

**STATE ROUTE 4  
TRANSPORTATION CONCEPT REPORT**

**CALTRANS DISTRICT 10  
OFFICE OF SYSTEM PLANNING  
February 2002**

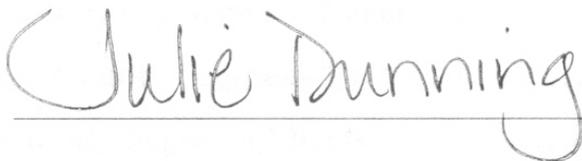
**APPROVAL RECOMMENDED:**



**SHARON SCHERZINGER  
Acting Deputy District Director  
Planning, Modal, and  
Local Assistance Program**

*11-9-03*

**DATE**



**JULIE DUNNING  
Acting District Director  
District 10, Stockton**

*11.24.03*

**DATE**

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**APPROVAL RECOMMENDED:**

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**DANA COWELL**  
**Deputy District Director**  
**Planning, Modal, and**  
**Local Assistance Programs**

**DATE**

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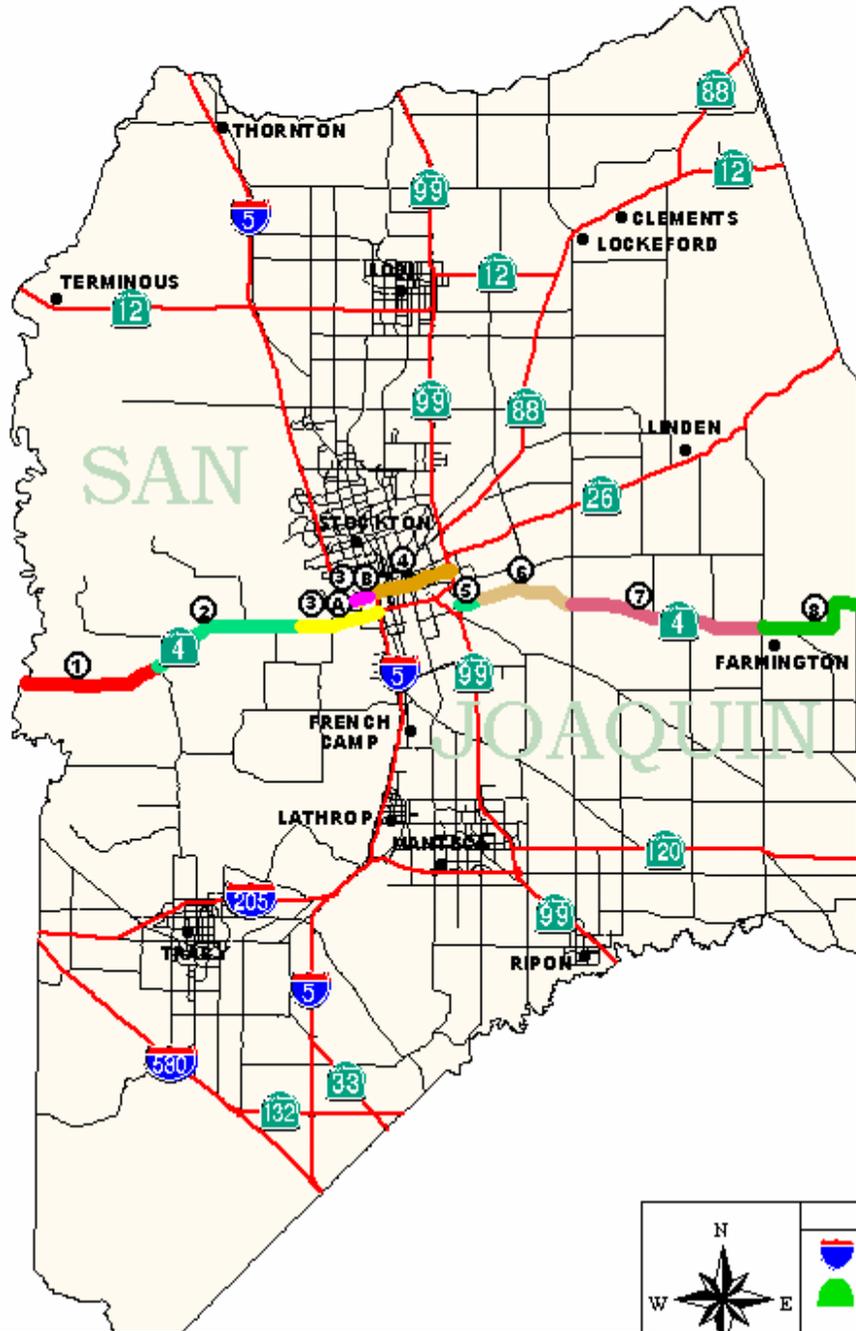
**MARK LEJA**  
**District Director**  
**District 10, Stockton**

**DATE**



# ROUTE 4 CORRIDOR STUDY Segmentation Map – San Joaquin County

Department of Transportation  
District 10  
Office of System Planning

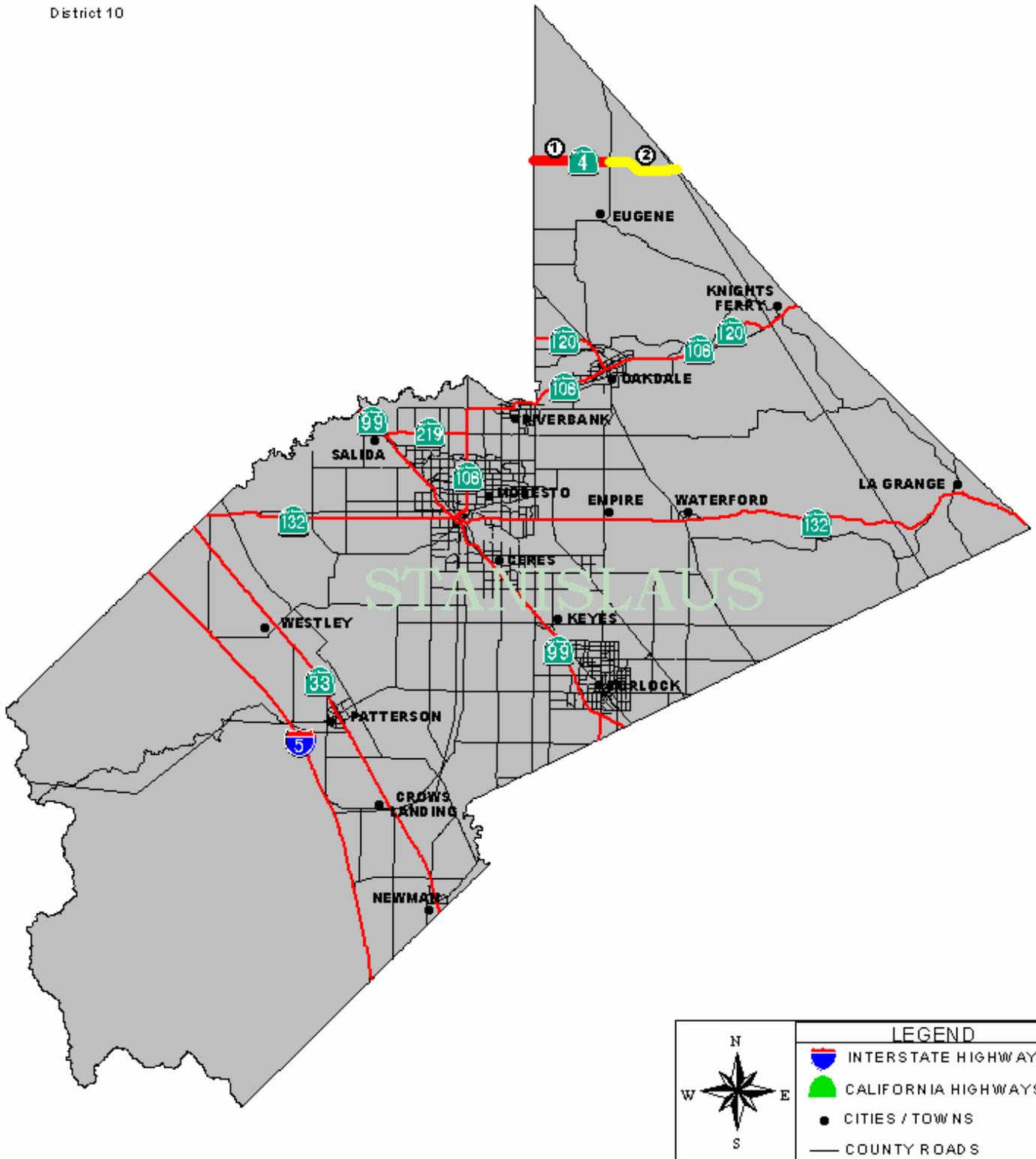


## EXECUTIVE SUMMARY

SEGMENT	POST MILES	LOCATION	1997 LOS	CURRENT FACILITY	2020 LOS W/O IMPROVEMENTS	2020 CONCEPT LOS	2020 CONCEPT FACILITY
1	0.00-5.96	San Joaquin Co. Line to Tracy Blvd.	C	2-Lane Conventional	E	C	4-Lane Conventional***
2	5.96-12.68	Tracy blvd. To Rural Boundary	C	2-Lane Conventional	D	C	4-Lane Conventional**
3A	12.68-15.912	Rural Boundary to Interstate 5	D	2-Lane Conventional	E	D	4-Lane Conventional***
3B	R15.56-R16.06	From the Port of Stockton to I-5	D	2-Lane Freeway	E	D	5-Lane Freeway
4	16.06-19.44	Jct. At I-5 to SR 99 (Route break).	C	6-lane Freeway	F	D	8-lane Freeway
5	19.75-20.69	SR 99 to Walker Lane	C	2-Lane Conventional	E	C	4-Lane Conventional**
6	20.69-24.87	Walker Lane to Jack Tone Rd.	B	2-Lane Conventional	D	C	4-Lane Conventional**
7	24.87-33.10	Jack Tone Road to Escalon-Bellota Road	B	2-Lane Conventional	E	C	4-Lane Conventional**
8	33.10-38.059	Escalon-Bellota Road to Stanislaus Co. Line	B	2-Lane Conventional	D	C	4-Lane Conventional**

\* With passing lanes \*\* With left turn pockets as needed \*\*\* With left turn lanes, as needed

## ROUTE 4 CORRIDOR STUDY Segmentation Map – Stanislaus County



### EXECUTIVE SUMMARY

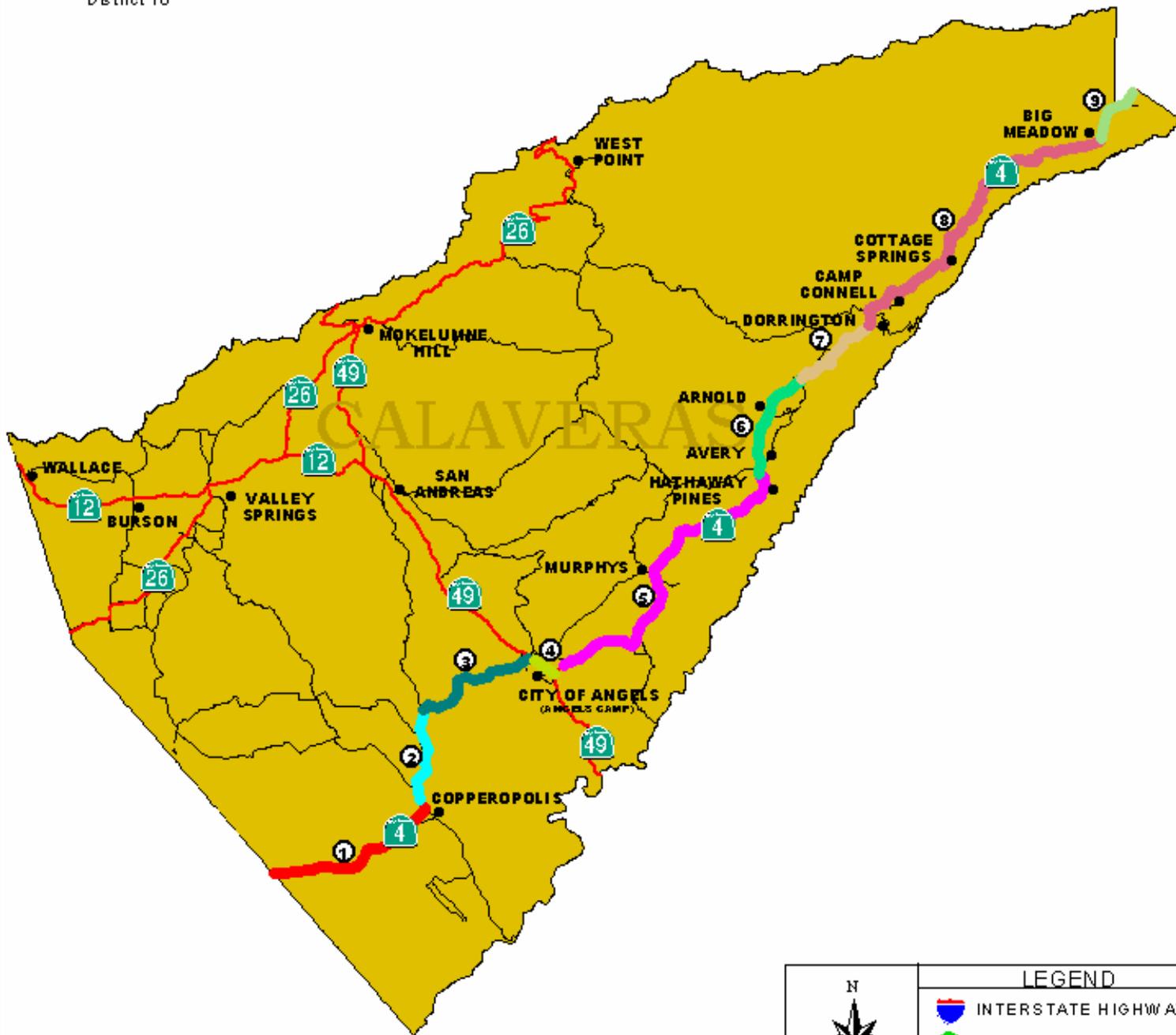
SEGMENT	POST MILES	LOCATION	1997 LOS	CURRENT FACILITY	2020 LOS W/O IMPROVEMENTS	2020 CONCEPT LOS	2020 CONCEPT FACILITY
1	0.00-4.54	Stanislaus County Line to Milton Road	C	2-Lane Conventional	E	C	4-Lane Conventional *
2	4.54-8.88	Milton Road to Calaveras County Line	C	2-Lane Conventional	E	C	4-Lane Conventional *

\* With left turn lanes, as needed



# ROUTE 4 CORRIDOR STUDY Segmentation Map – Calaveras County

Department of Transportation  
District 10  
Office of System Planning



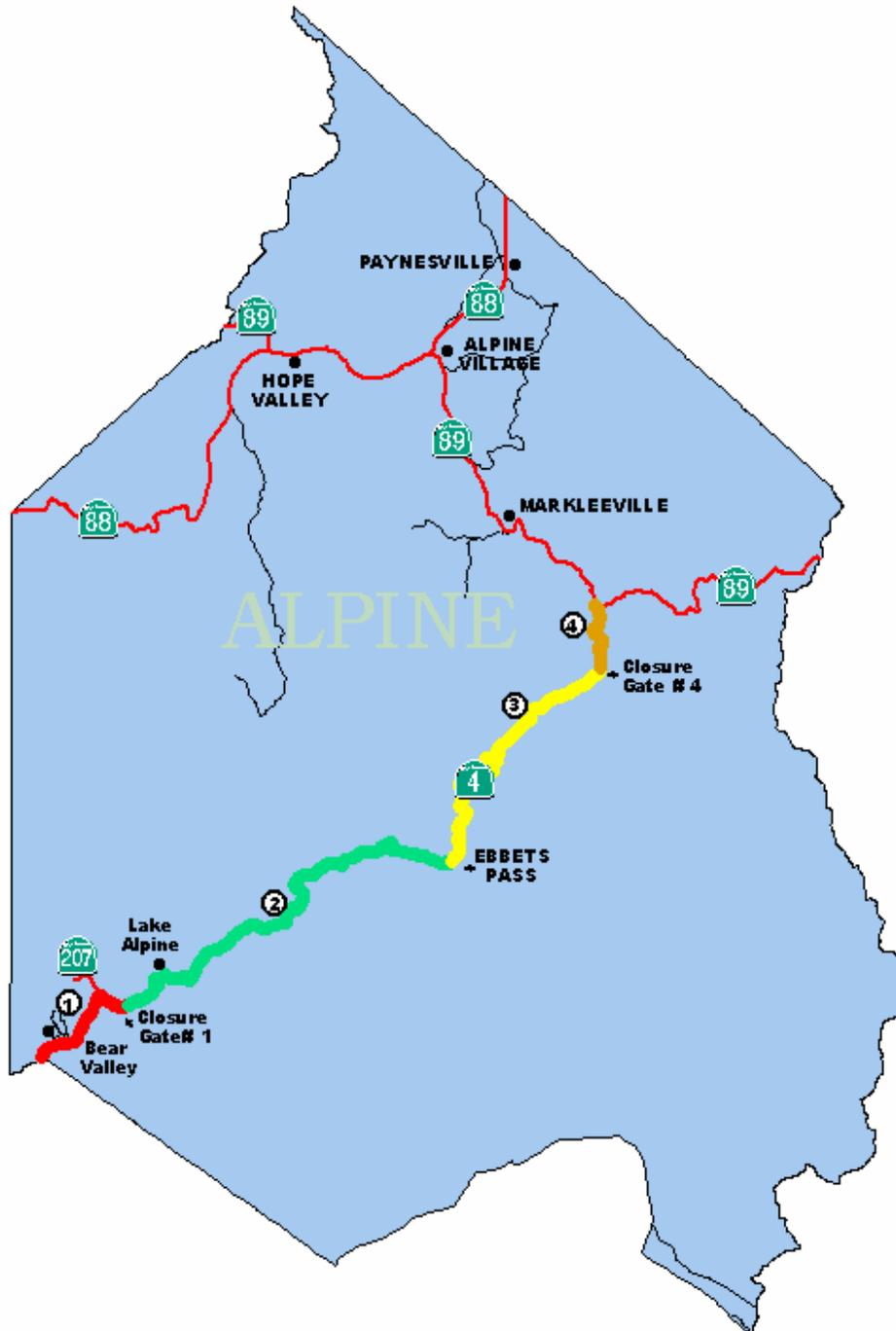
### EXECUTIVE SUMMARY

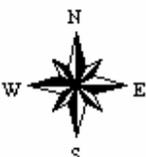
SEGMENT	POST MILES	LOCATION	1997 LOS	CURRENT FACILITY	2020 LOS W/O IMPROVEMENTS	2020 CONCEPT LOS	2020 CONCEPT FACILITY
1	0.00-8.14	Stanislaus Co. Line to O'Byrnes Ferry/Rock Cr. Rd.	B	2-Lane Expressway	D	C	4-Lane Expressway **
2	8.14-9.901	O-Byrnes Ferry Rd./Rock Cr. Rd. To 4 mi. S. of Hunt Rd.	D	2-Lane Expressway	E	C	4-Lane Expressway
3	9.901-20.708	4 mi. S. of Hunt Rd. to West Jct. City of Angels	D	2-Lane Conventional	E	C	4-Lane Expressway
4	20.7008-22.208	West City of Angels to East City of angels	C	2-Lane Expressway	D	C	4-Lane Expressway
5	22.208-37.35	East City of Angels to West Moran Road	D	2-Lane Conventional	E	C	2-Lane Conventional ***
6	37.35-42.62	West Moran Road to East Moran Road	E	2-Lane Conventional	F	C	2-Lane Conventional ***
7	42.62-47.14	East Moran Road to Dorrington	D	2-Lane Conventional	E	C	2-Lane Conventional ***
8	47.14-62.84	Dorrington to Big Meadows	D	2-Lane Conventional	D	C	2-Lane Expressway ***
9	62.84-65.87	Big Meadows to Alpine County Line	D	2-Lane Conventional	D	C	2-Lane Expressway ***

\*\* With left turn lanes as needed

\*\*\* With passing lanes and/or left turn lanes, as needed

# ROUTE 4 CORRIDOR STUDY Segmentation Map – Alpine County





**LEGEND**

-  INTERSTATE HIGHWAYS
-  CALIFORNIA HIGHWAYS
-  CITIES / TOWNS
-  COUNTY ROADS

## EXECUTIVE SUMMARY

SEGMENT	POST MILES	LOCATION	1997 LOS	CURRENT FACILITY	2020 LOS W/O IMPROVEMENTS	2020 CONCEPT LOS	2020 CONCEPT FACILITY
1	0-3.89	Alpine Co. Line to Closure Gates #1	D	2-Lane Expressway	D	C	2-Lane Expressway ***
2	3.89-18.56	Closure Gate #1 to Ebbets Pass Summit	C	2-Lane Conventional	D	C	2-Lane Conventional **
3	18.56-29.282	Ebbets Pass Summit to Closure Gate #4	C	2-Lane Conventional	D	C	2-Lane Conventional **
4	29.282-31.677	Closure Gate #4 to Junction SR-89	C	2-Lane Conventional	D	C	2-Lane Conventional **

\*\* With safety improvements

\*\*\*With left turn lanes and standard intersection improvements

# **Transportation Concept Report State Route 4**

## **STATEMENT OF PLANNING INTENT**

System planning is Caltrans' long-range transportation planning process used to identify and prioritize future transportation improvements in cooperation with its planning partners. System planning facilitates the efficient, economical, and intermodal movement of people, goods, and information. It is part of the continuing, cooperative, and comprehensive transportation planning process. System planning strives for interregional and statewide continuity of the State's transportation network.

## **PURPOSE OF THE TRANSPORTATION CONCEPT REPORT (TCR)**

The Transportation Concept Report (TCR) is a system planning document and tool which includes an analysis of a transportation corridor. It establishes a twenty-year transportation planning concept that is consistent with the District's goals as set forth in the District System Management Plan. The TCR establishes the future concept of Level of Service (LOS) for segments along the route and broadly identifies the nature and extent of the improvements needed to attain that Level of Service. Operating conditions for each corridor are projected for ten and twenty-year horizons. Beyond the twenty-year planning period, the TCR identifies the Ultimate Transportation Corridor (UTC) to ensure that adequate right-of-way is preserved for ultimate facility projects. While the ten and twenty-year plans consider funding issues, the UTC does not.

This report is prepared by Caltrans' staff in cooperation with the regional and local agencies that have jurisdiction within this corridor. The objective of the TCR is to have local, regional, and state consensus on route or corridor concepts, improvement priorities, and planning strategies. This document provides concept information only and does not determine policy.

The TCR will be updated as needed, as conditions change, or as new information is obtained.

## **ROUTE DESCRIPTION**

The State Route (SR) 4 Corridor is an east-west route beginning at Interstate 80 near Hercules in Contra Costa County and ending at SR-89 south of Markleeville in Alpine County. The District 10 portion of the route is 141.5 miles long, traversing the San Joaquin Delta and Valley areas and extending easterly across the Sierra Nevada Mountain Range. SR-4 serves the communities of Stockton, Farmington, Copperopolis, Angels Camp, Douglas Flat, Avery and Arnold. For the purposes of this report, SR-4 has been divided into segments within each county to facilitate analyzing the varying characteristics of the route: San Joaquin has 8 segments, Stanislaus has 2 segments, Calaveras has 8 segments, and Alpine has 4 segments. SR-4 passes through flat, rolling, and mountainous terrain.

### **Route Designations**

SR-4 is functionally classified as a Minor Arterial in the rural area from the Contra Costa County line to PM 12.6, 1.40 miles west of Roberts Island Road in San Joaquin County. SR-4 is then classified as an Urban Principal Arterial through the Stockton urbanized area to the route break at SR-99. East of SR-99, SR-4 is classified as a Rural Minor Arterial through the end of the route.

Although SR-4 within District 10 is on the Interregional Road System (IRRS), it is not designated a high emphasis or focus route. SR-4 is on the California Freeway and Expressway System from the Contra Costa/San Joaquin County Line to Junction 65 (unconstructed State Route at PM 7.79 just east of Hoods Creek) in Stanislaus County.

SR-4 is also on the State Transportation Assistance Act (STAA) network. The STAA Network consists of the National Network and Terminal Access (TA) routes. TA routes are portions of State routes that allow STAA trucks to (1) travel between National Network routes, (2) reach a truck's operating facility, or (3) reach a facility where freight originates, terminates, or is handled in the transportation process.

In California, the STAA network includes California Legal routes, and Advisory Routes. California Legal routes are State routes that allow California Legal-size trucks. STAA trucks are not allowed on these routes because of limiting geometrics, such as sharp curves and/or lack of turn-around space. Advisory Routes are State routes that cannot safely accommodate California Legal-size trucks due to limiting geometrics such as sharp turns and highway width. Drivers are cautioned to observe all Advisory Routes.

SR-4 is designated as an Advisory Route (King Pin to Real Axle (KPRI) over 34 feet not advised) from the Contra Costa/San Joaquin County Line to Tracy Boulevard. The route then becomes a California Legal (40-foot KPRI length) designation to Lane Road where the designation changes to Terminal Access until Rock Creek Rd. at O'Byrnes Ferry Rd. near Copperopolis in Calaveras County. The route then becomes an Advisory Route (advised KPRI for route is less than 30 feet) to East Junction Route 49, where the route again becomes a Terminal Access Route (TA) to the Silvertip Campground entrance in Alpine County. The route then becomes an advisory Route to the end of the route in District 10 at Route 89 at Monitor

Pass (advised KPRA for route is less than 30 feet with an advisory comment which discourages truck traffic at Ebbetts Pass due to narrow winding roads where tractor-trailers get stuck).

SR-4 is on the Scenic Highway System from the SR-49 junction in Angels Camp to the end of the route at SR-89. It is officially signed and designated as a Scenic Highway from Arnold at PM 41.7 in Calaveras County to the end of the route in Alpine County. SR-4 is also on the Forest Highway System from Murphy's to SR-89.

SR-4 is not on the National Highway System (NHS). It is not on the Subsystem of Highways for the Movement of Extralegal Permit Loads (SHELL). SR-4 is on the Strategic Highway Corridor Network (STRAHNET) from I-5 to SR-99 in San Joaquin County.

Projects to build new highways or add capacity to existing highways are funded through the State Transportation Improvement Program (STIP). Legislation approved in 1998 (Senate Bill 45) specifies that Regional Transportation Planning Agencies such as the San Joaquin Council of Governments (SJCOG), will have decision-making authority over 75% of STIP funds, while the State makes funding decisions for the remaining 25% of the funds. This legislation further specified that the State's 25% share could only be used on State highways which are part of the Interregional Road System (IRRS). State Route 4 is designated as an IRRS route; therefore, it is eligible for funding consideration as part of the State's 25% share of STIP funds.

### **Purpose of Route**

#### West of Stockton

From the Contra Costa County Line to I-5 in Stockton, the corridor provides for interregional travel, providing access between the industrial and residential areas of eastern Contra Costa County and the San Joaquin Valley. Additionally, it serves as a farm to market corridor from the extensive Delta agricultural area.

#### Stockton

In the Stockton area, the "Crosstown Freeway" portion of SR-4 provides a 3.4 mile freeway connection between I-5 and SR-99 which is the shortest connection between these two primary north-south corridors from Sacramento and Bakersfield and is the only freeway connection. The "Crosstown" also provides major access to downtown Stockton as well as the Port of Stockton and Rough and Ready Island.



#### East of Stockton

East of Stockton, SR-4 is used by commuters between Calaveras County and Stockton, and provides access to numerous Mother Lode recreational areas such as the New Melones Lake, Big Trees State Park, and Bear Valley. While the primary purpose of the route is to serve recreational traffic, it also serves as an important access route for lumber and ranching industries, and as the lifeline route for the goods and services needed to sustain many communities along the corridor.

## **ROUTE CONCEPT SUMMARY / RATIONALE / CONSIDERATIONS**

The route concept is comprised of two factors:

- 1 - The minimum Level of Service (LOS) tolerable for peak hour conditions.
- 2 - The type of facility necessary to provide the concept LOS.

(Refer to Appendix 2 for the designation of LOS levels.)

### **State Route 4 Concept**

Our concept Level of Service for our 20-year planning horizon for State Route 4 is “D” in the urbanized portions through San Joaquin County and “C” for the remainder of the route which falls within the rural portions of Stanislaus, Calaveras and Alpine Counties. The concept facility needed to meet our concept LOS is described on the following pages by segment. The Ultimate Transportation Corridor (UTC) for SR-4 is a continuous 4-lane facility to the City of Angels (Angels Camp), with 4-lanes continuing through Calaveras Big Trees to the Alpine County Line and a 2-lane facility for the remainder of the route. In addition, it should be noted that there is a deviation from the 4-lane concept to an 8-lane freeway on the Crosstown portion of the route through the City of Stockton.

### **San Joaquin County**

#### **Segment 1**

**Our concept facility for Segment 1 (PM 0.0 – 5.96) is a 4-lane conventional highway with left turn pockets, as needed.**

On two-lane rural highways, passing lanes have two important functions: 1) they reduce delays at specific bottleneck locations, and 2) they improve the overall traffic operation by breaking up traffic platoons and reduce delays caused by inadequate passing opportunities over substantial lengths of the highway. Construction of 4-lane sections at the least expensive locations will provide a substantial proportion of the benefits for the ultimate design. This staged 4-laning will generally return a high marginal benefit-cost ratio, while the economic justification for the remaining stages will increase as traffic volumes increase in future years.

As the need for passing opportunities grows with the increase in traffic volumes, passing lanes should be placed at intervals as low as 3 to 5 miles. Where there is a need for only moderate operations, passing lanes should be placed with 10 to 15-mile spacing. The optimal length of a passing lane to reduce platooning is usually 0.5 to 1 mile including the tapers or transitional sections.

The projected level of service for Segment 1 is adequate for the next 10 years. However, in order to meet our concept level of service “D” for our 20-year horizon, operational improvements such as passing lanes will be needed.

As the need arises for passing lanes a Project Study Report (PSR) would be prepared to determine precise locations and specific lengths of each passing lane.

The PSR will also include the analysis of environmental considerations and right of way needs. The need for additional right of way within this segment is minimal. A right of way study will be prepared to provide Caltrans, local agencies and the public with information as to what affect a proposed project would have on property owners within the proposed alignment. Any acquisition of right of way would be in accordance with State and federal procedures.

## **Segment 2**

**Our concept facility for Segment 2 (PM 5.9 to PM 14.045) is a 4-lane conventional highway with left turn pockets, as needed.**

The LOS is projected to be at the concept LOS within the 10-year horizon. However, as housing expands and commuters search for other alternative links between the Central Valley and the San Francisco/Bay Area, improvements or alternatives such as a continuous left turn lane, or no center turn lane and widening where parking now exists, should be investigated.

## **Segments 3a and 3b**

**3a. Our concept facility for Segment 3 (PM 14.045 – 16.06) is a 4-lane conventional highway with left turn lanes, as needed.**

**3b. The portion of State Route 4 into the Port of Stockton should be developed into a 5-lane freeway.**

There will be a need to acquire additional right of way within this segment to construct the additional lanes. Again, a right of way study would be prepared to provide Caltrans, local agencies and the public with information as to what affect a proposed project would have on the residential and non-residential occupants within the proposed alignment. Special attention will be required to mitigate any potential environmental concerns, which are common to agricultural land through out the Central Valley. Acquisition of right of way would be in accordance with State and Federal procedures.

## **Segment 4**

**Our concept facility for Segment 4 (PM 16.06-19.44) is an 8-lane freeway.**

This segment of State Route 4 is also known as the Crosstown Freeway. This segment serves not only the traffic continuing along SR-4 but also traffic wishing to connect between Interstate 5 and Highway 99. This connection is the shortest link between these two major freeways south of Sacramento and north of Bakersfield. In addition, this segment is the only uninterrupted connection.

## Segment 5

**Our concept facility for Segment 5 (PM 19.75-20.69) is a four-lane conventional highway with left turn lanes, as needed.**

Due to the high volume of mixed use travel along this segment of SR-4 the additional lanes and turn lanes are necessary to accommodate the commute traffic from the rural counties to the City of Stockton. In addition, this portion of the segment is a major corridor for “farm to market” goods.

## Segment 6

**Our concept facility for Segment 6 (PM 20.69-24.87) is a 4-lane conventional highway with left turn lanes, as needed.**

The LOS is projected to be at the concept LOS within the 10-year horizon. However, as housing expands and commuters search for other alternative links between the Mountain Counties and the Central Valley, and prior to conversion to 4 lanes improvements or alternatives to the 2 lane facility such as passing lanes and left turn lanes should be investigated.

## Segment 7 and Segment 8

**Our concept facility for Segment 7 (PM 24.87-33.1) and Segment 8 (PM 33.1-38.059) is a 4-lane conventional highway with left turn lanes.**

The concept LOS is projected to be deficient within the 10-year horizon. Thus, as housing expands and commuters search for other alternative links between the Mountain Counties and the Central Valley, and prior to conversion to 4 lanes, improvements to the 2 lane facility or alternatives such as passing lanes and left turn lanes should be investigated.

## Stanislaus County

### Segment 1 and Segment 2

**Our concept facility for Segment 1 (PM 0.0-4.54) and Segment 2 (PM 4.54-8.88) is a 4-lane conventional highway with left turn lanes, as needed.**

The concept LOS is projected to be deficient within the 10-year horizon. Thus, as housing expands and commuters search for other alternative links between the mountain counties and the Central Valley, and prior to conversion to 4 lanes, improvements or alternatives to the 2-lane facility such as passing lanes should be investigated.

## Calaveras County

### Segment 1

**Our concept facility for Segment 1 (PM 0.0-8.14) is a 4-lane expressway with left turn lanes, as needed. Passing lanes as interim improvements would be appropriate.**

The concept LOS is projected to be deficient within the 10-year horizon. Thus, as housing expands and commuters search for other alternative links between the mountain counties and the Central Valley, improvements or alternatives such as passing lanes should be investigated. It should be noted that a large percentage of travel through this portion of the route is recreational as well as commuter traffic.

### Segment 2, Segment 3

**Segment 2 (PM 8.14-9.901), Segment 3 (PM 9.901-20.708) is a 4-lane expressway. Passing lanes as interim improvements would be appropriate.**

The concept LOS is projected to be deficient within the 10-year horizon. Thus, as housing expands and commuters search for other alternative links between the mountain counties and the Central Valley, improvements or alternatives such as passing lanes should be investigated. It should be noted that a large percentage of travel through this portion of the route is recreational as well as commuter traffic.

### Segment 4

**Segment 4 (PM 20.708-22.208) is a 4-lane expressway. Passing lanes as interim improvements would be appropriate.**

The concept LOS is projected to be deficient within the 20-year horizon. Thus, as housing expands and commuters search for other alternative links between the mountain counties and the Central Valley, improvements or alternatives such as passing lanes should be investigated. It should be noted that a large percentage of travel through this portion of the route is recreational as well as commuter traffic.

### Segment 5

**Our concept facility for Segment 5 (PM 22.208-37.35) is a 2-lane conventional highway with passing lanes and/or left turn lanes, as needed.**

It should be noted that the majority of interregional travel along this segment is either recreational or truck traffic. The concept LOS is projected to be deficient within the 10-year horizon. Due to the highly scenic qualities of the area and to the significant impact widening would have upon the communities, passing lanes and left turn lanes are low-cost alternatives that can be used to achieve operational improvements rather than lane widening. A four-lane facility will be re-evaluated within the next TCR update cycle. The Calaveras Council of Governments

is developing a Corridor Management Plan to identify corridors where additional arterials and collectors are needed to improve the performance and safety of the local system, which in turn will assist in reducing congestion on SR-4. Access on the existing facility will need to be managed in the effort to maximize operation and safety, especially within the vicinity of the cities of Angels Camp, Murphy's, and Arnold, Avery, and Dorrington.

## **Segment 6**

**Our concept facility for Segment 6 (PM 37.35- 42.62) is a 2-lane conventional highway with passing lanes and/or left turn lanes, as needed.**

It should be noted that the majority of interregional travel along this segment is either recreational or truck traffic. The concept LOS is projected to be deficient within the 10-year horizon. Due to the highly scenic qualities of the area and to the significant impact widening would have upon the communities, passing lanes and left turn lanes are low-cost alternatives that can be used to achieve operational improvements rather than lane widening. A four-lane facility will be re-evaluated within the next TCR update cycle. The Calaveras Council of Governments is developing a Corridor Management Plan to identify corridors where additional arterials and collectors are needed to improve the performance and safety of the local system, which in turn will assist in reducing congestion on SR-4. Access on the existing facility will need to be managed in the effort to maximize operation and safety, especially within the vicinity of the cities of Angels Camp, Murphy's, Arnold, Avery, and Dorrington..

## **Segment 7**

**Our concept facility for Segment 7 (PM 42.62-47.075) is a 2-lane conventional highway with passing lanes and/or left turn lanes, as needed.**

The LOS is projected to be deficient within the 10-year horizon. Due to the highly scenic qualities of the area and to the significant impact widening would have upon the communities, left turn lanes, passing lanes and turnouts are low-cost alternatives that can be used to achieve operational improvements rather than lane widening. A four-lane facility will be re-evaluated within the next TCR update cycle. The Calaveras Council of Governments is developing a Corridor Management Plan, and study to identify corridors where additional arterials and collectors are needed to improve the performance and safety of the local system, which in turn will assist in reducing congestion on SR-4. Access on the existing facility will need to be managed in the effort to maximize operation and safety, especially within the vicinity of the cities of Angels Camp, Murphy's, Arnold, Avery, and Dorrington.

## **Segment 8**

**Our concept facility for Segment 8 (PM 47.075- 62.84) is a 2-lane expressway with passing lanes and/or left turn lanes, as needed.**

A large portion of the traffic through this segment serves Calaveras Big Trees State Park. Due to the highly scenic qualities of the area and to the significant impact widening would have upon

the communities, left turn lanes, passing lanes and turnouts are low-cost alternatives that can be used to achieve operational improvements rather than lane widening. A 2-lane expressway with passing lanes and/or left turn lanes as needed is recommended. A four-lane expressway will be re-evaluated within the next TCR update cycle. In addition, The Calaveras Council of Governments is developing a Corridor Management Plan, and study to identify corridors where additional arterials and collectors are needed to improve the performance and safety of the local system, which in turn will assist in reducing congestion on SR-4. Access on the existing facility will need to be managed in the effort to maximize operation and safety, especially within the vicinity of the cities of Angels Camp, Murphy's, Arnold, Avery, and Dorrington.

## **Segment 9**

**Our concept facility for Segment 9 (PM 62.84- 65.865) is a 2-lane expressway with passing lanes and/or left turn lanes, as needed.**

A large portion of the traffic through this segment serves Calaveras Big Trees State Park, as well as Bear Valley Ski Resort. A 2-lane expressway with passing lanes and/or left turn lanes as needed is recommended. Due to the highly scenic qualities of the area and to the significant impact widening would have upon the communities left turn lanes, passing lanes and turnouts are low-cost alternatives that can be used to achieve operational improvements rather than lane widening. In addition, The Calaveras Council of Governments is developing a Corridor Management Plan to identify corridors where additional arterials and collectors are needed to improve the performance and safety of the local system, which in turn will assist in reducing congestion on SR-4. Access on the existing facility will need to be managed in the effort to maximize operation and safety, especially within the vicinity of the cities of Angels Camp, Murphy's, Arnold, Avery, and Dorrington.

## **Alpine County**

### **Segment 1**

**Our concept facility for Segment 1 (PM 0.0- 3.173) is a 2-lane expressway with left turn lanes and standard intersection improvements**

A large portion of the traffic along this segment serves the Bear Valley Ski resort , as well as serving as the link between Alpine and Calaveras Counties. Due to recreational vehicles and trucks moving along this segment, it is recommended that possible future passing lanes be considered as the LOS deteriorates.

### **Segment 2, Segment 3 and Segment 4**

**Our concept facility for Segment 2 (PM 3.173- 18.56), Segment 3 (PM 18.56-29.282) and Segment 4 (PM 29.282-31.677) is a 2-lane conventional highway.**

Traffic along this segment of SR-4 is largely seasonal. Since this segment is east of the first closure gate, most of this segment is closed during the winter months due to seasonal snow and unsafe driving conditions. This should be managed for maintenance only.

## Operations

Even though the area traversed by State Route 4 travelers indicate low volumes, State Highway Operation and Protection Program (SHOPP) funded, non-capacity increasing operational improvements along SR-4 have been proposed and programmed for the near future. Among the projects currently programmed for State Route there are: curve corrections, structural repair and widening, resurfacing, as well as a variety of additional services. These corrections have been noted as SHOPP projects on the individual Fact Sheets.

## Signals

Presently, there are specific intersections under consideration along the SR-4 corridor for signalization. Should a spot investigation show warrants were met, an evaluation would occur to determine if initiation of a project is appropriate. Should the need for signalization occur due to specific development, the cost of signalization may reside with the developer. The following is a list of signalization projects on SR-4:

<b>Planned and Programmed Signals – SR-4</b>				
<b>County</b>	<b>Route</b>	<b>Postmile</b>	<b>Location</b>	<b>Funding Source</b>
<i>San Joaquin</i>	<i>4</i>	<i>0</i>	<i>Install Traffic Monitoring Stations &amp; Various Ramps</i>	<i>2002 Minor</i>
<i>San Joaquin</i>	<i>4</i>	<i>T15.4-T15.5</i>	<i>Signalization of Ramp Termini and left turn pocket in Stkn on Fresno Ave to Jct. Of Rte.</i>	<i>2003 Minor</i>
<i>San Joaquin</i>	<i>4</i>	<i>T15.4-T15.5</i>	<i>Signalize intersection @ the Main St. O/C at Fresno Ave. Ramp Terminal</i>	<i>2001 Minor</i>
<i>San Joaquin</i>	<i>4</i>	<i>15.8</i>	<i>Signalization and left turn channelization at intersection of Nave Dr. /Stockton St.</i>	<i>2004 Minor</i>
<i>San Joaquin</i>	<i>4</i>	<i>19.8</i>	<i>Left Turn Channelization at the intersection of NB 99 on &amp; Off Ramps</i>	<i>2004 Minor</i>
<i>San Joaquin</i>	<i>4</i>	<i>33.1</i>	<i>Install School Flashing Beacons at Farmington Elementary School</i>	<i>2000 Minor</i>
<i>Calaveras</i>	<i>4</i>	<i>29.6</i>	<i>Rte 4 at the Intersection of Tom Bell/Big Trees Rd</i>	<i>2001 Minor</i>
<i>Calaveras</i>	<i>4</i>	<i>29.6</i>	<i>Install Flashing Beacons</i>	<i>2002 Minor</i>
<i>Calaveras</i>	<i>4</i>	<i>37.5</i>	<i>Install School Flashing Beacons</i>	<i>2000 Minor</i>

## Access Management

Access will always need to be managed in the effort to maximize operation and safety, especially within the vicinity of the cities of Angels, Murphy's, Arnold, Avery, and Dorrington on the existing facility. Should increasing volumes and turning movements show a need for improved operation, use of 2-way left turn lanes and left turn pockets will need to be investigated.

Access control is the regulation of public access to and from properties adjacent to highways. The primary purpose of access control is to increase the safety of the facility by controlling where vehicles enter, exit or cross the highway. Controlling highway access also improves traffic operations and increases capacity. Access control is generally classified as full access control, partial access control and access management.

Access management provides, or manages, access to adjacent property and other streets or highways, while maintaining the traffic flow on the highway. Access management can limit the number of conflict points, separate basic conflict areas, limit deceleration requirements and remove turning vehicles from through traffic lanes. Access management techniques are most often applied to conventional highways such as SR-4.

One of the most beneficial techniques is to limit the number of intersections and driveways along the highway. On highways where businesses develop with the planning of a driveway and intersection locations, interference from the roadside can become a major factor in reducing the capacity and increasing the potential for accidents. If access points are adequately spaced with respect to the traffic volumes, the highway functions more effectively.

## Trucks

Trucks account for varying percentages of the average daily traffic depending on which county they are travelling through. Only accounting for 4.6% of the average daily traffic in neighboring Stanislaus County. In Calaveras County, trucks account for 5.2% of the average traffic while rural Alpine County has 4.1% of their daily traffic from trucks. Trucks account for 8.4% of average daily traffic through San Joaquin County while the majority of the truck traffic is “farm-to-market” and varies according to seasonal crops. SR-4 provides a major connection between I-5 and SR-99, as well as the Central Valley and the Bay Area. As the San Joaquin Valley develops to support a more mobile and service-orientated population, the need for east-west travel corridors will become crucial as will the ability to keep them in serviceable condition and to avoid major reconstruction costs.

## Planned and Programmed Projects

### Planned Projects

<i>County</i>	<i>Route</i>	<i>Post Miles</i>	<i>Description</i>	<i>Designation</i>
<i>San Joaquin</i>	<i>4</i>	<i>0</i>	<i>Bridge Rail Upgrade and Widening at Old River Bridge near Stockton</i>	<i>2003 SHOPP Candidate</i>
<i>San Joaquin</i>	<i>4</i>	<i>4.3-4.4</i>	<i>Curve Correction, Build New Bridge east of the Contra Costa and SJ Co. line near the City of Stockton</i>	<i>2002 SHOPP Candidate</i>
<i>San Joaquin</i>	<i>4</i>	<i>5.9</i>	<i>Tracy Blvd. Widen to provide left turn channelization</i>	<i>2004 Minor</i>
<i>San Joaquin</i>	<i>4</i>	<i>5.9-8.2</i>	<i>Curve Correction in SJ Co w/of Stockton</i>	<i>2003 SHOPP Candidate</i>
<i>San Joaquin</i>	<i>4</i>	<i>12.64</i>	<i>Rough &amp; Ready Island - Port/Stockton Dagget Rd. north to</i>	<i>Regional Transportation Plan</i>

			<i>McCloy Rd.</i>	2001
<i>San Joaquin</i>	4	19.8	<i>Left Turn channelization at the intersection of NB 99 on and off ramps</i>	2004 Minor
<i>San Joaquin</i>	4	24.68E-38.06	<i>Construct road/shoulder improvements from Jack Tone Road to Stanislaus County Line</i>	Valley to Foothill ISS
<i>Stanislaus</i>	4	0.0-R8.9	<i>Road and Shoulder Improvements from SJ County Ln to Stansilaus Co. Line</i>	Valley to Foothill ISS
<i>Calaveras</i>	4	0.0-R8.14	<i>Improve passing lanes from Stanislaus County line to w/ of Copperopolis (Reeds Turnpike)</i>	Valley to Foothill ISS Regional Transportation Plan 2001
<i>Calaveras</i>	4	R5.9-R6.7	<b>Flowers Ranch-</b> <i>Widen new intersection west of angels Camp from .1 mile east of .8 mile east of Little Johns Creek Bridge #30-34</i>	100% Local
<i>Calaveras</i>	4	10.3-13.7	<b>Wagon Trail Expressway</b> <i>Construct a 2 lane expressway (Phase 1)</i>	Regional Transportation Plan 2001/ITSP
<i>Calaveras</i>	4	12.70-R19.0	<i>Construct a 2-lane expressway from east Copperopolis to west of Angels Camp</i>	Valley to Foothill ISS
<i>Calaveras</i>	4	13.7-16.4	<b>Wagon Trail Expressway</b> <i>Construct a 2 lane expressway (Phase 2)</i>	Regional Transportation Plan 2001/ITSP
<i>Calaveras</i>	4	14.7	<i>Curve Correction near Angels Camp at Poole Station Rd 9.7 km w of Rte 49</i>	2005 Minor
<i>Calaveras</i>	4	21.1-21.9	<i>Feasibility Study of SR 4/49 Designation in City of Angels Camp</i>	2002 STIP Candidate
<i>Calaveras</i>	4	21.1-29.375	<i>Construct passing lanes from the North Angels Bypass to Murphys</i>	2001 Regional Transportation Plan
<i>Calaveras</i>	4	21.4	<i>Bridge Upgrade and Widening in Angels Camp on Ret 4 at Angels Creek Bridge &amp; On Rte 49 at Angels Creek Bridge.</i>	2003 SHOPP Candidate
<i>Calaveras</i>	4	29.1-29.6	<b>Murphys Lane</b> <i>Provide Continuous Left Turn Lane in Calaveras County on Rte. 4 from Pennsylvania Gulch Rd. to Tom Bill/Big Trees Rd.</i>	2006 Minor
<i>Calaveras</i>	4	41.570	<b>Arnold Bypass</b> <i>Near Arnold- Construct 2 lane expressway</i>	Regional Transportation Plan 1998
<i>Calaveras</i>	4	42.8-43.6	<i>Curve improvements near Arnold</i>	2002 SHOPP PID
<i>Calaveras</i>	4	44.4-44.8	<b>Big Tree Curve Correction</b>	2002 SHOPP PID
<i>Alpine</i>	4	7.40-18.20	<i>Safety Improvements</i>	Regional Transportation Plan 1998

### Programmed Projects

<b>County</b>	<b>Route</b>	<b>Post Miles</b>	<b>Description</b>	<b>Designation</b>
Calaveras	4	12.5-13.0	<b>Altaville Curve Realignment</b> Near Altaville at 3.8km E of O'Byrnes Ferry Road (PS&E R/W)	1997 SHOPP PS&E-R/W
Calaveras	4	13.8-14.8	Improve Roadway alignment and Curve Correction: Near Angels Camp at Poole Station Road	2001 Minor
Calaveras	4	R20.5/R21.1	New Public Road Connection (oversight) in the city of Angels Camp from .6 km w/of Rte. 49 to Rte. 49	Local
Calaveras	4	R21.1-R23.4	<b>Angels Camp Expressway Construct</b> 2 Lane Expressway on New Alignment (PA&ED)	1998 STIP PA&ED
Calaveras	4	32.1-32.4	Curve Correction: Near Murphy's near Upper Utica Powerhouse Road	2001 Minor
Calaveras	4	37.3	<b>Moran Intersection</b> Construct left turn lane at Moran Rd	2001 Minor
Calaveras	4	39.8-39.9	Construct a Refuge Lane at Lakemont Drive	2002 Minor
Calaveras	4	40.1-40.6	Widen and Construct a Continuous Left Turn Lane	2002 Minor
Calaveras	4	44.5	<b>Big Tree Lane</b> Construct an acceleration lane	2002 Minor
Calaveras	4	46.9-47.9	Widen and add a continuous left turn lane: In Dorrington at Boards Crossing Road and at Camp Connell	2001 Minor
Calaveras	4	47.9-47.9	Widen and Add Continuous Left Turn Lane at Camp Connell	2002 Minor
Calaveras	4	R53.8/R54.9	<b>Arnold Passing Lanes</b> Construct eastbound passing lane and widen shoulders near Arnold From 1.9 km w to .2 km w of Black Springs Rd	1998 STIP PA&ED

### RIGHT OF WAY ISSUES AND ENVIRONMENTAL CONDITIONS

Development of State Route 4 in the Counties of Alpine, Calaveras, San Joaquin and Stanislaus will require consideration of existing and future land uses and environmental factors. In all cases where widening of SR-4 is considered, the full range of environmental specialty studies will be required. These studies will include the assessment of biological, cultural, water quality, and visual impacts along the corridor. In more urban areas, it will also include assessment of air quality, noise, socioeconomic, and hazardous waste impacts. Cumulative impacts of all projects along the corridor must be assessed. Any project to expand capacity along SR-4 will require extensive environmental review to comply with the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). Sufficient time and resources should be allocated to the complete the studies and the documents.

## AIR QUALITY

SR-4 is an east/west route traversing both the San Joaquin Valley and Mountain County Air Basins. In San Joaquin and Stanislaus counties, SR-4 is located in the San Joaquin Valley Air Basin, which is defined by mountain and foothill ranges to the east and west. Calaveras and Alpine counties are part of the Mountain County Air Basin.

Alpine and Calaveras counties are classified as in non-attainment for Particulate Matter (PM-10) and unclassified for Carbon Monoxide (CO). Alpine County is unclassified for ozone for the 8-hour standard, and Calaveras County is classified as in non-attainment.

San Joaquin County and Stanislaus County are part of the San Joaquin Valley Air Basin, which are currently designated as in non-attainment for PM-10, non-attainment for ozone, and in attainment for CO.

State and federal laws require that all state and regional transportation plans include conformity with the EPA's adopted State Implementation Plan (SIP) for air quality. Compliance with the conformity rule, mandates that adjacent non-attainment areas work together towards practical attainment strategies, such as the cooperation among the eight local transportation planning agencies (TPAs) within the San Joaquin Valley, Caltrans and the San Joaquin Valley Unified Air Pollution Control District (SJVUAPCD).

Due to Valley-wide non-attainment, the eight TPAs approved and signed a Memorandum of Understanding (MOU) in September 1992 to develop a comprehensive planning process. This planning body developed another MOU with the SJVUAPCD. The major focus of this comprehensive, planning agreements was to reduce emissions through:

- Development and analysis of transportation control measures that each county could reasonably implement
- Identification of effective transportation models that would generate a consistent analysis and reporting base
- Satisfaction of conformity requirements for state and federal funds, especially TEA-21 funds.

The California Clean Air Act of 1988 requires that ozone be reduced 5 percent per year based on 1987 baseline emission levels. This equates to reductions of 35% by 1994, 50% by 1997, and 65% by 2000. Even with all feasible measures to reduce emissions in place, the San Joaquin Valley Unified Air Pollution Control District anticipates that the State's standards of "no net increase in emissions after 1997" for ozone is not attainable by that date.

## ALTERNATIVE TRANSPORTATION

### Fixed Route Transit and Demand Response Service

#### SAN JOAQUIN COUNTY

In the City of Stockton, the fixed route bus service is provided by the Stockton Metropolitan Area Regional Transit District (SMART). In addition, there is a specified Dial-A-Ride service within the city limits. SMART also operates an Intercity Fixed-Route, as well as an Inter-Regional Fixed Route. In the unincorporated portions of San Joaquin County, there is a General Public Dial-A-Ride, as well as a Specialized Dial-A-Ride service. SMART offers the majority of the bus services throughout the Stockton area, with individual cities offering their own transportation systems. SMART currently offers 141 buses of various types and sizes.

#### CALAVERAS COUNTY

Public transit in Calaveras County is provided by a number of agencies. The following is a list of transportation services provided to the general public:

Calaveras Transit: provides deviated fixed-route service five days a week, and connects regionally with service in the neighboring counties of Tuolumne and Amador.

Dial-A-Ride: provides service two days a week in San Andreas and Angels Camp. The service is open to the general public, but seniors and the disabled are given priority reservations.

Senior Nutrition Center: provides scheduled rides from Valley Springs and Angels Camp to the San Andreas Senior Centers and the A.C. Nutrition Center in Angels Camp.

Additional transit services include: the Indian Health Project, Blue Mountain Transportation, and the Calaveras County Mental Health Program.

#### STANISLAUS COUNTY

Stanislaus County offers a range of fixed route bus services. The City of Modesto runs fixed route service and the City of Turlock was online to start service in 1998. In addition to these two services, the county offers fixed route service in Empire, Modesto, Oakdale, and Riverbank, as well as service between Modesto and Turlock. In addition, the City of Modesto and Stanislaus County offer Dial-A-Ride Service.

Additionally, Amtrak offers several bus connections linking the mountain counties to the train stations in the Valley. Service on Amtrak also extends to Yosemite National Park.

## **ALPINE COUNTY**

Alpine County offers limited transit options within the county due to the small population of the county. Several of the nearby ski resorts do offer limited transit services between the resorts and the neighboring communities.

### **Rail**

Amtrak operates four daily “San Joaquin” trains from Bakersfield to Oakland. A fifth train has been added to provide a direct connection between Stockton and Sacramento. Connecting bus service is provided to Sacramento and the South Bay. Amtrak has a station in Stockton as well as a station in Modesto. Rail passenger service on Amtrak is expected to increase by six percent annually. The remainder of the rail service along SR-4 is commercial cargo transport operated by either Union Pacific or Burlington Northern Santa Fe.

In San Joaquin County, passenger service is also available via the Altamont Commuter Express, which serves as a daily transport between the cities of the Central Valley and San Jose/Silicon Valley. It should be noted that the ACE train is scheduled to begin extending additional services by the later portion of 2001.

### **Airports**

Airport facilities are generally limited within the counties served by SR-4. San Joaquin County offers the most services with four airports currently in service. San Joaquin County hosts the Stockton Metropolitan Airport, Lodi Airpark, Tracy Airport and Kingdon Airport. Stockton Metropolitan is used primarily for cargo flights while the remainder of the airports within the county are general use.

Stanislaus County is currently served by three airports. The county hosts the City of Modesto/County of Stanislaus Airport, Oakdale Municipal Airport, as well as Turlock Municipal Airport. Currently, the County of Stanislaus is in negotiations with the Federal Government to take over service at Crows Landing former Naval Air Station.

Alpine County is currently served by one airport that averages 100 aircraft annually whereas Calaveras County is served by the Calaveras County Airport (also known as Maury Rasmussen Field).

### **Bicycle Facilities**

SR-4 is a bicycle route that traverses the Delta area between Contra Costa County and Stockton. The only portion of the facility that is not appropriate for bicycle use is the “Crosstown Freeway” in Stockton (San Joaquin County Segment 4). From Stockton easterly, SR-4 provides access to the Mother Lode and the Sierras. It is an identified bicycle route on the Bicycle Plans of San Joaquin, Stanislaus, Calaveras and Alpine counties. It is not recommended as a Sierra crossing beyond Lake Alpine because of the narrow, winding roadway and very steep grades.

## Park and Ride Lots

Currently, there is one (1) park and ride lot along SR-4. The park and ride lot is located near Main Street in Murphys and is maintained by the county.

## INTELLIGENT TRANSPORTATION SYSTEM (ITS)

Non-recurring congestion and delays are attributed to unplanned incidents such as traffic accidents, stalled vehicles, or special events. This non-recurring congestion can be reduced by improving incident management and reducing the number of incidents through an intelligent transportation system (ITS). ITS is designed to identify non-recurring incidents and remove them from the freeway as quickly and efficiently as possible. ITS also provides benefits for safety, traveler information and congestion management through changeable message boards, ramp metering, and automated warning systems.

A San Joaquin Valley ITS Strategic Deployment Plan has recently been completed for the eight Valley counties of Fresno, Kern, Kings, Madera, Merced, San Joaquin, Stanislaus, and Tulare. The Plan includes recommendations for Valley-wide and interjurisdictional initiatives to address problems that affect the entire region, as well as recommendations for projects that will address specific local problems throughout the Valley. The San Joaquin Valley ITS Strategic Deployment Plan is intended to provide a starting point for regional ITS coordination, programming, and implementation efforts over the next twenty years.

A Sierra Nevada Strategic Deployment Plan is currently under way to study potential development of ITS uses on a regional basis to address issues, solve problems, and meet needs impacting transportation in the Sierra Nevada Region. The study area includes a 250-mile-long section of the Sierra Nevada mountain range. It covers the five mountain counties served by District 10: Alpine, Amador, Calaveras, Mariposa, and Tuolumne. This plan also includes Mono and Inyo counties, both served by District 9, and a third focus area is known as the trans-sierra region. The study is about two-thirds complete.

### Programmed ITS Projects:

<i>County</i>	<i>Route</i>	<i>Post Miles</i>	<i>Description</i>	<i>Designation</i>
<i>San Joaquin</i>	<i>4</i>	<i>14.5-21.1</i>	<i>Install 10 CMS Weather Stations Throughout SJ Co.</i>	<i>2002 SHOPP</i>

## Scenic Value

State Route 4 is classified as a scenic route from East Junction 49 in Angels Camp to the end of the route at SR-89. The Calaveras Council of Governments is currently working on development of a Corridor Management Plan and eventual designation of this corridor as a National Scenic Byway. The natural beauty and mountainous terrain along SR-4 make driving a pleasurable experience especially for tourists visiting New Melones Lake, Big Trees State Park, and Bear Valley. In order to maintain and enhance the scenic beauty and value of this route, development projects should be planned so as to have minimum impact to the natural environment. Any enhancement project should minimize the destruction of desirable vegetation. In the planning and location of passing lanes, within this corridor, scenic value must be considered along with other factors such as safety, utility, and cost.

# SR-4: SAN JOAQUIN COUNTY - SEGMENT 1 FACT SHEET



**Location:**  
**PM 0.00 – 5.96**  
From SJ Co. Line to Tracy Blvd

**Length:** 5.96 miles

**Functional Classification:**  
Minor Arterial

**Rural/Urban:** Rural

**Within City Limits:** No

**Terrain:** Flat

**2-Lane Conventional Highway**

**Traffic Forecast Data for existing**

## 2-Lane Conventional Highway, Average Highway Speed 65 mph

	Existing Facility	2010 w/o Improvement	2020 w/o Improvements
LOS	C	D	E
V/C	0.32	0.55	0.73
ADT	7000	12000	16000
Peak Hour Volume	800	1240	1653
Peak Hour Dir. Split	55/45	55/45	55/45
% Trucks	11.4%	11.4%	11.4%

### Concept Facility (2020)

4-lane, conventional with passing lanes and left turn pockets, as needed; **LOS C**

### Ultimate Transportation Concept

4-lane, conventional with passing lanes with left turn Pockets, as needed

### Local Planning Jurisdiction:

San Joaquin Council of Governments

### Planned Projects

County	Route	Post Miles	Description	Designation
San Joaquin	4	0	Bridge Rail Upgrade and Widening at Old River Bridge near Stockton	2003 SHOPP
San Joaquin	4	4.3-4.4	Curve Correction, Build New Bridge east of the Contra Costa and SJ Co. line near the City of Stockton	2002 SHOPP Candidate
San Joaquin	4	5.9-8.2	Curve Correction in SJ Co w/of Stockton	2003 SHOPP Candidate

**Programmed Projects**

<i>County</i>	<i>Route</i>	<i>Post Miles</i>	<i>Description</i>	<i>Designation</i>
<i>San Joaquin</i>	<i>4</i>	<i>0</i>	<i>Install Traffic Monitoring Stations &amp; Various Ramps</i>	<i>2002 Minor</i>
<i>San Joaquin</i>	<i>4</i>	<i>5.9</i>	<i>Tracy Blvd. Widen to provide left turn channelization</i>	<i>2004 Minor</i>

**System Designations**

- Yes Freeway/Expressway System
- No National Highway System (NHS)
- Yes Interregional Road System (IRRS)
  - No - High Emphasis Route
  - No - Focus Route
- No Strategic Highway Network (STRAHNET)
- Yes STAA Network – Advisory Route – KPRA over 34 feet not advised (PM SJ 0.00-6.00)
- No Scenic Highway
- Yes Accessible to Bicycles

**Right of Way/Shoulder Information**

The right of way ranges from 50 to 140 feet, with the widest portion of the segment lying within the riverbed. In order to widen this segment, right of way acquisition may be required. The paved shoulder width ranges from 0 to 8 feet on each side of the roadway. The majority of the roadway has a 6 foot shoulder. This segment traverses protected farmland.

**Air Quality/Environmental Status**

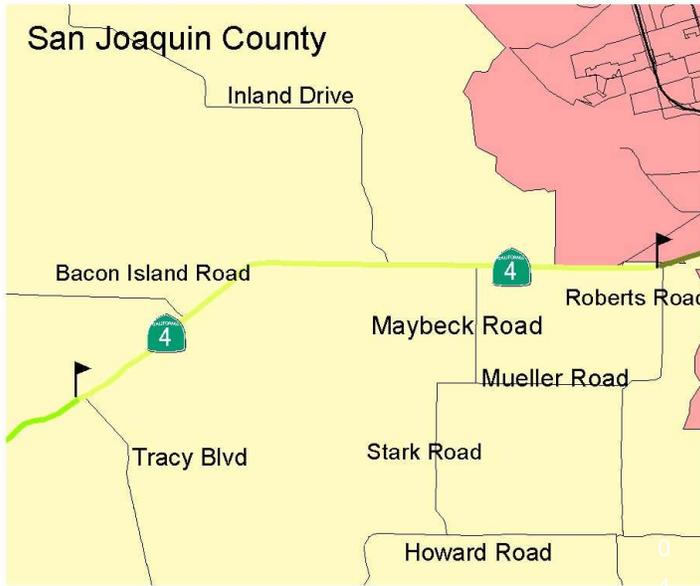
Air Quality	Ozone Carbon Monoxide Suspended Particulate Matter	Non-attainment Maintenance Non-attainment
Flood Plain	Yes	High Sensitivity
Protected Farmland	High Density of Prime Farmland	Most of this segment is protected farmland
Wetlands	Yes	High Sensitivity
Endangered Species	Yes	High Sensitivity
Archaeological	Not Surveyed	High Sensitivity

**Traffic Collision Rate (per million vehicle miles traveled)**

<b>Actual Accident Rate</b>		<b>Statewide Average Rate</b>	
Fatal & Injury	Total (Includes Property Damage only)	Fatal & Injury	Total (Includes Property Damage only)
.81	2.14	.46	.95

*Source: TASAS Database (April 1, 1997 – March 31, 2000)*

## SR-4: SAN JOAQUIN COUNTY - SEGMENT 2 FACT SHEET



**Location:**  
PM 5.96 - 14.045  
From Tracy Blvd to Urban Boundary

**Length:** 6.72 miles

**Functional Classification:** Minor Arterial

**Rural/Urban:** Rural

**Within City Limits:** No

**Terrain:** Flat

**2-Lane Conventional Highway**

**Traffic Forecast Data for existing  
2-Lane Conventional Highway,**

**Average Highway Speed 65 mph**

	Existing Facility	2010 w/o Improvement	2020 w/o Improvements
LOS	D	D	D
V/C	0.38	0.47	0.57
ADT	8193	10244	12314
Peak Hour Volume	875	1073	1290
Peak Hour Dir. Split	55/45	55/45	55/45
% Trucks	10.7%	10.7%	10.7%

**Concept Facility (2020)** 4-lane conventional highway with left turn pockets, as needed

**Ultimate Transportation Concept** 4-lane, conventional with left turn pockets, as needed.

**Local Planning Jurisdiction:** San Joaquin Council of Governments  
San Joaquin County Planning Department

**Planned Projects**

County	Route	Post Miles	Description	Designation
San Joaquin	4	5.9-8.2	Curve Correction in SJ Co w/of Stockton	2003 SHOPP Candidate
San Joaquin	4	12.64	Rough & Ready Island - Port/Stockton Dagge Rd north to McCloy Rd.	Regional Transportation Plan

**System Designations**

- Yes Freeway/Expressway System
- No National Highway System (NHS)
- Yes Interregional Road System (IRRS)
  - No - High Emphasis Route
  - No - Focus Route
- Yes Strategic Highway Network (STRAHNET)
- Yes STAA Network – California Legal - 40 Ft. KPRA (PM SJ 6.00-8.70)
  - Terminal Access Route (PM SJ 8.7-Cal 8.10)
- No Scenic Highway
- Yes Accessible to Bicycles

**Right of Way/Shoulder Information**

The right of way ranges from 50 to 125 feet. In order to widen this segment, right of way acquisition may be required. The paved shoulder width ranges from 1 to 8 feet on each side of the roadway. The majority of the roadway has a 2-foot treated shoulder. In addition, this segment traverses protected farmland.

**Air Quality/Environmental Status**

Air Quality	Ozone Carbon Monoxide Suspended Particulate Matter	Non-attainment Maintenance Non-attainment
Flood Plain	Yes	High Sensitivity
Wetlands	Yes	High Sensitivity
Endangered Species	Yes	High Sensitivity
Archaeological	Partly Surveyed	Low Sensitivity

**Traffic Collision Rate (per million vehicle miles traveled)**

Actual Accident Rate		Statewide Average Rate	
Fatal & Injury	Total (Includes Property Damage only)	Fatal & Injury	Total (Includes Property Damage only)
.70	1.54	.46	.95

*Source: TASAS Database (April, 1997 – March 31, 2000)*

## SR-4: SAN JOAQUIN COUNTY - SEGMENT 3 FACT SHEET



**Location:**  
PM 14.045-16.06  
From Urban Boundary to I-5

**Length:** 3.42 miles

**Functional Classification:**  
Minor Arterial

**Rural/Urban:** Urban

**Within City Limits:** No

**Terrain:** Flat

**3a. 2-Lane Conventional Highway**  
**3b. 2-Lane Freeway**

### Traffic Forecast Data, Average Highway Speed 65 mph

	Existing Facility	2010 w/o Improvement	2020 w/o Improvements
LOS	D	E	E
V/C	0.45	0.75	0.95
ADT	10289	16777	21330
Peak Hour Volume	1041	1695	2155
Peak Hour Dir. Split	55/45	55/45	55/45
% Trucks	10.6%	10.6%	10.6%

### Concept Facility (2020)

3a. 4-lane conventional highway with left turn lanes, as needed: **LOS D**  
3b. 5-lane freeway into the port: **LOS D**

### Ultimate Transportation Concept

3a. 4-lane conventional highway with left turn lanes, as needed  
3b. 5-lane freeway into the port

### Local Planning Jurisdiction:

San Joaquin Council of Governments

### Programmed Projects

County	Route	Post Miles	Description	Designation
San Joaquin	4	14.5-21.1	Install 10 CMS Weather Stations Throughout SJ Co.	2002 SHOPP
San Joaquin	4	T15.4-T15.5	Signalization of Ramp Termini and left turn pocket in Stkn on Fresno Ave to Jct. Of Rte.	2003 Minor
San Joaquin	4	T15.4-T15.5	Signalize intersection @ the Main St. O/C at Fresno Ave. Ramp Terminal	2001 Minor

**System Designations**

- Yes Freeway/Expressway System
- No National Highway System (NHS)
- Yes Interregional Road System (IRRS)
  - No - High Emphasis Route
  - No - Focus Route
- Yes Strategic Highway Network (STRAHNET)
- Yes STAA Network - Terminal Access Route (PM SJ 8.7-Cal 8.10)
- No Scenic Highway
- Yes Accessible to Bicycles

**Right of Way/Shoulder Information**

The right of way ranges from 100 to 300 feet. In order to widen this segment, right of way acquisition will be required. The paved shoulder width ranges from 0 to 13 feet on each side of the roadway. The majority of the roadway has an 11-foot average shoulder for the first half of the segment and an average of 5 feet for the second half. This segment traverses protected farmland.

**Air Quality/Environmental Status**

Air Quality	Ozone Carbon Monoxide Suspended Particulate Matter	Non-attainment Maintenance Non-attainment
Flood Plain	Yes	High Sensitivity
Wetlands	Yes	High Sensitivity
Endangered Species	Yes	High Sensitivity
Archaeological	Partly Surveyed	Low Sensitivity

**Traffic Collision Rate (per million vehicle miles traveled)**

Actual Accident Rate		Statewide Average Rate	
Fatal & Injury	Total (Includes Property Damage only)	Fatal & Injury	Total (Includes Property Damage only)
.91	2.27	.76	1.75

*Source: TASAS Database (April 1, 1997 - March 31, 2000)*

## SR-4: SAN JOAQUIN COUNTY - SEGMENT 4 FACT SHEET



**Location:**  
**PM 16.006-19.44**  
 From Jct at I-5 to Jct at SR-99

**Length :** 3.434 miles

**Functional Classification:**  
 Principle Arterial

**Rural/Urban:** Urban

**Within City Limits:**  
 Yes

**Terrain:** Flat

**6-Lane Freeway**

### Traffic Forecast Data for existing facility, Average Highway Speed 65 mph

	Existing Facility	2010 w/o Improvement	2020 w/o Improvements
LOS	C	D	F
V/C	.50	.72	.93
ADT	67,810	94,464	124,315
Peak Hour Volume	6,219	8,846	11,394
Peak Hour Dir. Split	50/50	50/50	50/50
% Trucks	9.6%	9.6%	9.6%

**Concept Facility (2020):** 8-lane, freeway: **LOS D**  
**Ultimate Transportation Concept:** 8-lane freeway

**Local Planning Jurisdiction:** San Joaquin Council of Governments  
 City of Stockton

**System Designations**

- Yes Freeway/Expressway System
- No National Highway System (NHS)
- Yes Interregional Road System (IRRS)
  - No - High Emphasis Route
  - No - Focus Route
- Yes Strategic Highway Network (STRAHNET)
- Yes STAA Network - Terminal Access Route (PM SJ 8.7-Cal 8.10)
- No Scenic Highway
- Yes Accessible to Bicycles

**Right of Way/Shoulder Information**

Right of way for this portion of the segment was not well defined however, it is believed that the right of way is limited to the width of the existing roadway. In order to widen this segment, right of way acquisition will be required. The shoulder width ranges from 0 to 10 feet on each side of the roadway. The majority of the roadway has a 10 foot treated shoulder.

**Air Quality/Environmental Status**

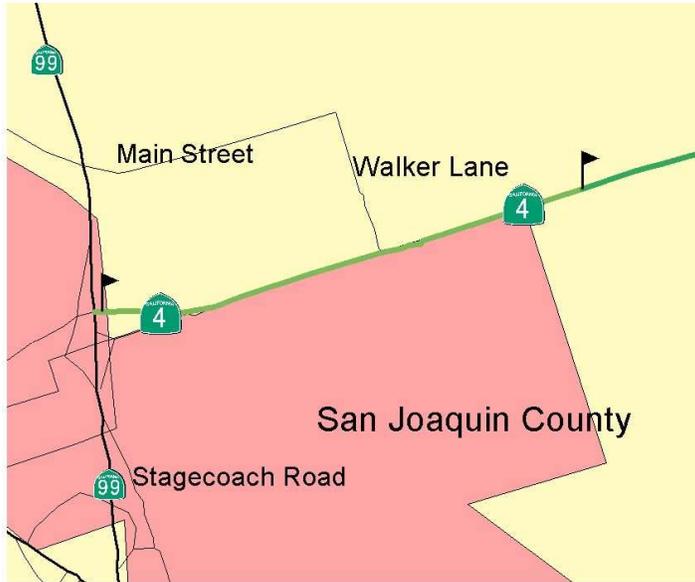
Air Quality	Ozone Carbon Monoxide Suspended Particulate Matter	Non-attainment Maintenance Non-attainment
Flood Plain	Yes	Low Sensitivity
Wetlands	Yes	Low Probability
Endangered Species	Yes	Moderate Sensitivity
Archaeological	Not Surveyed	Moderate Sensitivity

**Traffic Collision Rate (per million vehicle miles traveled)**

Actual Accident Rate		Statewide Average Rate	
Fatal & Injury	Total (Includes Property Damage only)	Fatal & Injury	Total (Includes Property Damage only)
.43	1.10	.24	.77

*Source: TASAS Database (April 1, 1997 – March 31, 2000)*

## SR-4: SAN JOAQUIN COUNTY - SEGMENT 5 FACT SHEET



**Location:**  
**PM 19.750-20.69**  
 From Jct. SR-99 to Walker Lane

**Length:** 0.93 miles

**Functional Classification:**  
 Principle Arterial

**Rural/Urban:** Urban

**Within City Limits:** No

**Terrain:** Flat

**2-Lane Conventional Highway  
 Traffic Forecast Data for existing  
 2-Lane Conventional Highway,  
 Average Highway Speed 65 mph**

	Existing Facility	2010 w/o Improvement	2020 w/o Improvements
LOS	C	D	E
V/C	0.32	0.58	0.74
ADT	7500	13162	16649
Peak Hour Volume	790	1502	1899
Peak Hour Dir. Split	55/45	55/45	55/45
% Trucks	6.0%	6.0%	6.0%

**Concept Facility (2020)** 4-lane, conventional with left turn lanes  
**LOS D**

**Ultimate Transportation Concept** 4-lane, conventional with left turn lanes

**Local Planning Jurisdiction:** San Joaquin Council of Governments

### Planned Projects

County	Route	Post Miles	Description	Designation
San Joaquin	4	19.8	Left Turn Channelization at the intersection of NB 99 on & Off Ramps	2004 Minor

**System Designations**

- Yes Freeway/Expressway System
- No National Highway System (NHS)
- Yes Interregional Road System (IRRS)
  - No - High Emphasis Route
  - No - Focus Route
- No Strategic Highway Network (STRAHNET)
- Yes STAA Network - Terminal Access Route (PM SJ 8.7-Cal 8.10)
- No Scenic Highway
- Yes Accessible to Bicycles

**Right of Way/Shoulder Information**

The right of way ranges from 80 to 350 feet wide with the majority of the segment averaging 80 feet wide. In order to widen this segment, right of way acquisition may be required. The shoulder width ranges from 2 to 8 feet on each side of the roadway with an average between 4 and 8 feet. The majority of the roadway has a 4to8 foot treated shoulder.

**Air Quality/Environmental Status**

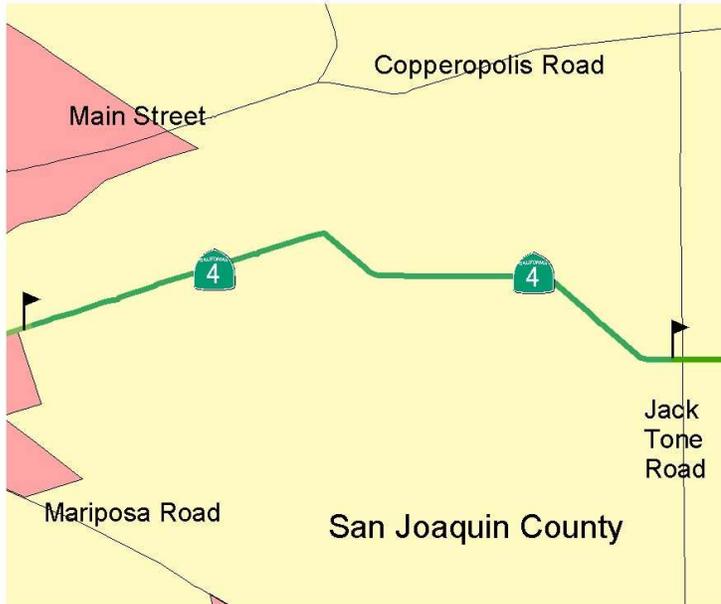
Air Quality	Ozone Carbon Monoxide Suspended Particulate Matter	Non-attainment Maintenance Non-attainment
Flood Plain	Yes	Low Sensitivity
Wetlands	Probable	Low Sensitivity
Endangered Species	Yes	Low Sensitivity
Archaeological	Not Surveyed	Moderate Sensitivity

**Traffic Collision Rate (per million vehicle miles traveled)**

Actual Accident Rate		Statewide Average Rate	
Fatal & Injury	Total (Includes Property Damage only)	Fatal & Injury	Total (Includes Property Damage only)
1.92	4.96	.81	1.90

*Source: TASAS Database (April 1, 1997 – March 31, 2000)*

## SR-4: SAN JOAQUIN COUNTY - SEGMENT 6 FACT SHEET



**Location:**  
**PM 20.690-24.87**  
 From Walker Lane to Jack Tone Road  
**Length:** 4.18 miles

**Functional Classification:**  
 Minor Arterial

**Rural/Urban:** Rural

**Within City Limits:** No

**Terrain:** Flat

**2-Lane Conventional Highway**

**Traffic Forecast Data for existing 2-Lane Conventional**

### Highway, Average Highway Speed 65 mph

	Existing Facility	2010 w/o Improvement	2020 w/o Improvements
LOS	B	D	D
V/C	0.20	0.41	0.46
ADT	4200	6469	10102
Peak Hour Volume	460	843	1318
Peak Hour Dir. Split	55/45	55/45	55/45
% Trucks	6.0%	6.0%	6.0%

**Concept Facility (2020)** 4-lane, conventional with left turn lanes. **LOS C**  
**Ultimate Transportation Concept** 4-lane, conventional with left turn lanes

**Local Planning Jurisdiction:** San Joaquin County Council of Governments

### Planned Projects

County	Route	Post Miles	Description	Designation
San Joaquin	4	24.68E-38.06	Construct road/shoulder improvements from Jack Tone Road to Stanislaus County Line	Valley to Foothill ISS

### System Designations

- Yes Freeway/Expressway System
- No National Highway System (NHS)
- Yes Interregional Road System (IRRS)
  - No - High Emphasis Route
  - No - Focus Route
- No Strategic Highway Network (STRAHNET)
- Yes STAA Network - Terminal Access Route (PM SJ 8.7-Cal 8.10)
- No Scenic Highway
- Yes Accessible to Bicycles

### Right of Way/Shoulder Information

The right of way ranges from 80 to 100 feet with 80 feet being the majority width. In order to widen this segment, right of way acquisition may be required. The total shoulder width ranges from 3 to 11 feet on each side of the roadway with an average width of 8 feet. The first half of the shoulder for the segment has been treated while the shoulder for the second half of the segment remains untreated.

### Air Quality/Environmental Status

Air Quality	Ozone Carbon Monoxide Suspended Particulate Matter	Non-attainment Maintenance Non-attainment
Flood Plain	Yes	Low Sensitivity
Wetlands	Probable	Low Sensitivity
Endangered Species	Yes	Low Sensitivity
Archaeological	Not Surveyed	Moderate Sensitivity

### Traffic Collision Rate (per million vehicle miles traveled)

Actual Accident Rate		Statewide Average Rate	
Fatal & Injury	Total (Includes Property Damage only)	Fatal & Injury	Total (Includes Property Damage only)
.47	1.13	.60	1.24

Source: TASAS Database (April 1, 1997 – March 31, 2000)

## SR-4: SAN JOAQUIN COUNTY - SEGMENT 7 FACT SHEET



**Location:** PM 24.87- 33.1  
From Jack Tone Road to Farmington

**Length:** 8.23 miles

**Functional Classification:**  
Minor Arterial

**Rural/Urban:** Rural

**Within City Limits:** No

**Terrain:** Flat

**2-Lane Conventional Highway**

**Traffic Forecast Data for existing 2-Lane Conventional Highway, Average Highway**

### Speed 65 mph

	Existing Facility	2010 w/o Improvement	2020 w/o Improvements
LOS	B	D	E
V/C	0.23	0.45	0.60
ADT	3895	7000	9911
Peak Hour Volume	534	1,035	1404
Peak Hour Dir. Split	55/45	55/45	55/45
% Trucks	6.4%	6.4%	6.4%

### Concept Facility (2020)

4-lane, conventional with left turn lanes; **LOS C**

### Ultimate Transportation Concept

4-lane, conventional with left turn lanes

### Local Planning Jurisdiction:

San Joaquin Council of Governments

### Planned Projects

County	Route	Post Miles	Description	Designation
San Joaquin	4	24.68E-38.06	Construct road/shoulder improvements from Jack Tone Road to Stanislaus County Line	Valley to Foothill ISS

### Programmed Projects

County	Route	Post Miles	Description	Designation
San Joaquin	4	33.1	Install School Flashing Beacons at Farmington Elementary School	2000 Minor

**System Designations**

- Yes Freeway/Expressway System
- No National Highway System (NHS)
- Yes Interregional Road System (IRRS)
  - No - High Emphasis Route
  - No - Focus Route
- No Strategic Highway Network (STRAHNET)
- Yes STAA Network - Terminal Access Route (PM SJ 8.7-Cal 8.10)
- No Scenic Highway
- Yes Accessible to Bicycles

**Right of Way/Shoulder Information**

The right of way ranges from 80 to 130 feet, however 80 feet is the majority width. In order to widen this segment, right of way acquisition will be required. The total shoulder width ranges from 4 to 16 feet on each side of the roadway with the average width being 4 feet. Additionally, the majority of the roadway has a 4 foot treated shoulder.

**Air Quality/Environmental Status**

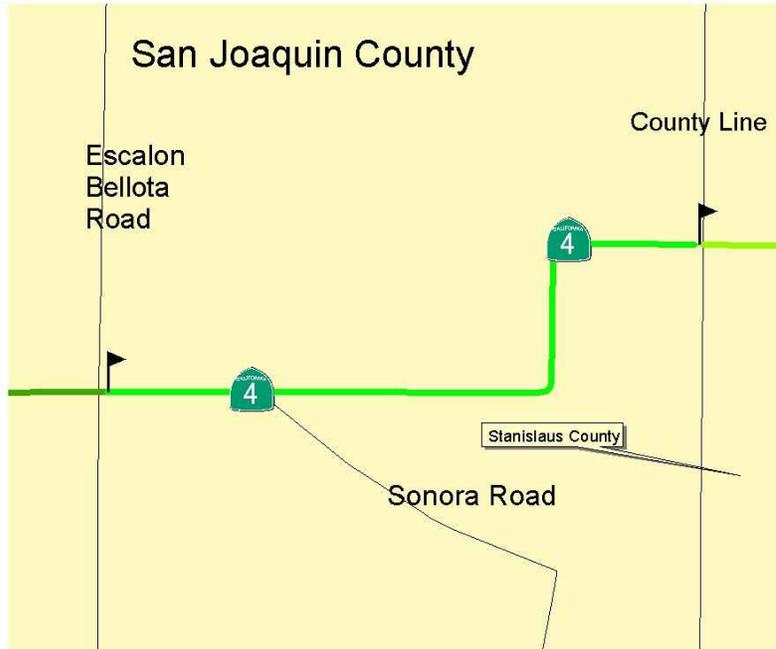
Air Quality	Ozone Carbon Monoxide Suspended Particulate Matter	Non-attainment Maintenance Non-attainment
Flood Plain	Yes	Low Sensitivity
Wetlands	Yes	Low Sensitivity
Endangered Species	Yes	Low to Moderate Sensitivity
Archaeological	Not Surveyed	Moderate Sensitivity

**Traffic Collision Rate (per million vehicle miles traveled)**

Actual Accident Rate		Statewide Average Rate	
Fatal & Injury	Total (Includes Property Damage only)	Fatal & Injury	Total (Includes Property Damage only)
.54	.98	.49	1.01

*Source: TASAS Database (April 1, 1997- March 31, 2000)*

## SR-4: SAN JOAQUIN COUNTY - SEGMENT 8 FACT SHEET



**Location:**  
PM 33.100-38.059  
From Farmington to  
Stanislaus Co. Line

**Length:** 4.96 miles

**Functional  
Classification:** Minor Arterial

**Rural/Urban:** Rural

**Within City Limits:** No

**Terrain:** Flat

**2-Lane Conventional  
Highway**

**Traffic Forecast Data for  
existing 2-Lane Conventional Highway, Average Highway Speed 65 mph**

	Existing Facility	2010 w/o Improvement	2020 w/o Improvements
LOS	B	D	D
V/C	0.21	0.38	0.45
ADT	3500	6000	8151
Peak Hour Volume	510	857	1134
Peak Hour Dir. Split	55/45	55/45	55/45
% Trucks	5.2%	5.2%	5.2%

**Concept Facility (2020)** 4-lane, conventional with left turn lanes; **LOS C**  
**Ultimate Transportation Concept** 4-lane, conventional with left turn lanes

**Local Planning Jurisdiction:** San Joaquin County Council of Governments

### Planned Projects

County	Route	Post Miles	Description	Designation
San Joaquin	4	24.63E-38.06	Construct road and shoulder improvements along SR-4 from Jack Tone Road to the Stanislaus County Line	Valley to Foothill ISS

**Programmed Projects**

<i>County</i>	<i>Route</i>	<i>Post Miles</i>	<i>Description</i>	<i>Designation</i>
<i>San Joaquin</i>	<i>4</i>	<i>33.1</i>	<i>Install School Flashing Beacons at Farmington Elementary School</i>	<i>2000 Minor</i>

**System Designations**

- Yes Freeway/Expressway System
- No National Highway System (NHS)
- Yes Interregional Road System (IRRS)
  - No - High Emphasis Route
  - No - Focus Route
- No Strategic Highway Network (STRAHNET)
- Yes STAA Network - Terminal Access Route (PM SJ 8.7-Cal 8.10)
- No Scenic Highway
- Yes Accessible to Bicycles

**Right of Way/Shoulder Information**

The right of way ranges from 50 to 150 feet, however it should be noted that a majority of the right of way which is 50 feet wide is scheduled to be expanded to 100 feet. In order to widen this segment, right of way acquisition may be required. The total shoulder width ranges from 2 to 8 feet on each side of the roadway; however, the majority of the shoulder for the segment is between 7-8 feet wide. Additionally, the majority of the roadway has a 4 foot treated shoulder.

**Air Quality/Environmental Status**

Air Quality	Ozone Carbon Monoxide Suspended Particulate Matter	Non-attainment Maintenance Non-attainment
Flood Plain	Yes	Low to Moderate Sensitivity
Wetlands	Yes	Moderate Sensitivity
Endangered Species	Yes	Low to Moderate Sensitivity
Archaeological	Partly Surveyed	Moderate Sensitivity

**Traffic Collision Rate (per million vehicle miles traveled)**

<b>Actual Accident Rate</b>		<b>Statewide Average Rate</b>	
Fatal & Injury	Total (Includes Property Damage only)	Fatal & Injury	Total (Includes Property Damage only)
.27	.48	.69	1.44

**Source: TASAS Database (April 1, 1997 – March 31, 2000)**

## SR-4: STANISLAUS COUNTY - SEGMENT 1 FACT SHEET



**Location: PM 0.0- 4.54**

From San Joaquin County line to Milton Road

**Length:** 4.54 miles

**Functional Classification:**  
Minor Arterial

**Rural/Urban:** Rural

**Within City Limits:** No

**Terrain:** Flat

**2-Lane Conventional Highway**

**Traffic Forecast Data for  
existing 2-Lane Conventional Highway, Average Highway Speed 65 mph**

	Existing Facility	2010 w/o Improvement	2020 w/o Improvements
LOS	C	E	E
V/C	0.30	0.46	0.57
ADT	4050	6000	8000
Peak Hour Volume	600	852	1135
Peak Hour Dir. Split	55/45	55/45	55/45
% Trucks	4.5%	4.5%	4.5%

**Concept Facility (2020)** 4-lane conventional highway with left turn lanes, as needed;  
**LOS C**

**Ultimate Transportation Concept** 4-lane, conventional highway with left turn lanes, as needed

**Local Planning Jurisdiction:** Stanislaus County Council of Governments

**Planned Projects:**

County	Route	Post Miles	Description	Designation
Stanislaus	4	0.0-R8.9	Road and shoulder improvements are scheduled to be constructed along SR-4 between the San Joaquin County line and the Calaveras County line	Valley to Foothill ISS

**System Designations**

- No Freeway/Expressway System
- No National Highway System (NHS)
- Yes Interregional Road System (IRRS)
  - No - High Emphasis Route
  - No - Focus Route
- No Strategic Highway Network (STRAHNET)
- Yes STAA Network - Terminal Access Route (PM SJ 8.7-Cal 8.10)
- No Scenic Highway
- Yes Accessible to Bicycles

**Right of Way/Shoulder Information**

The right of way ranges from 45 to 175 feet. In order to widen this segment, right of way acquisition may be required. The total shoulder width ranges from 2 to 5 feet on each side of the roadway. Additionally, the majority of the roadway has a no treated shoulder.

**Air Quality/Environmental Status**

Air Quality	Ozone Carbon Monoxide Suspended Particulate Matter	Non-attainment Maintenance Non-attainment
Flood Plain	Possible	
Wetlands	Yes	High Sensitivity
Endangered Species	Yes	High Sensitivity
Archaeological	R/W Only Surveyed	High Sensitivity

**Traffic Collision Rate (per million vehicle miles traveled)**

Actual Accident Rate		Statewide Average Rate	
Fatal & Injury	Total (Includes Property Damage only)	Fatal & Injury	Total (Includes Property Damage only)
.37	1.24	.68	1.41

*Source: TASAS Database (April 1, 1997 – March 31, 2000)*

## SR-4: STANISLAUS COUNTY - SEGMENT 2 FACT SHEET



**Location: PM 4.54-8.88**  
From Milton Road to the Calaveras Co. Line

**Length:** 4.34 miles

**Functional Classification:**  
Minor Arterial

**Rural/Urban:** Rural

**Within City Limits:** No

**Terrain:** Flat

**2-Lane Conventional Highway**

### Traffic Forecast Data for existing 2-Lane Conventional Highway, Average Highway Speed 65 mph

	Existing Facility	2010 w/o Improvement	2020 w/o Improvements
LOS	C	D	E
V/C	0.26	0.45	0.58
ADT	4200	6000	8000
Peak Hour Volume	620	863	1228
Peak Hour Dir. Split	55/45	55/45	55/45
% Trucks	4.5%	4.5%	4.5%

**Concept Facility (2020)** 4-lane, conventional highway with left turn lanes, as needed;  
**LOS C**

**Ultimate Transportation Concept** 4-lane, conventional highway with left turn lanes, as needed

**Local Planning Jurisdiction:** Stanislaus County Council of Governments

### Programmed Projects:

County	Route	Post Miles	Description	Designation
Stanislaus	4	0.0-R8.9	Road and shoulder improvements are scheduled to be constructed along SR-4 between the San Joaquin County line and the Calaveras County line	Valley to Foothill ISS

**System Designations**

- No Freeway/Expressway System
- No National Highway System (NHS)
- Yes Interregional Road System (IRRS)
  - No - High Emphasis Route
  - No - Focus Route
- No Strategic Highway Network (STRAHNET)
- Yes STAA Network - Terminal Access Route (PM SJ 8.7-Cal 8.10)
- No Scenic Highway
- Yes Accessible to Bicycles

**Right of Way/Shoulder Information**

The right of way ranges from 50 to 190 feet. In order to widen this segment, right of way acquisition will be required. The total shoulder width ranges from 0 to 11 feet on each side of the roadway with the majority of the shoulder width falling between 0-2 feet wide. Additionally, the majority of the shoulder along this segment is untreated.

**Air Quality/Environmental Status**

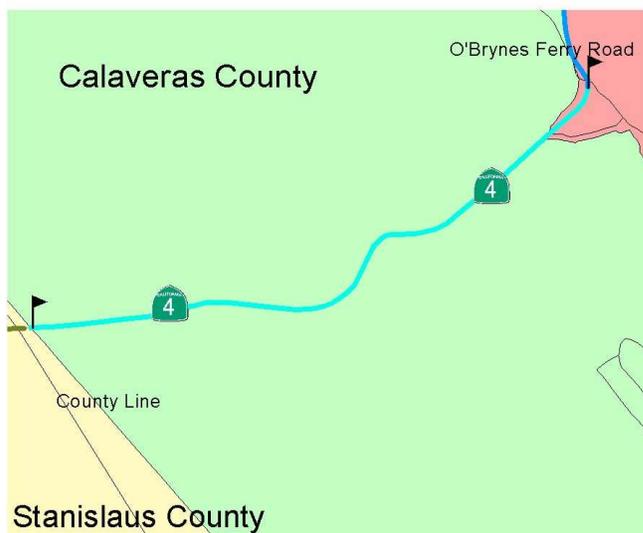
Air Quality	Ozone Carbon Monoxide Suspended Particulate Matter	Non-attainment Maintenance Non-attainment
Flood Plain	Possible	
Wetlands	Yes	High Sensitivity
Endangered Species	Yes	Moderate Sensitivity
Archaeological	R/W Only Surveyed	High Sensitivity

**Traffic Collision Rate (per million vehicle miles traveled)**

Actual Accident Rate		Statewide Average Rate	
Fatal & Injury	Total (Includes Property Damage only)	Fatal & Injury	Total (Includes Property Damage only)
.27	.48	.69	1.44

*Source: TASAS Database (April 1, 1997 – March 31, 2000)*

## SR-4: CALAVERAS COUNTY - SEGMENT 1 FACT SHEET



**Location:**  
**PM 0.0- 8.14**  
 From Sta. County Line to O’ Brynes Ferry Road

**Functional Classification:**  
 Minor Arterial

**Rural/Urban:** Rural

**Within City Limits:** No

**Terrain:** Rolling

**2-Lane Expressway**

### Traffic Forecast Data for existing 2-Lane Expressway, Average Highway Speed 65 mph

	Existing Facility	2010 w/o Improvement	2020 w/o Improvements
LOS	B	C	D
V/C	0.23	0.30	0.52
ADT	3850	6422	8422
Peak Hour Volume	540	873	1144
Peak Hour Dir. Split	55/45	55/45	55/45
% Trucks	4.5%	4.5%	4.5%

**Concept Facility (2020)** 4-lane expressway with left turn lanes, as needed. Passing lanes as interim improvements would be appropriate; **LOS C**

**Ultimate Transportation Concept** 4-lane expressway

**Local Planning Jurisdiction:** Calaveras Council of Governments

### Planned Projects:

County	Route	Post Miles	Description	Designation
Calaveras	4	0.0-R8.14	Improve passing lanes from Stanislaus County line to w/ of Copperopolis (Reeds Turnpike)	Valley to Foothill ISS Regional Transportation Plan 2001
Calaveras	4	R5.9-R6.7	<b>Flowers Ranch</b> -Widen new intersection west of angels Camp from .1 mile east of .8 mile east of Little Johns Creek Bridge #30-34	100% Local
Calaveras	4	5.9	Tracy Blvd. Widen to provide left turn channelization	2004 Minor

**System Designations**

- No Freeway/Expressway System
- No National Highway System (NHS)
- Yes Interregional Road System (IRRS)
  - No - High Emphasis Route
  - No - Focus Route
- No Strategic Highway Network (STRAHNET)
- Yes STAA Network - Terminal Access Route (PM SJ 8.7-Cal 8.10)
  - Advisory Route - KPRA advised for route is less than 30 feet (PM Cal 8.10-21.1)
- No Scenic Highway
- Yes Accessible to Bicycles

**Right of Way/Shoulder Information**

The right of way ranges from 200 to 1500 feet, however 600 feet is the majority width. The total shoulder width ranges from 0 to 8 feet on each side of the roadway with the average width being 8 feet. Additionally, the majority of the segment has an 8 foot treated shoulder.

**Air Quality/Environmental Status**

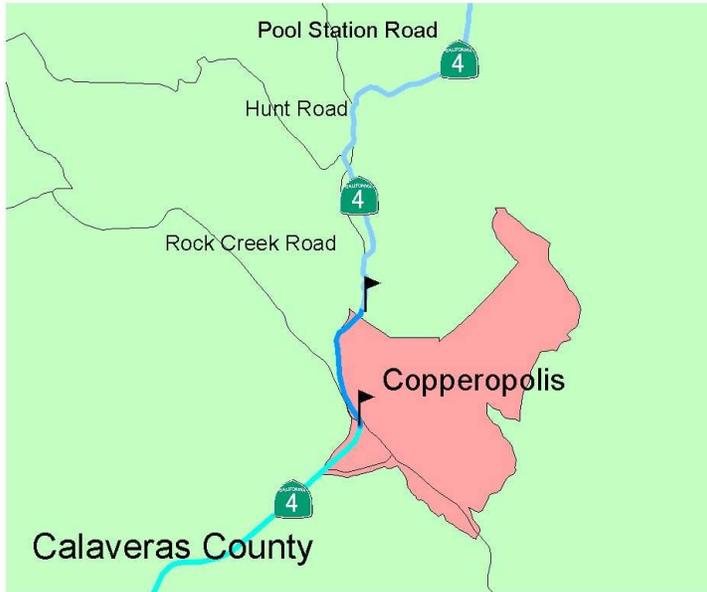
Air Quality	Ozone Carbon Monoxide Particulate Matter	Non-attainment Unclassified Non-attainment
Flood Plain	Yes	Low to Moderate Sensitivity
Wetlands	Yes	Low Sensitivity
Endangered Species	Yes	Moderate Sensitivity
Archaeological	R/W Only Surveyed	High Sensitivity

**Traffic Collision Rate (per million vehicle miles traveled)**

Actual Accident Rate		Statewide Average Rate	
Fatal & Injury	Total (Includes Property Damage only)	Fatal & Injury	Total (Includes Property Damage only)
.08	.30	.28	.60

*Source: TASAS Database (April 1, 1997 – March 31, 2000)*

## SR-4: CALAVERAS COUNTY - SEGMENT 2 FACT SHEET



**Location:**  
**PM 8.14-9.901**  
 From O'Brynes Ferry Road to Rock Creek Road

**Length:** 1.761 miles

**Functional Classification:**  
 Minor Arterial

**Rural/Urban:** Rural

**Within City Limits:** No

**Terrain:** Mountainous

**2-Lane Expressway**

### Traffic Forecast Data for existing 2-Lane Expressway, Average Highway Speed 65 mph

	Existing Facility	2010 w/o Improvement	2020 w/o Improvements
LOS	D	D	E
V/C	0.21	0.42	0.55
ADT	3550	6788	8955
Peak Hour Volume	430	679	896
Peak Hour Dir. Split	55/45	55/45	55/45
% Trucks	4.5%	4.5%	4.5%

**Concept Facility (2020)** 4-lane expressway. Passing lanes as interim improvements would be appropriate; **LOS C**

**Ultimate Transportation Concept** 4-lane expressway

**Local Planning Jurisdiction:** Calaveras Council of Governments

**System Designations**

- No Freeway/Expressway System
- No National Highway System (NHS)
- Yes Interregional Road System (IRRS)
  - No - High Emphasis Route
  - No - Focus Route
- No Strategic Highway Network (STRAHNET)
- Yes STAA Network - Advisory Route - KPRA advised for route is less than 30 feet (PM Cal 8.10-21.1)
- No Scenic Highway
- Yes Accessible to Bicycles

**Right of Way/Shoulder Information**

The right of way ranges from 50 to 750 feet, however 400 feet is the majority width. In order to widen this segment, right of way acquisition will be required. The paved shoulder width ranges from 0 to 8 feet on each side of the roadway. The majority of the roadway has a 0 to 2-foot shoulder. This segment traverses protected farmland.

**Air Quality/Environmental Status**

Air Quality	Ozone Carbon Monoxide Suspended Particulate Matter	Non-attainment Unclassified Non-attainment
Flood Plain	Possible	
Wetlands	Yes	Low Sensitivity
Endangered Species	Yes	Low Sensitivity
Archaeological	R/W Only Surveyed	High Sensitivity

**Traffic Collision Rate (per million vehicle miles traveled)**

Actual Accident Rate		Statewide Average Rate	
Fatal & Injury	Total (Includes Property Damage only)	Fatal & Injury	Total (Includes Property Damage only)
1.12	2.81	.81	1.65

*Source: TASAS Database (April 1, 1997 – March 31, 2000)*

## SR-4: CALAVERAS COUNTY - SEGMENT 3 FACT SHEET



**Location:**  
**PM 9.901-20.708**  
 From O'Byrnes Ferry Road to W City of Angels

**Length:** 10.807 miles

**Functional Classification:**  
 Minor Arterial

**Rural/Urban:** Rural

**Within City Limits:** No

**Terrain:** Mountainous

**2-Lane Conventional Highway**

### Traffic Forecast Data for existing 2-Lane Conventional Highway, Average Highway Speed 65 mph

	Existing Facility	2010 w/o Improvement	2020 w/o Improvements
LOS	D	D	E
V/C	0.21	0.42	0.55
ADT	3550	6788	8955
Peak Hour Volume	430	679	896
Peak Hour Dir. Split	55/45	55/45	55/45
% Trucks	4.5%	4.5%	4.5%

**Concept Facility (2020)** 4-lane expressway. Passing lanes as interim improvements would be appropriate; **LOS C**

**Ultimate Transportation Concept** 4-lane expressway

**Local Planning Jurisdiction:** Calaveras Council of Governments

#### Planned Projects:

County	Route	Post Miles	Description	Designation
Calaveras	4	10.3-13.7	<i>Wagon Trail Expressway</i> Construct a 2 lane expressway (Phase 1)*	<i>Regional Transportation Plan 2001/ITSP</i>
Calaveras	4	12.70-R19.0	Construct a 2-lane expressway from east Copperopolis to west of Angels Camp	Valley to Foothill ISS

Calaveras	4	13.7-16.4	<b>Wagon Trail Expressway</b> Construct a 2 lane expressway (Phase 2)*	2001 Regional Transportation Plan
Calaveras	4	14.7	Curve Correction near Angels Camp at Poole Station Rd 9.7 km w of Rte 49	2005 Minor

\*Exact phasing and scoping of this project to be determined

**Programmed Projects:**

County	Route	Post Miles	Description	Designation
Calaveras	4	12.5-13.0	<b>Altaville Curve Realignment</b> Near Altaville at 3.8km E of O'Byrnes Ferry Road (PS&E R/W)	1997 SHOPP
Calaveras	4	13.8-14.8	Improve Roadway alignment and Curve Correction: Near Angels Camp at Poole Station Road	2001 Minor
Calaveras	4	R20.5/R21.1	New Public Road Connection (oversight) in the city of Angels Camp from .6 km w/of Rte. 49 to Rte. 49	Local

**System Designations**

- No Freeway/Expressway System
- No National Highway System (NHS)
- Yes Interregional Road System (IRRS)
  - No - High Emphasis Route
  - No - Focus Route
- No Strategic Highway Network (STRAHNET)
- Yes STAA Network - Advisory Route - KPRA advised for route is less than 30 feet (PM Cal 8.10-21.1)
- No Scenic Highway
- Yes Accessible to Bicycles

**Right of Way/Shoulder Information**

The right of way ranges from 50 to 750 feet, however 400 feet is the majority width. In order to widen this segment, right of way acquisition will be required. The paved shoulder width ranges from 0 to 8 feet on each side of the roadway. The majority of the roadway has a 0 to 2-foot shoulder. This segment traverses protected farmland.

**Air Quality/Environmental Status**

Air Quality	Ozone Carbon Monoxide Suspended Particulate Matter	Non-attainment Unclassified Non-attainment
Flood Plain	Possible	
Wetlands	Yes	Moderate Sensitivity
Endangered Species	Yes	Moderate Sensitivity
Archaeological	Partly Surveyed	High Sensitivity

**Traffic Collision Rate (per million vehicle miles traveled)**

Actual Accident Rate		Statewide Average Rate	
Fatal & Injury	Total (Includes Property Damage only)	Fatal & Injury	Total (Includes Property Damage only)
1.12	2.81	.81	1.65

Source: TASAS Database (April 1, 1997 – March 31, 2000)

## SR-4: CALAVERAS COUNTY - SEGMENT 4 FACT SHEET



**Location: PM 20.78-22.208**

From W. City of Angels to E. City of Angels

**Length:** 1.428 miles

**Functional Classification:**

Minor Arterial

**Rural/Urban:** Rural

**Within City Limits:** Yes

**Terrain:** Mountainous

**2-lane Conventional PM 20.78-21.1**

**2-lane Expressway PM 21.1-22.20**

**Traffic Forecast Data for existing 2-**

**Lane Expressway, Average Highway Speed 65 mph**

	Existing Facility	2010 w/o Improvement	2020 w/o Improvements
LOS	C	C	D
V/C	0.23	0.40	0.51
ADT	5500	6574	9563
Peak Hour Volume	560	678	979
Peak Hour Dir. Split	55/45	55/45	55/45
% Trucks	6.3%	6.3%	6.3%

**Concept Facility (2020)**

4-lane expressway: **LOS C**

Passing lanes as interim improvements would be appropriate.

**Ultimate Transportation Concept**

4-lane expressway

**Local Planning Jurisdiction:**

Calaveras Council of Governments

**Planned Projects:**

County	Route	Post Miles	Description	Designation
Calaveras	4	Approx 21.1-29.375	Construct passing lanes from the North Angels Bypass to Murphys	2001 Regional Transportation Plan
Calaveras	4	21.4	Bridge Upgrade and Widening in Angels Camp on Ret 4 at Angels Creek Bridge & On Rte 49 at Angels Creek Bridge.	Candidate 10-Year SHOPP

**Programmed Projects:**

<i>County</i>	<i>Route</i>	<i>Post Miles</i>	<i>Description</i>	<i>Designation</i>
Calaveras	4	R20.5/R21.1	New Public Road Connection (oversight) in the city of Angels Camp from .6 km w/of Rte. 49 to Rte. 49	Local
Calaveras	4	R21.1-R23.4	Angels Camp Expressway Construct 2 Lane Expressway on New Alignment (PA&ED)	2002 STIP

**System Designations**

- No Freeway/Expressway System
- No National Highway System (NHS)
- Yes Interregional Road System (IRRS)
  - No - High Emphasis Route
  - No - Focus Route
- No Strategic Highway Network (STRAHNET)
- Yes STAA Network - Advisory Route - KPRA advised for route is less than 30 feet (PM Cal 8.10-21.10)
  - Terminal Access Route – (PM Cal 21.10 – Alp 3.00)
- Yes Scenic Highway
- Yes Accessible to Bicycles

**Right of Way/Shoulder Information**

The right of way ranges from 100 to 200 feet, however 100 feet is the majority width. In order to widen this segment, right of way acquisition will be required. The paved shoulder width ranges from 0 to 8 feet on each side of the roadway. The majority of the roadway has a 0 to 2-foot shoulder. This segment traverses protected farmland.

**Air Quality/Environmental Status**

Air Quality	Ozone Carbon Monoxide Suspended Particulate Matter	Non-attainment Unclassified Non-attainment
Flood Plain	Yes	Moderate Sensitivity
Wetlands	Yes	Moderate Sensitivity
Endangered Species	Yes	Moderate Sensitivity
Archaeological	Not Surveyed	Moderate Sensitivity

**Traffic Collision Rate (per million vehicle miles traveled)**

<b>Actual Accident Rate</b>		<b>Statewide Average Rate</b>	
Fatal & Injury	Total (Includes Property Damage only)	Fatal & Injury	Total (Includes Property Damage only)
.67	1.59	.65	1.30

**Source: TASAS Database (April 1, 1997 – March 31, 2000)**

## SR-4: CALAVERAS COUNTY - SEGMENT 5 FACT SHEET



**Location:**  
**PM 22.208-37.35**  
 From East of City of Angels to  
 W.Moran Road

**Length:** 15.142 miles

**Functional Classification:**  
 Minor Arterial

**Rural/Urban:** Rural

**Within City Limits:** No

**Terrain:** Rolling  
**2-lane Expressway:**  
**PM 22.208-R23.4**  
**2-Lane Conventional Highway:**  
**PM 23.4-37.35**

### Traffic Forecast Data for existing 2-Lane Conventional Highway, Average Highway Speed 65 mph

	Existing Facility	2010 w/o Improvement	2020 w/o Improvements
LOS	D	E	E
V/C	0.37	0.65	0.70
ADT	6126	8000	13000
Peak Hour Volume	717	973	1594
Peak Hour Dir. Split	55/45	55/45	55/45
% Trucks	6.5%	6.5%	6.5%

The LOS is projected to be deficient within the 10-year horizon. Due to the highly scenic and historical qualities of the area and to the significant impact widening would have upon the communities, left turn lanes, passing lanes and turnouts are low-cost alternatives that can be used to achieve operational improvements rather than lane widening. The Calaveras Council of Governments is developing a Countywide Circulation Study to identify corridors where additional arterials and collectors are needed to improve the performance and safety of the local system, which in turn will assist in reducing congestion on SR-4. Access on the existing facility will need to be managed in the effort to maximize operation and safety.

- Concept Facility (2020):** 2-lane conventional highway with passing lanes and/or left turn lanes, as needed. A four-lane facility will be re-evaluated within the next TCR update cycle; **LOS "C"**
- Ultimate Transportation Concept:** 4-lane conventional with passing lanes and/or left turn lanes, as needed.
- Local Planning Jurisdiction:** Calaveras Council of Governments

**Planned Projects:**

<i>County</i>	<i>Route</i>	<i>Post Miles</i>	<i>Description</i>	<i>Designation</i>
<i>Calaveras</i>	<i>4</i>	<i>21.1-29.375</i>	<i>Construct Passing lanes from the North Angels Bypass to Murphys</i>	<i>2001 Regional Transportation Plan</i>
<i>Calaveras</i>	<i>4</i>	<i>29.1-29.6</i>	<i><b>Murphys Lane</b> Provide Continuous Left Turn Lane in Calaveras County on Rte. 4 from Pennsylvania Gulch Rd. to Tom Bell/Big Trees Rd.</i>	<i>2006 Minor</i>

**Programmed Projects:**

<i>County</i>	<i>Route</i>	<i>Post Miles</i>	<i>Description</i>	<i>Designation</i>
<i>Calaveras</i>	<i>4</i>	<i>21.1-R23.4</i>	<i>Angels Camp Expressway Construct 2 Lane Expressway on New Alignment</i>	<i>1998 STIP PA&amp;ED</i>
<i>Calaveras</i>	<i>4</i>	<i>29.6</i>	<i>Install Signals on Rte 4 at the Intersection of Tom Bell/Big Trees Rd</i>	<i>2001 Minor</i>
<i>Calaveras</i>	<i>4</i>	<i>29.6</i>	<i>Install Flashing Beacons</i>	<i>2002 Minor</i>
<i>Calaveras</i>	<i>4</i>	<i>32.1-32.4</i>	<i>Curve Correction: Near Murphy's near Upper Utica Powerhouse Road</i>	<i>2001 Minor</i>
<i>Calaveras</i>	<i>4</i>	<i>37.3</i>	<i><b>Moran Intersection</b> Construct left turn lane at Moran Rd.</i>	<i>2001 Minor</i>

**System Designations**

- No Freeway/Expressway System
- No National Highway System (NHS)
- Yes Interregional Road System (IRRS)
  - No - High Emphasis Route
  - No - Focus Route
- No Strategic Highway Network (STRAHNET)
- Yes STAA Network - Terminal Access Route – (PM Cal 21.10 – Alp 3.00)
- Yes Scenic Highway
- Yes Accessible to Bicycles

**Right of Way/Shoulder Information**

The right of way ranges from 100 to 220 feet, however 100 feet is the majority width. In order to widen this segment, right of way acquisition will be required. The paved shoulder width ranges from 0 to 8 feet on each side of the roadway. The majority of the roadway has a 0 to 2-foot shoulder. This segment traverses protected farmland.

**Air Quality/Environmental Status**

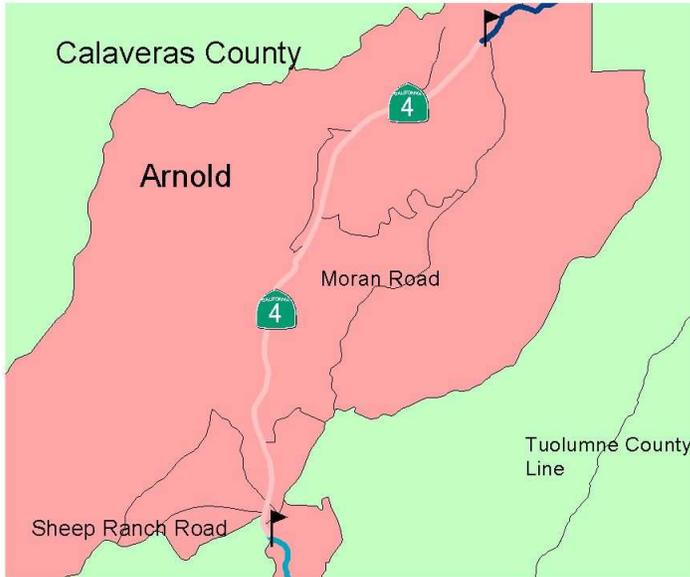
Air Quality	Ozone Carbon Monoxide Suspended Particulate Matter	Non-attainment Unclassified Non-attainment
Flood Plain	Yes	Moderate Sensitivity
Wetlands	Yes	Low to Moderate Sensitivity
Endangered Species	Yes	Moderate Sensitivity
Archaeological	Not Surveyed	Moderate Sensitivity

**Traffic Collision Rate (per million vehicle miles traveled)**

Actual Accident Rate		Statewide Average Rate	
Fatal & Injury	Total (Includes Property Damage only)	Fatal & Injury	Total (Includes Property Damage only)
.67	1.59	.65	1.30

*Source: TASAS Database (April 1, 1997 – March 31, 2000)*

## SR-4: CALAVERAS COUNTY - SEGMENT 6 FACT SHEET



**Location:** PM 37.35-42.62  
From West Moran Road to East Moran Road

**Length:** 5.27 miles

**Functional Classification:**

Minor Arterial

**Rural/Urban:** Rural

**Within City Limits:** No

**Terrain:** Rolling

**2-Lane Conventional Highway**

**Traffic Forecast Data for existing 2-**

**Lane Conventional Highway, Average Highway Speed 65 mph**

	Existing Facility	2010 w/o Improvement	2020 w/o Improvements
LOS	E	F	F
V/C	0.82	1.46	1.9
ADT	6386	14839	18901
Peak Hour Volume	962	2612	3558
Peak Hour Dir. Split	55/45	55/45	55/45
% Trucks	5.6%	5.6%	5.6%

The LOS is projected to be deficient within the 10-year horizon. Due to the highly scenic and historical qualities of the area and to the significant impact widening would have upon the communities, left turn lanes, passing lanes and turnouts are low-cost alternatives that can be used to achieve operational improvements rather than lane widening. The Calaveras Council of Governments is developing a Countywide Circulation Plan to identify corridors where additional arterials and collectors are needed to improve the performance and safety of the local system, which in turn will assist in reducing congestion on SR-4. Access on the existing facility will need to be managed in the effort to maximize operation and safety.

**Concept Facility (2020):**

2-lane conventional highway with passing lanes and/or left turn lanes, as needed. A four-lane facility will be re-evaluated within the next TCR update cycle; **LOS “C”**

**Ultimate Transportation Concept**

4-lane conventional with passing lanes and/or left turn lanes, as needed

**Local Planning Jurisdiction:**

Calaveras Council of Governments

**Planned Projects:**

<i>County</i>	<i>Route</i>	<i>Post Miles</i>	<i>Description</i>	<i>Designation</i>
Calaveras	4	41.570	Arnold Bypass Near Arnold-Construct 2 lane Expressway	Regional Transportation Plan

**Programmed Projects:**

<i>County</i>	<i>Route</i>	<i>Post Miles</i>	<i>Description</i>	<i>Designation</i>
Calaveras	4	37.5	Install School Flashing Beacons	2000 Minor
Calaveras	4	39.8-39.9	Construct a Refuge Lane at Lakemont Drive	2002 Minor
Calaveras	4	40.1-40.6	Widen and Construct a Continuous Left Turn Lane	2002 Minor

**System Designations**

- No Freeway/Expressway System
- No National Highway System (NHS)
- Yes Interregional Road System (IRRS)
  - No - High Emphasis Route
  - No - Focus Route
- No Strategic Highway Network (STRAHNET)
- Yes STAA Network - Terminal Access Route – (PM Cal 21.10 – Alp 3.00)
- Yes Scenic Highway
- Yes Accessible to Bicycles

**Right of Way/Shoulder Information**

The right of way ranges from 60 to 280 feet, however 100 feet is the majority width. In order to widen this segment, right of way acquisition will be required. The paved shoulder width ranges from 0 to 8 feet on each side of the roadway. The majority of the roadway has a 0 to 2-foot shoulder. This segment traverses protected farmland.

**Air Quality/Environmental Status**

Air Quality	Ozone Carbon Monoxide Suspended Particulate Matter	Non-attainment Unclassified Non-attainment
Flood Plain	Yes	Moderate Sensitivity
Wetlands	Yes	Low to Moderate Sensitivity
Endangered Species	Yes	Moderate Sensitivity
Archaeological	Not Surveyed	Moderate Sensitivity

**Traffic Collision Rate (per million vehicle miles traveled)**

<b>Actual Accident Rate</b>		<b>Statewide Average Rate</b>	
Fatal & Injury	Total (Includes Property Damage only)	Fatal & Injury	Total (Includes Property Damage only)
.63	1.31	.86	1.70

**Source: TASAS Database (April 1, 1997 – March 31, 2000)**

## SR-4: CALAVERAS COUNTY - SEGMENT 7 FACT SHEET



**Location:**  
PM 42.62-47.075  
From East Moran Road to  
Dorrington

**Length:** 4.455 miles

**Functional Classification:**  
Minor Arterial

**Rural/Urban:** Rural

**Within City Limits:** No

**Terrain:** Rolling

**2-Lane Conventional Highway**

**Traffic Forecast Data for existing**

### 2-Lane Conventional Highway, Average Highway Speed 65 mph

	Existing Facility	2010 w/o Improvement	2020 w/o Improvements
LOS	D	E	E
V/C	0.41	0.49	0.79
ADT	3100	4558	6202
Peak Hour Volume	830	841	1117
Peak Hour Dir. Split	55/45	55/45	55/45
% Trucks	7.5%	7.5%	7.5%

The LOS is projected to be deficient within the 10-year horizon. Due to the highly scenic and historical qualities of the area and to the significant impact widening would have upon the communities, left turn lanes, passing lanes and turnouts are low-cost alternatives that can be used to achieve operational improvements rather than lane widening. The Calaveras Council of Governments is developing a Countywide Circulation Plan to identify corridors where additional arterials and collectors are needed to improve the performance and safety of the local system, which in turn will assist in reducing congestion on SR-4. Access on the existing facility will need to be managed in the effort to maximize operation and safety.

**Concept Facility (2020):** 2-lane conventional highway with passing lanes and/or left turn lanes, as needed. A four-lane facility will be re-evaluated within the next TCR update cycle; **LOS "C"**

**Ultimate Transportation Concept** 4-lane conventional with passing lanes and/or left turn lanes, as needed

**Local Planning Jurisdiction:** Calaveras Council of Governments

**Planned Projects**

<i>County</i>	<i>Route</i>	<i>Post Miles</i>	<i>Description</i>	<i>Designation</i>
Calaveras	4	42.8-43.6	Curve improvements near Arnold	2002 SHOPP
Calaveras	4	44.4-44.8	Big Tree Curve Correction	2002 SHOPP

**Programmed Projects:**

<i>County</i>	<i>Route</i>	<i>Post Miles</i>	<i>Description</i>	<i>Designation</i>
Calaveras	4	44.5	<b>Big Tree Lane</b> Construct an acceleration lane	2002 Minor
Calaveras	4	46.9-47.9	Widen and add a continuous left turn lane: In Dorrington at Boards Crossing Road and at Camp Connell	2001 Minor

**System Designations**

- No Freeway/Expressway System
- No National Highway System (NHS)
- Yes Interregional Road System (IRRS)
  - No - High Emphasis Route
  - No - Focus Route
- No Strategic Highway Network (STRAHNET)
- Yes STAA Network - Terminal Access Route – (PM Cal 21.10 – Alp 3.00)
- Yes Scenic Highway
- Yes Accessible to Bicycles

**Right of Way/Shoulder Information**

The right of way ranges from 80 to 250 feet, however 100 feet is the majority width. In order to widen this segment, right of way acquisition will be required. The paved shoulder width ranges from 0 to 8 feet on each side of the roadway. The majority of the roadway has a 0 to 2-foot shoulder. This segment traverses protected farmland.

**Air Quality/Environmental Status**

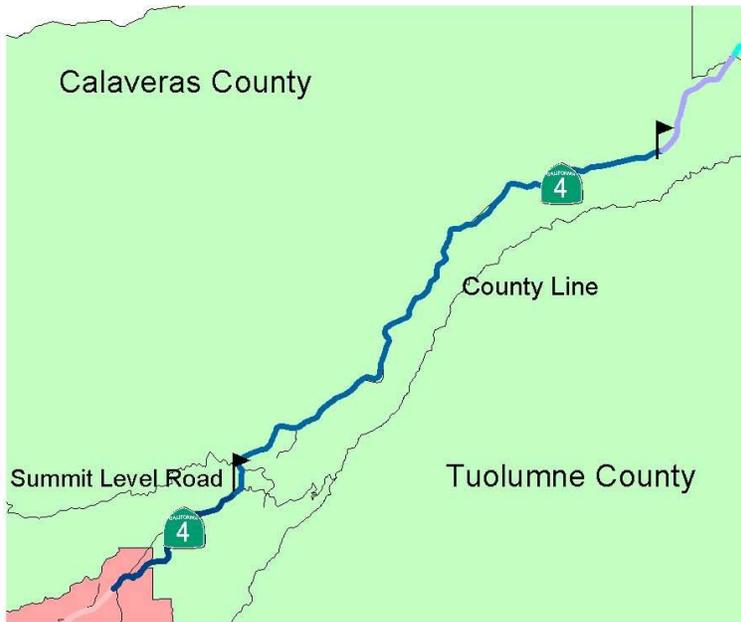
Air Quality	Ozone Carbon Monoxide Suspended Particulate Matter	Non-attainment Unclassified Non-attainment
Flood Plain	Yes	Low Sensitivity
Wetlands	Yes	Low Sensitivity
Endangered Species	Yes	Moderate Sensitivity
Archaeological	Not Surveyed	Moderate Sensitivity

**Traffic Collision Rate (per million vehicle miles traveled)**

<b>Actual Accident Rate</b>		<b>Statewide Average Rate</b>	
Fatal & Injury	Total (Includes Property Damage only)	Fatal & Injury	Total (Includes Property Damage only)
1.87	3.08	.88	1.76

Source: TASAS Database (April 1, 1997 – March 31, 2000)

**SR-4: CALAVERAS COUNTY - SEGMENT 8  
FACT SHEET**



**Location:**  
PM 47.075-62.84  
From Dorrington to Big Meadows

**Length:** 15.765 miles

**Functional Classification:**  
Minor Arterial

**Rural/Urban:** Rural

**Within City Limits:** No

**Terrain:** Mountainous

**2-Lane Expressway**

**Traffic Forecast Data for existing  
2-Lane Expressway, Average**

**Highway Speed 65 mph**

	Existing Facility	2010 w/o Improvement	2020 w/o Improvements
LOS	D	D	D
V/C	0.32	0.33	0.34
ADT	1885	1943	1950
Peak Hour Volume	531	566	584
Peak Hour Dir. Split	55/45	55/45	55/45
% Trucks	4.7%	4.7%	4.7%

**Concept Facility (2020)**

2-lane expressway with passing lanes and/or left turn lanes, as needed; **LOS “C”**

**Ultimate Transportation Concept**

4-lane expressway with passing lanes and/or left turn lanes, as needed

**Local Planning Jurisdiction:**

Calaveras Council of Governments

**Programmed Projects:**

County	Route	Post Miles	Description	Designation
Calaveras	4	46.9-47.9	Widen and add a continuous left turn lane: In Dorrington at Boards Crossing Road and at Camp Connell	2001 Minor
Calaveras	4	47.9-47.9	Widen and Add Continuous Left Turn Lane at Camp Connell	2002 Minor
Calaveras	4	R53.8/R54.9	Arnold Passing Lanes Construct eastbound passing lane and widen shoulders near Arnold From 1.9 km w to .2 km w of Black Springs Rd	1998 STIP PA&ED

**System Designations**

- No Freeway/Expressway System
- No National Highway System (NHS)
- Yes Interregional Road System (IRRS)
  - No - High Emphasis Route
  - No - Focus Route
- No Strategic Highway Network (STRAHNET)
- Yes STAA Network - Terminal Access Route – (PM Cal 21.10 – Alp 3.00)
- Yes Scenic Highway
- Yes Accessible to Bicycles

**Right of Way/Shoulder Information**

The right of way ranges from 100 to 250 feet, however 100 feet is the majority width. In order to widen this segment, right of way acquisition will be required. The paved shoulder width ranges from 0 to 8 feet on each side of the roadway. The majority of the roadway has a 0 to 2-foot shoulder. This segment traverses protected farmland.

**Air Quality/Environmental Status**

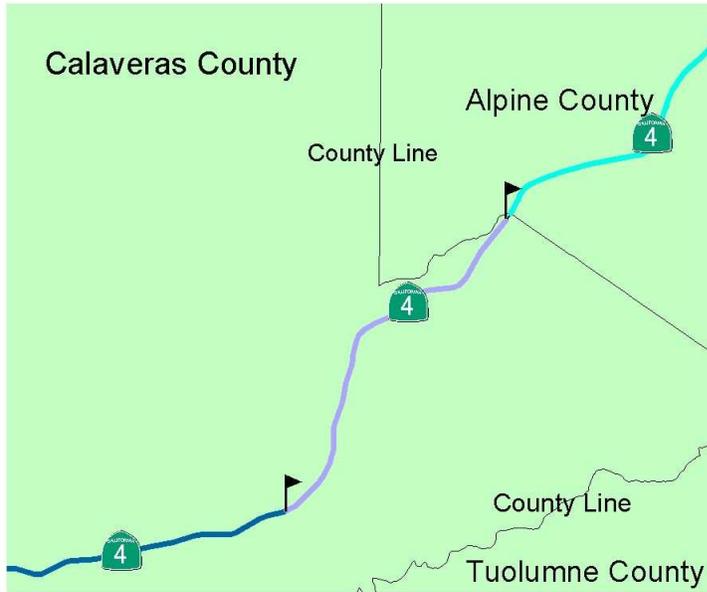
Air Quality	Ozone Carbon Monoxide Suspended Particulate Matter	Non-attainment Unclassified Non-attainment
Flood Plain	Yes	Moderate Sensitivity
Wetlands	Yes	Moderate Sensitivity
Endangered Species	Yes	Moderate Sensitivity
Archaeological	Partly Surveyed	Moderate Sensitivity

**Traffic Collision Rate (per million vehicle miles traveled)**

Actual Accident Rate		Statewide Average Rate	
Fatal & Injury	Total (Includes Property Damage only)	Fatal & Injury	Total (Includes Property Damage only)
.68	2.03	.53	1.20

*Source: TASAS Database (April 1, 1997 – March 31, 2000)*

**SR-4: CALAVERAS COUNTY - SEGMENT 9  
FACT SHEET**



**Location:**  
**PM 62.84-65.87**  
 From Big Meadows to the Alpine Co. Line

**Length:** 3.03 miles

**Functional Classification:**  
 Minor Arterial

**Rural/Urban:** Rural

**Within City Limits:** No

**Terrain:** Mountainous

**2-Lane Expressway**

**Traffic Forecast Data for existing 2-Lane Expressway, Average Highway Speed 65 mph**

	Existing Facility	2010 w/o Improvement	2020 w/o Improvements
LOS	D	D	D
V/C	0.35	0.45	0.45
ADT	1273	2000	2000
Peak Hour Volume	505	815	814
Peak Hour Dir. Split	55/45	55/45	55/45
% Trucks	3.9%	3.9%	3.9%

**Concept Facility (2020)** 2-lane expressway with passing lanes and/or left turn lanes, as needed; **LOS “C”**

**Ultimate Transportation Concept** 4-lane expressway with passing lanes and/or left turn lanes, as needed

**Local Planning Jurisdiction** Calaveras Council of Governments

**System Designations**

- No Freeway/Expressway System
- No National Highway System (NHS)
- Yes Interregional Road System (IRRS)
  - No - High Emphasis Route
  - No - Focus Route
- No Strategic Highway Network (STRAHNET)
- Yes STAA Network - Terminal Access Route – (PM Cal 21.10 – Alp 3.00)
- Yes Scenic Highway
- Yes Accessible to Bicycles

**Right of Way/Shoulder Information**

The right of way ranges from 100 to 200 feet, however 100 feet is the majority width. In order to widen this segment, right of way acquisition will be required. The paved shoulder width ranges from 0 to 8 feet on each side of the roadway. The majority of the roadway has a 0 to 2-foot shoulder. This segment traverses protected farmland.

**Air Quality/Environmental Status**

Air Quality	Ozone Carbon Monoxide Suspended Particulate Matter	Non-attainment Unclassified Non-attainment
Flood Plain	Yes	Moderate Sensitivity
Wetlands	Yes	Moderate Sensitivity
Endangered Species	Yes	Moderate Sensitivity
Archaeological	Partly Surveyed	Moderate Sensitivity

**Traffic Collision Rate (per million vehicle miles traveled)**

Actual Accident Rate		Statewide Average Rate	
Fatal & Injury	Total (Includes Property Damage only)	Fatal & Injury	Total (Includes Property Damage only)
.63	1.05	.53	1.20

*Source: TASAS Database (April 1, 1997 – March 31, 2000)*

## SR-4: ALPINE COUNTY - SEGMENT 1 FACT SHEET



**Location: PM 0.0-3.173**  
From Alpine County Line to Closure Gate #1

**Length:** 3.173 miles

**Functional Classification:**  
Minor Arterial

**Rural/Urban:** Rural

**Within City Limits:** No

**Terrain:** Mountainous

**2-Lane Expressway**

**Traffic Forecast Data for existing 2-Lane Expressway, Average Highway Speed 65 mph**

	Existing Facility	2010 w/o Improvement	2020 w/o Improvements
LOS	D	D	D
V/C	0.35	0.45	0.45
ADT	950	1947	1947
Peak Hour Volume	270	820	820
Peak Hour Dir. Split	55/45	55/45	55/45
% Trucks	3.4%	3.4%	3.4%

**Concept Facility (2020)**

2-lane, expressway with left turn lanes and standard intersection improvements: **LOS C**

**Ultimate Transportation Concept**

2-lane, expressway with left turn lanes

**Local Planning Jurisdiction:**

Alpine County Transportation Commission

**System Designations**

- No Freeway/Expressway System
- No National Highway System (NHS)
- Yes Interregional Road System (IRRS)
  - No - High Emphasis Route
  - No - Focus Route
- No Strategic Highway Network (STRAHNET)
- Yes STAA Network - Terminal Access Route – (PM Cal 21.10 – Alp 3.00)
- STAA Network - Advisory Route - Advised KPR is less than 30 feet (PM Alp 3.00 –31.7)
  - Ebbetts Pass – truck traffic discouraged due to narrow winding road. Tractor-trailers get stuck.
- Yes Scenic Highway
- Yes Accessible to Bicycles

**Right of Way/Shoulder Information**

The right of way ranges from 80 to 120 feet. In order to widen this segment, right of way acquisition will be required. The paved shoulder width ranges from 0 to 8 feet on each side of the roadway. The majority of the roadway has a 0 to 2-foot shoulder. This segment traverses protected farmland.

**Air Quality/Environmental Status**

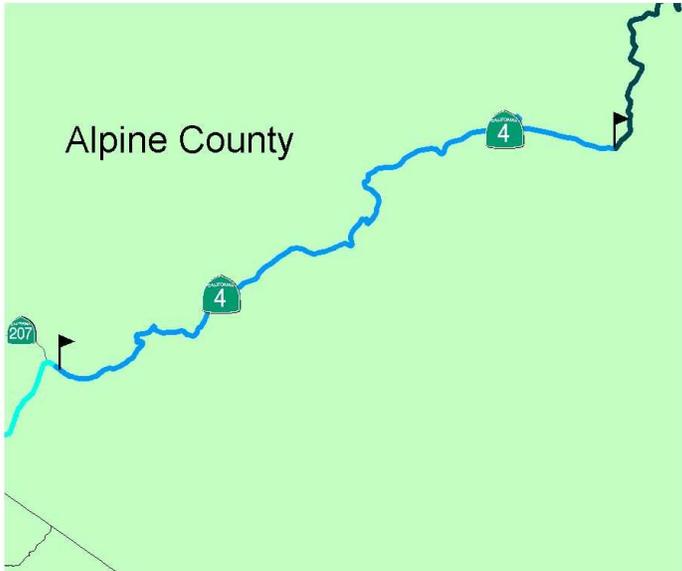
Air Quality	Ozone Carbon Monoxide Suspended Particulate Matter	Unclassified Unclassified Non-attainment
Flood Plain	Unknown	FEMA floodplain data unavailable
Wetlands	Yes	Moderate Sensitivity
Endangered Species	Yes	Moderate Sensitivity
Archaeological	Not Surveyed	Moderate Sensitivity

**Traffic Collision Rate (per million vehicle miles traveled)**

Actual Accident Rate		Statewide Average Rate	
Fatal & Injury	Total (Includes Property Damage only)	Fatal & Injury	Total (Includes Property Damage only)
.75	2.06	.61	1.36

*Source: TASAS Database (April 1, 1997 – March 31, 2000)*

**SR-4: ALPINE COUNTY - SEGMENT 2  
FACT SHEET**



**Location: PM 3.173-18.56**  
From Closure Gate #1 to Ebbets Pass Summit

**Length:** 15.38 miles

**Functional Classification:**  
Minor Arterial

**Rural/Urban:** Rural

**Within City Limits:** No

**Terrain:** Mountainous

**2-Lane Conventional Highway**

**Traffic Forecast Data for existing 2-Lane Conventional Highway, Average Highway Speed 65 mph**

	Existing Facility	2010 w/o Improvement	2020 w/o Improvements
LOS	C	D	D
V/C	0.23	0.35	0.35
ADT	840	1000	1000
Peak Hour Volume	250	492	492
Peak Hour Dir. Split	55/45	55/45	55/45
% Trucks	4.1%	4.1%	4.1%

**Concept Facility (2020)** 2-lane, conventional: (maintain only)

**Ultimate Transportation Concept** 2-lane, conventional: (maintain only)

**Local Planning Jurisdiction:** Alpine County Transportation Commission

**Planned Projects**

County	Route	Post Miles	Description	Designation
Alpine	4	7.40-18.20	Safety Improvements	Regional Transportation Plan 1998

**System Designations**

- No Freeway/Expressway System
- No National Highway System (NHS)
- Yes Interregional Road System (IRRS)
  - No - High Emphasis Route
  - No - Focus Route
- No Strategic Highway Network (STRAHNET)
- Yes STAA Network - Advisory Route - Advised KPRA is less than 30 feet (PM Alp 3.00 –31.70)
  - Ebbetts Pass – truck traffic discouraged due to narrow winding road. Tractor-trailers get stuck.
- Yes Scenic Highway
- Yes Accessible to Bicycles

**Right of Way/Shoulder Information**

The right of way ranges from 40 to 132 feet. In order to widen this segment, right of way acquisition will be required. The paved shoulder width ranges from 0 to 8 feet on each side of the roadway. The majority of the roadway has a 0 to 2-foot shoulder. This segment traverses protected farmland.

**Air Quality/Environmental Status**

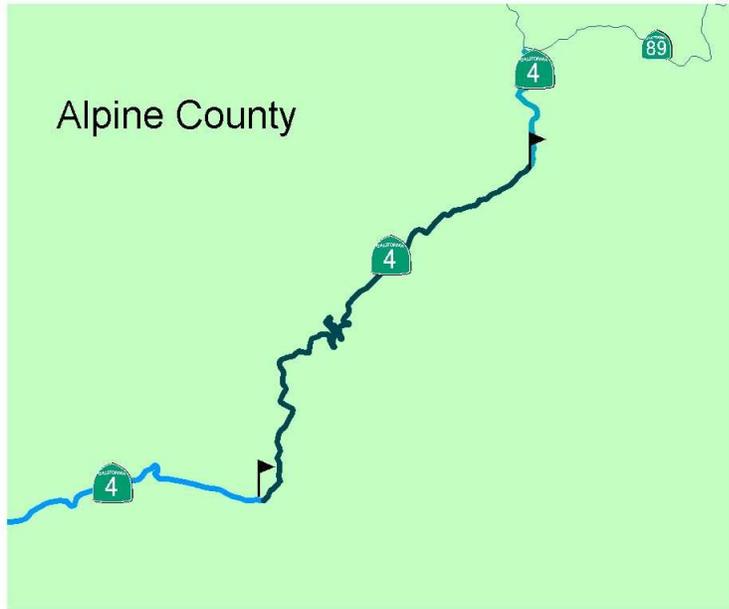
Air Quality	Ozone Carbon Monoxide Suspended Particulate Matter	Unclassified Unclassified Non-attainment
Flood Plain	Unknown	FEMA floodplain data unavailable
Wetlands	Yes	Moderate Sensitivity
Endangered Species	Yes	Moderate Sensitivity
Archaeological	Not Surveyed	Moderate Sensitivity

**Traffic Collision Rate (per million vehicle miles traveled)**

Actual Accident Rate		Statewide Average Rate	
Fatal & Injury	Total (Includes Property Damage only)	Fatal & Injury	Total (Includes Property Damage only)
.89	1.29	1.16	2.31

*Source: TASAS Database (April 1, 1997 – March 31, 2000)*

**SR-4: ALPINE COUNTY - SEGMENT 3  
FACT SHEET**



**Location:**  
**PM 18.56-29.282**  
 From Ebbets Pass Summit to Closure Gate #4

**Length:** 10.72 miles

**Functional Classification:**  
 Minor Arterial

**Rural/Urban:** Rural

**Within City Limits:** No

**Terrain:** Mountainous

**2-Lane Conventional Highway**

**Traffic Forecast Data for existing 2-Lane Conventional Highway, Average Highway Speed 65 mph**

	<b>Existing Facility</b>	<b>2010 w/o Improvement</b>	<b>2020 w/o Improvements</b>
LOS	C	D	D
V/C	0.19	0.37	0.37
ADT	1000	1000	1000
Peak Hour Volume	580	580	580
Peak Hour Dir. Split	55/45	55/45	55/45
% Trucks	4.1%	4.1%	4.1%

**Concept Facility (2020)** 2-lane, conventional (Maintain only)

**Ultimate Transportation Concept** 2-lane, conventional (Maintain only)

**Local Planning Jurisdiction:** Alpine County Transportation Commission

**System Designations**

- No Freeway/Expressway System
- No National Highway System (NHS)
- Yes Interregional Road System (IRRS)
  - No - High Emphasis Route
  - No - Focus Route
- No Strategic Highway Network (STRAHNET)
- Yes STAA Network - Advisory Route - Advised KPRA is less than 30 feet (PM Alp 3.00 –31.70)
  - Ebbetts Pass – truck traffic discouraged due to narrow winding road. Tractor-trailers get stuck.
- Yes Scenic Highway
- Yes Accessible to Bicycles

**Right of Way/Shoulder Information**

The right of way ranges from 46 to 190 feet. In order to widen this segment, right of way acquisition will be required. The paved shoulder width ranges from 0 to 8 feet on each side of the roadway. The majority of the roadway has a 0 to 2-foot shoulder. This segment traverses protected farmland.

**Air Quality/Environmental Status**

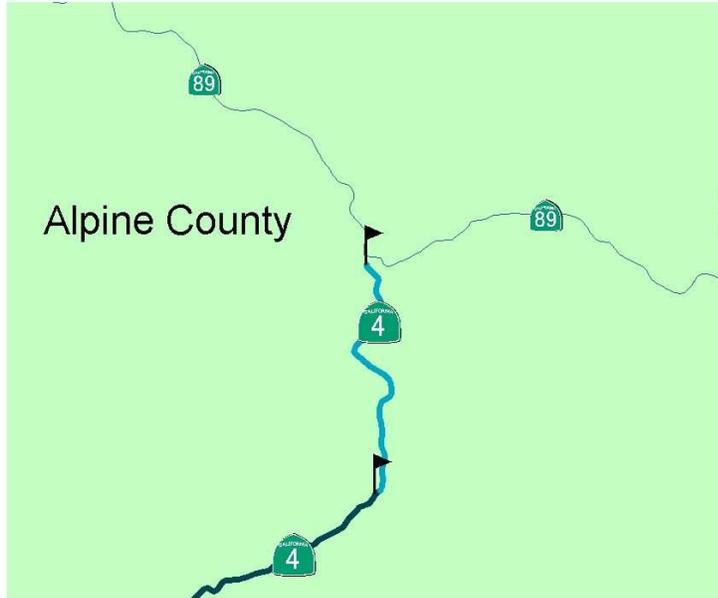
Air Quality	Ozone Carbon Monoxide Suspended Particulate Matter	Unclassified Unclassified Non-attainment
Flood Plain	Unknown	FEMA floodplain data unavailable
Wetlands	Yes	Moderate Sensitivity
Endangered Species	Yes	Moderate Sensitivity
Archaeological	Partly Surveyed	High Sensitivity

**Traffic Collision Rate (per million vehicle miles traveled)**

Actual Accident Rate		Statewide Average Rate	
Fatal & Injury	Total (Includes Property Damage only)	Fatal & Injury	Total (Includes Property Damage only)
1.15	2.31	1.28	2.55

*Source: TASAS Database (April 1, 1997 – March 31, 2000)*

**SR-4: ALPINE COUNTY - SEGMENT 4  
FACT SHEET**



**Location:**  
**PM 29.282-31.677**  
 From Closure Gate #4 to SR-89 (end of route)

**Length:** 2.395 miles

**Functional Classification:**  
 Minor Arterial

**Rural/Urban:** Rural

**Within City Limits:** No

**Terrain:** Mountainous

**2-Lane Conventional Highway**

**Traffic Forecast Data for existing 2-Lane Conventional Highway, Average Highway Speed 65 mph**

	<b>Existing Facility</b>	<b>2010 w/o Improvement</b>	<b>2020 w/o Improvements</b>
LOS	C	D	D
V/C	0.19	0.33	0.33
ADT	430	1000	1000
Peak Hour Volume	130	522	522
Peak Hour Dir. Split	55/45	55/45	55/45
% Trucks	4.1%	4.1%	4.1%

**Concept Facility (2020)** 2-lane, conventional: (Maintain only)

**Ultimate Transportation Concept** 2-lane, conventional: (Maintain only)

**Local Planning Jurisdiction:** Alpine County Transportation Commission

**System Designations**

- No Freeway/Expressway System
- No National Highway System (NHS)
- Yes Interregional Road System (IRRS)
  - No - High Emphasis Route
  - No - Focus Route
- No Strategic Highway Network (STRAHNET)
- Yes STAA Network - Advisory Route - Advised KPRA is less than 30 feet (PM Alp 3.00 –31.70)
  - Ebbetts Pass – truck traffic discouraged due to narrow winding road. Tractor-trailers get stuck.
- Yes Scenic Highway
- Yes Accessible to Bicycles

**Right of Way/Shoulder Information**

The right of way ranges from 100 to 132 feet. In order to widen this segment, right of way acquisition will be required. The paved shoulder width ranges from 0 to 8 feet on each side of the roadway. The majority of the roadway has a 0 to 2-foot shoulder. This segment traverses protected farmland.

**Air Quality/Environmental Status**

Air Quality	Ozone Carbon Monoxide Suspended Particulate Matter	Unclassified Unclassified Non-attainment
Flood Plain	Unknown	FEMA floodplain data unavailable
Wetlands	Yes	Moderate Sensitivity
Endangered Species	Yes	Moderate Sensitivity
Archaeological	Partly Surveyed	High Sensitivity

**Traffic Collision Rate (per million vehicle miles traveled)**

Actual Accident Rate		Statewide Average Rate	
Fatal & Injury	Total (Includes Property Damage only)	Fatal & Injury	Total (Includes Property Damage only)
3.13	3.92	1.26	2.50

*Source: TASAS Database (April 1, 1997 – March 31, 2000)*

## Appendix 1

### List of System Planning Acronyms

ACLT	Alpine County Local Transportation Commission
ACTC	Amador County Transportation Commission
ADT	Average Daily Traffic
AHS	Automated Highway System
ATSD	Advanced Transportation System Development
AVI	Automated Vehicle Identification
BN&SF	Burlington Northern and Santa Fe Railroad
CALACOG	Calaveras Council of Governments
CBD	Central Business District
CCAA	California Clean Air Act
CMAQ	Congestion Mitigation and Air Quality (Improvement Program)
CMP	Congestion Management Plan
CTIS	California Transportation Investment Strategy
CTC	California Transportation Commission
D/C	Demand Volume to Capacity Ratio
DSMP	District System Management Plan
EPA	Environmental Protection Agency
ETTM	Electronic Toll Collection and Traffic Management
F&E	Freeway and Expressway System
FAT	Fatalities
FIS	Federal Inspection Facility
FY	Fiscal year
HOV	High Occupancy Vehicle
ICES	Intermodal Corridors of Economic Significance
IRRS	Interregional Route System
ISTEA	Intermodal Surface Transportation Efficiency Act
ITMS	Intermodal Transportation Management System
ITS	Intelligent Transportation System
ITSP	Interregional Transportation Strategic Plan
LOS	Level of Service
LROP	Long Range Operations Plan
LRT	Light Rail Transit
MCAG	Merced County Association of Governments
MCLT	Mariposa County Local Transportation Commission
MIS	Major Investment Study
MOU	Memorandum of Understanding
MSL	Maintenance Service Level
NAFTA	North American Free Trade Agreement
NHS	National Highway System
PHV	Peak Hour Volume
PM	Post Mile
PR	Project Report
PSR	Project Study Report
PTOC	Primary Traffic Operations Center

POE	Port of Entry
RAQS	Regional Air Quality Strategy
RAS	Regional Arterial System
RCR	Route Concept Report (now known as Transportation Concept Reports)
RTP	Regional Transportation Plan
R/W	Right of Way
SHOPP	State Highway Operations and Protection Program
SHRAHNET	Strategic Highway Corridor Network
SJCOG	San Joaquin Council of Governments
SOV	Single Occupancy Vehicle
SR	State Route
STAA	Surface Transportation Assistance Act
StanCOG	Stanislaus Area Association of Governments
STIP	State Transportation Improvement Program
TASAS	Traffic Accident Surveillance and Analysis System
TCCAPC	Tuolumne County / Cities Area Planning Council
TCM	Transportation Control Measure
TCR	Transportation Concept Report
TDM	Transportation Demand Management
TSDP	Transportation System Development Program
TMA	Transportation Management Association/Area
TMC	Transportation Management Center
TSM	Transportation System Management
UTC	Ultimate Transportation Corridor
VMT	Vehicles Miles Traveled

## **Appendix 2**

### **Level of Service (LOS) Definitions**

The Level of Service (LOS) is a qualitative measure describing operational conditions within a traffic stream and their perception by motorists. A LOS definition generally describes these conditions in terms of speed, travel time, freedom to maneuver, traffic interruption, comfort, and convenience. Six levels of LOS can generally be categorized as follows:

**LOS A** describes free flowing conditions. The operation of vehicles is virtually unaffected by the presence of other vehicles, and operations are constrained only by the geometric features of the highway.

**LOS B** is also indicative of free-flow conditions. Average travel speeds are the same as in LOS A, but drivers have slightly less freedom to maneuver.

**LOS C** represents a range in which the influence of traffic density on operations becomes marked. The ability to maneuver with the traffic stream is now clearly affected by the presence of other vehicles.

**LOS D** demonstrates a range in which the ability to maneuver is severely restricted because of the traffic congestion. Travel speed begins to be reduced as traffic volume increases.

**LOS E** reflects operations at or near capacity and is quite unstable. Because the limits of the level of service are approached, service disruptions cannot be damped or readily dissipated.

**LOS F** represents a breakdown or forced flow. It usually occurs at a point on a planned facility when forecast demand exceeds computed capacity.

### **Appendix 3**

#### **Rural, Urban, and Urbanized Definitions**

The rural, urban, and urbanized area limits are based upon population density as determined by the U.S. Census Bureau. The criteria are:

**Rural** – Under 5,000 population

**Urban** – 5,000 to 49,999 population.

**Urbanized** – over 50,000 population