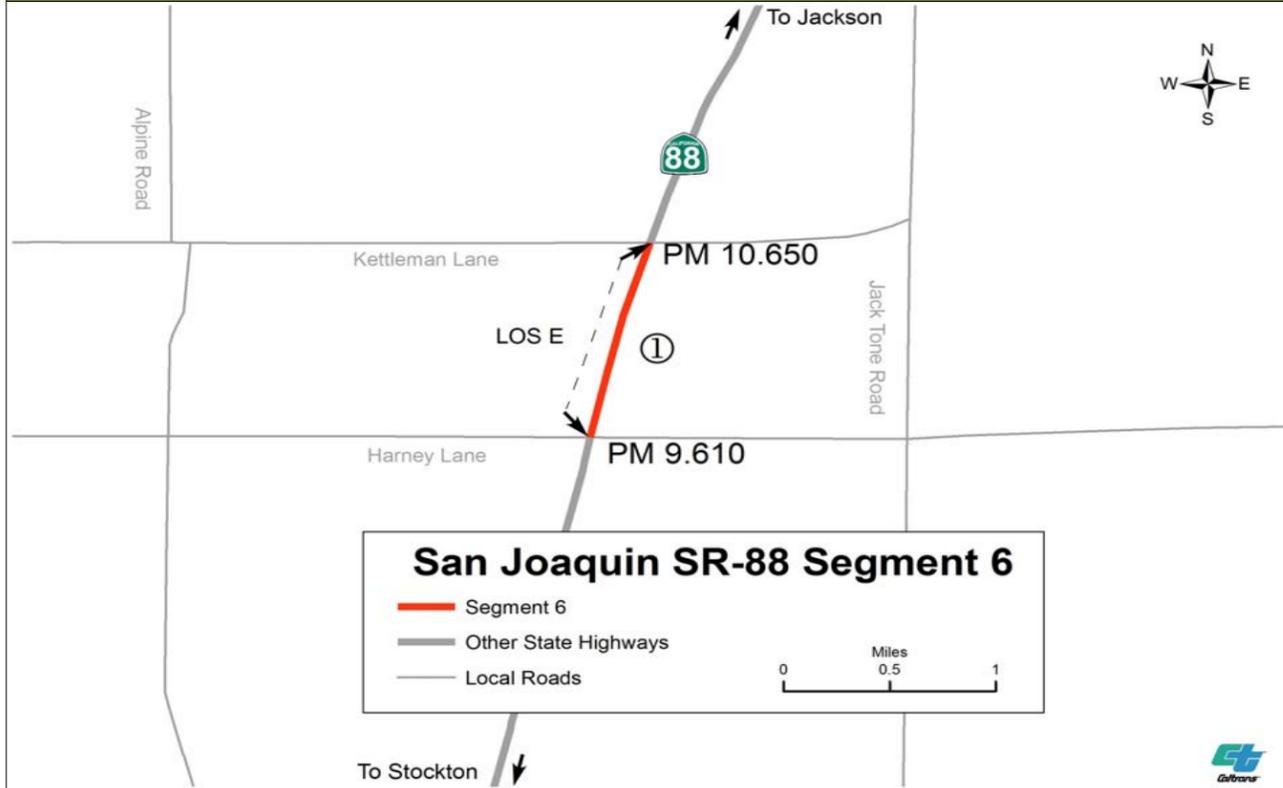
Note: This information is for overview purposes only and does not replace a full report from Right of Way, Environmental, or any other Branch or Division.

SAN JOAQUIN COUNTY FACT SHEETS—SEGMENT 6

STATE ROUTE 88 TRANSPORTATION CONCEPT REPORT

SAN JOAQUIN COUNTY

SEGMENT 6



San Joaquin SR-88 Segment 6
 Legend:
 - Segment 6 (Red line)
 - Other State Highways (Grey line)
 - Local Roads (Black line)

Segment Location:			
Description: Harney Lane to Kettleman Lane			
Post Mile:	9.610-10.650	Rural/Urban/Urbanized:	Rural
Length:	1.041	Within City Limits:	No
Functional Classification:	Principal Arterial	Local Planning Jurisdiction:	San Joaquin County Council of Governments
		Other Agency/Entity:	San Joaquin County
Roadbed Information (approximate)			
Number of Lanes:	Two	Lane Width (ft.):	12
Terrain:	Level	Right of Way Width (ft.):	36
Grade %:	N/A	Shoulder Width (ft.):	0
Accessible to Bicycles:	Yes	Median Width (ft.):	N/A
Bridge Needs		Distressed Lane Miles	3.30
Postmile	N/A	Present Serviceability Rating	3
Bridge#	N/A		
Bridge Name:	N/A		
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	No
Freeway Agreement:	No	Access to Intermodal Freight Facility	No
Environmental Status			
Degree of Impact		Degree of Impact	
Flood Plains:	100 and 500 year floodplain	Cultural Resources:	High
Wetlands:	Moderate	Leaking Underground Tanks:	Low
Special Status Species:	Moderate to High	Possible Hazardous Waste:	Low
Air Quality			
Ozone	Non-attainment	Particulate Matter 10 m	Non-attainment
		Particulate Matter 2.5 m	Non-attainment
		Carbon Monoxide	Attainment

Travel Forecast Data						
Posted Speed: 55 MPH Existing Facility: Two lane conventional highway Level of Service: E Volume/Capacity: 0.48 Peak Hour Volume: 1,015 Average Daily Traffic: 10,650 Peak Hour Directional Split: 70/30 Truck Volume % of Total ADT: 7.4 Peak Hour % of Trucks: 5.9	2009		2020		2030	
	HCS	LOSPLAN	HCS	LOSPLAN	HCS	LOSPLAN
	E	E	E	E	E	E
	0.48	0.48	0.66	0.62/1.32	0.84	0.79/1.64
		1,015	1,400	1,800		
	10,650	13,858	17,622			
	70/30	70/30	70/30			
	7.4	7.4	7.4			
	5.9	5.9	5.9			

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 PM: 9.610-10.650 Location: On Route Class: III LOS: N/A	Yes/No: No 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: No PM: PM Location: Location

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

Planned / Programmed Projects		
Post Mile	Location	Description
① 5.1/L12.3	Stockton Rehab	Widen shoulders pavement rehab.
●	There are no programmed projects for this segment	

Intelligent Transportation System (ITS) Elements & Detection			
Postmile	ITS Element	Status	Direction
	No ITS elements present		

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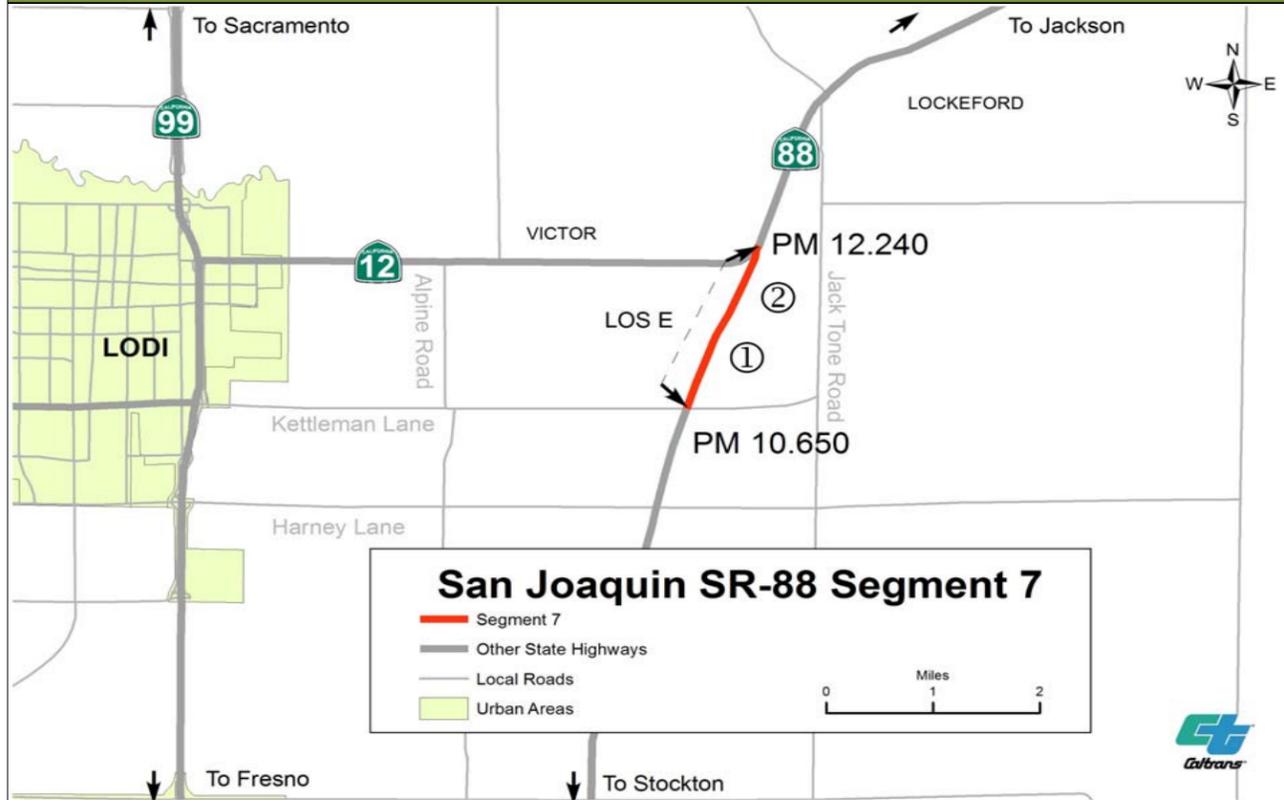
Comments:

SAN JOAQUIN COUNTY FACT SHEETS—SEGMENT 7

STATE ROUTE 88 TRANSPORTATION CONCEPT REPORT

SAN JOAQUIN COUNTY

SEGMENT 7



Segment Location:			
Description:	Kettleman Lane to JCT SR88/ SR12 W		
Post Mile:	10.650-12.240	Rural/Urban/Urbanized:	Rural
Length:	1.589	Within City Limits:	No
Functional Classification:	Principal Arterial	Local Planning Jurisdiction:	San Joaquin County Council of Governments
		Other Agency/Entity:	San Joaquin County
Roadbed Information (approximate)			
Number of Lanes:	Two	Lane Width (ft.):	12
Terrain:	Level	Right of Way Width (ft.):	32
Grade %:	N/A	Shoulder Width (ft.):	4
Accessible to Bicycles:	Yes	Median Width (ft.):	N/A
Bridge Needs		Distressed Lane Miles	4.32
Postmile	N/A	Present Serviceability Rating	3
Bridge#	N/A		
Bridge Name:	N/A		
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	No
Freeway Agreement:	No	Access to Intermodal Freight Facility	No
Environmental Status			
Degree of Impact		Degree of Impact	
Flood Plains:	100 and 500 year floodplain	Cultural Resources:	High
Wetlands:	Moderate	Leaking Underground Tanks:	Low
Special Status Species:	Moderate to High	Possible Hazardous Waste:	Low
Air Quality			
Ozone	Non-attainment	Particulate Matter 10 m	Non-attainment
		Particulate Matter 2.5 m	Non-attainment
		Carbon Monoxide	Attainment

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:	2009		2020		2030	
	HCS	LOSPLAN	HCS	LOSPLAN	HCS	LOSPLAN
	E	E	E	E	F	E
	0.48	0.48	0.66	0.62	0.84	0.79
	1,015	10,650	1,400	13,858	1,800	17,622
	70/30		70/30		70/30	
	7.4		7.4		7.4	
	5.9		5.9		5.9	

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	10.650-12.240	PM		PM		PM	
Location	On Route	Location		Location		Location	
Class	III						
LOS	N/A						
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 on new alignment, four lane conventional on existing alignment
Ultimate Transportation Corridor:	Four lane expressway
Comments:	

Planned			Programmed Projects		
Post Mile	Location	Description			
① 5.1/12.3	Stockton Rehab				
② 12.2/19.2	SR-88 and SR-12 Corridor				
●	There are no programmed projects for this segment	Widen shoulders pavement rehab. Widen to four lanes			

Intelligent Transportation System (ITS) Elements & Detection			
Postmile	ITS Element	Status	Direction
	No ITS elements present		

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 88 TRANSPORTATION CONCEPT REPORT

SAN JOAQUIN COUNTY

SEGMENT 8



San Joaquin SR-88 Segment 8
 — Segment 8
 — Other State Highways
 — Local Roads

Segment Location:			
Description:	Jct SR-88/SR12 W to Jack Tone Road		
Post Mile:	12.240-13.600	Rural/Urban/Urbanized:	Rural
Length:	1.360	Within City Limits:	No
Functional Classification:	Principal Arterial	Local Planning Jurisdiction:	San Joaquin County Council of Governments
		Other Agency/Entity:	San Joaquin County
Roadbed Information (approximate)			
Number of Lanes:	Two	Lane Width (ft.):	12
Terrain:	Level	Right of Way Width (ft.):	28
Grade %:	N/A	Shoulder Width (ft.):	2
Accessible to Bicycles:	Yes	Median Width (ft.):	N/A
Bridge Needs		Distressed Lane Miles	1.32
Postmile	N/A	Present Serviceability Rating	3
Bridge#	N/A		
Bridge Name:	N/A		
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	No
Freeway Agreement:	No	Access to Intermodal Freight Facility	No
Environmental Status			
Degree of Impact		Degree of Impact	
Flood Plains:	N/A	Cultural Resources:	Low
Wetlands:	Low to Moderate	Leaking Underground Tanks:	Moderate to High
Special Status Species:	Low	Possible Hazardous Waste:	Low

Air Quality			
Ozone	Particulate Matter 10 m	Particulate Matter 2.5 m	Carbon Monoxide
Non-attainment	Non-attainment	Non-attainment	Attainment

Travel Forecast Data						
Posted Speed: 50 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:	2009		2020		2030	
	HCS	LOSPLAN	HCS	LOSPLAN	HCS	LOSPLAN
	E	E	E	E	F	E
	0.68	0.68	0.98	0.92	1.17	1.12
	1,450		2,100		2,500	
17,100		20,898		25,173		
70/30		70/30		70/30		
7.4		7.4		7.4		
5.9		5.9		5.9		

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	
Yes/No	Yes	Yes/No	No	Yes/No	No
PM	12.240-13.600	PM		PM	
Location	On Route	Location		Location	
Class	III				
LOS	N/A				
Pedestrian Facility		Park and Rides		Freight Distribution	
Yes/No	No	Yes/No	No	Yes/No	No
PM		PM		PM	
Location		Location		Location	
LOS					

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

Planned			Programmed Projects		
Post Mile	Location	Description			
12.2/19.2	SR-88 and SR-12 Corridor	Widen to four lanes			
	There are no programmed projects for this segment				

Comments:

Comments:

Intelligent Transportation System (ITS) Elements & Detection			
Postmile	ITS Element	Status	Direction
	No ITS elements present		

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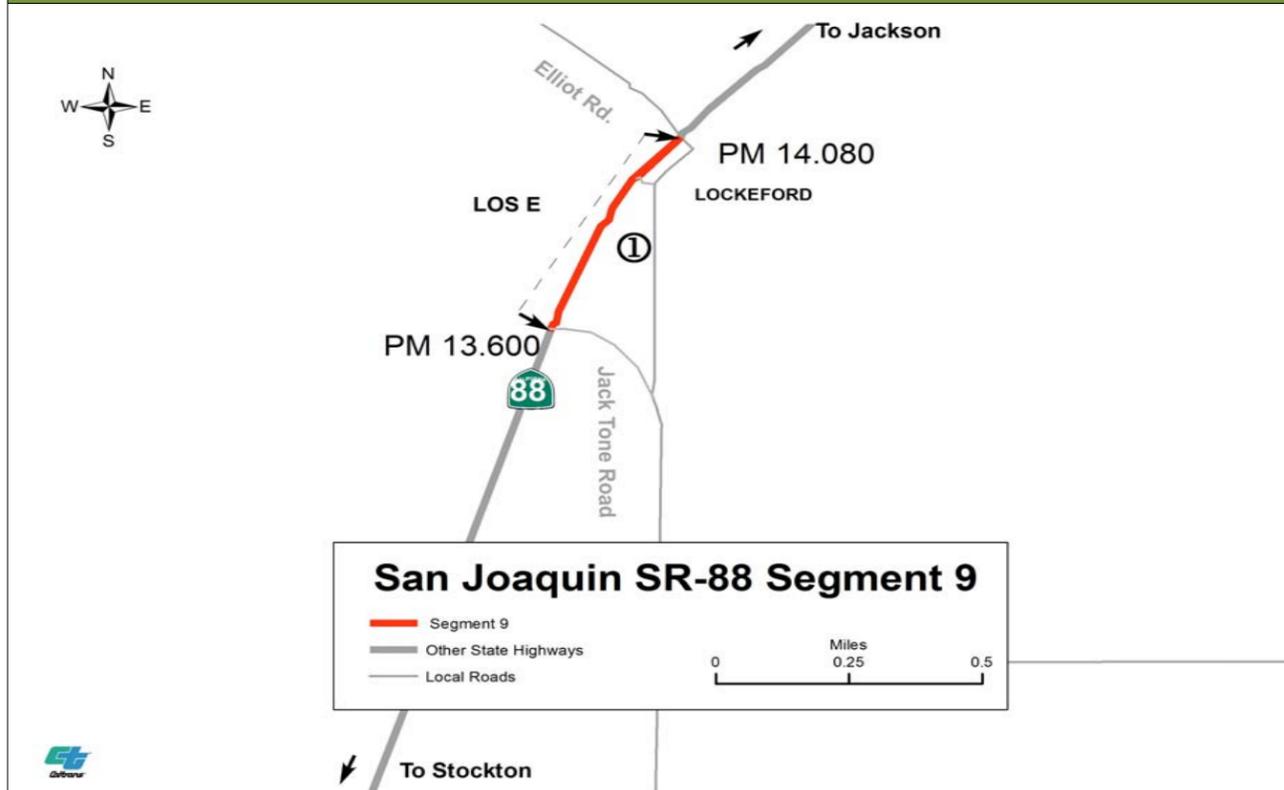
Comments:

SAN JOAQUIN COUNTY FACT SHEETS—SEGMENT 9

STATE ROUTE 88 TRANSPORTATION CONCEPT REPORT

SAN JOAQUIN COUNTY

SEGMENT 9



San Joaquin SR-88 Segment 9
 Legend:
 - Segment 9 (Red line)
 - Other State Highways (Grey line)
 - Local Roads (Black line)

Segment Location:			
Description: Jack Tone Road to Elliot/Tully Roads			
Post Mile:	13.600-14.080	Rural/Urban/Urbanized:	Rural
Length:	0.480	Within City Limits:	No
Functional Classification:	Principal Arterial	Local Planning Jurisdiction:	San Joaquin County Council of Governments
		Other Agency/Entity:	San Joaquin County
Roadbed Information (approximate)			
Number of Lanes:	Two	Lane Width (ft.):	12
Terrain:	Level	Right of Way Width (ft.):	48
Grade %:	N/A	Shoulder Width (ft.):	7
Accessible to Bicycles:	Yes	Median Width (ft.):	10
Bridge Needs		Distressed Lane Miles	0.00
Postmile	N/A	Present Serviceability Rating	3
Bridge#	N/A		
Bridge Name:	N/A		
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	No
Freeway Agreement:	No	Access to Intermodal Freight Facility	No
Environmental Status			
Degree of Impact		Degree of Impact	
Flood Plains:	N/A	Cultural Resources:	Low
Wetlands:	Low to Moderate	Leaking Underground Tanks:	Moderate to 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
		Carbon Monoxide	Attainment

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:	2009		2020		2030	
	HCS	LOSPLAN	HCS	LOSPLAN	HCS	LOSPLAN
	E	E/F	E	E/F	E	E/F
	0.78	0.78	0.98	1.01	1.21	1.23
	1,750		2,200		2,700	
17,600		21,917		26,827		
70/30		70/30		70/30		
7.4		7.4		7.4		
5.9		5.9		5.9		

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/No	Yes/No	Yes/No
PM	No	No	No
Location	Location	Location	Location
Class			
LOS			
Pedestrian Facility	Park and Rides	Freight Distribution	Transit Bus
Yes/No	Yes/No	Yes/No	Yes/No
PM	No	No	No
Location	Location	Location	Location
LOS			

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

Planned Projects		
Post Mile	Location	Description
12.2/19.2	SR-88 and SR-12 Corridor	Widen to four lanes
There are no programmed projects for this segment		

Intelligent Transportation System (ITS) Elements & Detection			
Postmile	ITS Element	Status	Direction
	No ITS elements present		

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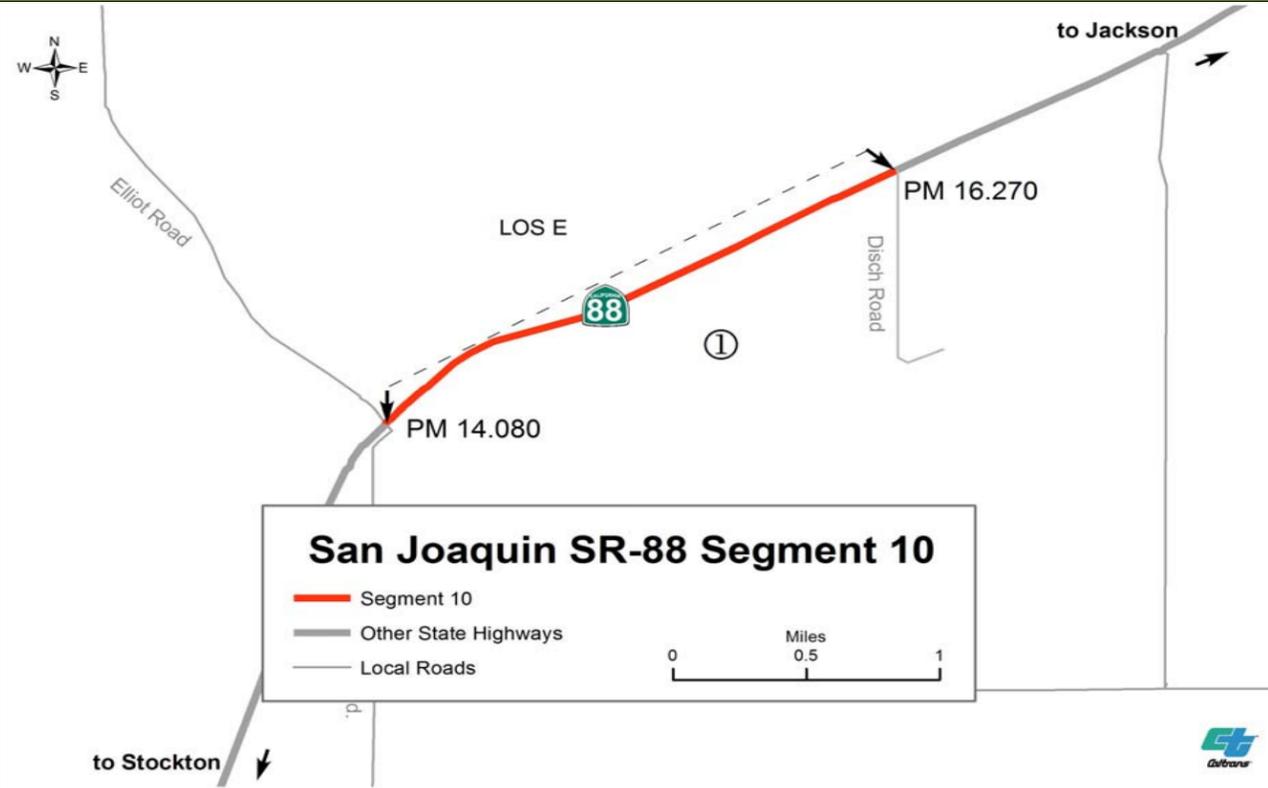
Comments:

SAN JOAQUIN COUNTY FACT SHEETS—SEGMENT 10

STATE ROUTE 88 TRANSPORTATION CONCEPT REPORT

SAN JOAQUIN COUNTY

SEGMENT 10



Segment Location:			
Description: Elliot/Tully Roads to Disch Road			
Post Mile: 14.080-16.270	Rural/Urban/Urbanized: Rural		
Length: 2.190	Within City Limits: No		
Functional Classification: Principal Arterial	Local Planning Jurisdiction: San Joaquin County Council of Governments		
		Other Agency/Entity: San Joaquin County	
Roadbed Information (approximate)			
Number of Lanes: Two	Lane Width (ft.): 12		
Terrain: Level	Right of Way Width (ft.): 38		
Grade %: N/A	Shoulder Width (ft.): 7		
Accessible to Bicycles: Yes	Median Width (ft.): N/A		
Bridge Needs		Distressed Lane Miles: 0.00	
Postmile: N/A		Present Serviceability Rating: 3	
Bridge#: N/A			
Bridge Name: N/A			
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: No		
Freeway Agreement: No	Access to Intermodal Freight Facility: No		
Environmental Status			
Degree of Impact		Degree of Impact	
Flood Plains: N/A		Cultural Resources: Moderate	
Wetlands: Low to Moderate		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	Carbon Monoxide: Attainment
Existing Transportation Network			
Bicycle Facility		Airports	Intermodal Commuter Facilities
Yes/No	Yes	Yes/No	Yes/No
PM	14.080-16.270	No	No
Location	On Route	Location	Location
Class	III		
LOS	N/A		
Pedestrian Facility		Park and Rides	Freight Distribution
Yes/No	No	Yes/No	Yes/No
PM		No	No
Location	Location	Location	Location
LOS			
		Transit Bus	
		Yes/No	No
		PM	
		Location	

Travel Forecast Data

Posted Speed: 55 MPH	2009		2020		2030	
Existing Facility: Two lane conventional highway	HCS	LOSPLAN	HCS	LOSPLAN	HCS	LOSPLAN
Level of Service: E	E	E	F	F	F	F
Volume/Capacity: 0.74	0.74	0.84	0.95	1.08	1.18	
Peak Hour Volume: 1,575	1,800		2,300			
Average Daily Traffic: 14,450	18,429		23,028			
Peak Hour Directional Split: 70/30	70/30		70/30			
Truck Volume % of Total ADT: 7.4	7.4		7.4			
Peak Hour % of Trucks: 5.9	5.9		5.9			

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.

Segment Route Concept

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

Intelligent Transportation System (ITS) Elements & Detection

Postmile	ITS Element	Status	Direction
	No ITS elements present		

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.

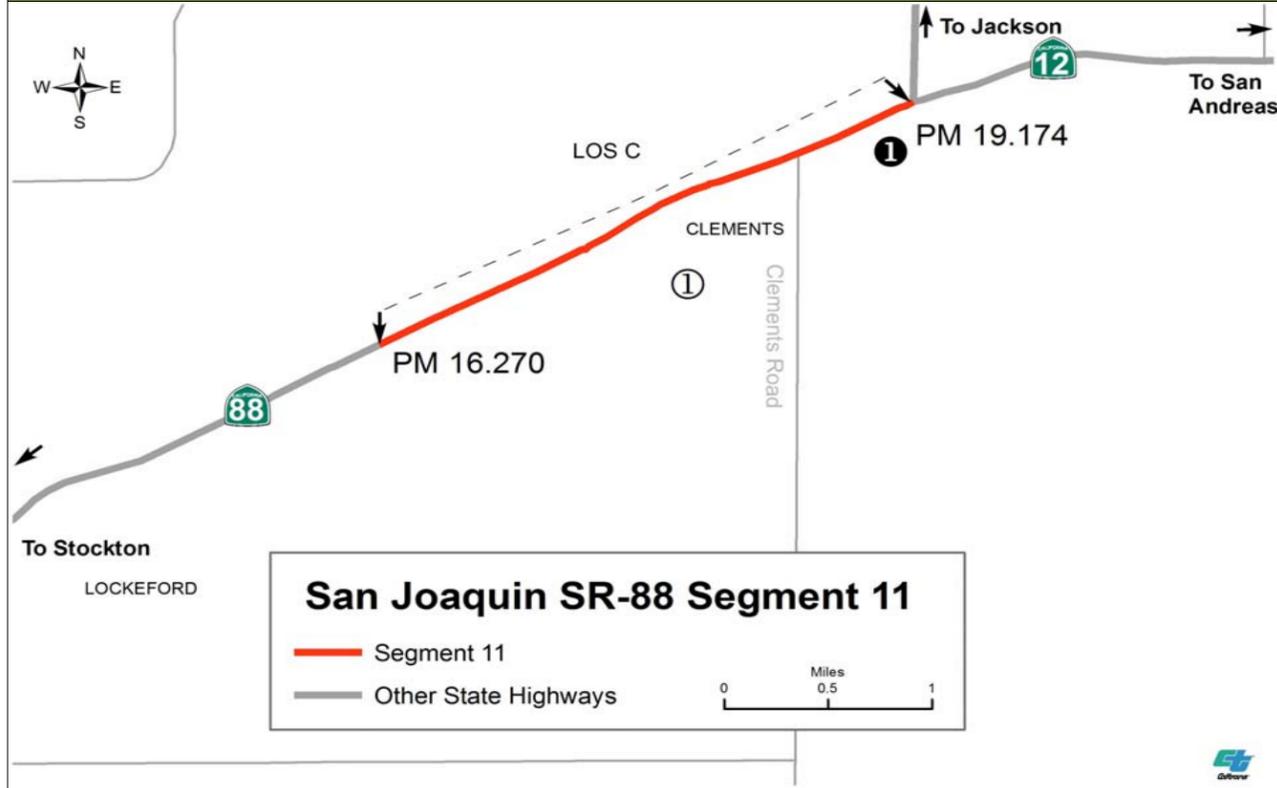
Comments:

SAN JOAQUIN COUNTY FACT SHEETS—SEGMENT 11

STATE ROUTE 88 TRANSPORTATION CONCEPT REPORT

SAN JOAQUIN COUNTY

SEGMENT 11



Segment Location:			
Description: Disch Road to JCT SR-88/ SR 12 E			
Post Mile: 16.270-19.174	Rural/Urban/Urbanized: Rural		
Length: 2.904	Within City Limits: No		
Functional Classification: Principal Arterial	Local Planning Jurisdiction: San Joaquin County Council of Governments		
		Other Agency/Entity: San Joaquin County	
Roadbed Information (approximate)			
Number of Lanes: Two	Lane Width (ft.): 12		
Terrain: Level	Right of Way Width (ft.): 50		
Grade %: N/A	Shoulder Width (ft.): 7		
Accessible to Bicycles: Yes	Median Width (ft.): 12		
Bridge Needs		Distressed Lane Miles: 4.00	
Postmile: N/A		Present Serviceability Rating: 3	
Bridge#: N/A			
Bridge Name: N/A			
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: No		
Freeway Agreement: No	Access to Intermodal Freight Facility: No		
Environmental Status			
Degree of Impact		Degree of Impact	
Flood Plains: N/A		Cultural Resources: Moderate	
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	Carbon Monoxide: Attainment

Travel Forecast Data						
Posted Speed: 50 MPH Existing Facility: Two lane conventional highway Level of Service: E Volume/Capacity: 0.52 Peak Hour Volume: 1,110 Average Daily Traffic: 12,607 Peak Hour Directional Split: 70/30 Truck Volume % of Total ADT: 7.4 Peak Hour % of Trucks: 5.9	2009		2020		2030	
	HCS	LOSPLAN	HCS	LOSPLAN	HCS	LOSPLAN
	E	C	F	D	F	D
	0.52	0.52	0.70	0.64	0.84	0.76
		1,110		1,500		1,800
	12,607		15,234		18,177	
	70/30		70/30		70/30	
	7.4		7.4		7.4	
	5.9		5.9		5.9	

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	16.270-19.174	PM		PM		PM	
Location	On Route	Location		Location		Location	
Class	III						
LOS	N/A						
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 on new alignment, four lane conventional on existing alignment	
Ultimate Transportation Corridor: Four lane expressway	
Comments:	

Planned			Programmed Projects		
Post Mile	Location	Description	Post Mile	Location	Description
① 12.2/19.2	SR-88 and SR-12 Corridor	Widen to four lanes	① 19.174/25.4	SR-12 E and Liberty Road intersections	Intersection improvements

Intelligent Transportation System (ITS) Elements & Detection			
Postmile	ITS Element	Status	Direction
	No ITS elements present		

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.

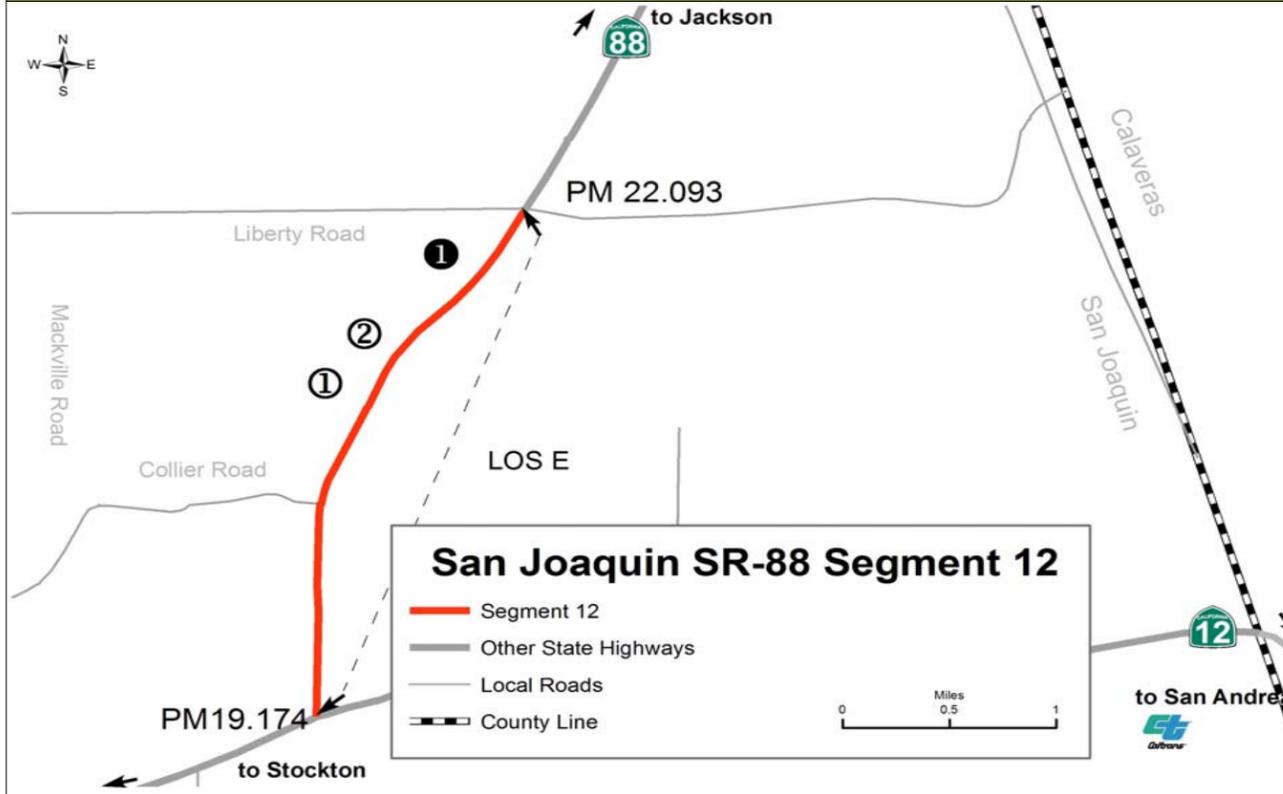
Comments:

SAN JOAQUIN COUNTY FACT SHEETS—SEGMENT 12

STATE ROUTE 88 TRANSPORTATION CONCEPT REPORT

SAN JOAQUIN COUNTY

SEGMENT 12



San Joaquin SR-88 Segment 12
 Legend:
 - Segment 12 (Red line)
 - Other State Highways (Grey line)
 - Local Roads (Black line)
 - County Line (Dashed line)

Segment Location:			
Description: JCT SR88/SR12 E to Liberty Road		Rural/Urban/Urbanized: Rural	
Post Mile: 19.174-22.093	Length: 2.919	Within City Limits: No	Local Planning Jurisdiction: San Joaquin County Council of Governments
Functional Classification: Principal Arterial		Other Agency/Entity: San Joaquin County	
Roadbed Information (approximate)			
Number of Lanes: Two	Terrain: Level	Lane Width (ft.): 12	Right of Way Width (ft.): 32
Grade %: N/A	Accessible to Bicycles: Yes	Shoulder Width (ft.): 4	Median Width (ft.): N/A
Bridge Needs		Distressed Lane Miles: 4.13	Present Serviceability Rating: 3
Postmile: N/A	Bridge#: N/A		
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	Focus Route/Gateway Route: No	National Network, Terminal Access: Terminal Access	
National Highway System: Yes	Freeway Expressway System: Yes	Surface Transportation Assistance Act (STAA): Yes	
Strategic Highway Network: No	Freeway Agreement: No	California Legal: Yes	
		Advisory: No	
		Additional Restrictions: No	
		Access to Intermodal Freight Facility: No	
Environmental Status			
Degree of Impact		Degree of Impact	
Flood Plains: 100 and 500 year floodplain	Wetlands: High	Cultural Resources: Low	Leaking Underground Tanks: Low
Special Status Species: Moderate		Possible Hazardous Waste: Low	

Travel Forecast Data						
Posted Speed: 55 MPH Existing Facility: Two lane conventional highway Level of Service: E Volume/Capacity: 0.63 Peak Hour Volume: 1,350 Average Daily Traffic: 15,000 Peak Hour Directional Split: 70/30 Truck Volume % of Total ADT: 9.0 Peak Hour % of Trucks: 7.2	2009		2020		2030	
	HCS	LOSPLAN	HCS	LOSPLAN	HCS	LOSPLAN
	E	E	F	F	F	F
	0.63	0.63	1.03	1.04	1.50	1.48
		1,350	2,200	2,200	3,200	3,200
	15,000	22,248	22,248	31,867	31,867	
	70/30	70/30	70/30	70/30	70/30	
	9.0	9.0	9.0	9.0	9.0	
	7.2	7.2	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.

Air Quality			
Ozone: Non-attainment	Particulate Matter 10 m: Non-attainment	Particulate Matter 2.5 m: Non-attainment	Carbon Monoxide: Attainment
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: 19.174-22.093	PM: PM	PM: PM	PM: PM
Location: On Route	Location: Location	Location: Location	Location: Location
Class: III			
LOS: N/A			
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	PM: PM	PM: PM
Location: Location	Location: Location	Location: Location	Location: Location
LOS: 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
① 19.2/25.4	On SR-88 north of SR-12 E	Install Passing Lanes
② 19.2/25.4	Clements Overlay	A/C Rehab
③ 19.174/25.4	SR-12 E and Liberty Road intersections	Intersection improvements

Intelligent Transportation System (ITS) Elements & Detection			
Postmile	ITS Element	Status	Direction
	No ITS elements present		

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.

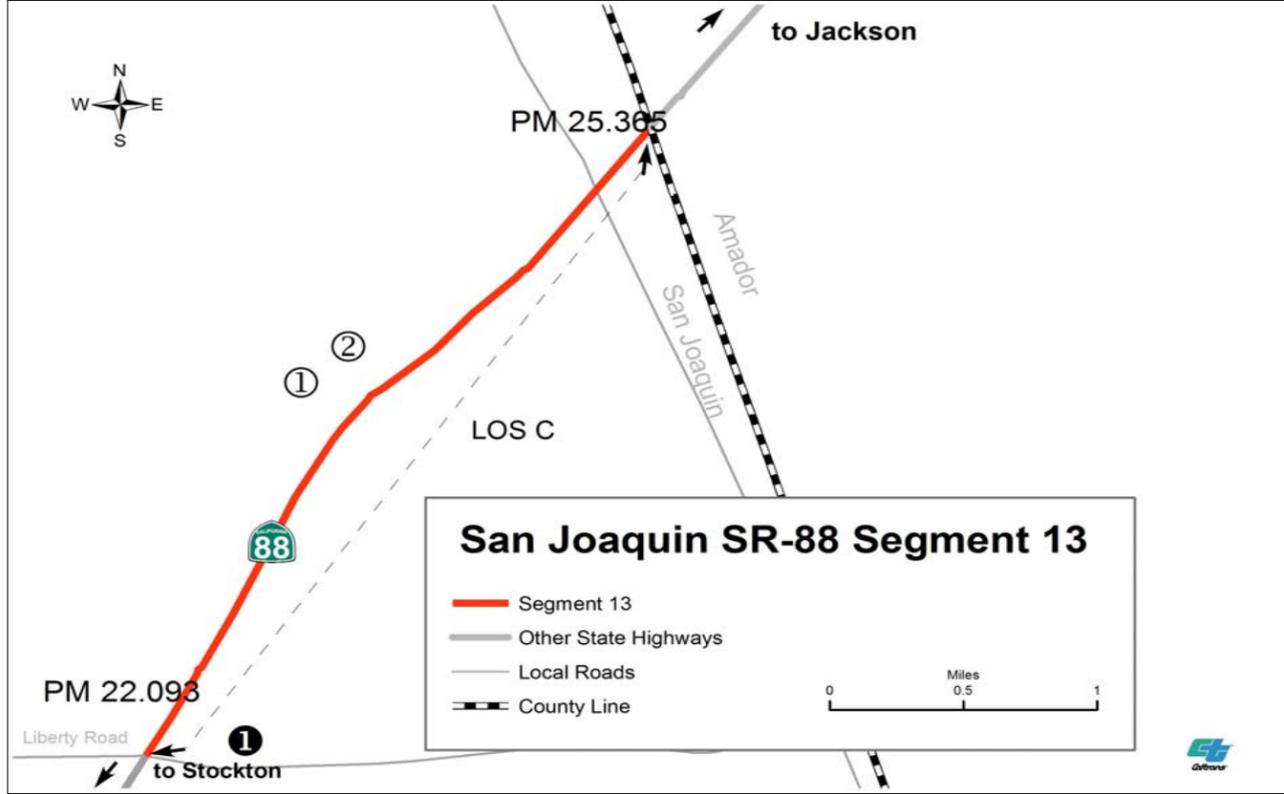
Comments:

SAN JOAQUIN COUNTY FACT SHEETS—SEGMENT 13

STATE ROUTE 88 TRANSPORTATION CONCEPT REPORT

SAN JOAQUIN COUNTY

SEGMENT 13



Segment Location:			
Description:	Liberty Road to San Joaquin/Amador County Line		
Post Mile:	22.093-25.365	Rural/Urban/Urbanized:	Rural
Length:	3.272	Within City Limits:	No
Functional Classification:	Principal Arterial	Local Planning Jurisdiction:	San Joaquin County Council of Governments
		Other Agency/Entity:	San Joaquin County
Roadbed Information (approximate)			
Number of Lanes:	Two	Lane Width (ft.):	12
Terrain:	Level	Right of Way Width (ft.):	32
Grade %:	N/A	Shoulder Width (ft.):	4
Accessible to Bicycles:	Yes	Median Width (ft.):	N/A
Bridge Needs		Distressed Lane Miles	4.10
Postmile	N/A	Present Serviceability Rating	3
Bridge#	N/A		
Bridge Name:	N/A		
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	No
Freeway Agreement:	No	Access to Intermodal Freight Facility	No
Environmental Status			
Degree of Impact		Degree of Impact	
Flood Plains:	100 and 500 year floodplain	Cultural Resources:	Low
Wetlands:	High	Leaking Underground Tanks:	Low
Special Status Species:	Moderate	Possible Hazardous Waste:	Low
Air Quality			
Ozone	Particulate Matter 10 m	Particulate Matter 2.5 m	Carbon Monoxide
Non-attainment	Non-attainment	Non-attainment	Attainment
Existing Transportation Network			
Bicycle Facility		Airports	
Yes/No	Yes	Yes/No	No
PM	22.093-25.365	PM	PM
Location	On Route	Location	Location
Class	III		
LOS	N/A		
Pedestrian Facility		Park and Rides	
Yes/No	No	Yes/No	No
PM	PM	PM	PM
Location	Location	Location	Location
LOS		Location	Location

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:	2009		2020		2030	
	HCS	LOSPLAN	HCS	LOSPLAN	HCS	LOSPLAN
	C	D	E	E	E	E
	0.47	0.47	0.56	0.59	0.75	0.75
	1,000		1,200		1,600	
9,200		12,092		15,514		
70/30		70/30		70/30		
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:	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
	No ITS elements present		

Existing Transportation Network			
Bicycle Facility		Airports	
Yes/No	Yes	Yes/No	No
PM	22.093-25.365	PM	PM
Location	On Route	Location	Location
Class	III		
LOS	N/A		
Pedestrian Facility		Park and Rides	
Yes/No	No	Yes/No	No
PM	PM	PM	PM
Location	Location	Location	Location
LOS		Location	Location

Planned			Programmed Projects		
Post Mile	Location	Description	Post Mile	Location	Description
① 19.2/25.4	On SR-88 north of SR-12 E	Install Passing Lanes			
② 19.2/25.4	Clements Overlay	A/C Rehab			
① 19.174/25.4	SR-12 E and Liberty Road intersections	Intersection improvements			

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Comments:

AMADOR COUNTY SUMMARY

Amador County typifies the foothill counties that comprise District 10. Like Calaveras, Tuolumne, and Mariposa Counties, historic travel routes (now State highways) in Amador run in an east to west direction, as travel north or southwards would be constrained by the Mokelumne and Cosumnes River Canyons. Like the other counties, Amador lacks the local infrastructure to develop and maintain large numbers of well paying jobs with the result that many residents are employed outside the county. Amador benefits in its proximity to two major urban areas, Sacramento and Stockton. Workers may commute to Sacramento by SR-16 or Stockton by SR-88 (this ignores the work commute from Lone via SR-104). Although the exact number of commuters is unknown, the number can be approximated by peak hour traffic numbers. A rough comparison indicates that SR-88's peak hour volume exceeds SR-16's by a three to two ratio. For goods movement, when one considers daily truck traffic, the difference is a two to one ratio (this disparity is likely to remain despite the recent designation of SR-49 as terminal access route between Jackson and SR-16).

Thirteen segments of SR-88 in Amador County (Ama-88) were analyzed. The division of these segments followed consideration 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. This method deviates from that suggested in HCM (2000) p.21-13, but provides for a more concise characterization of the need for capacity increases, versus operational improvements outside this document's scope.

For California, LOS traditionally measured highway performance, though once a highway segment approaches or exceeds LOS 'F', other performance measures may be employed. To characterize LOS, two software applications were employed—HCS and FDOT transportation software also known as LOS-PLAN (packaged together under the McTrans HCS trademark). Unique differences in application of the two programs to SJ-88, for determining a segment's LOS, need to be considered when those determinations differ. Where discrepancies arose, determinations obtained with the FDOT models were considered closer to present or future conditions.

Application of HCS (version 5.4) consistent with HCM (2000) employed the Two Lane Highway option. At the time of analysis, the Urban Streets module was unavailable, precluding analysis of interrupted flow conditions. Supplementing HCS analysis was performed using the FDOT's HIGHPLAN and

ARTPLAN. HIGHPLAN and HCS typically provide equivalent results and serve as a useful means to assess modeling errors. HIGHPLAN has unique features making it amenable to analyze features of segments with two way left turn lanes (three lane or five lane conventional highways), which are characteristic of two of the segments considered (segment four in Martell, and segment eight in Pine Grove). HCS permits analysis of passing lanes as operational improvements in lieu of capacity increasing improvements, but distances between intersections and numerous access points violate the expressway design standards presumed in the application. With this in mind, the passing lane analysis was not employed though several segments would appear amenable to evaluation (This would contribute to the deficient LOS identified for segments with passing lanes, segments ten through fourteen).

ARTPLAN best characterizes the performance of segments subject to interrupted flow. Interrupted flow generally results from closely spaced traffic signals with low speed limits, and heavy traffic volumes both on the main line and the cross street. These conditions generally will produce a LOS of 'F' due to their traffic volumes exceeding the road's capacity. Only two segments of Ama-88 might benefit from this evaluation: segment four (from SR-104E and SR-49N), and segment five from (SR-49S to Court Street). However, at this time it appears the balance between the signal distance and peak hour volumes, currently preclude an interrupted flow scenario.

Future forecast volumes were obtained through three linear projections, from twenty year previous to present, the local transportation planning jurisdiction's TDM, and a twenty year state-wide growth projection from present. Comparison is made between the three projections for consistency, and may result in one projection being dropped, usually because it markedly overestimates or underestimates future growth compared to a transportation planning jurisdiction's TDM.

Ama-88 serves five communities—the City of Jackson, Pine Grove, Pioneer, Buckhorn, and Kirkwood, as well as Martell, the County's commercial hub. Historically associated with the Gold Rush, these towns developed through the twentieth century on the basis of tourism and logging. The median age of Amador County's residents is 43, compared to 35.2 years for the State as a whole (2010 census), which suggests much of the recent population growth has consisted of retirees. With a population of 38,091, the racial and ethnic makeup of Amador County was 87% White, 2.5% African American, 1.8%

Native American, 1.1% Asian, 0.2% Pacific Islander, 3.8% from other races, and 3.6% from two or more races; and, Hispanic or Latino of any race was 12.5% (US Census, 2010). The median income for a household in the County is \$42,280 which is below the State average (\$46,813, US Census, 2000).

General plans characterize and distribute future population density, and thus influence future traffic volumes. For rural areas, the Amador County General Plan Land Use Element designates much of the adjoining properties along Ama-88 to rural residential, low density residential, and general agriculture designations. Within the twenty year planning horizon of this document, any traffic increase on Ama-88 will likely reflect growth outside the immediate corridor. Within existing communities and commercial centers, improvements to the facility will require new alignments be expressway, but existing alignments be conventional highway. This would be consistent with SR-88 being on both the freeway and expressway system, and the IRRS.

Because of Ama-88's IRRS designation, the UTC would typically be designed as expressway to reflect legislative intent. One exception is a recent planning study which evaluated a bypass of Jackson, which led to a local government decision that no new expressway would be built to replace segment five. Therefore, for segment five, the UTC will be conventional highway.

Currently, few multimodal opportunities exist on Ama-88. Deviated fixed route transit routes serve Lone and the several communities east of Jackson on Ama-88. Ama-88 is designated as a Class III bike lane (shared with automobiles), but sub standard shoulder widths may inhibit bicycle use, and should be a component of future upgrades. No passenger rail and few air commute opportunities present themselves in the County. An Amtrak connection may be made in Sacramento via transit, and the same transit route may allow transfers to the Sacramento International Airport. Westover Field near Sutter Hill is the only public airport serving Amador County.

All segments, are currently deficient, or will become so in the next twenty years. These results reflect both the role that terrain may play in highway operations, as well as that portions of the route are not constructed to current design standards for lane and shoulder width, and may not characterize a need for increased capacity. Installation of passing lanes may improve LOS but the effect of such facilities cannot be properly assessed with the currently

AMADOR COUNTY SUMMARY

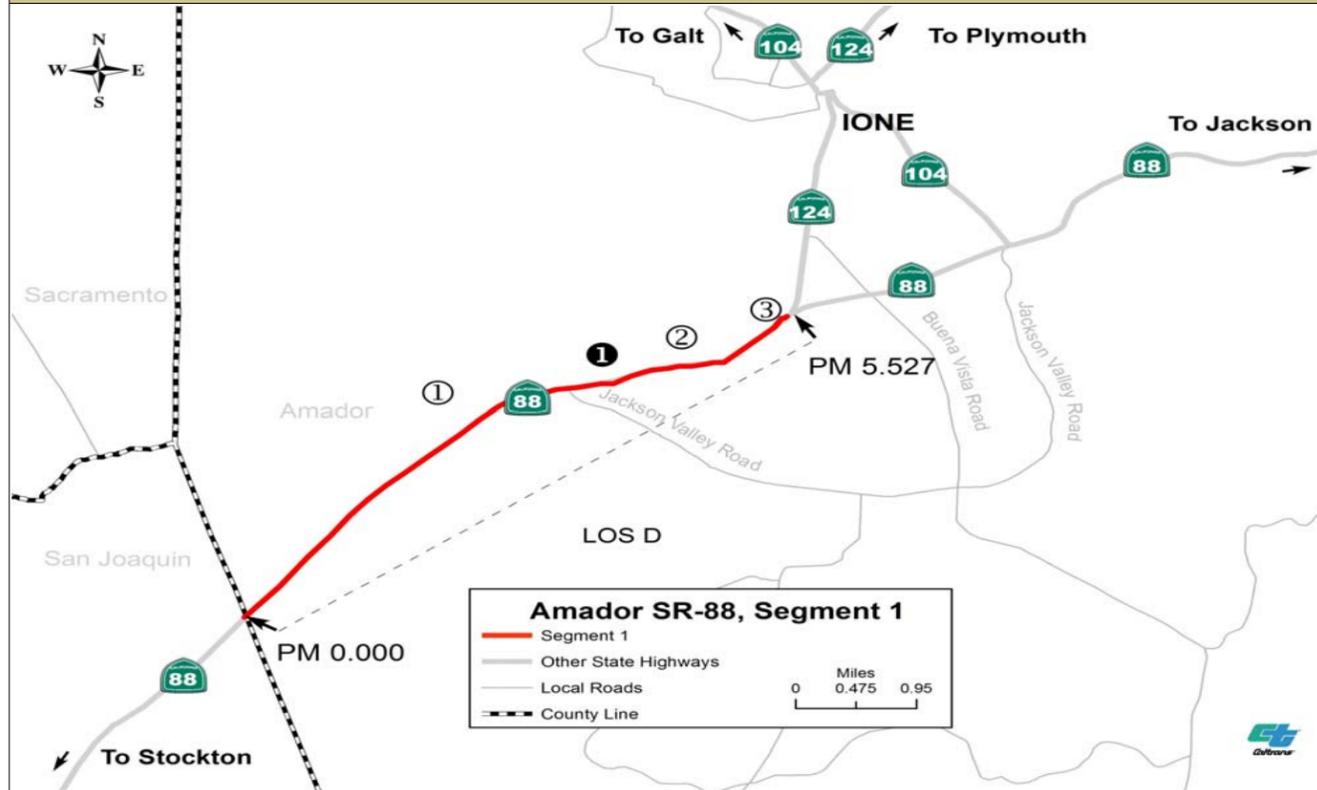
available modeling software. Further analysis and evaluation are necessary. Review of the District 10 Status of Projects and the Amador County Transportation Commission's (ACTC) RTP (2004), indicates that numerous financially constrained or programmed projects exist to address these deficiencies, along with a number of financially unconstrained projects.

AMADOR COUNTY FACT SHEETS—SEGMENT 1

STATE ROUTE 88 TRANSPORTATION CONCEPT REPORT

AMADOR COUNTY

SEGMENT 1



Segment Location:			
Description: San Joaquin/Amador County Line to SR-124			
Post Mile:	0.000-5.527	Rural/Urban/Urbanized:	Rural
Length:	5.527	Within City Limits:	No
Functional Classification:	Principal Arterial	Local Planning Jurisdiction:	Amador County Transportation Commission
		Other Agency/Entity:	Amador County
Roadbed Information (approximate)			
Number of Lanes:	Two	Lane Width (ft.):	12-13
Terrain:	Rolling	Right of Way Width (ft.):	100-250
Grade %:	N/A	Shoulder Width (ft.):	0-8
Accessible to Bicycles:	Yes	Median Width (ft.):	N/A
Bridge Needs		Distressed Lane Miles	10.00
Postmile	N/A	Present Serviceability Rating	3
Bridge#	N/A		
Bridge Name:	N/A		
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	No
Freeway Agreement:	No	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:	Moderate
Special Status Species:	High	Possible Hazardous Waste:	Moderate
Air Quality			
Ozone	Non-Attainment Maintenance	Particulate Matter 10 m	Unclassified
		Particulate Matter 2.5 m	Unclassified
		Carbon Monoxide	Unclassified

Travel Forecast Data						
Posted Speed: 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:	2009		2020		2030	
	HCS	LOSPLAN	HCS	LOSPLAN	HCS	LOSPLAN
	55 MPH	D	D	D	E	D
	0.36	0.40	0.43	0.48	0.48	0.55
	970		1140		1300	
	9,200		10,900		12,500	
	60/40		60/40		60/40	
	8.0		8.0		8.0	
	6.4		6.4		6.4	

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	0.000-5.527	PM		PM		PM	
Location	On Route	Location		Location		Location	
Class	III						
LOS	N/A						
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	Post Mile	Location	Description
① 0.000/7.389	Improvements San Joaquin Co. line to SR-104	Operational Improvements			
② 4.000/6.100	SR-88 Buena Vista Rd., Intersection	Intersection Improvements			
③ 5.500/5.532	SR-88 and SR-124 Intersection Improvements	Intersection Improvements			
④ 3.100/4.400	SR-88 Centerline Rumble	Install centerline Rumble Strips			

Intelligent Transportation System (ITS) Elements & Detection			
Postmile	ITS Element	Status	Direction
3.360	Flashing Beacon	Existing	EB
3.870	EMS	Existing	EB

Comments	

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.

AMADOR COUNTY FACT SHEETS—SEGMENT 2

STATE ROUTE 88 TRANSPORTATION CONCEPT REPORT		AMADOR COUNTY		SEGMENT 2																																																																																														
		Segment Location: Description: SR-124 to SR-104W Post Mile: 5.527-7.389 Length: 1.862 Functional Classification: Principal Arterial																																																																																																
		Rural/Urban/Urbanized: Rural Within City Limits: No Local Planning Jurisdiction: Amador County Transportation Commission Other Agency/Entity: Amador County		Roadbed Information (approximate) Number of Lanes: Two Terrain: Rolling Grade %: N/A Accessible to Bicycles: Yes Lane Width (ft.): 12 Right of Way Width (ft.): 100-150 Shoulder Width (ft.): 0-4 Median Width (ft.): N/A Distressed Lane Miles: 0.90 Present Serviceability Rating: 3																																																																																														
		Bridge Needs Postmile: N/A Bridge#: N/A Bridge Name: N/A		Route Designations Functional Classification: Principal Arterial Facility Type: Conventional Highway Interregional Road System: Yes High Emphasis Route: No Focus Route/Gateway Route: No National Highway System: Yes Freeway Expressway System: Yes Strategic Highway Network: No Freeway Agreement: No																																																																																														
		Scenic Highway (Designated): No Scenic Highway (Eligible): No		Trucking Network National Network, Terminal Access: Terminal Access Surface Transportation Assistance Act (STAA): Yes California Legal: Yes Advisory: No Additional Restrictions: No Access to Intermodal Freight Facility: No																																																																																														
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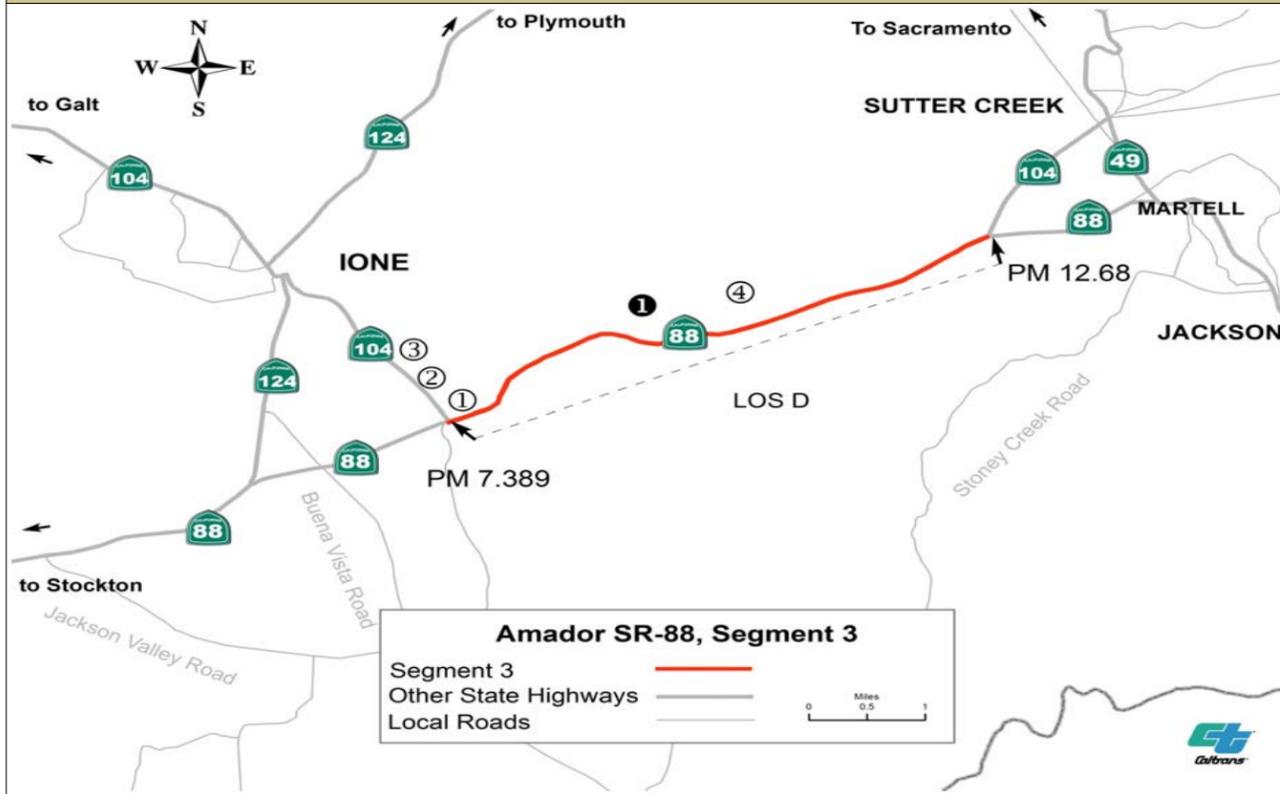
Note: This information is for overview purposes only and does not replace a full report from Right of Way, Environmental, or any other Branch or Division.

AMADOR COUNTY FACT SHEETS—SEGMENT 3

STATE ROUTE 88 TRANSPORTATION CONCEPT REPORT

AMADOR COUNTY

SEGMENT 3



Segment Location:			
Description: SR-104 W to SR-104 E		Rural/Urban/Urbanized: Rural	
Post Mile: 7.389-12.68	Length: 5.29	Within City Limits: No	Local Planning Jurisdiction: Amador County Transportation Commission
Functional Classification: Principal Arterial		Other Agency/Entity: Amador County	
Roadbed Information (approximate)			
Number of Lanes: Two	Terrain: Mountainous	Lane Width (ft.): 12-13	Right of Way Width (ft.): 100-400
Grade %: 3% or greater	Accessible to Bicycles: Yes	Shoulder Width (ft.): 0-4	Median Width (ft.): N/A
Bridge Needs		Distressed Lane Miles: 1.00	Present Serviceability Rating: 3
Postmile: 7.900	Bridge#: 26 0004		
Bridge Name: East Ione UP			
Route Designations			
Functional Classification: Principal Arterial	Facility Type: Conventional Highway	Scenic Highway (Designated): No	Scenic Highway (Eligible): No
Interregional Road System: Yes	High Emphasis Route: No	Trucking Network	
Focus Route/Gateway Route: No	National Highway System: Yes	National Network, Terminal Access: Terminal Access	Surface Transportation Assistance Act (STAA): Yes
Freeway Expressway System: Yes	Strategic Highway Network: No	California Legal: Yes	Advisory: No
Freeway Agreement: No		Additional Restrictions: No	Access to Intermodal Freight Facility: No
Environmental Status			
Degree of Impact		Degree of Impact	
Flood Plains: Low	Wetlands: Low	Cultural Resources: High	Leaking Underground Tanks: Low
Special Status Species: Moderate		Possible Hazardous Waste: Low	
Air Quality			
Ozone: Non-Attainment Maintenance	Particulate Matter 10 m: Unclassified	Particulate Matter 2.5 m: Unclassified	Carbon Monoxide: Unclassified
Existing Transportation Network			
Bicycle Facility		Airports	Intermodal Commuter Facilities
Yes/No: Yes	PM: 7.389-12.68	Yes/No: No	Yes/No: No
Location: On Route	Class: III	Location: Location	Location: Location
LOS: N/A			
Pedestrian Facility		Park and Rides	Freight Distribution
Yes/No: No	PM: PM	Yes/No: No	Yes/No: No
Location: Location	LOS: Location	Location: Location	Location: Location
		Transit Bus	
		Yes/No: No	PM: PM
		Location: Location	

Travel Forecast Data

Posted Speed: 55 MPH	2009		2020		2030	
Existing Facility: Two lane Conventional Highway	HCS	LOSPLAN	HCS	LOSPLAN	HCS	LOSPLAN
Level of Service: D	D	E	E	E	E	E
Volume/Capacity: 0.45	0.45	0.51	0.47	0.54	0.50	0.57
Peak Hour Volume: 1,230	1,230		1,300		1,370	
Average Daily Traffic: 9,500	9,500		10,100		10,600	
Peak Hour Directional Split: 60/40	60/40		60/40		60/40	
Truck Volume % of Total ADT: 6.0	6.0		6.0		6.0	
Peak Hour % of Trucks: 4.8	4.8		4.8		4.8	

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.

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

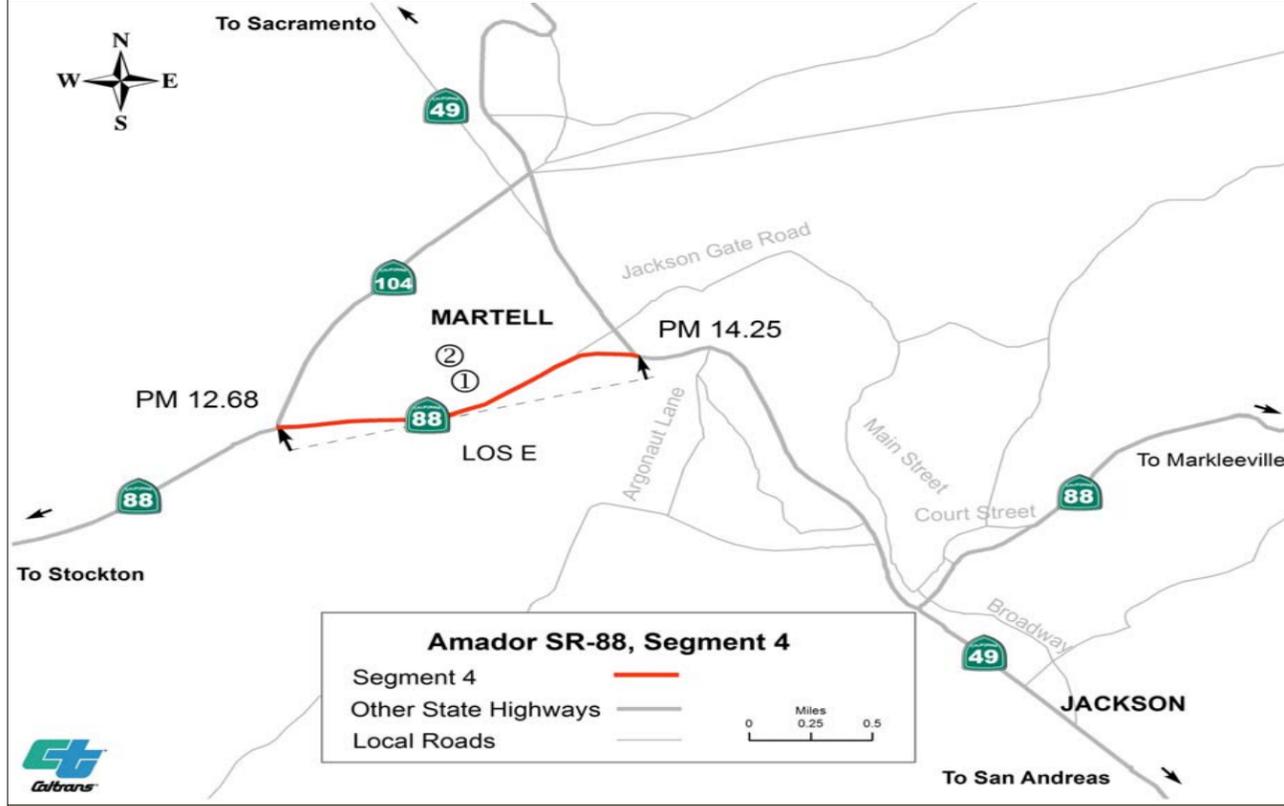
Postmile	ITS Element	Status	Direction
7.404	TMS	Existing	Both
7.450	HAR	Existing	WB
9.290	TMS	Existing	Both
10.000	EMS	Existing	WB
12.680	TMS	Existing	Both
12.680	TMS	Existing	Both

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Planned			Programmed Projects		
Post Mile	Location	Description	Post Mile	Location	Description
① 0.000/7.389	Improvements San Joaquin Co. line to SR-104	Operational Improvements			
② 7.348/7.389	SR-88 and SR-104 Signalize & Improvements	Intersection Signalization			
③ 7.349/7.389	SR-88 at Jackson Valley Rd. (West) Upgrade Intersection	Intersection Improvements			
④ 5.500/14.300	SR-124 to SR-49	Pavement Rehabilitation			
① 7.000/11.500	0.4 m west of SR-104W to 0.5m west of SR-104E	Install rumble strips on centerline			

Comments:

AMADOR COUNTY FACT SHEETS—SEGMENT 4



Segment Location:			
Description: SR-104 E to SR-49 N		Rural/Urban/Urbanized: Urbanized	
Post Mile: 12.68-14.25	Length: 1.570	Within City Limits: No	Local Planning Jurisdiction: Amador County Transportation Commission
Functional Classification: Principal Arterial		Other Agency/Entity: City of Jackson	
Roadbed Information (approximate)			
Number of Lanes: Two	Terrain: Rolling	Lane Width (ft.): 12-13	Right of Way Width (ft.): 100-200
Grade %: N/A	Accessible to Bicycles: Yes	Shoulder Width (ft.): 0-4	Median Width (ft.): 0-14
Bridge Needs		Distressed Lane Miles: 1.50	Present Serviceability Rating: 3
Postmile: N/A	Bridge#: N/A	Route Designations	
Bridge Name: N/A	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		Surface Transportation Assistance Act (STAA): Yes
Focus Route/Gateway Route: No	California Legal: Yes		Advisory: No
National Highway System: Yes	Additional Restrictions: No		Access to Intermodal Freight Facility: No
Freeway Expressway System: Yes	Environmental Status		
Strategic Highway Network: No	Degree of Impact:		Degree of Impact:
Freeway Agreement: No	Flood Plains: Low	Cultural Resources: High	Leaking Underground Tanks: Moderate
Wetlands: Low		Possible Hazardous Waste: Moderate	
Special Status Species: Low		Air Quality	
Ozone: Non-Attainment Maintenance		Particulate Matter 10 m: Unclassified	Particulate Matter 2.5 m: Unclassified
Carbon Monoxide: Unclassified		Existing Transportation Network	
Bicycle Facility:		Airports:	
Yes/No: Yes	Yes/No: No	Intermodal Commuter Facilities:	
PM: 12.68-14.25	PM: Location	Intermodal Freight Facilities:	
Location: On Route	Location: Location	Yes/No: No	
Class: III	Location: Location	PM: Location	
LOS: N/A	Pedestrian Facility:		Transit Bus:
Park and Rides:		Freight Distribution:	
Yes/No: No	Yes/No: No	Yes/No: No	
PM: Location	PM: Location	PM: 13.443	
Location: Location	Location: Location	Location: Kmart/Walmart	
LOS: Location	Planned Projects		

Travel Forecast Data							
Posted Speed: 40 MPH Existing Facility: Two lane Conventional Highway Level of Service: E Volume/Capacity: 0.50 Peak Hour Volume: 1,350 Average Daily Traffic: 15,000 Peak Hour Directional Split: 60/40 Truck Volume % of Total ADT: 6.0 Peak Hour % of Trucks: 4.8	2009		2020		2030		
	HCS	LOSPLAN	HCS	LOSPLAN	HCS	LOSPLAN	
	E	D	E	D	E	D	
	0.50	0.52	0.61	0.52	0.71	0.52	
	1,350	1,650	1,940		15,000	18,600	21,800
	60/40	60/40	60/40		4.8	4.8	4.8

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.

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

Intelligent Transportation System (ITS) Elements & Detection			
Postmile	ITS Element	Status	Direction
	None in this segment		

Existing Transportation Network			
Bicycle Facility		Airports	
Yes/No: Yes	Yes/No: No	Intermodal Commuter Facilities:	
PM: 12.68-14.25	PM: Location	Intermodal Freight Facilities:	
Location: On Route	Location: Location	Yes/No: No	
Class: III	Location: Location	PM: Location	
LOS: N/A	Pedestrian Facility:		Transit Bus:
Park and Rides:		Freight Distribution:	
Yes/No: No	Yes/No: No	Yes/No: No	
PM: Location	PM: Location	PM: 13.443	
Location: Location	Location: Location	Location: Kmart/Walmart	
LOS: Location	Planned Projects		

Post Mile	Location	Description
① 5.500/14.300	SR-124 to SR-49	Pavement Rehabilitation
② 12.680/14.250	Widen to 5 lanes from SR-49 to SR-104	Capacity Enhancement
●	No current programmed projects on the segment	

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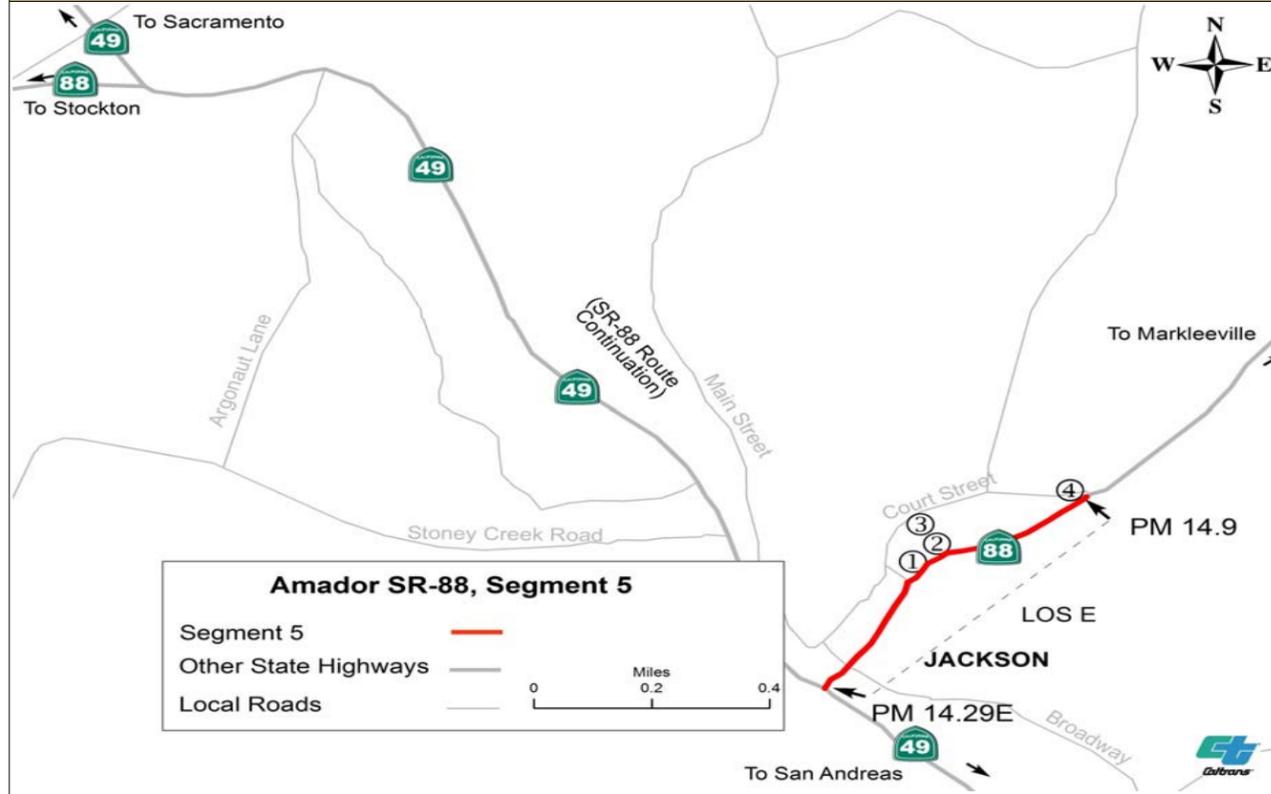
Comments:

AMADOR COUNTY FACT SHEETS—SEGMENT 5

STATE ROUTE 88 TRANSPORTATION CONCEPT REPORT

AMADOR COUNTY

SEGMENT 5



Segment Location:			
Description:	SR-49 S to Court Street	Rural/Urban/Urbanized:	Rural
Post Mile:	14.29E-14.9	Within City Limits:	Yes
Length:	0.608	Local Planning Jurisdiction:	Amador County Transportation Commission
Functional Classification:	Principal Arterial	Other Agency/Entity:	City of Jackson
Roadbed Information (approximate)			
Number of Lanes:	Two	Lane Width (ft.):	12
Terrain:	Rolling	Right of Way Width (ft.):	100-200
Grade %:	N/A	Shoulder Width (ft.):	0-8
Accessible to Bicycles:	Yes	Median Width (ft.):	N/A
Bridge Needs		Distressed Lane Miles	1.30
Postmile	N/A	Present Serviceability Rating	3
Bridge#	N/A		
Bridge Name:	N/A		
Route Designations			
Functional Classification:	Principal Arterial	Scenic Highway (Designated):	No
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	Yes	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:	Low	Cultural Resources:	High
Wetlands:	Low	Leaking Underground Tanks:	High
Special Status Species:	Low	Possible Hazardous Waste:	High
Air Quality			
Ozone	Non-Attainment Maintenance	Particulate Matter 10 m	Unclassified
		Particulate Matter 2.5 m	Unclassified
		Carbon Monoxide	Unclassified

Travel Forecast Data						
Posted Speed: 35 MPH Existing Facility: Two lane Conventional Highway Level of Service: E Volume/Capacity: 0.40 Peak Hour Volume: 1,100 Average Daily Traffic: 10,800 Peak Hour Directional Split: 55/45 Truck Volume % of Total ADT: 6.0 Peak Hour % of Trucks: 4.8	2009		2020		2030	
	HCS	LOSPLAN	HCS	LOSPLAN	HCS	LOSPLAN
	E	D	E	D	E	E
	0.40	0.41	0.46	0.45	0.51	0.50
	1,100		1,260		1,390	
	10,800		12,300		13,600	
	55/45		55/45		55/45	
	6.0		6.0		6.0	
	4.8		4.8		4.8	

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	
Yes/No	Yes	Yes/No	No	Yes/No	No
PM	14.29E-14.9	PM		PM	
Location	On Route	Location		Location	
Class	III				
LOS	N/A				
Pedestrian Facility		Park and Rides		Freight Distribution	
Yes/No	Yes	Yes/No	Yes	Yes/No	No
PM	14.302 & 14.360	PM	4.185 (on AMA-49)	PM	
Location	Jackson	Location	Mels Diner on Hwy49/88	Location	
LOS	N/A				
				Transit Bus	
		Yes/No	Yes	Yes/No	Yes
		PM	On Route	PM	Jackson Hill Apt.
		Location		Location	

Segment Route Concept	
Concept Level of Service:	C
Concept Facility	2030 Five lane conventional on existing alignment
Ultimate Transportation Corridor:	Five lane conventional on existing alignment
Comments:	

Planned Programmed Projects		
Post Mile	Location	Description
① 14.292/23.152	Passing lane EB between Jackson and Pine Grove	Passing lanes
② 14.292/15.068	Corridor Improvements	Operational Improvements
③ 14.321/14.926	SR-88 Improvements from SR-49 to Court St.	Operational Improvements
④ 14.9/14.9	Court Street	Improve right turn lane from east bound SR-88
●	No current programmed projects on the segment	

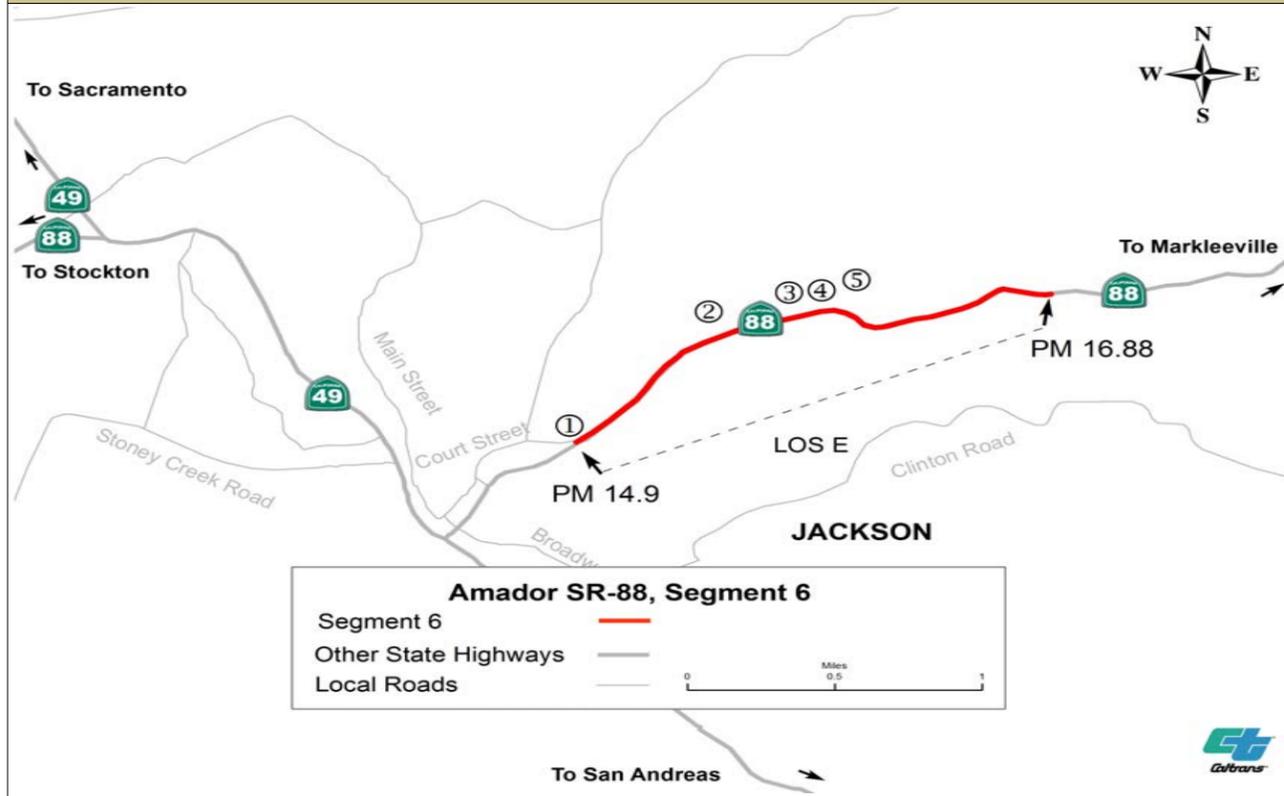
Intelligent Transportation System (ITS) Elements & Detection			
Postmile	ITS Element	Status	Direction
14.561	TMS	Existing	Both

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Comments:

AMADOR COUNTY FACT SHEETS—SEGMENT 6

STATE ROUTE 88 TRANSPORTATION CONCEPT REPORT AMADOR COUNTY SEGMENT 6



Segment Location:			
Description: Court Street to Dalton Road			
Post Mile: 14.9-16.88	Rural/Urban/Urbanized: Rural		
Length: 1.986	Within City Limits: Both		
Functional Classification: Principal Arterial	Local Planning Jurisdiction: Amador County Transportation Commission		
		Other Agency/Entity: City of Jackson	
Roadbed Information (approximate)			
Number of Lanes: Three	Lane Width (ft.): 12-24		
Terrain: Rolling	Right of Way Width (ft.): 100-280		
Grade %: N/A	Shoulder Width (ft.): 0-8		
Accessible to Bicycles: Yes	Median Width (ft.): N/A		
Bridge Needs		Distressed Lane Miles: 0.80	
Postmile: N/A		Present Serviceability Rating: 3	
Bridge#: N/A			
Bridge Name: N/A			
Route Designations			
Functional Classification: Principal Arterial	Scenic Highway (Designated): No		
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: Yes	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: Low	Cultural Resources: High		
Wetlands: Low	Leaking Underground Tanks: Moderate to High		
Special Status Species: Moderate	Possible Hazardous Waste: Moderate to High		
Air Quality			
Ozone: Non-Attainment Maintenance	Particulate Matter 10 m: Unclassified	Particulate Matter 2.5 m: Unclassified	Carbon Monoxide: Unclassified

Travel Forecast Data						
Posted Speed: 55 MPH Existing Facility: Two lane Conventional Highway Level of Service: E Volume/Capacity: 0.48 Peak Hour Volume: 1,300 Average Daily Traffic: 11,100 Peak Hour Directional Split: 55/45 Truck Volume % of Total ADT: 6.0 Peak Hour % of Trucks: 4.8	2009		2020		2030	
	HCS	LOSPLAN	HCS	LOSPLAN	HCS	LOSPLAN
	E	E	E	E	E	E
	0.48	0.47	0.51	0.54	0.57	0.57
	1,300		1,380		1,550	
11,100		12,900		14,500		
55/45		55/45		55/45		
6.0		6.0		6.0		
4.8		4.8		4.8		

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 PM Location Class LOS	Yes/No No Location Class LOS	Yes/No No Location Class LOS	Yes/No No Location Class LOS
Yes/No No PM Location LOS	Yes/No No PM Location LOS	Yes/No No PM Location LOS	Yes/No Yes PM Location Jackson Hill Apt.

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
① 14.9/14.9	SR-88 and Court St.	Operational Improvements			
② 12.739/25.365	Improvements from SR-49 to Pioneer	Operational Improvements			
③ 14.292/23.152	Passing lane EB between Jackson and Pine Grove	Passing lanes			
④ 14.29/15.068	Corridor Improvements	Operational Improvements			
⑤ 14.321/14.926	SR-88 Improvements from SR-49 to Court St.	Operational Improvements			
●	No current programmed projects on the segment				

Intelligent Transportation System (ITS) Elements & Detection			
Postmile	ITS Element	Status	Direction
	None 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.

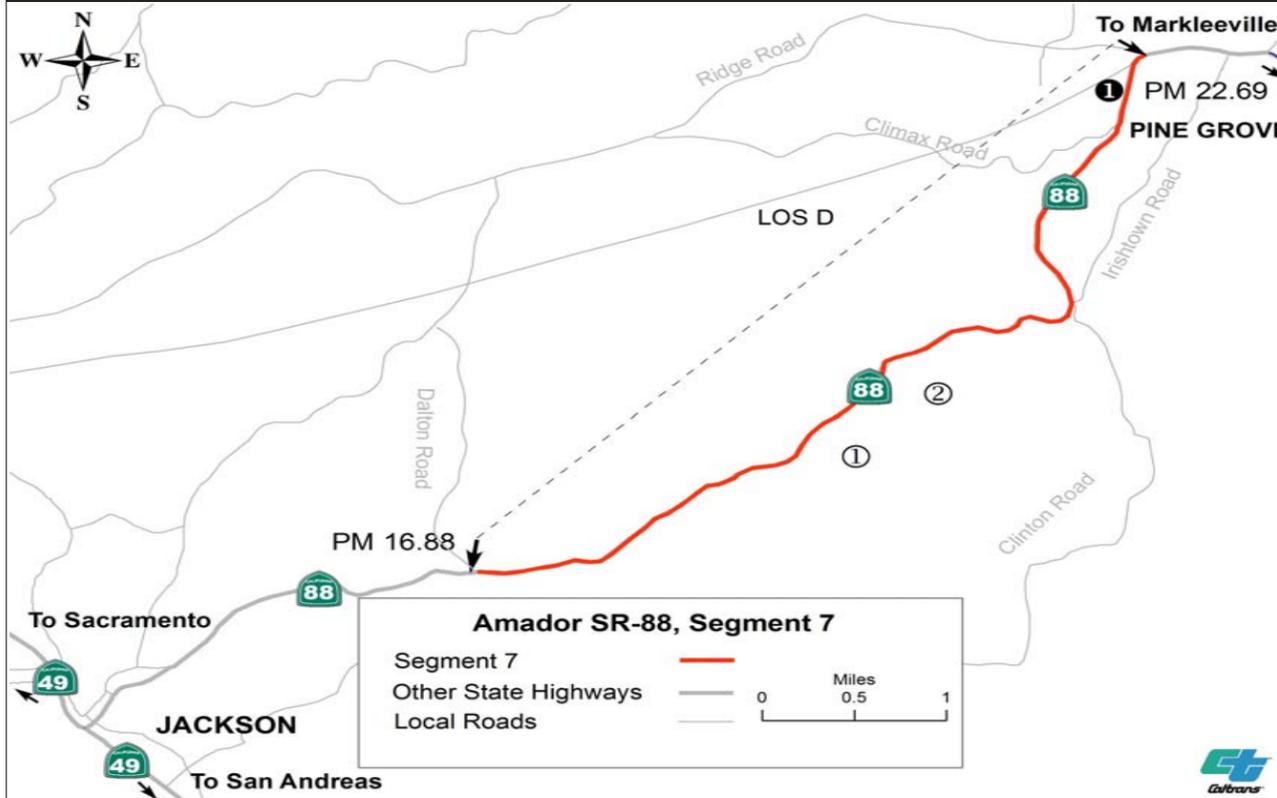
Comments:

AMADOR COUNTY FACT SHEETS—SEGMENT 7

STATE ROUTE 88 TRANSPORTATION CONCEPT REPORT

AMADOR COUNTY

SEGMENT 7



Segment Location:			
Description: Dalton Road to Ridge Road			
Post Mile: 16.88-22.69	Rural/Urban/Urbanized: Rural		
Length: 5.804	Within City Limits: No		
Functional Classification: Principal Arterial	Local Planning Jurisdiction: Amador County Transportation Commission		
		Other Agency/Entity: Amador County	
Roadbed Information (approximate)			
Number of Lanes: Two	Lane Width (ft.): 12		
Terrain: Mountainous	Right of Way Width (ft.): 100-280		
Grade %: N/A	Shoulder Width (ft.): 0-8		
Accessible to Bicycles: Yes	Median Width (ft.): N/A		
Bridge Needs		Distressed Lane Miles: 9.00	
Postmile: N/A	Bridge#: N/A	Present Serviceability Rating: 3	
Bridge Name: N/A			
Route Designations			
Functional Classification: Principal Arterial	Scenic Highway (Designated): No		
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: Yes	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: Low	Cultural Resources: High		
Wetlands: Low	Leaking Underground Tanks: Low		
Special Status Species: Moderate	Possible Hazardous Waste: Low-Mod		
Air Quality			
Ozone: Non-Attainment Maintenance	Particulate Matter 10 m: Unclassified	Particulate Matter 2.5 m: Unclassified	Carbon Monoxide: Unclassified
Existing Transportation Network			
Bicycle Facility		Airports	
Yes/No: Yes	Yes	Yes/No: No	No
PM: 16.88-22.69	PM	Intermodal Commuter Facilities: Yes/No: No	Intermodal Freight Facilities: Yes/No: No
Location: On Route	Location	PM: PM	Location: Location
Class: III			
LOS: N/A			
Pedestrian Facility		Park and Rides	
Yes/No: No	No	Yes/No: No	No
PM: PM	PM	Freight Distribution: Yes/No: No	Transit Bus: Yes/No: No
Location: Location	Location	PM: PM	Location: Location
LOS: LOS			

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:	2009		2020		2030	
	HCS	LOSPLAN	HCS	LOSPLAN	HCS	LOSPLAN
	D	E	E	E	E	E
	0.48	0.49	0.60	0.58	0.69	0.65
	1,300		1,640		1,890	
	12,600		15,200		17,500	
	55/45		55/45		55/45	
6.0		6.0		6.0		
4.8		4.8		4.8		

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.

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
22.600	EMS	Existing	EB
22.690	TMS	Existing	Both
22.690	TMS	Existing	Both

Planned				Programmed Projects			
Post Mile	Location			Description			
① 12.739/25.365	Improvements from SR-49 to Pioneer			Operational Improvements			
② 14.292/23.152	Passing lane EB between Jackson and Pine Grove			Passing lanes			
① 22.3/23.8	Pine Grove Improvements			Improve Operation/Bypass			

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.

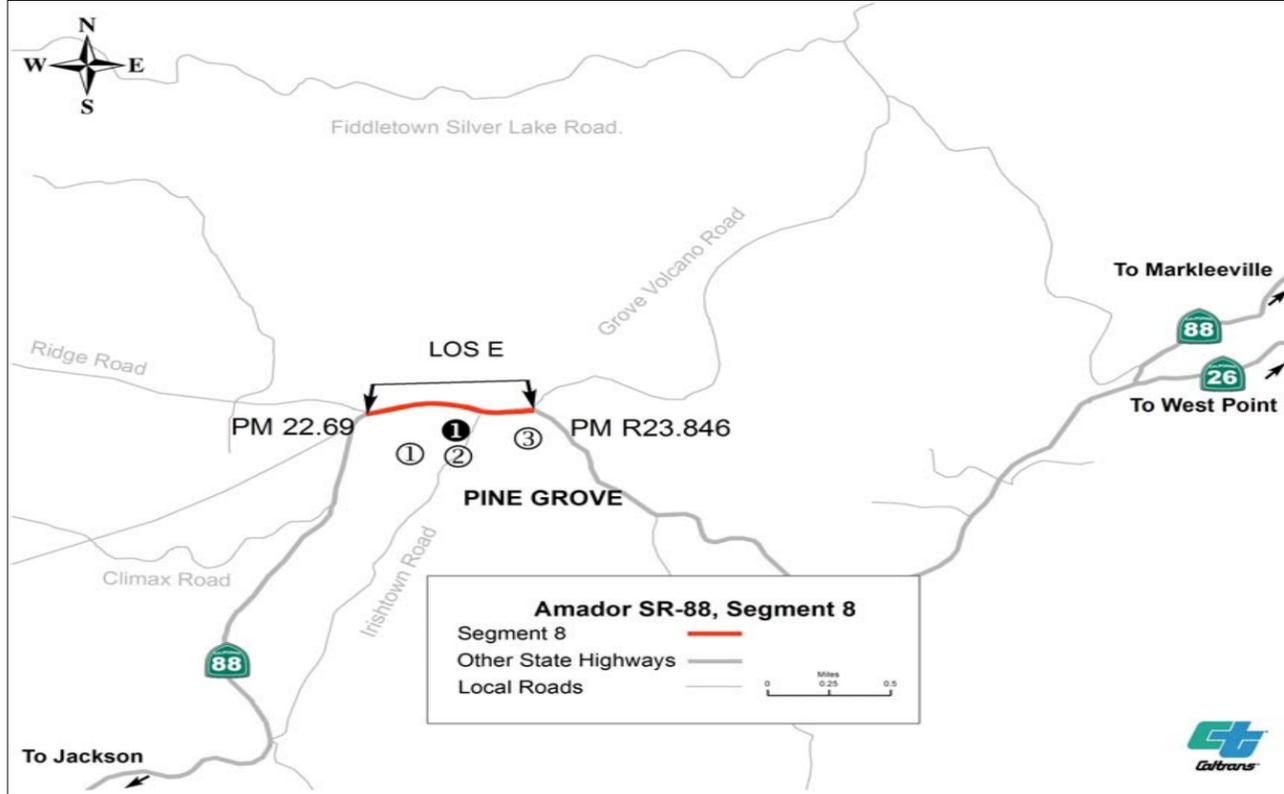
Comments:

AMADOR COUNTY FACT SHEETS—SEGMENT 8

STATE ROUTE 88 TRANSPORTATION CONCEPT REPORT

AMADOR COUNTY

SEGMENT 8



Description: Ridge Road to Mount Zion (Pine Grove)			
Post Mile:	22.69-R23.846	Rural/Urban/Urbanized:	Rural
Length:	1.156	Within City Limits:	No
Functional Classification:	Principal Arterial	Local Planning Jurisdiction:	Amador County Transportation Commission
		Other Agency/Entity:	Amador County
Roadbed Information (approximate)			
Number of Lanes:	Two	Lane Width (ft.):	12
Terrain:	Rolling	Right of Way Width (ft.):	100-290
Grade %:	N/A	Shoulder Width (ft.):	0-8
Accessible to Bicycles:	Yes	Median Width (ft.):	10-12
Bridge Needs		Distressed Lane Miles	1.20
Postmile	N/A	Present Serviceability Rating	3
Bridge#	N/A		
Bridge Name:	N/A		
Route Designations			
Functional Classification:	Principal Arterial	Scenic Highway (Designated):	No
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	Yes	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:	Low	Cultural Resources:	High
Wetlands:	Low	Leaking Underground Tanks:	High
Special Status Species:	Low	Possible Hazardous Waste:	High
Air Quality			
Ozone	Non-Attainment Maintenance	Particulate Matter 10 m	Unclassified
		Particulate Matter 2.5 m	Unclassified
		Carbon Monoxide	Unclassified

Travel Forecast Data						
Posted Speed: 35 MPH Existing Facility: Two lane Conventional Highway Level of Service: E Volume/Capacity: 0.48 Peak Hour Volume: 1,890 Average Daily Traffic: 19,260 Peak Hour Directional Split: 55/45 Truck Volume % of Total ADT: 8.0 Peak Hour % of Trucks: 6.4	2009		2020		2030	
	HCS	LOSPLAN	HCS	LOSPLAN	HCS	LOSPLAN
	E	E	F	E	F	F
	0.48	0.73	0.97	0.91	1.16	1.14
		1,890		2,445		2,945
	19,260		24,870		29,970	
	55/45		55/45		55/45	
	8.0		8.0		8.0	
	6.4		6.4		6.4	

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 PM Location Class LOS	Yes/No No Location Location	Yes/No No PM Location	Yes/No No PM Location
Yes/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 on new alignment; Four lane conventional on existing alignment
Ultimate Transportation Corridor:	Four lane expressway
Comments:	

Planned Projects		
Post Mile	Location	Description
① 12.739/25.365	Improvements from SR-49 to Pioneer	Operational Improvements
② 14.292/23.152	Passing lane EB between Jackson and Pine Grove	Passing lanes
③ 23.360/23.369	SR-88 and Volcano Rd., Intersection Improvements	Intersection Improvements
④ 22.3/23.8	Pine Grove Improvements	Improve Operation/Bypass

Intelligent Transportation System (ITS) Elements & Detection			
Postmile	ITS Element	Status	Direction
23.150	HAR	Existing	WB

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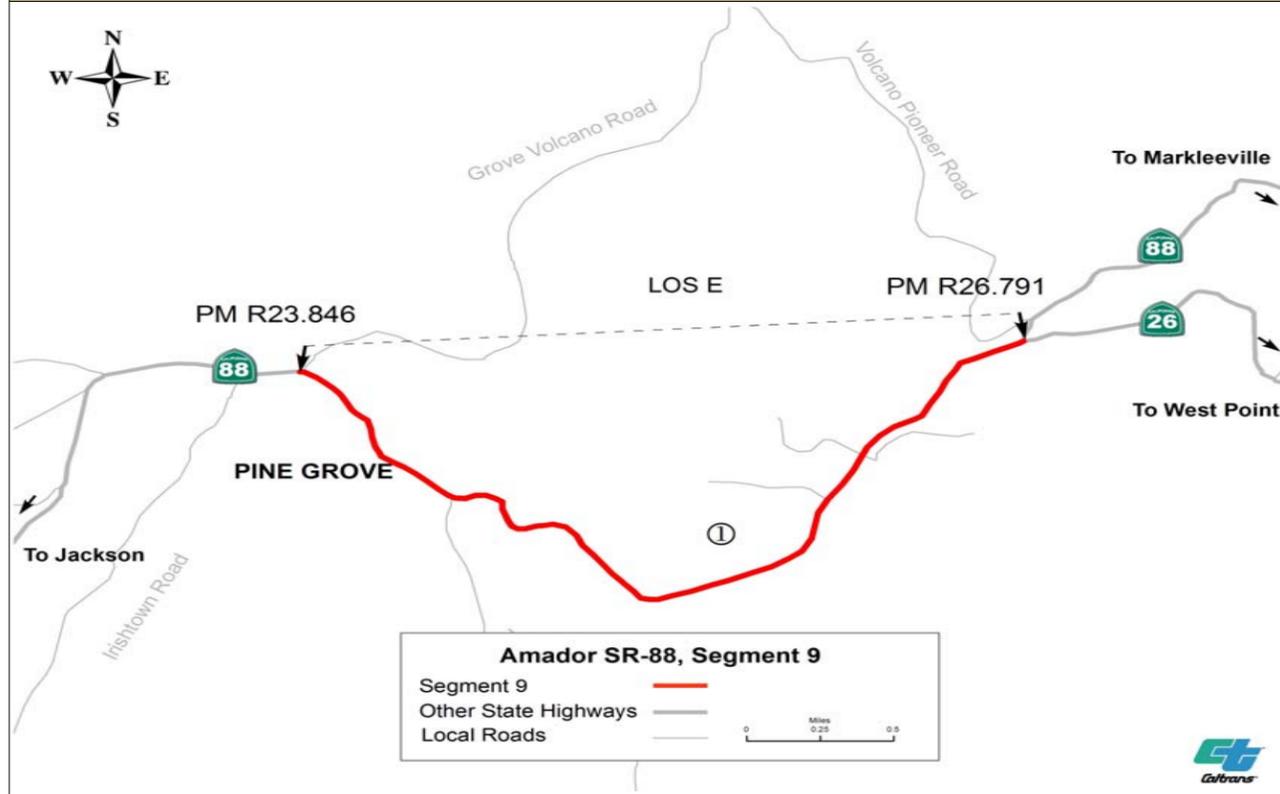
Comments:

AMADOR COUNTY FACT SHEETS—SEGMENT 9

STATE ROUTE 88 TRANSPORTATION CONCEPT REPORT

AMADOR COUNTY

SEGMENT 9



Segment Location:			
Description: Mount Zion to SR-26 W			
Post Mile: R23.846-R26.791	Rural/Urban/Urbanized: Rural		
Length: 2.945	Within City Limits: No		
Functional Classification: Principal Arterial	Local Planning Jurisdiction: Amador County Transportation Commission		
Other Agency/Entity: Amador County			
Roadbed Information (approximate)			
Number of Lanes: Two	Lane Width (ft.): 12-24		
Terrain: Mountainous	Right of Way Width (ft.): 100-290		
Grade %: 3% or greater	Shoulder Width (ft.): 0-8		
Accessible to Bicycles: Yes	Median Width (ft.): 0-12		
Bridge Needs		Distressed Lane Miles: 4.00	
Postmile: N/A	Bridge#: N/A	Present Serviceability Rating: 3	
Bridge Name: N/A			
Route Designations			
Functional Classification: Principal Arterial	Scenic Highway (Designated): No		
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: Yes	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: Low	Cultural Resources: High		
Wetlands: Low	Leaking Underground Tanks: Moderate		
Special Status Species: Low	Possible Hazardous Waste: Moderate		
Air Quality			
Ozone: Non-Attainment Maintenance	Particulate Matter 10 m: Unclassified	Particulate Matter 2.5 m: Unclassified	Carbon Monoxide: Unclassified
Existing Transportation Network			
Bicycle Facility		Airports	Intermodal Commuter Facilities
Yes/No	Yes	Yes/No	No
PM	R23.846-R26.791	PM	PM
Location	On Route	Location	Location
Class	III		
LOS	N/A		
Pedestrian Facility		Park and Rides	Freight Distribution
Yes/No	Yes	Yes/No	No
PM	23.420	PM	PM
Location	Pine Grove	Location	Location
LOS	N/A		
		Transit Bus	
		Yes/No	No
		PM	PM
		Location	Location

Posted Speed: 50 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:	2009		2020		2030	
	HCS	LOSPLAN	HCS	LOSPLAN	HCS	LOSPLAN
	E	E	E	E	E	E
0.51	0.53	0.67	0.53	0.82	0.69	
	1,380		1,820		2,210	
	12,600		16,500		20,100	
	60/40		60/40		60/40	
	8.0		8.0		8.0	
	6.4		6.4		6.4	

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.

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
R23.88	CMS	Existing	EB
R23.9	EMS	Existing	WB
R26.748	TMS	Existing	Both
R26.804	TMS	Existing	Both

Post Mile	Location	Description
① 12.739/25.365	Improvements from SR-49 to Pioneer	Operational Improvements
●	No current programmed projects on the 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:

AMADOR COUNTY FACT SHEETS—SEGMENT 10

STATE ROUTE 88 TRANSPORTATION CONCEPT REPORT		AMADOR COUNTY		SEGMENT 10	
		<i>Segment Location:</i>			
		Description: SR-26 W to Tiger Creek Road		Rural/Urban/Urbanized: Rural	
		Post Mile: R26.791-R32.053		Within City Limits: No	
		Length: 5.262		Local Planning Jurisdiction: Amador County Transportation Commission	
		Functional Classification: Principal Arterial		Other Agency/Entity: Amador County	
		<i>Roadbed Information (approximate)</i>			
		Number of Lanes: Two		Lane Width (ft.): 11-12	
		Terrain: Mountainous		Right of Way Width (ft.): 80-310	
		Grade %: N/A		Shoulder Width (ft.): 0-8	
		Accessible to Bicycles: Yes		Median Width (ft.): 0-12	
<i>Bridge Needs</i>					
Postmile: N/A		Distressed Lane Miles: 5.60			
Bridge#: N/A		Present Serviceability Rating: 3			
Bridge Name: N/A					
<i>Route Designations</i>					
Functional Classification: Principal Arterial		Scenic Highway (Designated): No			
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: Yes		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			
<i>Environmental Status</i>					
Degree of Impact		Degree of Impact			
Flood Plains: Low		Cultural Resources: High			
Wetlands: Low		Leaking Underground Tanks: Moderate to High			
Special Status Species: Low		Possible Hazardous Waste: Moderate to High			
<i>Air Quality</i>					
Ozone		Particulate Matter 10 m			
Non-Attainment Maintenance		Unclassified			
Particulate Matter 2.5 m		Carbon Monoxide			
Unclassified		Unclassified			
<i>Existing Transportation Network</i>					
Bicycle Facility		Airports			
Yes/No: Yes		Yes/No: No			
PM: R26.791-R32.053		Intermodal Commuter Facilities: Yes/No: No			
Location: On Route		Intermodal Freight Facilities: Yes/No: No			
Class: III		Location: Location			
LOS: N/A		Location: Location			
Pedestrian Facility		Park and Rides			
Yes/No: No		Yes/No: No			
PM: PM		Freight Distribution: Yes/No: No			
Location: Location		Transit Bus: Yes/No: No			
LOS: Location		Location: Location			
<i>Planned and Programmed Projects</i>					
Post Mile		Location			
① 26.804/26.814		SR-88 and SR-26 Intersection Improvements			
② 29.72/31.826		Pioneer/Buckhorn corridor Improvements			
③ 31.86/71.649		SR-88 Improvements between Buckhorn and Alpine County Line.			
●		No current programmed projects on the segment			
		Description			
		Intersection Improvements			
		Operational Improvements			
		Operational Improvements			
Comments:					
<i>Intelligent Transportation System (ITS) Elements & Detection</i>					
Postmile		ITS Element			
		None in this segment			
Status		Direction			
Comments:					

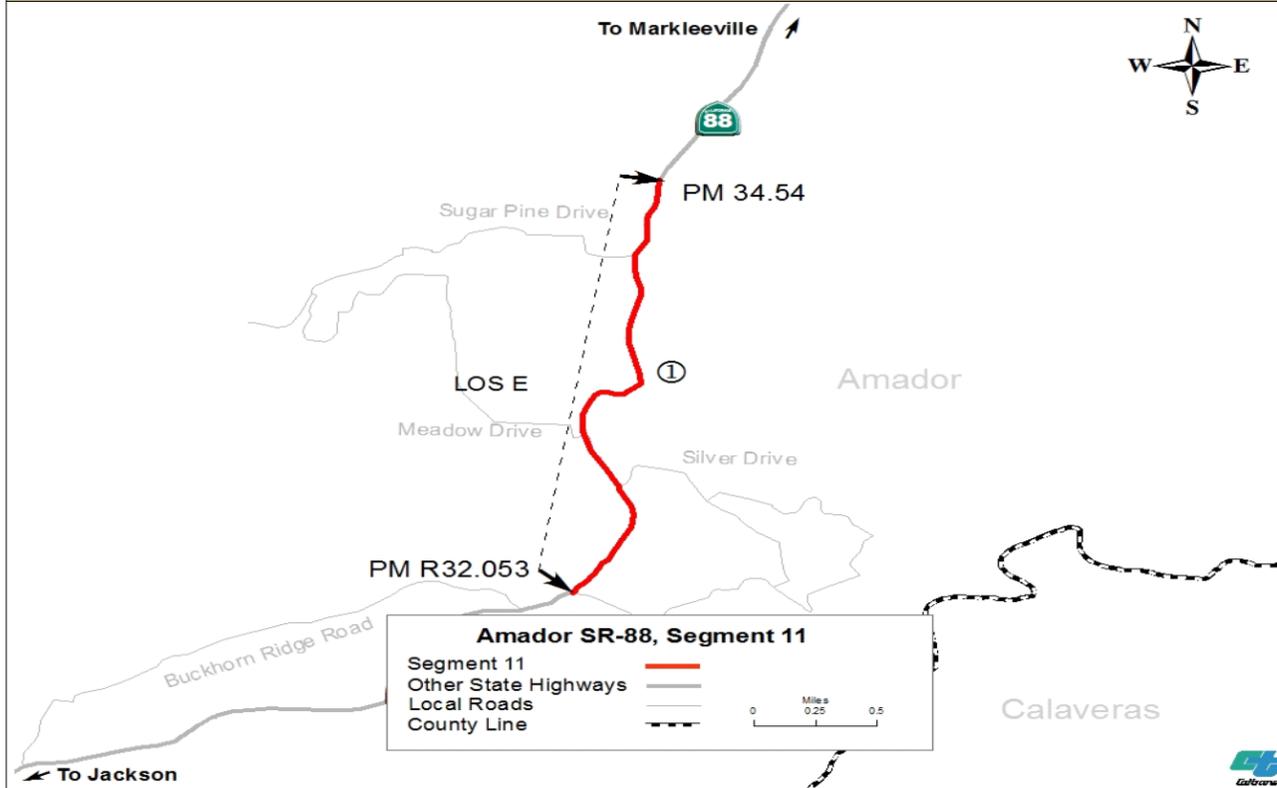
Note: This information is for overview purposes only and does not replace a full report from Right of Way, Environmental, or any other Branch or Division.

AMADOR COUNTY FACT SHEETS—SEGMENT 11

STATE ROUTE 88 TRANSPORTATION CONCEPT REPORT

AMADOR COUNTY

SEGMENT 11



Segment Location:			
Description: Tiger Creek Road to Inspiration Point			
Post Mile:	R32.053-34.54	Rural/Urban/Urbanized:	Rural
Length:	2.487	Within City Limits:	No
Functional Classification:	Principal Arterial	Local Planning Jurisdiction:	Amador County Transportation Commission
		Other Agency/Entity:	Amador County
Roadbed Information (approximate)			
Number of Lanes:	Two	Lane Width (ft.):	11-12
Terrain:	Mountainous	Right of Way Width (ft.):	100-310
Grade %:	3% or greater	Shoulder Width (ft.):	0-8
Accessible to Bicycles:	Yes	Median Width (ft.):	0-12
Bridge Needs		Distressed Lane Miles	1.10
Postmile	N/A	Present Serviceability Rating	4
Bridge#	N/A		
Bridge Name:	N/A		
Route Designations			
Functional Classification:	Principal Arterial	Scenic Highway (Designated):	No
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	Yes	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:	Low	Cultural Resources:	High
Wetlands:	Low	Leaking Underground Tanks:	Low
Special Status Species:	Low	Possible Hazardous Waste:	Low
Air Quality			
Ozone	Non-Attainment Maintenance	Particulate Matter 10 m	Unclassified
		Particulate Matter 2.5 m	Unclassified
		Carbon Monoxide	Unclassified

Travel Forecast Data	2009		2020		2030	
	HCS	LOSPLAN	HCS	LOSPLAN	HCS	LOSPLAN
	E	D	E	D	E	E
Posted Speed:	55 MPH					
Existing Facility:	Two lane Conventional Highway					
Level of Service:	0.23	0.28	0.27	0.32	0.30	0.35
Volume/Capacity:	570		680		750	
Peak Hour Volume:	5,200		5,850		6,460	
Average Daily Traffic:	70/30		70/30		70/30	
Peak Hour Directional Split:	8.0		8.0		8.0	
Truck Volume % of Total ADT:	6.4		6.4		6.4	
Peak Hour % of Trucks:	6.4		6.4		6.4	

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	R32.053-34.54	PM		PM		PM	
Location	On Route	Location		Location		Location	
Class	III						
LOS	N/A						
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	Post Mile	Location	Description
① 31.86/71.649	SR-88 Improvements between Buckhorn and Alpine County Line.	Operational Improvements			
	No current programmed projects on the segment				

Intelligent Transportation System (ITS) Elements & Detection			
Postmile	ITS Element	Status	Direction
	None 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:

AMADOR COUNTY FACT SHEETS—SEGMENT 12

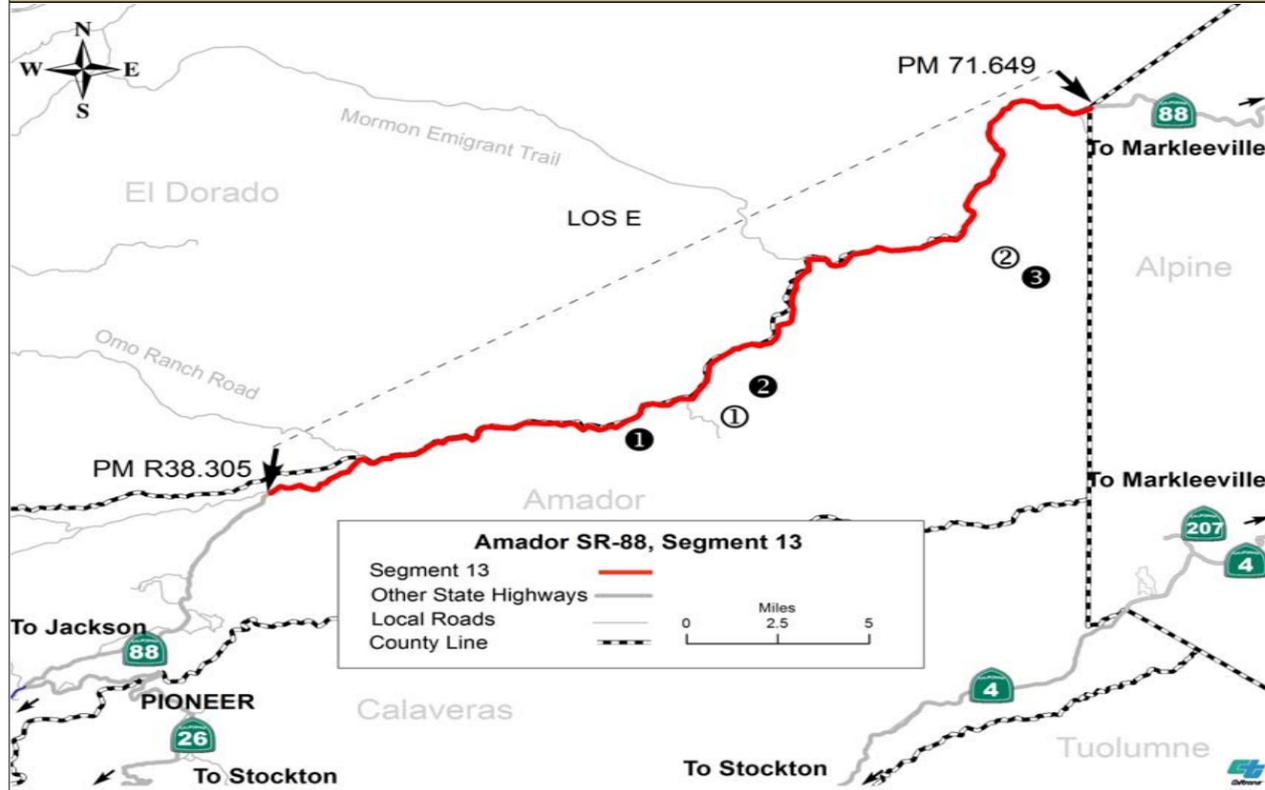
STATE ROUTE 88 TRANSPORTATION CONCEPT REPORT		AMADOR COUNTY		SEGMENT 12			
			Segment Location:				
			Description: Inspiration Point to Dew Drop Road				
			Post Mile: 34.54-R38.305	Rural/Urban/Urbanized:	No		
			Length: 3.765	Within City Limits:	No		
			Functional Classification: Principal Arterial	Local Planning Jurisdiction:	Amador County Transportation Commission		
				Other Agency/Entity:	Amador County		
			Roadbed Information (approximate)				
			Number of Lanes: Two	Lane Width (ft.):	12-24		
			Terrain: Mountainous	Right of Way Width (ft.):	100-510		
			Grade %: 3% or greater	Shoulder Width (ft.):	0-8		
Accessible to Bicycles: Yes	Median Width (ft.):	N/A					
Bridge Needs							
Postmile: N/A	Distressed Lane Miles:	4.00					
Bridge#: N/A	Present Serviceability Rating:	4					
Bridge Name: N/A							
Route Designations							
Functional Classification: Principal Arterial	Scenic Highway (Designated):	No					
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: Yes	California Legal:	Yes					
Freeway Expressway System: Yes	Advisory:	No					
Strategic Highway Network: No	Additional Restrictions:	No					
Freeway Agreement: Yes	Access to Intermodal Freight Facility:	No					
Environmental Status							
Flood Plains: Low	Cultural Resources:	High					
Wetlands: Low	Leaking Underground Tanks:	Low					
Special Status Species: Low	Possible Hazardous Waste:	Low					
Air Quality							
Ozone: Non-Attainment Maintenance	Particulate Matter 10 m: Unclassified	Particulate Matter 2.5 m: Unclassified	Carbon Monoxide: Unclassified				
Travel Forecast Data			Existing Transportation Network				
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:	2009		2020		2030		
	HCS	LOSPLAN	HCS	LOSPLAN	HCS	LOSPLAN	
	E	D	E	D	E	D	
	0.21	0.25	0.28	0.28	0.26	0.31	
	510	4,650	580	5,250	630	5,750	
	70/30	70/30	70/30	70/30	70/30	70/30	
	8.0	8.0	8.0	8.0	8.0	8.0	
6.4	6.4	6.4	6.4	6.4	6.4		
<small>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.</small>							
Segment Route Concept			Planned Projects				
Concept Level of Service: C			Post Mile	Location	Description		
Concept Facility: 2030 Four lane expressway			① 31.86/71.649	SR-88 Improvements between Buckhorn and Alpine County Line.	Operational Improvements		
Ultimate Transportation Corridor: Four lane expressway			●	No current programmed projects on the segment			
Comments:							
Intelligent Transportation System (ITS) Elements & Detection							
Postmile	ITS Element	Status	Direction				
38.170	TMS	Existing	Both				
38.180	CMS	Existing	EB				
<small>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.</small>							
Comments:							

AMADOR COUNTY FACT SHEETS—SEGMENT 13

STATE ROUTE 88 TRANSPORTATION CONCEPT REPORT

AMADOR COUNTY

SEGMENT 13



Segment Location:			
Description: Dew Drop Road to Alpine/Amador County Line			
Post Mile: R38.305-71.649	Rural/Urban/Urbanized: Rural		
Length: 33.344	Within City Limits: No		
Functional Classification: Principal Arterial	Local Planning Jurisdiction: Amador County Transportation Commission		
		Other Agency/Entity: Amador County	
Roadbed Information (approximate)			
Number of Lanes: Two	Lane Width (ft.): 11-24		
Terrain: Mountainous	Right of Way Width (ft.): 14		
Grade %: 3% or greater	Shoulder Width (ft.): 0-8		
Accessible to Bicycles: Yes	Median Width (ft.): 0-12		
Bridge Needs		Distressed Lane Miles: 47.20	
Postmile: N/A		Present Serviceability Rating: 3	
Bridge#: N/A			
Bridge Name: N/A			
Route Designations			
Functional Classification: Principal 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: Yes	California Legal: Yes		
Freeway Expressway System: Yes	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: Moderate	
Special Status Species: Moderate		Possible Hazardous Waste: Moderate	
Air Quality			
Ozone: Non-Attainment Maintenance	Particulate Matter 10 m: Unclassified	Particulate Matter 2.5 m: Unclassified	Carbon Monoxide: Unclassified

Travel Forecast Data						
Posted Speed: 55 MPH Existing Facility: Two lane Conventional Highway Level of Service: D Volume/Capacity: 0.25 Peak Hour Volume: 340 Average Daily Traffic: 2,350 Peak Hour Directional Split: 70/30 Truck Volume % of Total ADT: 8.0 Peak Hour % of Trucks: 6.4	2009		2020		2030	
	HCS	LOSPLAN	HCS	LOSPLAN	HCS	LOSPLAN
	D	C	D	C	D	D
	0.25	0.16	0.15	0.20	0.16	0.21
	340		370		400	
2,350		2,600		2,800		
70/30		70/30		70/30		
8.0		8.0		8.0		
6.4		6.4		6.4		

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	
Yes/No	Yes	Yes/No	No	Yes/No	No
PM	R38.305-71.649	PM		PM	
Location	On Route	Location		Location	
Class	III				
LOS	N/A				
Pedestrian Facility		Park and Rides		Freight Distribution	
Yes/No	No	Yes/No	No	Yes/No	No
PM		PM		PM	
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:	

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

Planned & Programmed Projects		
Post Mile	Location	Description
① 31.860/71.649	SR-88 Improvements between Buckhorn and Alpine County Line.	Operational Improvements
② 66.600/ 71.600	Carson Spur Rehab and Curve Reduction	Pavement Rehabilitation
③ 46.9/R54.7	SR-88 Lumberyard CAPM	A/C Overlay
④ R54.700/R60.800	SR-88 AMA CAPM Peddler Hill Rd to Tragedy Spring Rd	Repair Structural Section
⑤ R66.600/71.700	Silver Lake Campground CAPM	Pavement repair

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

Of the eight counties that comprise District 10, Alpine is the only mountain county. For California, this translates to a place where the landscape is dominated by primary resources controlled by federal or state resource management agencies (96% of the County), with little private land upon which development can occur. Alpine County, along with its terrain, has the smallest population of any county in the State. It presents several challenges to assessing current and future interregional transportation needs. The population, since it is interspersed between one town (Markleeville) and two ski resorts—Kirkwood and Bear Valley, creates weak attractors, with employment centers acting as the likely loci for work day travel. With the exception of the Alpine County Government Center, the large county employers depend on tourism, which may allow commute numbers to be disguised by larger recreational traffic volumes.

Alp-88 serves the communities of Kirkwood, Woodfords, Hung-a-Lel-Ti, and Markleeville (via Alp-89). The route, as a year-round highway, operates to access several recreational activities either within Alpine County or at Lake Tahoe.

Four segments of SR-88 in Alpine County (Alp-88) were analyzed. These divisions follow considerations of changes in traffic volume, its composition, or its flow; a change in the number of lanes; whether the segment was urban or rural; and, changes in transportation planning or land use planning agency. This method deviates from that suggested in HCM (2000), but provides for a more concise characterization for the need for capacity increases, verses operation improvements generally beyond this document's scope.

For California, LOS traditionally measured highway performance, though once a highway segment approaches or exceeds LOS 'F', other performance measures may be employed. To characterize LOS, the HCS Two Lane module (consistent with HCM 2000, version 5.4) was employed.

As Alp-88 is both an IRRS route and functionally classified 'principal arterial', segments in Alpine County were classified as Class I two lane highways, rather than as Class II or Class III. These latter two classes reflect driver expectations when travelling through rugged terrain, small towns, or recreation areas, that attaining a high rate of speed may not be met. Although characterizing the present condition of Alp-88 as being Class II or Class III may better reflect current conditions (particularly segment one with its 40 MPH speed

limit), using these designations to characterize future conditions may serve to obscure needs for operational improvements.

Future forecast volumes were obtained through two linear projections: from past traffic volumes the previous twenty years to present, and extended twenty years later, and 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, following 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 of California and Nevada with their Woodfords Community Council at Hung-a-Lel-Ti.

Land uses along the Alp-88 corridor conform to the Toiyabe National Forest Plan, and the Alpine County General Plan (2010). 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 stresses preservation of local communities, and development compatible with the natural setting of Alpine County. The Plan anticipates fostering little to no population growth, and foresees a highway maintenance model consistent with current local revenues and expenditures. It bears noting that no Washoe tribal trust lands are currently contiguous to Alp-88.

Because of little development in or around Markleeville and Woodfords, the housing stock in Alpine County is limited, and many workers in Markleeville live in Douglas County Nevada, and commute in. This in part may be bal-

anced by a resident out commute to obtain goods and services unavailable in Markleeville to either Lake Tahoe or Nevada.

Transit is limited to the Dial-A-Ride Program and has service from Markleeville, Woodfords, and Hung-A-Lel-Ti to Minden, Gardnerville, Dresslerville, Carson City area, South Lake Tahoe, Reno, Placerville, and Truckee. Alpine County does not have any official park-and-ride facilities.

Few other multimodal opportunities exist on SR-88. In 2010 Alpine County adopted a Bicycle and Pedestrian Master Plan which enables them to be eligible for state Bicycle Transportation Account (BTA) funding. Some of the proposed improvements include plans to expand the existing bikeways which include bike paths, bike lanes, signage, bike parking, and sidewalks. As of now, bicycle and pedestrian facilities are limited to Lake Alpine (Alp-4), Bear Valley (Alp-4), Kirkwood (Alp-88), Markleeville (Alp-89), and Diamond Valley School (Alp-89). Proposed improvements along Alp-88 include a class II bicycle lane from Kirkwood to northbound SR-89.

Alpine has one general aviation airport (no scheduled service) located near Markleeville. It has no facilities and snow removal service is not provided.

SR-88 has an important role in the interregional movement of goods and services between California and Nevada. This role is less pronounced in San Joaquin County, than in either Alpine or Amador Counties.

The role that recreation travel plays in local Annual Average Daily Traffic (AADT) measurements remains unclear. What is notable is that traffic volumes increase in an eastward direction, suggesting a sizable portion may be interstate traffic with Nevada. Furthermore, traffic volumes along Alp-88 are quite high as a share of local population, but whether this reflects Alpine County's remoteness in that there is a need of local residents for every day motor vehicle travel, or just summer and winter recreation peaks cannot be discerned. Given the size of the local traffic share, investment in a traffic management system approach to provide real time detection and recordation of traffic events appears unjustified as more heavily traveled segments of Caltrans District 10's system go unmonitored.

All segments will not meet the concept LOS of their existing two lane facilities by 2030. This result best reflects the need for greater passing opportunities along the route, rather than expansion to four lanes, given the steep grades

ALPINE COUNTY SUMMARY

throughout Alpine County. Review of the District 10 Status of Projects indicates that no current programmed projects exist.

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 RTP embraces a “maintenance emphasis alternative”, to avoid expenditure for capacity increasing highway projects, given current funding uncertainties and a declining population base. The RTP recognizes that systems needs within Alpine may be better addressed on highways in adjoining Calaveras and Amador Counties (as well as with Mono and El Dorado), and indicates future capacity increases within Alpine County would be incompatible with local planning.

ALPINE COUNTY FACT SHEETS—SEGMENT 1

STATE ROUTE 88 TRANSPORTATION CONCEPT REPORT

ALPINE COUNTY

SEGMENT 1



Description: Amador/Alpine County Line to Carson Pass			
Post Mile:	0.00-R5.23	Rural/Urban/Urbanized:	Rural
Length:	5.228	Within City Limits:	No
Functional Classification:	Principal Arterial	Local Planning Jurisdiction:	Alpine County Local Transportation Commission
		Other Agency/Entity:	Alpine County
Roadbed Information (approximate)			
Number of Lanes:	Two	Lane Width (ft.):	12
Terrain:	Rolling	Right of Way Width (ft.):	70-210
Grade %:	N/A	Shoulder Width (ft.):	1 to 4
Accessible to Bicycles:	Yes	Median Width (ft.):	N/A
Bridge Needs		Distressed Lane Miles:	11.69
Postmile:	N/A	Present Serviceability Rating:	1
Bridge#:	N/A		
Bridge Name:	N/A		
Route Designations			
Functional Classification:	Principal 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 PM2.2-R5.23
Focus Route/Gateway Route:	No	Surface Transportation Assistance Act (STAA):	Yes
National Highway System:	Yes	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:	Low to Moderate	Cultural Resources:	High
Wetlands:	Moderate to High	Leaking Underground Tanks:	Low to Moderate
Special Status Species:	Low to Moderate	Possible Hazardous Waste:	Low to Moderate
Air Quality			
Ozone:	Unclassified	Particulate Matter 10 m:	Non-Attainment
		Particulate Matter 2.5 m:	Attainment
		Carbon Monoxide:	Unclassified

Travel Forecast Data						
Posted Speed: 40 MPH Existing Facility: Two lane expressway Level of Service: C Volume/Capacity: 0.16 Peak Hour Volume: 380 Average Daily Traffic: 2,750 Peak Hour Directional Split: 60/40 Truck Volume % of Total ADT: 8.0 Peak Hour % of Trucks: 6.4	2009		2020		2030	
	HCS	LOSPLAN	HCS	LOSPLAN	HCS	LOSPLAN
	C	N/A	C	N/A	D	N/A
	0.16	N/A	0.19	N/A	0.22	N/A
		380		460		540

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	0.00-R5.23	PM		PM		PM	
Location	On Route	Location		Location		Location	
Class	III						
LOS	N/A						
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 Two lane expressway
Ultimate Transportation Corridor:	Four lane expressway
Comments:	

Planned			Programmed		
Post Mile	Location	Description	Post Mile	Location	Description
○		There are no current programmed projects	●		There are no current planned projects

Intelligent Transportation System (ITS) Elements & Detection			
Postmile	ITS Element	Status	Direction
	None reported		

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.

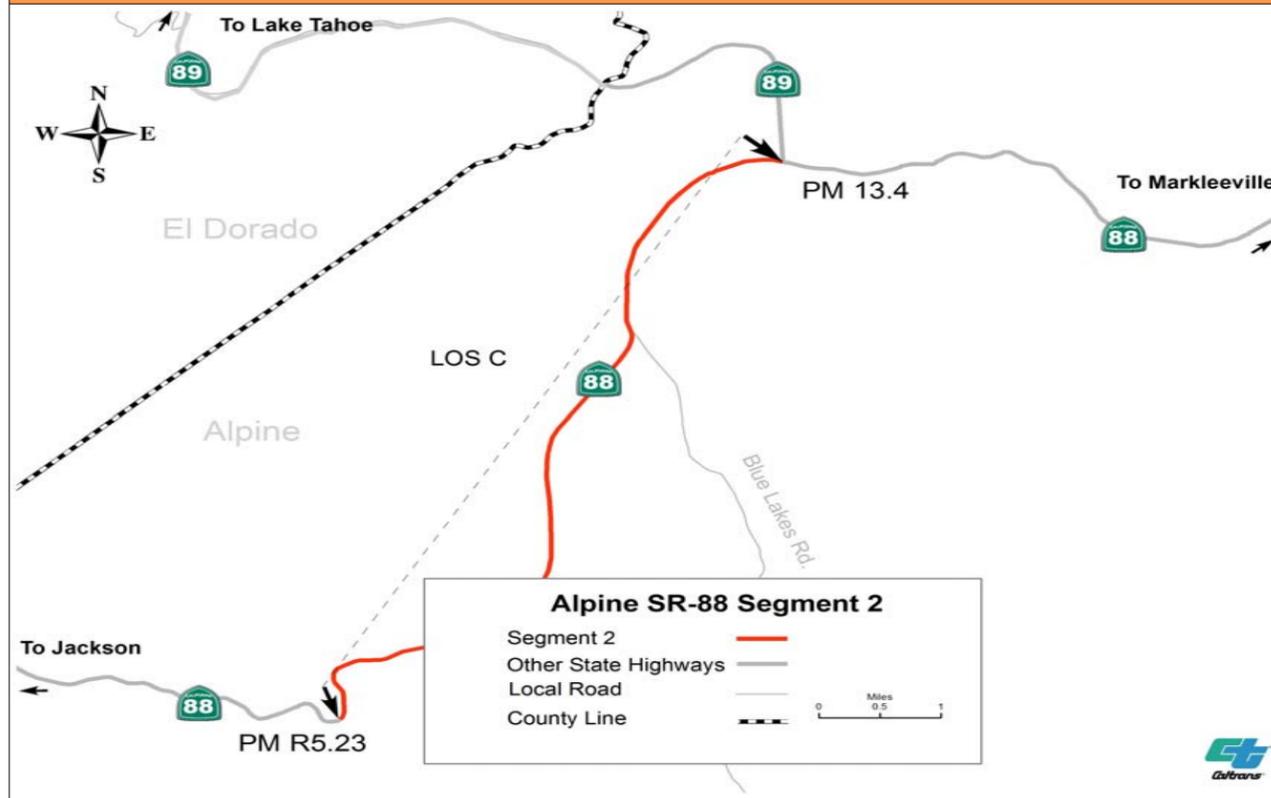
Comments:

ALPINE COUNTY FACT SHEETS—SEGMENT 2

STATE ROUTE 88 TRANSPORTATION CONCEPT REPORT

ALPINE COUNTY

SEGMENT 2



Description: Carson Pass to SR-89 N		Segment Location:	
Post Mile: R5.23-13.4	Rural/Urban/Urbanized: Rural	Within City Limits: No	Local Planning Jurisdiction: Alpine County Local Transportation Commission
Length: 8.172	Other Agency/Entity: Alpine County		
Functional Classification: Principal Arterial			
Roadbed Information (approximate)			
Number of Lanes: Two	Lane Width (ft.): 12	Right of Way Width (ft.): 120-350	Shoulder Width (ft.): 2 to 3
Terrain: Mountainous	Accessible to Bicycles: Yes	Median Width (ft.): N/A	Distressed Lane Miles: 19.14
Grade %: >3	Present Serviceability Rating: 3		
Bridge Needs			
Postmile: N/A			
Bridge#: N/A			
Bridge Name: N/A			
Route Designations			
Functional Classification: Principal Arterial	Scenic Highway (Designated): Yes	Trucking Network	
Facility Type: Expressway	Scenic Highway (Eligible): Yes	National Network, Terminal Access: Terminal Access	
Interregional Road System: Yes	Surface Transportation Assistance Act (STAA): Yes		
High Emphasis Route: No	California Legal: Yes		
Focus Route/Gateway Route: No	Advisory: No		
National Highway System: Yes	Additional Restrictions: No		
Freeway Expressway System: No	Access to Intermodal Freight Facility: No		
Strategic Highway Network: No			
Freeway Agreement: No			
Environmental Status			
Degree of Impact		Degree of Impact	
Flood Plains: Moderate	Wetlands: Low to Moderate	Cultural Resources: Moderate	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	Location: PM R5.23-13.4	Yes/No: No	Location: PM
Pedestrian Facility		Park and Rides	
Yes/No: No	Location: PM	Yes/No: No	Location: PM
Intermodal Commuter Facilities		Freight Distribution	
Yes/No: No	Location: PM	Yes/No: No	Location: PM
Intermodal Freight Facilities		Transit Bus	
Yes/No: No	Location: PM	Yes/No: No	Location: PM

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					
	2009		2020		2030	
	HCS	LOSPLAN	HCS	LOSPLAN	HCS	LOSPLAN
	0.16	N/A	0.20	N/A	0.22	N/A
	380	N/A	480	N/A	550	N/A
	2,750	N/A	3,400	N/A	3,900	N/A
	60/40	N/A	60/40	N/A	60/40	N/A
	8.0	N/A	8.0	N/A	8.0	N/A
	6.4	N/A	6.4	N/A	6.4	N/A

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 expressway
Ultimate Transportation Corridor:	Four lane expressway
Comments:	

Intelligent Transportation System (ITS) Elements & Detection			
Postmile	ITS Element	Status	Direction
	None reported		

Post Mile	Location	Description
○		There are no current programmed projects
●		There are no current planned projects

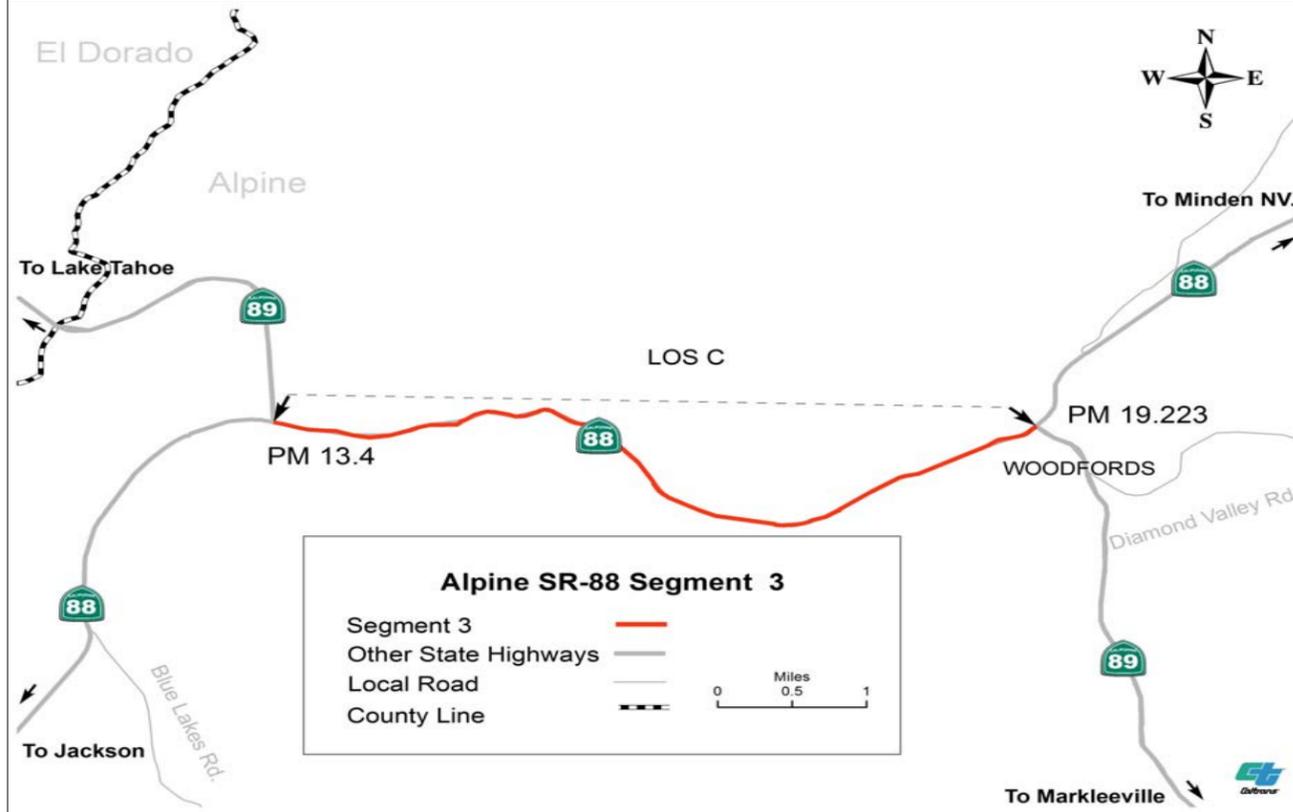
Postmile	ITS Element	Status	Direction
	None reported		

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 3

STATE ROUTE 88 TRANSPORTATION CONCEPT REPORT ALPINE COUNTY SEGMENT 3



Segment Location:			
Description:	SR-89 N to SR 89 S		
Post Mile:	13.4-19.223	Rural/Urban/Urbanized:	Rural
Length:	5.823	Within City Limits:	No
Functional Classification:	Principal Arterial	Local Planning Jurisdiction:	Alpine County Local Transportation Commission
		Other Agency/Entity:	Alpine County
Roadbed Information (approximate)			
Number of Lanes:	Two	Lane Width (ft.):	12
Terrain:	Mountainous	Right of Way Width (ft.):	120-420
Grade %:	>3	Shoulder Width (ft.):	1 to 10
Accessible to Bicycles:	Yes	Median Width (ft.):	N/A
Bridge Needs		Distressed Lane Miles	10.95
Postmile	14.8, 16.22	Present Serviceability Rating	2
Bridge#	310022, 310005		
Bridge Name:	West Fork Carson River, West Fork Carson River		
Route Designations			
Functional Classification:	Principal 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	Yes	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:	Moderate	Cultural Resources:	Moderate to High
Wetlands:	Low to Moderate	Leaking Underground Tanks:	Low to Moderate
Special Status Species:	Low	Possible Hazardous Waste:	Low to Moderate
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: C Volume/Capacity: 0.17 Peak Hour Volume: 420 Average Daily Traffic: 3,250 Peak Hour Directional Split: 60/40 Truck Volume % of Total ADT: 8.0 Peak Hour % of Trucks: 6.4	2009		2020		2030	
	HCS	LOSPLAN	HCS	LOSPLAN	HCS	LOSPLAN
	C	N/A	C	N/A	D	N/A
	0.17	N/A	0.21	N/A	0.25	N/A
	420	510	600			

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 expressway
Ultimate Transportation Corridor:	Four lane expressway
Comments:	

Intelligent Transportation System (ITS) Elements & Detection			
Postmile	ITS Element	Status	Direction
	None reported		

Existing Transportation Network			
Bicycle Facility	Airports	Intermodal Commuter Facilities	Intermodal Freight Facilities
Yes/No Yes PM Location Class LOS	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

Planned Projects		
Post Mile	Location	Description
○		There are no current programmed projects
●		There are no current planned projects

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.

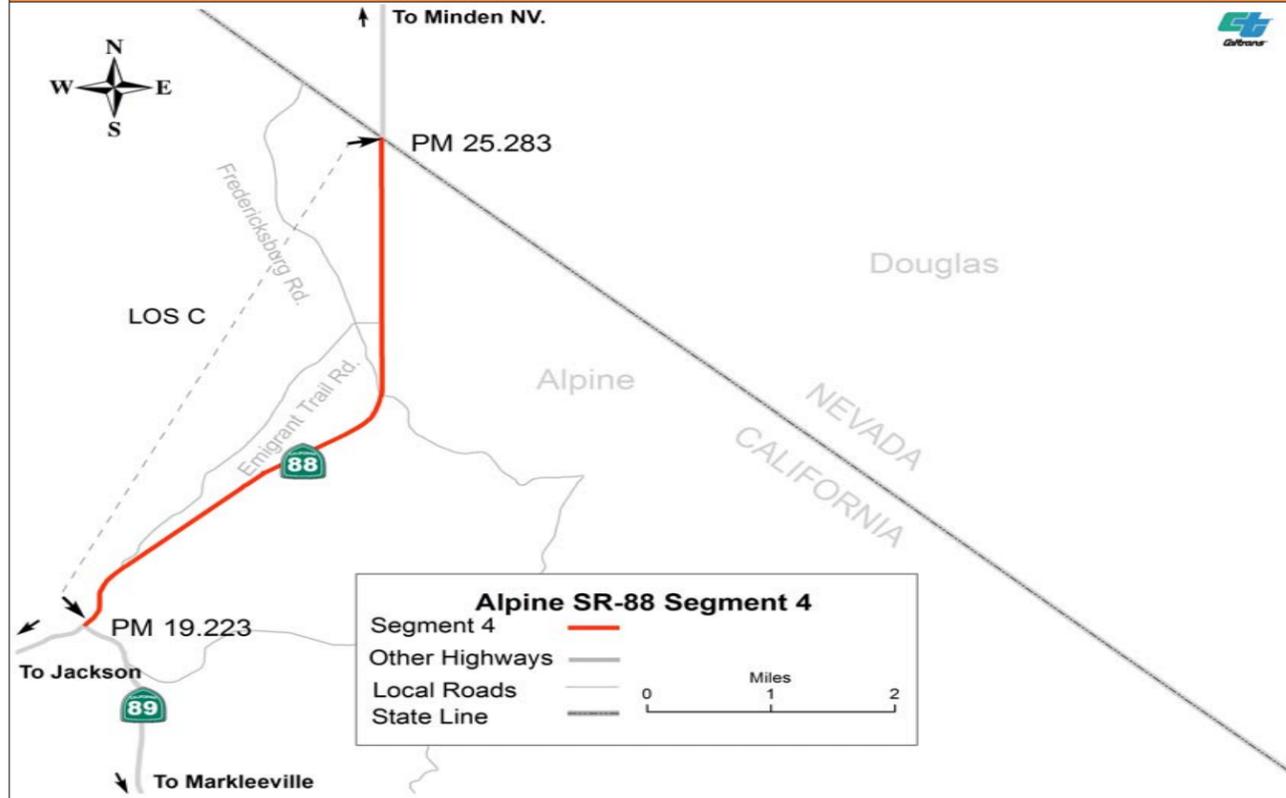
Comments:

ALPINE COUNTY FACT SHEETS—SEGMENT 4

STATE ROUTE 88 TRANSPORTATION CONCEPT REPORT

ALPINE COUNTY

SEGMENT 4



Description: SR 89 S to Stateline		Segment Location:	
Post Mile: 19.223-25.283	Rural/Urban/Urbanized: Rural	Within City Limits: No	Local Planning Jurisdiction: Alpine County Local Transportation Commission
Length: 6.060	Other Agency/Entity: Alpine County		
Functional Classification: Principal Arterial			
Roadbed Information (approximate)			
Number of Lanes: Two	Lane Width (ft.): 12	Right of Way Width (ft.): 160-275	Shoulder Width (ft.): 3 to 10
Terrain: Rolling	Accessible to Bicycles: Yes	Median Width (ft.): N/A	Distressed Lane Miles: 10.57
Grade %: N/A	Present Serviceability Rating: 3		
Bridge Needs			
Postmile: N/A			
Bridge#: N/A			
Bridge Name: N/A			
Route Designations			
Functional Classification: Principal 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: Yes	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: Moderate	Wetlands: Low to Moderate	Cultural Resources: Low to Moderate	Leaking Underground Tanks: Moderate
Special Status Species: Low		Possible Hazardous Waste: Moderate	
Air Quality			
Ozone: Unclassified	Particulate Matter 10 m: Non-Attainment	Particulate Matter 2.5 m: Attainment	Carbon Monoxide: Unclassified

	Travel Forecast Data					
	2009		2020		2030	
	HCS	LOSPLAN	HCS	LOSPLAN	HCS	LOSPLAN
Posted Speed: 55 MPH						
Existing Facility: Two lane expressway						
Level of Service: C	C	N/A	C	N/A	D	N/A
Volume/Capacity: 0.20	0.20	N/A	0.25	N/A	0.29	N/A
Peak Hour Volume: 490	490	600	600	700	700	
Average Daily Traffic: 3,850	3,850	4,700	4,700	5,500	5,500	
Peak Hour Directional Split: 60/40	60/40	60/40	60/40	60/40	60/40	
Truck Volume % of Total ADT: 8.0	8.0	8.0	8.0	8.0	8.0	
Peak Hour % of Trucks: 6.4	6.4	6.4	6.4	6.4	6.4	

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.

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

Intelligent Transportation System (ITS) Elements & Detection			
Postmile	ITS Element	Status	Direction
	None reported		

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: 19.223-25.283	PM: Location	PM: Location	PM: Location
Location: On Route	Location: Location	Location: Location	Location: Location
Class: III			
LOS: N/A			
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
Location: Location			
LOS: Location			

Post Mile	Planned		Programmed Projects	
	Location	Description	Location	Description
○				
●		There are no current programmed projects		There are no current planned projects

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. Analyses performed for this document were consistent with 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 mainstreet 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	NEPA	National Environmental Policy Act	W/O	West of
ACLTC	Alpine County Local Transportation Commission	NHS	National Highway System		
ACTC	Amador County Transportation Commission	N/O	North Of		
ADT	Average Daily Traffic	NTN	National Truck Network		
BTA	Bicycle Transportation Account	PeMS	Performance Measurement System (Detection)		
CMS	Changeable Message Sign	PHV	Peak Hour Volume		
CO	Carbon Monoxide	PM	Post Mile		
COG	Council of Governments	PM-10	Particulate Matter		
CSMP	Corridor System Management Plan	RTE	Route		
CSS	Context Sensitive Solutions	RTP	Regional Transportation Plan		
CTC	California Transportation Commission	SAFETEA-LU	Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users		
DOT	Department of Transportation	SB	Southbound		
DSMP	District System Management Plan	SHS	State Highway System		
EB	Eastbound	SJCOG	San Joaquin County Council of Governments		
E/O	East Of	S/O	South of		
EXPW	Expressway	SR	State Route		
F&E	Freeway and Expressway System	STAA	Surface Transportation Assistance Act		
FDOT	Florida Department of Transportation	STRAHNET	Strategic Highway Network		
FHWA	Federal Highway Administration	TA	Terminal Access		
FHS	Federal Highway System	TBD	To Be Determined		
HAR	Highway Advisory Radio	TCR	Transportation Concept Report		
HCM	Highway Capacity Manual	TDM	Transportation Demand Model		
HOV	High Occupancy Vehicle	TEA-21	Transportation Equity Act of the 21st Century		
IRRS	Interregional Road System	TMS	Traffic Monitoring Station/Transportation Management System		
ITS	Intelligent Transportation Systems	UC	Under-crossing		
LOS	Level of Service	UTC	Ultimate Transportation Corridor		
LU	Legacy for Users	V/C	Volume to Capacity		
NB	Northbound	WB	Westbound		

