FINAL

DEC 12 1985

SUMMARY
Route Concept Report
Interstate 280
SCL R0.00 to SF 9.20

This report defines the concept for development of I-280 for a 20-year planning period (1985-2005).

Route Concept

Segment A: 280/680/101 I/C to the SCL/SM Co. line (PM R0.00 to 20.63)
8-lane freeway E-20

Segment B: SCL/SM Co. line to the SM/SF Co. line (PM 0.00 to 27.43)
8 to 12-lane freeway E-25

Segment C: SM/SF Co. line to 4th Street (PM 0.00 to 9.20)
6 to 8-lane freeway F-10

Concept Rationale

I-280 serves as a connector between San Francisco and the South Bay communities. The route receives a considerable amount of commuter traffic.

Areas of Concern

Rapid commercial growth in Santa Clara County has created high demand and increased congestion on the section of I-280 located within the county.

Problem Locations

High AM and PM commute hour levels of congestion exist from the Route 280/680/101 I/C to the Route 85 I/C (SCL R0.00 to 10.74).

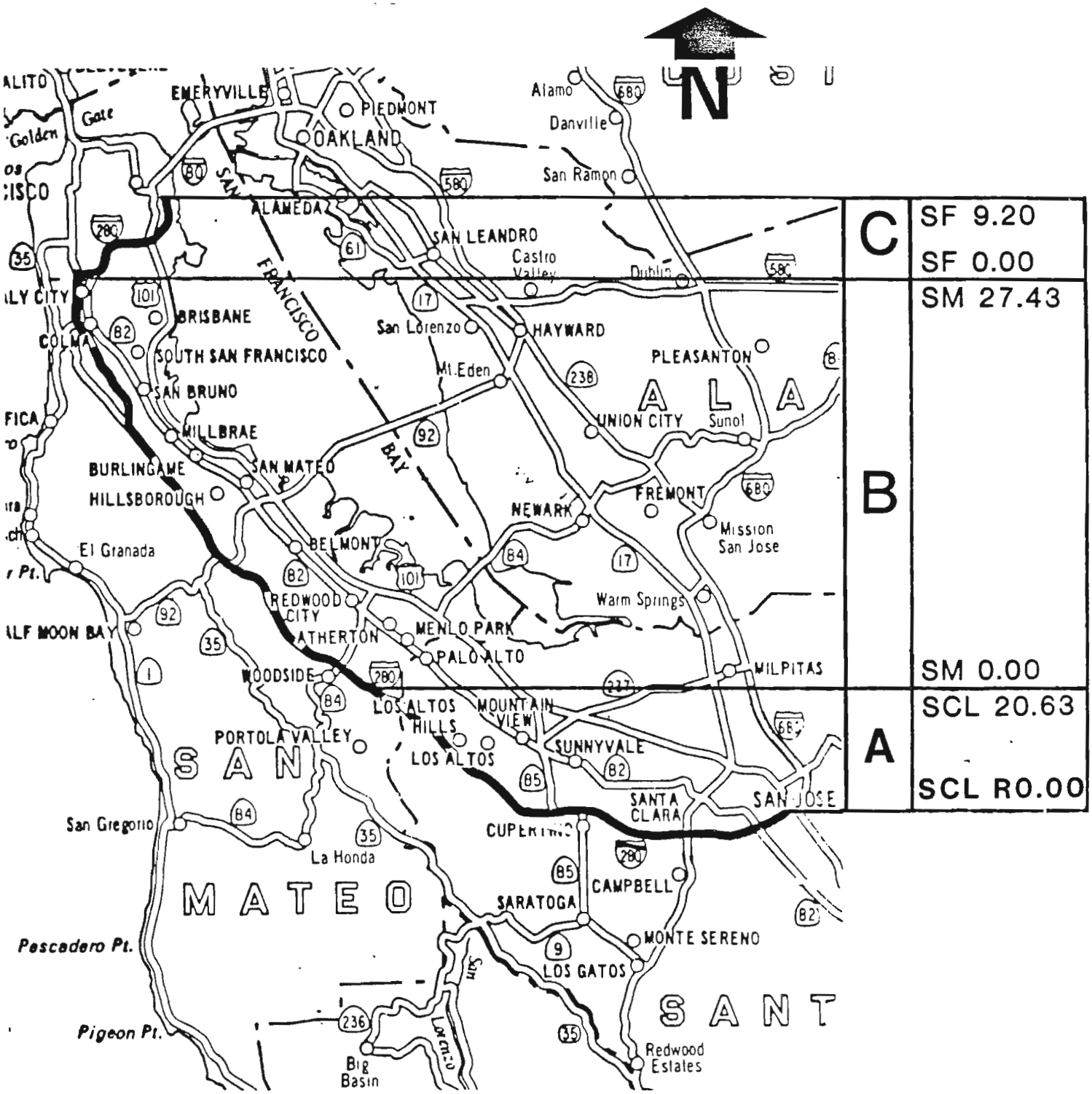
A lane reduction occurs in the westbound direction at the Route 17/280 separation (PM SCL 5.41), resulting in a traffic bottleneck.

Improvements (Post STIP)

Implement TSM actions wherever possible to alleviate congestion.

Reconstruct I-280/17 interchange to eliminate bottleneck.

LOCATION MAP
ROUTE 280



ROUTE CONCEPT REPORT

ROUTE 280

SCL R0.00 to SF 9.20

Prepared under the direction of:

12/4/85

CECIL L. SMITH, Chief Date
Transportation Planning
District 4

Recommended Approval:

12/6/85

JOHN VOSTREZ Date
Deputy District Director
Planning and Programming

I approve this Route Concept Report as the guide toward which today's decisions and/or recommendations should be directed.

Approved:

12/9/85

BURCH C. BACHTOLD Date
District Director of
Transportation

Approved:

D. L. WIEMAN, Chief Date
Division of Transportation
Planning

Approved:

8/20/87

for ALLAN HENDRIX, Chief Date
Division of Highways and
Programming

Approved:

12/2/86

VINCE PAUL, Chief Date
Division of Project
Development

ROUTE CONCEPT REPORT
INTERSTATE 280
SCL R0.00 to SF 9.20

Route Description

I-280 is approximately 57 miles long. The route traverses three counties: Santa Clara, San Mateo and San Francisco. The route originates at the Route 280/680/101 Interchange in San Jose, and proceeds in a northerly direction up the San Francisco peninsula where it terminates at 4th Street in the City of San Francisco. I-280 currently has lower levels of congestion than the parallel Route 101; so it is the quickest route between San Francisco and the South Bay for many commuters.

I-280 is a legislative state scenic route from Route 17 in Santa Clara County to Route 80 near First Street in San Francisco.
The route is also a SHELL route (State Highway Extra Legal Load) and is part of the Federal-Aid Interstate (FAI) system.

Purpose of Route

I-280 is a commuter, commercial and recreational route. The route receives a smaller proportion of truck traffic in comparison to Route 101 due to the lower adjacent commercial development.

Route Segments

A. Segment A
(04-SCl-280, PM R0.00 to 20.63)

This segment begins at the Route 280/680/101 Interchange and proceeds through heavily populated San Jose and Cupertino and sparsely populated Los Altos Hills. The segment ends at the Santa Clara/San Mateo County line. There is heavy northbound traffic in the AM commute period, and heavy southbound traffic in the PM commute period.

1. Existing Facilities

a) Highway Facility

There are 3 to 5 lanes in each direction with small lengths having 6 lanes in each direction. This segment has 10-foot shoulders and a 36 foot to more then 100 foot median. Northbound and southbound roadways have been built on separate alignments to fit the topography as a scenic highway. The terrain is flat, with grades of 0 to 3%.

1984 STIP Projects (For fiscal year):

FY 84/85
In San Jose at the 5th Street off ramp
PM R1.7/R1.8 Modify ramp and extend frontage road
Saratoga Ave I/C
PM 5.8/6.1 Widen structure, ramps and signals
Off ramps to DeAnza
PM 9.3/9.4 Widen ramps, signals and channelize

FY 85/86
Leland Ave to Magdelena Ave
PM 4.7/14.1 Widen for HOV, auxiliary lanes and median barrier

FY 86/87
McLaughlin Ave to 4th Street
PM R0.4/R1.3 Add auxiliary lane
E/Sunnyvale Road Sep to W/Stelling
PM 9.2/10.3 Plant and irrigation upgrade

b. Public Transit

Santa Clara Transit operates bus lines along I-280 as far north as Page Mill Road. Subscription commuter bus operators and private van pools are used in this corridor for commuting north from the South Bay to points along the peninsula and San Francisco, also south leading into San Jose and the "Silicon Valley".

c. Bicycle

This segment of I-280 is closed to bicycle traffic; there are several city streets that parallel the route.

d. Park and Ride

There is a State-owned park and ride lot located at Page Mill Road with 28 spaces. One county-owned lot with 75 spaces is located at Moorpark and Lawrence Expressway in San Jose.

e. Rail

The Caltrain commuter rail service which runs from San Jose to San Francisco, parallels I-280 and the Route 101 corridor. There are ten stations located in Santa Clara county, the southern terminus is located near Cahill Street and Alameda.

2. Current Operating Conditions

The 1982 AADT ranges from a high of 163,000 at Winchester Blvd. in San Jose to a low of 56,000 at the Santa Clara/San Mateo County line. The AM peak hour volumes for northbound traffic range from 3,400 to 9,800 vehicles, the southbound AM peak hour volumes range from 2,200 to 6,500 vehicles. The V/C ratio is .98 with a level of service E-20.

3. Accident Rate (12/81-1/83)

The fatal accident rate is .006/MVM, and the total accident rate is .86/MVM. These rates are below the statewide average of .012/MVM and 1.08/MVM respectively.

4. Future Operating Conditions

The 1995 (2005) projected AADT ranges from 182,000 (198,000) north of Winchester Blvd. to 71,000 (83,000) north of Alpine Road. The 1995 AM peak hour hour volume northbound traffic ranges from 4,200 to 10,900 vehicles; southbound AM peak hour volumes range from 2,900 to 7,300 vehicles. The 2005 AM peak hour volumes for northbound traffic range from 5,000 to 11,900 vehicles; the southbound volumes range from 3,300 to 7,900 vehicles. The D/C ratio for the year 1995 is 1.13 with a level of service F-10; the D/C ratio for the year 2005 is 1.27 with a LOS of F-5.

5. Route Concept

The route concept is to provide for a minimum 8-lane freeway throughout the entire segment. Additional capacity will be achieved with the construction of the HOV and auxiliary lanes, these projects are programmed into the 1984 STIP for fiscal years 85/86 and 86/87.

6. Route Improvements (Post STIP)

The route improvement is to reconstruct the I-280/17 (880) I/C to provide a minimum 8-lane freeway along entire segment. Implement TSM measures where possible to reduce congestion.

B. Segment B
(04-SM-280, PM 0.00 to 27.43)

Segment B extends from the Santa Clara/San Mateo county line through virtually undevloped land; the route crosses two state game refuges and an undeveloped section of Stanford University. The segment ends at the San Mateo/San Francisco county line.

1. Existing Facilities

a. Highway Facility

This segment is approximately 27.5 miles long. The route has 4 to 6 lanes and 10-foot shoulders in each direction; and 22 to 60 foot median. In some areas the wide median can be attributed to the sloped split-elevation roadway. The terrain is flat to rolling with 0 to 6% grades.

1984 STIP Projects (For fiscal year):

FY 84/85
Rte 84 to San Bruno Ave
PM R3.3/R20.8 Ramp roadway reconstruction

FY 84/85
Woodside UC to Farmhill Blvd UC
PM R4.0/R4.7 Roadway reconstruction
Junipero Serra Blvd-Mission Street N/B
PM 25.9/26.0 Widen ramp and signalize intersection

FY 86/87
At Stanford Linac
PM R1.0/R1.1 Strengthen bridge
Various locations
PM R3.4/R5.7 Edge drains
1 mile N of Farm Hill Blvd to 0.6 miles S of Rte 92
PM R5.7/10.2 Roadway reconstruction, edge drains

b. Public Transit

The San Mateo County Transit (SAMTRANS) operates the transit lines within this segment. Two SAMTRANS routes utilize I-280 to get to San Francisco and the Transbay Transit Terminal.

c. Bicycle

No bicycles are permitted on the route, except between Hillcrest Blvd. and Trousdale Drive where the freeway shoulders are utilized for bicycle traffic. The suggested bicycle route that closely parallels I-280 is Canada Road and Route 35.

d. Park and Ride

At the present time there are two state-owned park and ride lots located along I-280. One of the lots is located at I-280 and Woodside Road with a total of 32 spaces. The other lot (60 spaces) is located at I-280 and Edgewood Road.

e. Rail

The peninsula commute service (Caltrain) operates on the SP rail alignment near Route 101, there are 14 stations located in San Mateo county, the distance between stations ranges from approxmately one to two miles.

The Daly City BART Station is located .2 miles within San Mateo county adjacent to I-280 and John Daly Blvd.

At the present time, BART is constructing a turnback and yard project in Daly City. This project will increase the headways possible during peak periods, construction is slated to be completed in the spring of 1988.

2. Current Operating Conditions

The 1982 AADT ranges from 54,000 north of Farm Hill Blvd. to 154,000 north of Eastmoor Ave. The northbound AM peak hour volume ranges from 3,200 to 11,600 vehicles, the southbound AM volumes range from 2,200 to 4,300 vegicles. The V/C ratio is .76 with a level of service C-45.

3. Accident Rate (12/81-1/83)

The total accident rate is .49 acc/MVM which is lower than the statewide average of .75 acc/MVM. The fatal accident rate for this segment is .006 acc/MVM; the statewide average is .010 acc/MVM.

4. Future Operating Conditions

The 1995 (2005) projected AADT ranges from 71,000 (83,000) north of Farm Hill Blvd. to 163,000 (178,000) north of Eastmoor Ave. The 1995 northbound AM peak hour volumes range from 4,200 to 12,600 vehicles; the southbound AM peak hour volumes range from 2,600 to 5,400 vehicles.
The 2005 northbound AM peak hour volumes range from 5,100 to 12,700 vehicles; the southbound AM peak hour volumes range from 3,400 to 6,800 vehicles. The 1995 V/C ratio is .91 with a level of service E-35, the 2005 V/C ratio is .98 with a LOS of E-25.

5. Route Concept

The route concept is to maintain the present number of lanes.

6. Route Improvements

No capacity improvements are recommended at this time.

C. Segment C
(04-SF-280, PM 0.00 to 9.20)

This segment begins at the San Mateo/San Francisco county line and proceeds through Daly City and the city of San Francisco. I-280 terminates at 4th Street in San Francisco.

1. Existing Facilities

a. Highway Facility

Segment C is 9.20 miles long. There are 3 to 4 lanes in each direction, with 0 to 8 foot shoulders and a 16 to 22 foot median. The terrain is flat to rolling with a 0 to 3% grade.

1984 STIP Projects (For fiscal year):

FY 84/85
St. John High School
PM R3.1/R3.2 School noise attenuation
St. Marys POC to Jct Rte 101
PM R3.7/R4.2 AC overlay
Pelton Jr. High School
PM R4.7/R4.8 School noise attenuation

FY 86/87
Various Locations
PM 2.0/6.0 Edge drains
Near Islais Creek
PM R5.4/5.5 Construct I/C (100% Local funding)

b. Public Transit

The extensive San Francisco Municipal Railway System (Muni) utilizes I-280 for 3 bus routes, routes 14X, 17X and 20BX.

c. Bicycles

Bicycle traffic is prohibited on this segment of I-280; several city streets can be utilized for bicycle traffic.

d. Park and Ride

There are no park and ride lots located within the county of San Francisco.

e. Rail

Caltrain commute rail service has four stations located in the city and county of San Francisco, the northern terminus is located at 4th and Townsend.

BART closely parallels I-280 for approximately 3.5 miles, from the Daly City BART station to the Glen Park station.

2. Current Operating Conditions

The 1982 AADT figures range from 134,000 north of both Geneva and Ocean Avenues to 52,000 at the end of I-280. The northbound AM peak hour volumes range from 3,300 to 9,100 vehicles; the southbound AM volumes range from 1,400 to 3,000 vehicles. The V/C ratio is .95 with a level of service E-20.

3. Accident Rate

The accident rate on this segment is .86 acc/MVM; the statewide average is 1.03 acc/MVM. The fatal accident rate is .003 acc/MVM; the statewide average is .019 acc/MVM.

4. Future Operating Conditions

The 1995 (2005) projected AADT ranges from 146,000 (160,000) at Geneva and Ocean Avenues to 76,000 (92,000) at the end of I-280. Southbound AM peak hours for 1995 range from 2,100 to 4,000 vehicles; the northbound AM peak hour volumes range from 4,800 to 9,200 vehicles. The projected southbound AM peak hour volumes for 2005 range from 2,500 to 5,000 vehicles.; the northbound AM peak hour volumes range from 5,800 to 9,400 vehicles. The D/C ratio for the year 1995 is 1.09 with a level of service F-15. The D/C ratio for the year 2005 is 1.17 with a LOS of F-5.

5. Route Concept

The route concept is to maintain the present number of lanes. Implement TSM measures and add auxiliary lanes to improve the LOS were possible.

6. Route Improvements

No capacity improvements are recommended at this time.
The San Francisco city and county master plan states that new person trips entering San Francisco should be made via mass transit. The city and county has historically opposed highway capacity increases in the corridors leading into the city.

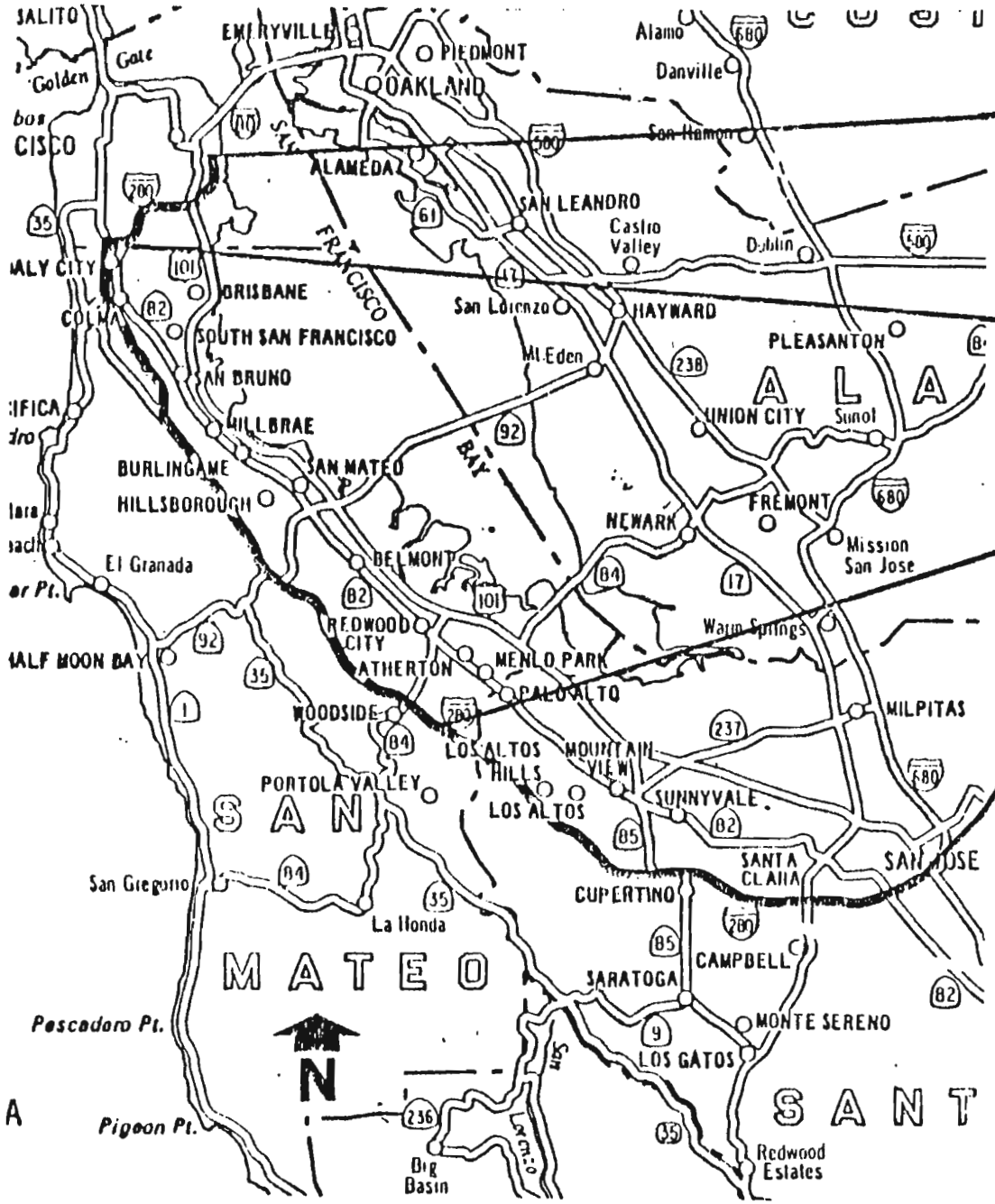
7. I-280 Transfer Concept Program

The I-280 Transfer Concept Program was created to provide significant transportation improvements for the San Francisco Bay area. The project area, referred to as the Embarcadero Corridor, is located along the waterfront of the northeastern part of San Francisco. In the approximate area of the end of I-280 to Route 480.
I-280 was originally planned to link with the Embarcadero Freeway (Route 480) waterfront route and the Bay Bridge. The planned 1.4 mile connection to Route 480 was not constructed due to opposition to a waterfront freeway. In 1973 an amendment to the Federal Highway Act, title 23, authorized withdrawal of any unconstructed segments of the

Interstate System and substitution of these segments with other highway or transit projects. This amendment is the basis for developing the I-280 Transfer Concept Program. Federal funds that were designated for the I-280 freeway are planned to be diverted to the improvement of other transportation facilities within San Francisco.

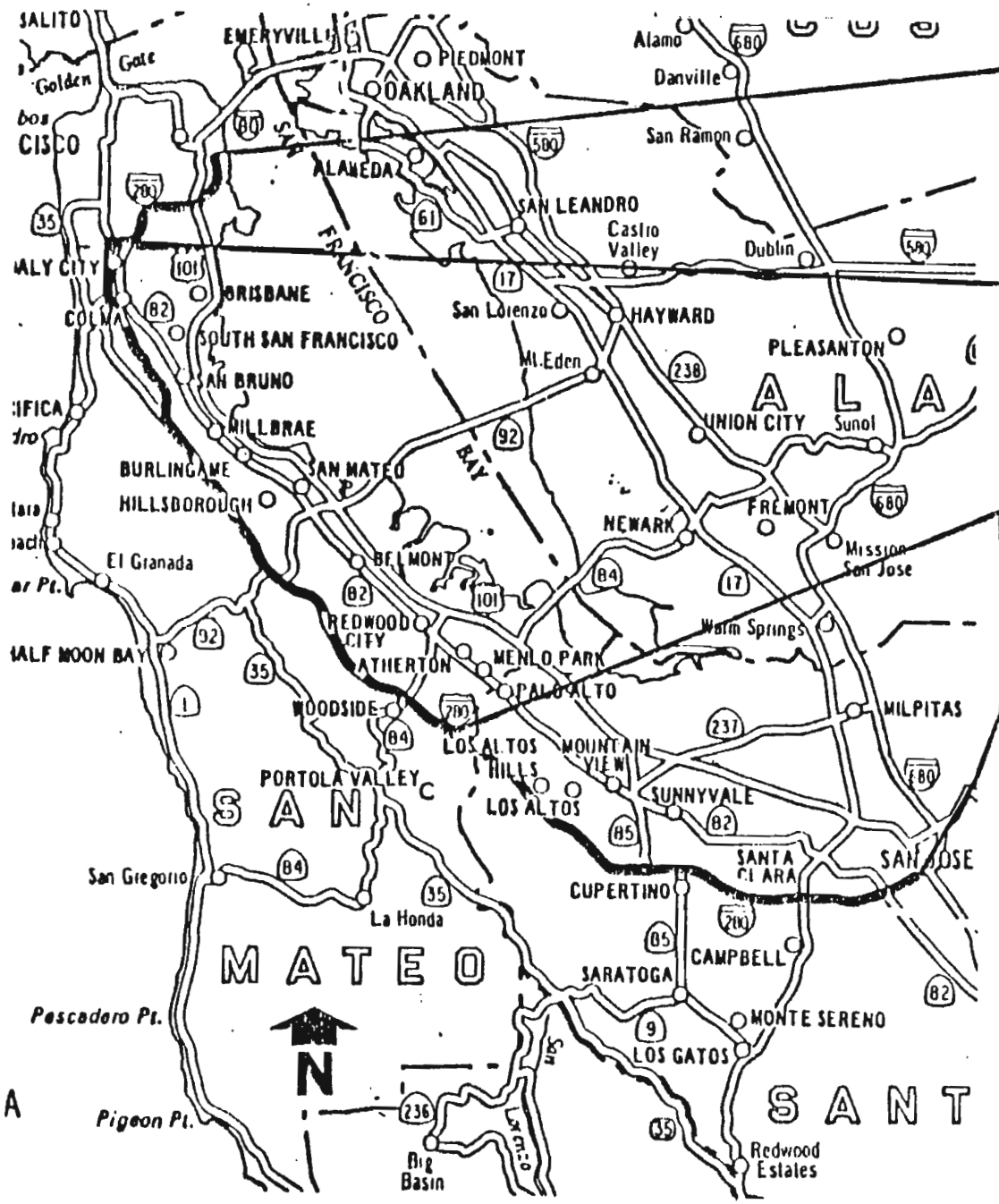
A permanent terminus of the I-280 freeway in San Francisco is part of this program. Alternates under consideration provide for connecting the freeway to the San Francisco street system between 2nd or 6th Streets, depending on the alternative finally selected.

Much of the extensive transportation system that serves downtown San Francisco and the project corridor is operating at or above capacity during commute periods. Much development is expected to occur in the Embarcadero Corridor, especially south of Market Street. Consequently, the traffic and traffic deficiencies currently observed in the corridor will worsen, particularly during weekday commute periods.



SEGMENT		SF 9.20 SF 0.00 C	SM 27.43 SM 0.00 B	SCL 20.63 SCL R0.00 A
A.A.D.T. (.000)	1982	52–134	54–154	56–163
	1995	76–146	71–163	71–182
	2005	92–160	83–178	83–198
P.H.V. (00)	1982	76	49	89
	1995	85	58	96
	2005	98	71	105
AVE. HWY'SPEED		55	55	55
OPERATING SPEED		50	60	40
V/C	1982	.95	.76	.98
	1995	1.09	.91	1.13
	2005	1.17	.98	1.7
YEAR CAPACITY WILL BE REACHED		1985	2005	1985

EXHIBIT A



SEGMENT		SF 9.20 SF 0.00	SM 27.43 SM 0.00	SCL 20.63 SCL R0.00
		C	B	A
NO OF LANES PROPOSED	PRESENT	6-8	8-12	6-12
	1995	6-8	8-12	6-12
	2005	6-8	8-12	6-12
LEVEL OF SERVICE PROPOSED	PRESENT	E-20	C-45	E-20
	1995	F-15	E-35	F-10
	2005	F-10	E-25	F-5
TERRAIN		FLAT	FLAT	FLAT
GRADES		0-3%	0-3%	0.3%
ACTUAL	Accidents Per MVM	1.23	.49	.86
	Fatalities Per MVM	.003	.006	.006

EXHIBIT B

Route 280 Accident Report Between 1/80 to 12/83

Location PM	Segment	No. of Accidents Total	Fatal	Inj.	F+I	Persons Killed	Persons Injured	Accident Rate* Fatal	F+I	Total	Statewide Rate□ Fatal	F+I	Total
SCL R0.00 to 20.625	A	3,024	22	1,235	1,257	23	1,812	.006	.35	.86	.012	.41	1.08
SM 0.00 to 27.433	B	1,461	19	640	659	21	996	.006	.21	.49	.010	.29	.75
SF 0.00 to 9.202	C	1,117	5	455	460	6	686	.003	.48	.86	.019	.55	1.03

* Rates are per MVM (million vehicle mile)

□ Statewide averages for this type of facility

TRAVEL DEMAND PROJECTIONS METHODOLOGY (ABSTRACT)

1995 & 2005 Demand Person Trips Projections
34 X 34 ABAG/MTC Region Superdistricts Matrix
Computer-Assisted Four-Step Conventional Gravity Model.
(Housing & Employment based on ABAG's "Projections 83")
December 1983

INTRODUCTION: This modeling procedure developed traffic volume expansion factors and applied them to "census" volumes ("1980 Traffic Volumes on California State Highways") of State Highway segments at ABAG/MTC superdistrict (SD) borders (screenlines).

These projected 1995 and 2005 volumes were the basis for projecting volumes on all mainline segments for the 1983/84 "Route Concept Reports."

In essence, this methodology is consistent with the elements of the conventional "four-step" procedure for travel demand forecasting as summarized in the FHWA/UMTA outline for UTPS models and as described in the NCHRP guide for urban travel estimations ("Quick Response").

SUMMARY: Criteria and methods used in each one of the four "steps":

1. Trip Generation: Based on ABAG projections per 34 MTC "superdistrict." Productions per MTC-observed person trips produced and households; attractions per employment (and housing), adjusted to observed attractions.

2. Trip Distribution: Based on zonal trips produced and attracted, distribution factors based on travel times, and calibration factors derived from MTC-observed vs. simulated 1980 trip interchanges.

3. Assignment: Based on zonal trip interchanges, "fastest path" criteria and experience of travel patterns.

4. Modal Split: Implied; it was assumed that, on the segments evaluated, modal percentages and occupancy rates would remain essentially unchanged.

EXPLANATION TO TRAFFIC VOLUME TABLES

COLUMN	DESCRIPTION
SEGMENT	Description of the Route Segment
CO	County Abbreviations
MILE POST	Mile Post in County
AADT	Annual Average Daily Traffic Count
AM PK	Morning Peak Hour Traffic
AH	Volumes Ahead Direction
BK	Volumes Back Direction
NO L	Number of Lanes (Existing) One Direction
V/C	Volume/Capacity: Ratio Volume Traffic to Max. No. of Traffic/Hr.
LOS	Level of Service According to the Functional Classification of the Route Relative to the Terrain and Facility
LN	Number of Lanes Needed to Meet LOS "D" One Direction/Urban
	Number of Lanes Needed to Meet LOS "B" One Direction/Rural
% Truck AADT	Truck % of Average Annual Daily Traffic Count
% Truck PK HR	Truck % at Peak Hour

TRAFFIC PROJECTION

1983/4 ROUTE CONCEPT STUDY
ROUTE 280 SHEET 1 of 6

SEGMENT	CO	ROUTE 280 POST MILE	DESCRIPTION	TRUCK % AA PK DT	TRUCK % HR	1982 AADT	1982 AM AH	1982 PK BK	1982 NO L	1982 V/C	1982 LOS	1982 LN	1995 AADT	1995 AM AH	1995 PK BK	1995 NO L	1995 V/C	1995 LOS	1995 LN	2005 AADT	2005 AM AH	2005 PK BK	2005 NO L	2005 V/C	2005 LOS	2005 LN
	SCL	R0.00	SAN JOSE RTE 101 AND JUNCTION 680	4	3	129	55	37	4	0.76	C	4	155	93	62	4	1.29	F	6	168	101	67	4	1.40	F	7
		R0.37	MC LAUGHLIN AVENUE INTERCHANGE	2	2	125	75	50	5	0.83	D	5	150	90	60	5	1.00	F	6	163	98	65	5	1.08	F	7
		R1.29	10TH STREET	2	2	118	71	47	4	9.99	E	5	131	79	52	4	1.09	F	5	141	85	56	4	1.18	F	6
		R1.99	JCT RTE 82, FIRST STREET	2	2	131	79	52	5	0.89	D	5	143	86	57	5	0.95	E	6	15	93	62	5	1.03	F	6
		R2.20	GUADALUPE PARKWAY	2	2	157	44	63	4	1.0	F	6	172	103	69	4	1.43	F	7	186	112	74	4	1.55	F	7
		R3.76	RACE STREET INTERCHANGE	2	2	130	78	52	5	0.87	D	5	160	96	64	5	1.06	F	6	173	104	69	5	1.15	F	7
		L4.66	LELAND AVENUE	3	2	148	89	59	5	0.99	E	6	166	100	66	5	1.11	F	7	179	107	71	5	1.18	F	7
		L5.41	JCT ROUTE 17	3	2	147	88	59	3	1.0	F	6	161	97	64	4	1.34	F	6	175	105	70	4	1.45	F	7
		L5.95/ 4.57	WINCHESTER BLVD	3	2	163	98	65	3	1.0	F	6	182	109	73	4	1.51	F	7	198	119	79	4	1.65	F	8
		5.95	SARATOGA AVENUE	3	2	142	85	57	3	1.0	F	6	157	94	62	4	1.30	F	6	172	103	69	4	1.43	F	7
		7.12	LAWRENCE STATION ROAD (DOYLE ROAD)	3	2	113	68	45	3	1.0	F	5	130	78	52	4	1.08	F	5	142	85	57	4	1.18	F	6
		7.39	STEVENS CREEK BOULEVARD	3	2	133	78	52	3	1.0	F	5	150	90	60	4	1.25	F	6	164	92	66	4	1.27	F	6

1983/4 ROUTE CONCEPT STUDY TRUCK %

ROUTE 280 SHEET 2 of 6

SEGMENT CO	ROUTE 280 POST MILE	DESCRIPTION	AA PK DT	HR	1982 AADT	AM AH	PK BK	NO L	V/C	LOS	LN	1995 AADT	AM AH	PK BK	NO L	V/C	LOS	LN	2005 AADT	AM AH	PK BK	NO L	V/C	LOS	LN
	R0.37	MC LAUGHLIN AVENUE																							
	8.38	CUPERTINO, WOLFE ROAD	3	2	130	78	52	3	1.0	F	5	147	88	59	4	1.22	F	6	161	97	64	4	1.34	F	6
	9.43	SARATOGA, JCT RTE 85, SUNNYVALE ROAD	3	2	121	73	49	3	1.0	F	5	140	84	56	4	1.16	F	6	152	91	61	4	1.26	F	6
	10.74	SUNNYVALE JCT 85	3	2	92	55	45	3	1.0	F	4	124	74	50	4	1.02	F	5	133	80	53	4	1.11	F	5
	11.45	CUPERTINO FOOTHILL BOULEVARD	3	2	78	47	38	3	0.87	D	3	105	63	42	4	0.87	D	4	113	68	45	4	0.94	E	5
	14.10	MAGDELENI AVENUE	3	4 2	79	51	37	4	0.71	C	4	107	64	43	4	0.88	D	4	115	69	46	4	0.95	E	5
	15.05	LOS ALTOS HILLS, EL MONTE AVENUE																							

1983/4 ROUTE CONCEPT STUDY TRUCK %

ROUTE 280 SHEET 3 of 6

SEGMENT	CO	ROUTE 280 POST MILE	DESCRIPTION	AA PK DT	PK HR	1982 AADT	AM AH	PK BK	NO L	V/C	LOS	LN	1995 AADT	AM AH	PK BK	NO L	V/C	LOS	LN	2005 AADT	AM AH	PK BK	NO L	V/C	LOS	LN
	SCL	15.05	LOS ALTOS HILLS EL MONTE AVENUE	2	2	70	45	32	4	0.63	C	4	100	60	40	4	0.83	D	4	108	65	43	4	0.90	E	5
		18.38	PAGE MILL ROAD	2	2	60	38	27	4	0.53	C	4	83	50	33	4	0.69	C	4	90	54	36	4	0.75	C	4
		20.61	ALPINE ROAD	2	2	56	35	25	4	0.49	B	4	71	42	29	4	0.58	C	4	83	50	33	4	0.69	C	4
	SM	20.63/0.0	COUNTY LINE																							
		1.56	SAND HILL ROAD	2	2	58	35	25	4	0.49	B	4	73	44	29	4	0.61	C	4	85	51	34	4	0.70	C	4
		R3.34	JCT RTE 84 & 114	2	2	56	24	24	4	0.47	B	4	73	44	29	4	0.61	C	4	85	51	34	4	0.70	C	4
		R4.65	FARM HILL BOULEVARD	2	2	54	32	22	4	0.44	B	4	71	43	28	4	0.59	C	4	83	50	33	4	0.69	C	4
		R6.62	CANADA ROAD	2	2	55	33	22	4	0.53	C	4	72	43	29	4	0.71	D	4	89	50	34	4	0.83	D	4
		6.67	EDGEWOOD ROAD	2	2	58	35	22	4	0.55	C	4	74	44	30	4	0.73	D	4	87	52	35	4	0.86	E	4
		10.85	JCT RTE 92	2	2	57	32	22	4	0.53	C	4	78	47	31	4	0.78	D	4	91	55	36	4	0.91	E	5
		R12.32	BUNKER HILL DRIVE	2	2	61	34	23	4	0.47	B	4	84	56	37	4	0.77	D	4	98	65	44	4	0.90	D	4
		R14.22	HAYNE ROAD	2	2	61	33	22	4	0.46	B	4	84	50	34	4	0.69	C	4	98	59	39	4	0.81	D	4
		R17.16	HILLSBOROUGH, TROUSDALE DRIVE	2	2	67	40	26	4	0.56	C	4	91	53	36	4	0.73	C	4	106	62	42	4	0.86	D	4
		R17.92	MILLBRAE, HILLCREST BOULEVARD	2	2	63	38	25	4	0.53	C	4	88	53	35	4	0.73	C	4	102	61	41	4	0.84	D	4
		R18.52	LARKSPUR DRIVE	2	2	73	48	32	4	0.67	C	4	98	65	43	4	0.90	D	4	115	76	50	4	1.05	F	5

1983/4 ROUTE CONCEPT STUDY

ROUTE 280 SHEET 4 of 6

SEGMENT CO	ROUTE 280 POST MILE	DESCRIPTION	AA PK DT	TRUCK % HR	1982 AADT	AM AH	PK BK	NO L	V/C	LOS	LN	1995 AADT	AM AH	PK BK	NO L	V/C	LOS	LN	2005 AADT	AM AH	PK BK	NO L	V/C	LOS	LN
	R19.28	SAN BRUNO, JCT RTE 35 N	2	2	68	49	33	4	0.68	C	4	88	63	42	4	0.87	D	4	95	74	49	4	1.02	F	5
	R20.22	WHITMAN WAY	2	2	71	51	34	4	0.71	C	4	91	66	44	4	0.91	E	5	99	71	47	4	0.98	E	5
	R20.75	SAN BRUNO AVENUE	2	2	74	46	31	4	0.64	C	4	84	60	40	4	0.83	C	4	91	65	44	4	0.90	E	5
	R21.02	JCT RTE 380 EAST	2	2	90	65	43	4	0.90	D	4	98	76	41	4	1.05	F	5	105	82	44	4	1.13	F	6
	R21.31	SNEATH LANE	2	2	108	70	38	4	0.97	E	5	118	77	41	4	1.06	F	5	127	83	44	4	1.15	F	6
	R22.04	SOUTH SAN FRANCISCO, AVALON DRIVE																							

1983/4 ROUTE CONCEPT STUDY TRUCK %

ROUTE 280 SHEET 5 of 6

SEGMENT CO	ROUTE 280 POST MILE	DESCRIPTION	AA PK DT	HR	1982 AADT	AM AH	PK BK	NO L	V/C	LOS	LN	1995 AADT	AM AH	PK BK	NO L	V/C	LOS	LN	2005 AADT	AM AH	PK BK	NO L	V/C	LOS	LN
SM	R22.04	SOUTH SAN FRANCISCO AVALON DRIVE	3	2	95	74	31	4	1.0	F	5	100	77	33	4	1.06	F	5	109	84	36	4	1.16	F	6
	R22.62	WESTBOROUGH BOULEVARD	3	2	106	82	35	4	1.0	F	6	112	87	26	4	1.20	F	6	122	95	41	4	1.31	F	6
	R24.20	DALY CITY, HICKEY BOULEVARD	3	2	101	78	34	4	1.0	F	5	110	85	37	4	1.18	F	6	120	93	40	4	1.29	F	6
	R24.63	DAILY CITY, COLLINS AVENUE (SERRAMONTE BLVD)	3	2	126	104	34	5	1.0	F	7	129	99	42	4	1.37	F	7	140	100	54	4	1.38	F	7
	R25.28	JCT RTE 1 SOUTH	2	2	132	109	37	6	1.0	F	7	144	112	48	4	1.55	F	7	157	113	61	4	1.56	F	7
	R26.04	JUNIPERO SERRA INT. (EASTMOOR AVENUE)	2	2	154	116	43	6	1.0	F	8	63	126	54	6	1.16	F	8	178	127	68	6	1.17	F	8
	M27.17	DALY CITY, JCT RTE 1 NORTH																							
SM	M27.43	SAN MATEO CO LINE																							
SF	R0.00	SAN FRANCISCO CO LINE	2	2	93	65	22	3	1.0	F	5	106	69	30	3	1.27	F	5	115	70	38	3	1.29	F	5
	R0.74	SAN FRANCISCO, JCT RTE 82, ALEMANY BOUELVARD AND SAN JOSE AVENUE	2	2	120	81	27	4	1.0	F	5	132	83	35	4	1.15	F	6	144	84	45	4	1.16	F	6
	R1.77	GENEVA, OCEAN AVENUE	2	2	134	91	30	5/4	1.0/ 0.42	F	6/4	146	92	40	5/4	1.02	F	6	60	94	50	5/ 4	1.04	F	6
	R2.70	MONTEREY BOULEVARD SAN JOSE AVENUE INTERCHANGE	2	2	121	82	27	4	1.0	F	6	138	86	37	4	1.19	F	6	150	87	47	4	1.20	F	6

1983/4 ROUTE CONCEPT STUDY TRUCK %

ROUTE 280 SHEET 6 of 6

SEGMENT CO	ROUTE 280 POST MILE	DESCRIPTION	AA PK DT	HR	1982 AADT	AM AH	PK BK	NO L	V/C	LOS	LN	1995 AADT	AM AH	PK BK	NO L	V/C	LOS	LN	2005 AADT	AM AH	PK BK	NO L	V/C	LOS	LN
	R3.53	ST MARYS INTERCHANGE	2	2	124	84	28	4	1.0	F	6	144	91	39	4	1.26	F	6	157	92	50	4	1.27	F	6
	R4.34	JCT RTE 101	5	4	68	43	18	3	0.79	D	3	86	55	23	3	1.01	F	4	99	63	27	3	1.16	F	4
	R5. 62	ARMY STREET INTERCHANGE	5	4	56	35	15	3	0.65	C	3	81	51	22	3	0.94	F	4	93	58	25	3	1.07	F	4
	R6.05	INDIANA ST. PENN AVENUE	5	4	56	43	19	3	0.80	D	3	85	54	23	3	1.00	F	4	104	65	28	3	1.20	F	5
	R6.60	MARIPOSA ST. CONNECTION																							
	T7.00	END FREEWAY	5	4	52	33	14	2	0.92	E	3	76	48	21	2	1.33	F	3	92	58	25	2	1.61	F	4
	T7.54	SAN FRANCISCO BRANNAN STREET																							
	R0.37	MC LAUGHLIN AVENUE																							

Route I-280

COMPARISON OF FUTURE LOS WITH ROUTE CONCEPT

SEGMENT	NO. LANES/LOS			ROUTE CONCEPT		NEEDS	
	1982	1995	2005	Proposed Lanes	LOS	Lanes	Target LOS
A SCl R0.00 to 20.63	6-8/E-20	6-8/F-10	6-8/F-5	8F	E-20	10-12	D-30
B SM 0.00 to 27.43	8-12/C-45	8-12/E-35	8-12/E-25	8-12F	E-25	8-14	D-30
C SF 0.00 to 9.20	6-8/E-20	6-8/F-15	6-8/F-5	6-8F	F-5	8-14	D-30

EXPLANATIONS TO: Existing Facilities (Bridges) Tables

1. Bridge number: Suffix, when used, is coded as follows:

J = Outer Outer Left
K = Left Outer Highway Structure
L = Left Structure or Left Inner Structure
C = Center Structure
R = Right Structure or Right Inner structure
S = Right Outer Highway Structure
T = Outer Outer Right
Y = Structure or Grade Xing on State-owned and Maintained connections not on ma
Hwy (may be closed)
W = Drainage Pumping Plant
M = Buried Hazard or Miscellaneous Structure
Z = Access to Private Property or Closed w/no access
E = Connector Structure
F = Connector Structure
G = Connector Structure
H = Connector Structure

2. Name or description - may contain miscellaneous information. Additional miscellaneous information may be found on the same line under the heading "Structure Type of PUC number or Pump Data".)

3. State Highway Route

4. Post Mile (To 1/100 Mile)
Prefixes of R, M, and N Refer to realigned routes. C refers to commercial routing. L refers to section paralleling another route (non-add).

5. City (Caltrans "ALPHA" code)

6. Structure type or PUC number or pump data

A. Structure type-Three types may be shown for multiple-type structures. Spacings are 3-column, 3-column and 3-column.

CODING 1ST 2 COLUMNS OF ALL 3 TYPES

LS - Log Stringer
TS - Timber Stringer
TT - Timber Truss
TA - Timber Arch
SP - Steel Pipe (Girder)
SS - Steel Stringer (Rolled Sections)
SG - Steel Plate Girder
TB - Timber Slab (Laminated)
SB - Steel Box Girder
ST - Steel Truss
SA - Steel Arch
CS - Concrete Slab
PS - Precast Concrete Slab
PB - Precast Concrete Box Girder
CA - Concrete Arch

CG - Concrete Girder
CP - Concrete Pipe
CU - Concrete Arch Culvert
PG - Precast Concrete Girders

QB - Cast in place prestressed box Girder
QG - Cast in place prestressed Girder (Not Box)
QS - Cast in place prestressed slab
QX - Precast prestressed box girder
QI - Precast prestressed "I" girder
QJ - Precast prestressed Double "T" Girder
QK - Precast prestressed "T" Girder

6. Structure type or PUC Number or Pump Data (cont'd) Third column is coded, where it applies, as follows:

A = Welded
B = Welded Continuous
T = Through
L = Through Continuous
D = Deck
E = Deck Continuous
P = Pony
O = Open Spandrel
F = Earth Fill
B = Box (Box Girder)
C = Continuous
E = Continuous with Std. Cantilevered Ends (No Abuts.)
W = Sidewalk
K = Pier or Tower Span

I - Continuous Over Inclined Bents
Q - Prestressed (Use other coding if possible)
S - Stayed
R - Orthotropic

B. Drainage Pumps - Spacings are 2-columns, 3-columns and I-column

The first two columns will show the number of pumps (pit pumps not included and the type of pit.

Code for Type of Pit: W - Wet Pit
U - Dry Pit
G - Gravity
S - Submerged

Second three columns will show information on auxiliary power supply, if su power is available. The following will be shown:

A. Number of Pumps that operate from auxiliary power supply
B. Type of motor for auxiliary power supply

Code for Type of Motor: G - Gasoline Motor
D - Diesel Motor
N - Natural Gas

C. The Type of Drive from the Auxiliary Power Supply to the Pumps
Code for type of Drive: M - Mechanical (Direct)
V - Electrical (Generator)

Third single column will show the type of control device for the pumps.
Code for control device: E - Electrode
F - Floats
P - Pressure
C - Combination

C. PUC Number (For Railroad Grade Crossings)

D. Wid. or Ext. Type: Latest widening or extension. See code explanation in (6).

7. Total bridge length (ft) or grade crossing protection. Main Type of signal only coded as follows:

FLC - Flashing Lights on Cantilever Arms
FL - Flashing Light Signals
G - Manual Gates
H - Human Flagmen
K - Automatic Gates
M - Flashing Lights Signals with Rotating Stop Banner
O - Standard Overhead Sign
T - Traffic Signals Synchronized
W - Standard Wigwag
WM - Magnetic Wigwag Flagment or Other Type of Wigwag with Flashing Light Aspect
X - Standard Crossbuck
XR - Reflectorized Crossbuck

8. Bridge Width (Feet)

BRIDGE NUMBER	NAME OR DESCRIPTION	RTE	POST MILE	CITY	STRUCTURE TYPE OR PUC NUMBER OR PUMP DATA WID	LENGTH (PROT)	WIDTH
	04-SCL-280						
	JCT 680 & 101	280	R 000				
37 285F	280-680/101 SEP	280	R 000	SJS	QBC	276	28
37 353F	S CONN OC	280	R 000	SJS	CBC	6537	38
37 352H	N CONN OC	280	001	SJS	CBC	8646	38
37 353F	S CONN OC	280	001	SJS	CBC	6537	38
37 284	MCLAUGHLIN UC	280	R 036	SJS	QB	117	238
37 283L	KELLEY PARK OH	280	R 089	SJS	QBC	428	78
37 283R	KELLEY PARK OH	280	R 089	SJS	QBC	455	66
37 282L	COYOTE CREEK	280	R 108	SJS	SGA	453	76
37 282R	COYOTE CREEK	280	R 108	SJS	SGA	453	66
37 281L	10TH STREET UC	280	R 129	SJS	QBC	340	76
37 281R	10TH STREET UC	280	R 129	SJS	QBC	340	66
37 280L	7TH STREET UC	280	R 155	SJS	QBCCB QB	122	66
37 280R	7TH STREET UC	280	R 155	SJS	QB	122	66
37 280S	7TH STREET UC	280	R 155	SJS	QBC	368	24
37 279L	FIRST ST SEP	280	R 185	SJS	QB CBC	838	88
37 279R	FIRST ST SEP	280	R 185	SJS	QB CBC	838	90
	JCT RTE 82	280	R 186	SJS			
37 275L	GUADALUPE B&SE	280	R 219	SJS	CBC	2501	66
37 275R	GUADALUPE B&SE	280	R 219	SJS	CBC	2511	66
37 270H	THREE CONN VIA	280	R 250	SJS	QB CBC	2038	39
	JCT RTE 87	280	R 252	SJS			
37 321F	MINOR AVE UC	280	R 263	SJS	QB	92	27

BRIDGE NUMBER	NAME OR DESCRIPTION	RTE	POST MILE	CITY	STRUCTURE TYPE OR PUC NUMBER OR PUMP DATA / WID	LENGTH (PROT)	WIDTH
	04-SCL-280						
37 268K	BIRD AVE RP OC	280	R 276	SJS	QBC	301	24
37 268K	BIRD AVE RP OC	280	R 276	SJS	QBC	301	24
37 267	BIRD AVE OC	280	R 287	SJS	QBC	289	100
37 267W	BIRD AVE OC PMP	280	290	SJS	2W E O		
37 266	VIRGINIA ST UP	280	R 302	SJS	SGT	352	
37 265L	LOS GATOS CR	280	R 319	SJS	CBC	184	78
37 265R	LOS GATOS CR	280	R 319	SJS	CBC	184	78
37 264	SUNOL SPUR OH	280	R 334	SJS	CS	27	
37 263L	SUNOL ST OH	280	R 341	SJS	CBC	139	78
37 263R	SUNOL ST OH	280	R 341	SJS	CBC	136	78
37 262S	LINCOLN AVE UC	280	R 350	SJS	CBC	142	24
37 262L	LINCOLN AVE UC	280	R 351	SJS	CBC	142	78
37 262R	LINCOLN AVE UC	280	R 351	SJS	CBC	142	66
37 260	RACE ST OC	280	R 376	SJS	CBC	232	60
37 259W	SW EXP OC PMP	280	R 383		2W E S		
37 259S	SW EXPWY RP OC	280	R 387		QBCCBC	833	24
37 258	MERIDIAN RD UP	280	R 389		QBC	323	
37 257L	MERIDIAN RD OC	280	R 399		QBC	277	37
37 257R	MERIDIAN RD OC	280	R 399		QBC	277	49
37 322	COLLEGE DR POC	280	R 424	SJS	QBC	546	
37 318W	MENKER AVE PP	280	R 441	SJS	2W P		
37 256	LEIGH AVE OC	289	R 450	SJS	QBC	231	60
37 255	LELAND AVE OC	280	L 466		CBC	207	52
37 254	BASCOM AVE OC	280	L 494		QBC	274	100
37 100	MACARTHUR A OC	280	L 517		CBC	271	40

BRIDGE NUMBER	NAME OR DESCRIPTION	RTE	POST MILE	CITY	STRUCTURE TYPE OR PUC NUMBER OR PUMP DATA WID	LENGTH (PROT)	WIDTH
	04-SCL-280						
37 50G	W CONN VIADUCT	280	L 540	SJS	SGA	1168	39
37 50G	W CONN VIADUCT	280	L 540	SJS	SGA	1168	39
37 131G	RTE 17/280 SEP	280	L 540	SJS	SGJ	195	27
37 131	RTE 17/280 SEP	280	L 541	SJS	SGJ	195	127
	JCT RTE 17	280	L 542	SJS			
37 131F	RTE 17/280 SEP	280	L 543	SJS	SGJ	194	32
37 188F	MOORPARK AV UC	280	549	SJS	SGACG	181	22
37 193F	N CONN VIADUCT	280	L 550	SJS	SGA	1236	28
37 193F	N CONN VIADUCT	280	L 550	SJS	SGA	1236	28
37 192	MONROE ST POC	280	L 558	SJS	CBC	554	
37 192F	MONROE ST PUC	280	L 558	SJS	CC	9	
	L595 IS 457E	280	596	SJS	EQUATION		
37 195	WINCHESTER B OC	280	457	SJS	CBC	240	96
37 195W	WINCHESTER PP	280	L 459	SJS	2W E O		
37 215	CYPRESS AV POC	280	511	SJS	CBC	705	
37 194L	SAN TOMAS EX U	280	531	SJS	CBCCG	249	51
37 194R	SAN TOMAS EX U	280	531	SJS	CBCCG	249	51
37 190	SARATOGA AV OC	280	595	SJS	CBC	270	80
37 190W	SARATOGA AV PM	280	598	SJS	IW P S		
37 210L	LAWRENCE EX UC	280	712	SJS	CBC	318	51
37 210R	LAWRENCE EX UC	280	712	SJS	CBC	318	51
37 211L	STEVENS CR B U	280	739	SCL	QI PG	323	51
37 211R	STEVENS CR B U	280	739	SCL	QI PG	323	51
37 397	TANTAU AVE OC	280	784	CPO	QBC	240	60
37 405	CALABAZA CREEK	280	793	CPO	CC	27	

BRIDGE NUMBER	NAME OR DESCRIPTION	RTE	POST MILE	CITY	STRUCTURE TYPE OR PUC NUMBER OR PUMP DATA	WID	LENGTH (PROT)	WIDTH
	04-SCL-280							
37 216	WOLFE ROAD OC	280	838	CPO	CB		339	62
37 212	BLANEY AVE OC	280	896	CPO	CBC		306	40
	JCT RTE 85	280	942					
37 206	SARATA SUNV SE	280	943		CBC		230	108
37 209	STELLING RD OC	280	994	CPO	CBC		232	40
37 226G	EAST CONN OC	280	1066	SUNV	QBC		298	40
37 227	RTE 85/280 SEP	280	1074	SUNV	CBC	CBC	370	126
37 228F	WEST CONN OC	280	1084	CPO	CBG		358	37
37 440	STEPHENS CR	280	1119	CPO	CP		24	
37 237	STEVENS CREEK	280	1120	CPO	CA		22	
37 239L	FOOTHILL EX UC	280	1145	LATS	CBC		167	83
37 239R	FOOTHILL EX UC	280	1145	LATS	CBC		167	61
37 241K	SIMLA ON RP OH	280	1147	LATS	CBC		170	26
37 242K	SIMLA OFF R OH	280	1148	LATS	CBC		204	32
37 236L	ST JOSEPH A UC	280	1279		QB		89	66
37 236R	ST JOSEPH A UC	280	1279		QB		85	66
37 234	PERMANENTE CRK	280	1293		CC		23	
37 235	MORA DRIVE OC	280	1312		QBC		207	30
37 225L	MAGDELENA AV U	280	1410		CBC		147	76
37 225R	MAGDELENA AV U	280	1410		CBC		137	66
37 238L	EL MONTE AV UC	280	1505	LAH	CBC		164	106
37 238R	EL MONTE AV UC	280	1505	LAH	CBC		155	106
37 336	ADOBE CREEK	280	1517	LAH	CC		24	
37 249L	ROBLEDA RD UC	280	1601	LAH	QB		98	66

BRIDGE NUMBER	NAME OR DESCRIPTION	RTE	POST MILE	CITY	STRUCTURE TYPE OR PUC NUMBER OR PUMP DATA	LENGTH (PROT)	WIDTH
	04-SCL-280				WID		
37 249R	ROBLEDA RD UC	280	1601	LAH	QB	90	66
37 233L	LABARANCA WY U	280	1656	LAH	QB	95	66
37 233R	LABARANCA WY U	280	1656	LAH	QB	84	66
37 250L	ELENA RD UC	280	1735	LAH	QB	86	66
37 250R	ELENA RD UC	280	1735	LAH	QB	80	66
37 251L	ARASTRDRO RD U	280	1778	LAH	CBC	145	66
37 251R	ARASTRDRO RD U	280	1778	LAH	CBC	132	66
37 252K	PAGE MILL R UC	280	1838		CBC	186	32
37 252L	PAGE MILL R UC	280	1838		CBC	188	66
37 252R	PAGE MILL R UC	280	1838		CBC	194	66
37 252S	PAGE MILL R UC	280	1838		CBC	181	32
37 356	MATADERO CREEK	280	1845	LAH	CC	16	
37 358	STANFORD EQ UC	280	1883	PA	CC TUN	19	
37 359	WEST EQUPMT UC	280	2002	PA	CC TUN	13	
	SAN MATEO CL	280	2062	PA	ALPINE ROD		
	04-SM-280						
	SANTA CLARA CL	280	000				
35 09K	LOS TRANCOS CR	280	001		CB	75	27
35 09L	ALPINE ROAD UC	280	001		CBC	365	76
35 09S	LOS TRANCOS CR	280	001		CB	86	34
35 09R	ALPINE ROAD UC	280	002		CBC	365	66
35 234L	SAN FRANCITO C	280	R 030		CBC	245	66
35 234R	SAN FRANCITO C	280	R 030		CBC	245	71
35 194	STANFORD L A U	280	R 102		SGA SGA	272	150
35 07	SANDHILL RD OC	280	R 156		QBC	568	30

BRIDGE NUMBER	NAME OR DESCRIPTION	RTE	POST MILE	CITY	STRUCTURE TYPE OR PUC NUMBER OR PUMP DATA WID	LENGTH (PROT)	WIDTH
	04-SM-280						
35 08	SANDHILL RD OC	280	R 161		QBC	539	30
35 242	EAST EQUEST UC	280	R 241	WDS	CS	12	96
	JCT RTE 114	280	R 332	WDS			
35 232L	RTE 280/114 SEP	280	R 332	WDS	QB	158	66
35 232R	RTE 280/114 SEP	280	R 332	WDS	QB	158	66
35 249	WOODSIDE EQ UC	280	R 359	WDS	CC	12	96
35 230L	FARM HILL B UC	280	R 465	WDS	CBC	245	66
35 230R	FARM HILL B UC	280	R 465	WDS	CBC	261	66
35 231L	CANADA ROAD UC	280	R 499	WDS	QB	175	66
35 231R	CANADA ROAD UC	280	R 499	WDS	QB	178	68
35 276L	CANADA ROAD UC	280	R 660		QB	136	66
35 276R	CANADA ROAD UC	280	R 660		QB	138	82
35 277L	SERVICE RD UC	280	R 699		QB	115	66
35 277R	SERVICE RD UC	280	R 699		QB	113	76
	R0708 IS 0654	280	R 706		EQUATION		
35 295G	SOUTHGATE A UC	280	R 2532	DLC	CBC	170	24
35 250L	EDGEWOOD RD UC	280	669		CBC	199	83
35 250R	EDGEWOOD RD UC	280	669		CBC	201	66
35 247L	RANCHO PULS UC	280	941		QB	106	81
35 247R	RANCHO PULS UC	280	941		QB	107	60
35 247W	RANCHO PLGS PP	280	942		2U 2GE P R		
35 283W	CANADA RD PP	280	1025		2W P S		
35 285	CRYSTL BIKE OC	280	1056		QBC	374	
35 246F	S CONNECTOR UC	280	1076		CB TUN	52	

BRIDGE NUMBER	NAME OR DESCRIPTION	RTE	POST MILE	CITY	STRUCTURE TYPE OR PUC NUMBER OR PUMP DATA / WID	LENGTH (PROT)	WIDTH
	04-SM-280						
35 245F	EBD CONN OC	280	1080		QBCCBC	1245	40
35 245F	EBD CONN OC	280	1080		QBCCBC	1245	40
35 243L	RTE 280 92 SEP	280	1081		QBC	328	66
35 243R	RTE 280 92 SEP	280	1081		QBC	321	80
	JCT RTE 92	280	1082				
35 243W	280/92 SEP PMP	280	1090		4U 4DV P S		
35 244G	WBD CONN OC	280	1091		QBCCBC	1436	40
35 244G	WBD CONN OC	280	1091		QBCCBC	1436	40
35 40	BUNKER HILL OC	280	R 1232		QBC	260	40
35 199	SAN MATEO CR	280	R 1273		SGC	1645	137
35 210L	HAYNE ROAD UC	280	R 1422	HIL	QB	108	66
35 210R	HAYNE ROAD UC	280	R 1422	HIL	QB	113	78
35 215L	TROUSDALE D UC	280	R 1716		QB	123	66
35 215R	TROUSDALE D UC	280	R 1716		QB	114	66
35 211L	HILLCREST BV UC	280	R 1792	MLBR	QB	93	66
35 211R	HILLCREST BV UC	280	R 1792	MLBR	QB	93	66
35 229W	SO LARKSPUR PP	280	R 1838	MLBR	2W IGM E S		
35 216L	LARKSPUR DR UC	280	R 1852	MLBR	QB	99	66
35 216R	LARKSPUR DR UC	280	R 1852	MLBR	QB	94	66
35 208W	LARKSPUR DR PP	280	R 1864	MLBR	2W IGM E S		
35 224	SAN ANDREAS UC	280	R 1892		CC TUN	14	
35 200G	RTE 35 280 SEP	280	R 1928	SBR	QBC	370	37
35 200G	RTE 35 280 SEP	280	R 1928	SBR	QBC	370	37
	JCT RTE 35	280	R 1929	SBR			
35 201	CRYSTAL SPR OC	280	R 1936	SBR	QBC	340	40

BRIDGE NUMBER	NAME OR DESCRIPTION	RTE	POST MILE	CITY	STRUCTURE TYPE OR PUC NUMBER OR PUMP DATA WID	LENGTH (PROT)	WIDTH
	04-SM-280						
35 196L	JUNIPO SR RP U	280	R 2004	SBR	CBC	290	66
35 196R	JUNIPO SR RP U	280	R 2004	SBR	CBC	250	66
35 197K	WHITMAN WAY R UC	280	R 2022	SBR	CBC	156	37
35 197L	WHITMAN WAY UC	280	R 2022	SBR	CBC	192	55
35 197R	WHITMAN WAY UC	280	R 2022	SBR	CBC	193	103
35 227	SAN BRUNO A UC	280	2075	SBR	CBC	160	189
35 62G	NATIONAL CEM U	280	2090	SBR	QB	108	39
35 218S	NATIONAL CEM O	280	2096	SBR	CBC	378	36
35 217	RTE 280/380 S	280	2097	SBR	QBCCBC	354	138
	JCT RTE 380	280	2098	SBR			
35 220K	SAN BRUNO OR O	280	2098	SBR	QBC	222	24
35 219F	SBD CONNECT OC	280	2108	SBR	CBC	754	39
35 225	SNEATH LANE OC	280	2130	SBR	QBC	361	52
35 228L	AVALON DR UC	280	R 2204	SSF	CBC	148	66
35 228R	AVALON DR UC	280	R 2204	SSF	CBC	143	66
35 212L	WESTBORO BV UC	280	R 2262	SSF	CBC	179	66
35 212R	WESTBORO BV UC	280	R 2262	SSF	CBC	174	81
35 202L	KING DRIVE UC	280	R 2316	DLC	CBC	159	66
35 202R	KING DRIVE UC	280	R 2316	DLC	CBC	139	78
35 116L	HICKEY BLVD UC	280	R 2420	DLC	CBC	161	66
35 116R	HICKEY BLVD UC	280	R 2420	DLC	CBC	158	80
35 209L	SERRAMONTE B UC	280	R 2463	DLC	CBC	145	66
35 209R	SERRAMONTE B UC	280	R 2463	DLC	CBC	129	66
35 178	SOUTHGATE A UC	280	R 2504	DLC	CBC	185	188

BRIDGE NUMBER	NAME OR DESCRIPTION	RTE	POST MILE	CITY	STRUCTURE TYPE OR PUC NUMBER OR PUMP DATA	WID	LENGTH (PROT)	WIDTH
	04-SM-280							
35 179G	RTE 1 CONNR OC	280	R 2526	DLC	CBC		651	24
35 179G	RTE 1 CONNR OC	280	R 2526	DLC	CBC		651	24
35 180	RTE 1/280 SEP	280	R 2528	DLC	CBC		447	49
	JCT RTE 1	280	R 2529	DLC				
35 186K	SULLIVAN AV OC	280	R 2534	DLC	CBC		335	24
35 181	SAN PEDRO R OC	280	R 2578	DLC	CBC		446	52
35 190	UTILITY OC	280	R 2587	DLC	CGT		284	
35 185	WASHINGTON S OC	280	R 2597	DLC	CBC		259	52
35 182	JUNIPO SER B O	280	R 2604	DLC	CBC		363	52
35 183	SCHOOL ST OC	280	R 2635	DLC	CBC		210	40
35 184	JUNIPO SER B O	280	R 2650	DLC	CBC		330	52
35 173K	RTE 1/280 SEP	280	M 2711	DLC	CB TUN		59	
	JCT RTE 1	280	M 2712	DLC				
35 172	JOHN DALY B OC	280	M 2717	DLC	CBC		386	83
35 174K	JUNIPO SR RP O	280	M 2720	DLC	CBC		539	28
35 174K	JUNIPO SR RP O	280	M 2720	DLC	CBC		539	28
35 175S	JUNIPO SER B O	280	M 2721	DLC	CBC		610	28
35 176	ST CHAS AVE OC	280	M 2741	DLC	CBC		274	32
	S F CO LINE	280	M 2743	DLC				
	04-SF-280							
	SAM MATEO C L	280	R 000	SF	CL SF			
34 26	ALEMANY BLVD UC	280	R 046	SF	CBC	CBC	371	132
34 85	RT 280 82 SEP	280	R 071	SF	CBC	CBC	476	132

BRIDGE NUMBER		NAME OR DESCRIPTION	RTE	POST MILE		CITY	STRUCTURE TYPE OR PUC NUMBER OR PUMP DATA	WID	LENGTH (PROT)	WIDTH
		04-SF-280								
		JCT RTE 85	280	R	074	SF				
34	85S	SICKLES AVE UC	280	R	075	SF	CBC		142	22
34	85	SAN JOSE AV OC	280	R	090	SF	CBC		126	30
34	96	WHIPPLE AVE POC	280	R	106	SF	CBC		243	
34	87	SAN JOSE AV OC	280	R	146	SF	CBC		221	60
34	95	GENEVA AVE OC	280	R	165	SF	CBC		152	64
34	94	OCEAN AVE OC	280	R	177	SF	CBC		245	44
34	93	HAVELOCK S POC	280	R	204	SF	CBC		519	
34	82	PAULDING ST OC	280	R	221	SF	CBC	CBC	316	40
34	83	BADEN ST OC	280	R	247	SF	CBC		189	40
34	78	THERESA ST POC	280	R	262	SF	CBC		441	
34	79S	SAN JOSE AV UC	280	R	269	SF	CB		120	34
34	81	MONTRY B OR OC	280	R	269	SF	CBC		711	22
34	81	MONTRY B OR OC	280	R	269	SF	CBC		711	22
34	79L	SAN JOSE AV UC	280	R	270	SF	CB		102	84
34	79R	SAN JOSE AV UC	280	R	270	SF	CB		102	67
34	79K	SAN JOSE AV UC	280	R	272	SF	CBC		557	20
34	80	BRANCH EAST UC	280	R	275	SF	CB TUN		91	
34	80	BRANCH EAST UC	280	R	275	SF	CB TUN		91	
34	84	LAMARTIN S POC	280	R	281	SF	CBC		478	
34	90	MONTRY B EB OC	280	R	282	SF	CBC		357	28
34	91	MONTRY B WB OC	280	R	287	SF	CBC		527	22
34	92S	BOSWORTH ST UC	280	R	288	SF	CBC		208	104
34	89	LYELL ST UC	280	R	289	SF	CBC	CBC	180	132
34	12	MISSION ST OC	289	R	311	SF	CBC		235	58

BRIDGE NUMBER	NAME OR DESCRIPTION	RTE	POST MILE	CITY	STRUCTURE TYPE OR PUC NUMBER OR PUMP DATA WID	LENGTH (PROT)	WIDTH
	04-SF-280						
34 12Y	MISSION ST OC	280	R 311	SF	CGC	185	58
34 75	JUSTIN DR OC	280	R 323	SF	CBC	183	38
34 74	ALEMANY BV OC	280	R 328	SF	CBC	273	38
34 76	ST MARYS POC	280	R 353	SF	CBC	343	
34 73	ALEMANY BV OC	280	R 387	SF	CBC	375	38
34 70	ALEMANY INTERC	280	R 407	SF	QT CBC	11541	34
34 72L	SFWD WAT MN UC	280	R 407	SF	CS	20	105
	JCT RTE 101	280	R 434	SF	101 UNDER		
34 46	SOUTHERN FWY V	280	R 440	SF	CBC	21588	46
34 97M	ELMIRA PUC	280	R 465	SF	CC	9	
34 101L	ARMY ST SPUR	280	530	SF	04L 000260C	2FLC	
34 101R	ARMY ST SPUR	280	530	SF	04L 000258C	2FL	
34 98	20TH STREET OC	280	R 639	SF	CBC	790	28
34 108	POTRERO H WALL	280	R 640	SF	CW	880	
34 99	18TH STREET OC	280	R 657	SF	CBC	546	52
34 100	CHINA BASIN VI	280	R 661	SF	QICCBCCG	6364	134
34 106	MARIPOSA ST GX	280	664	SF	02SG 000106	2K	
34 107	MARIPOSA ST GX	280	665	SF	02SG 000110	2K	
34 105M	MARIPOSA RR SE	280	R 666	SF	QA	106	
	TEMP END 280	280	T 726	SF	4TH ST		

STATEMENT OF PLANNING INTENT

The Route Concept Report (RCR) is a planning document which expresses the Department's judgment on what the characteristics of the state highway should be to respond to the projected travel demand over the 20-year planning period. The RCR contains the Department's goal for the development of each route in terms of level of service and broadly identifies the nature and extent of improvements needed to reach those goals. The RCR then provides the basis for the preparation of Route Development Plans (RDP) and the system analysis which indicates the level of service provided on the system at a given level of funding.

Route concept reports are prepared in the districts and represent the combined expertise of district staff. Facility dimensions (e.g., roadway widths or number of lanes on a multi-laned facility) discussed in the RCR represent an initial planning approach to scoping candidate improvements and determining estimated costs.

All information in the RCR is subject to change as conditions change and new information is obtained. Consequently, the nature and size of identified improvements may change as they move through the project development stages, with final determinations made at the time of project planning and design. If the nature and size of improvements change from that included in this report during later project development stages, this will be cause to review the RCR for this route.