



final draft **corridor  
enhancement**  
**master**

# Plan



*Unifying  
the Aesthetic  
Treatment  
of Highway  
Improvements*



PROJECT SPONSOR

Alan McCuen, Deputy Director,  
Planning-District 6

Ken Baxter, Deputy Director  
Planning-District 10

CO-PROJECT MANAGERS

Randy Treece, System Planning-District 6  
and  
Jim Bane, Program Project Management-District 6

MASTER PLAN PROJECT DEVELOPMENT TEAM

Kathy Boltz-Research Writer  
Lori Butler-District 6 Landscape Architect  
Elbert Cox-District 10 Landscape Architect  
Christine Cox-Environmental Planning  
Annie McCuen-Graphics Coordinator  
Annette Clark-District 10 Planning  
Jane Perez-District 10 Planning  
Other Caltrans functional representatives and  
local government representatives  
Highway 99 Task Force-Great Valley Center

PREPARED BY:

CALTRANS DISTRICT 6 AND 10

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FRESNO Kingsburg Gosben FOWLER Selma  
 LODI Tipton Pixley Earlimart Delano Chowchilla

STOCKTON Selma VISALLA Tulare LIVINGSTON

Manteca SALIDA Ceres Bakersfield STOCKTON Manteca LODI

MODESTO Turlock Livingston Atwater Merced KINGSBURG Gosben FRESNO

Chowchilla CLOVIS Delano FRESNO Kingsburg Gosben FOWLER Selma VISALLA Tulare Tipton Pixley EARLIMART Delano McFarland BAKERSFIELD Stockton Manteca Salida Ceres MODESTO

Turlock Livingston Bakersfield STOCKTON Manteca SALIDA Ceres Delano MODESTO Turlock LIVINGSTON Atwater MERCED Chowchilla Clovis FRESNO Kingsburg GOSHEN Fowler Selma

Visalia TULARE Tipton Pixley Earlimart Delano McFarland BAKERSFIELD Stockton Atwater FRESNO KINGSBURG Gosben Fowler Selma VISALLA Tulare Tipton PIXLEY Earlimart Delano

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*“Transportation is key to generating and enabling economic growth, determining the patterns of that growth, and determining the competitiveness of our businesses in the world economy. Transportation is thus key to both our economic success and to our quality of life.”*

*Secretary of Transportation  
Norman Y. Mineta*



## 1.1 Overview and Mission Statement

The Route 99 Corridor Enhancement Master Plan covers the area from the Route 99 junction with Interstate 5 in Kern County to Sacramento County. This 274-mile section of Route 99 runs south to north through the counties of Kern, Tulare, Fresno, Madera, Merced, Stanislaus, and San Joaquin in the San Joaquin Valley. It also spans Caltrans' Districts 6 and 10 (Figure 1-4). Farther to the north in Caltrans District 3, Route 99 crosses Sacramento and Sutter counties. This northern part of Route 99 is not covered in the master plan.



Figure 1-1  
Identifying transportation-related needs along the corridor.

Along the corridor from Interstate 5 to Lodi, the appearance of Route 99 changes from county to county, with varying styles of structures, slope paving, median treatments, soundwalls, retaining walls, and landscaping.

Caltrans and local communities are working together to develop a master plan to improve the Route 99 corridor (Figures 1-1,

1-2, and 1-3). The Route 99 Corridor Enhancement Master Plan will strengthen community identity, unify freeway improvements, and develop design concepts that tie communities throughout the corridor together and foster a valleywide identity. In addition to dealing with aesthetic concerns, this document will discuss capacity and operational needs as increased regional and inter-regional traffic puts more stress on the corridor.

As a major route in the most productive agricultural region



Figure 1-2  
Caltrans and local communities working together to develop a master plan.

in the world, Route 99 is critical to the economic vitality of the state. Senate Concurrent Resolution 17, authored by Senator Jim Costa in 2002, recognized this and directed Caltrans to identify transportation-related needs along the corridor that will relieve congestion and improve the movement of goods,



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Figure 1-3  
Doug Jackson of the Great Valley Center gives a presentation on Route 99 to the Route 99 Corridor Enhancement Master Plan Project Development Team

enhancing economic development of the San Joaquin Valley. The resulting SCR 17 report titled “Report on Transportation Needs between Bakersfield and Sacramento” (May 2002) summarizes these needs.

The emphasis of this Route 99 Corridor Enhancement Master Plan is to promote unity in landscape and structural aesthetics throughout the Route 99 corridor, as well as to recognize the capacity needs as related in the Senate Concurrent Resolution 17 report. The Master Plan is intended to cover the seven counties mentioned above, but will also be coordinated with other planning efforts to improve Route 99 from Bakersfield to Sacramento.

By looking at this big picture, the Route 99 Corridor Enhancement Master Plan will create a lasting legacy that promotes economic opportunity and a better quality of life for all of the communities along the corridor.

## CALTRANS MISSION:

Caltrans Improves Mobility Across California

## MASTER PLAN MISSION STATEMENT:

To produce a Route 99 Corridor Enhancement Master Plan which guides public and private sector decisions; provides a corridor identity; lays out specific improvement approaches and themes; is collaborative with other Route 99 plans and programs; and has wide community and public involvement that results in ownership of the plan by all.



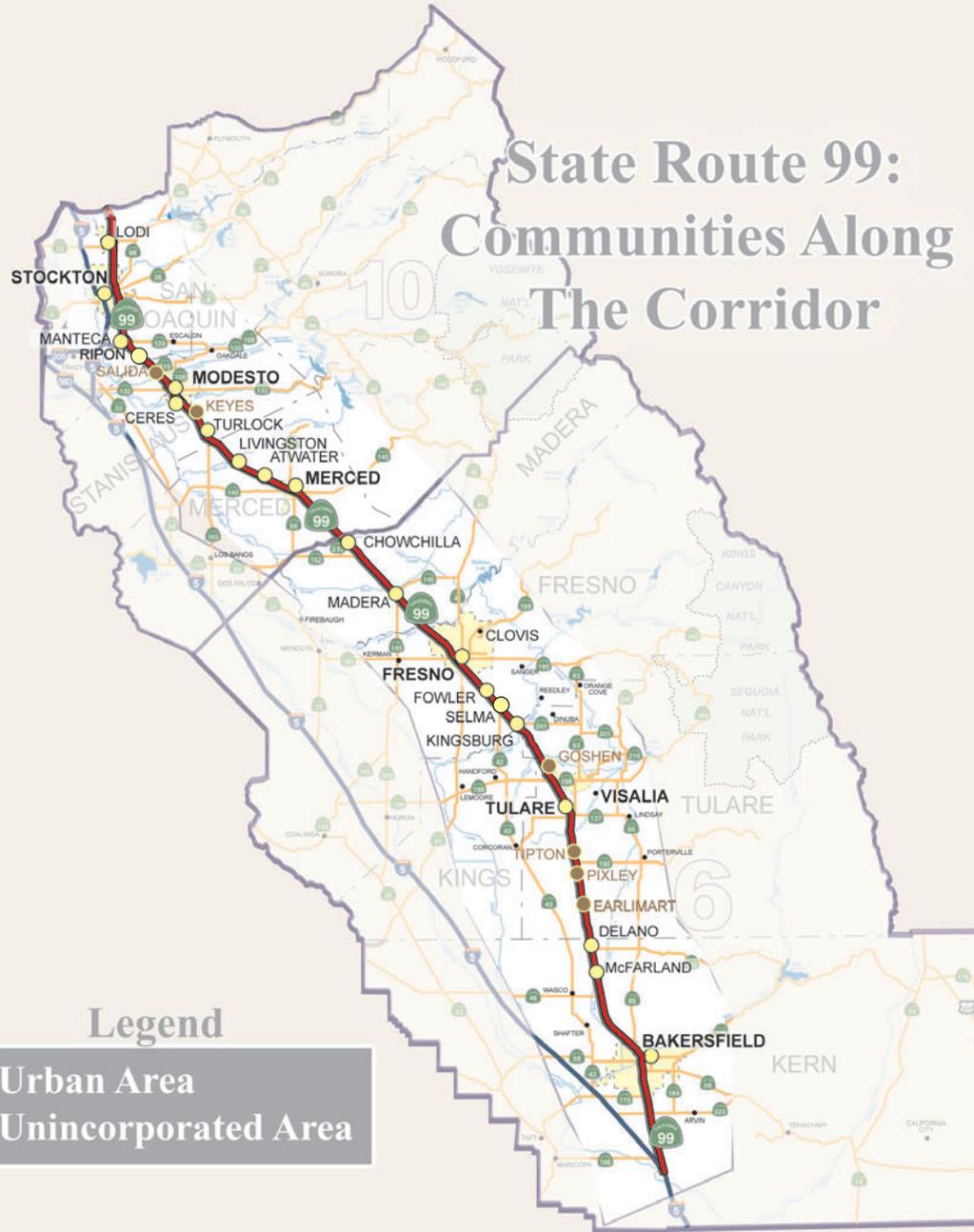


Figure 1-4



# I N T R O D U C T I O N

## What Does “Corridor” Mean?

*The Corridor as defined for the Route 99 Corridor Enhancement Master Plan encompasses:*

- *The area under the direct control of Caltrans, including the ultimate right-of-way for State Route 99.*
- *The immediate view from the right-of-way. This area involves a collaborative planning effort between Caltrans and local planning agencies.*

## 1.2 Goals with Supporting Objectives and Strategies

The following goals will guide Caltrans improvements and local actions along the Route 99 Corridor. Each goal is followed by objectives and strategies, which are specific actions, designed to fulfill the mission of the Route 99 Corridor Enhancement Master Plan.

**Goal 1:** Adopt a Route 99 Corridor Enhancement Master Plan that is universally accepted and guides public and private sector decisions along the corridor.

### *Objective 1A*

Obtain resolutions of acceptance for the Route 99 Corridor Enhancement Master Plan from cities and counties.

### Strategies to Support Objective 1A:

- Actively encourage local entities to take action in support of the Master Plan.
- Actively encourage cities and counties to approve local land use ordinances that support the concepts of the Route 99 Corridor Enhancement Master Plan.
- Caltrans staff will be available to any entity along the Route 99 corridor to provide expertise on the Route 99 Corridor Enhancement Master Plan.



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## *Objective 1B*

Obtain public input and support for the Master Plan.

Strategies to support Objective 1B:

- Seek public input as the Route 99 Corridor Enhancement Master Plan is being developed and periodically thereafter.
- Use Regional Transportation Planning Agency forums as one method of obtaining public input.
- Conduct at least one public workshop in both Caltrans District 6 and District 10 during the development and any update of the Master Plan.
- It will be Caltrans' policy to continuously post the Route 99 Corridor Enhancement Master Plan on the Web sites of Caltrans District 6 and District 10.

## *Objective 1C*

Enhance individual community identity.

Strategies to support Objective 1C:

- Establish an ongoing Route 99 Corridor Enhancement Master Plan Advisory Team committed to review and comment on projects or proposals in or next to the corridor and to participate in the update of the Master Plan as appropriate. By guiding decisions that affect the corridor, this team will make sure the Master Plan continues to have life and meaning. The current Project Development Team for the Route 99 Corridor Enhancement Master Plan will establish the composition, structure, and authority of the advisory team as part of the final Master Plan.

- The Route 99 Corridor Enhancement Master Plan Advisory Team will decide whether individual city, county, and community proposals are consistent with Route 99 Corridor themes. The intent is to permit local proposals while staying consistent with corridor themes.



Figure 1-5  
Local government employees provide input on the Route 99 Corridor Enhancement Master Plan



# I N T R O D U C T I O N

## **Goal 2:** Create a San Joaquin Valley Route 99 Corridor identity.

### *Objective 2A*

Establish a Route 99 corridor logo.

Strategies to support Objective 2A:

- The Route 99 Corridor logo will be selected by the Route 99 Corridor Enhancement Master Plan Project Development Team. The logo is primarily intended to be used for the Route 99 Corridor Enhancement Master Plan and any related documents. An alternate logo reflecting a corridor theme(s) may be used on signs along the corridor.
- Any use of the logo for signs along the corridor must comply with current state and federal sign standards and policies and must be approved by Caltrans. Individual counties or communities may use the Route 99 Corridor logo or a different design for signs.

### *Objective 2B*

Establish corridor themes (landscape, color, median, structures, etc).

Strategies to support Objective 2B:

- Corridor themes will be established and updated as needed by the Route 99 Corridor Enhancement Master Plan Advisory Team.

- Specific application of corridor themes must be consistent with current state and federal standards and policies and approved by Caltrans.
- Specific city, county, and community plans related to the Route 99 corridor are encouraged and will be reviewed by Route 99 Corridor Enhancement Master Plan Advisory Team for consistency with the Route 99 Corridor Enhancement Master Plan.

### *Objective 2C*

Develop design concepts and aesthetic guidelines.

Strategies to support Objective 2C:

- Design concepts will comply with the most currently approved Caltrans design standards.
- Design concepts and aesthetic treatments applied along the Route 99 corridor will be consistent with the most current Caltrans policy on Context Sensitive Solutions (see Section 4.1).



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## **Goal 3: Establish a plan that improves operations, maximizes safety, fosters economic vitality, and protects environmental resources.**

### *Objective 3A*

Advocate overall corridor needs.

Strategies to support Objective 3A:

- Support safety, congestion relief and rehabilitation improvements consistent with the Route 99 Transportation Concept Report (TCR) and the Interregional Transportation Strategic Plan (ITSP).
- Ensure the safety of drivers and maintenance workers first before considering any proposals to add signs or public art.
- Establish and update a Route 99 Corridor Action Plan every two years consisting of proposed project improvements covering the next 20 years.

### *Objective 3B*

Establish corridor improvement principles by category of improvement (added capacity, soundwalls, rehabilitation, median barriers, traveler information, etc.) or enhancement (landscape, color schemes, structure treatment, etc.).

Strategies to support Objective 3B:

- Proposals for traditional improvements (new capacity,

rehabilitation, median barriers, soundwalls, etc.) will be based upon established criteria.

- Proposals for non-traditional improvements (environmental enhancements, traveler information services, bridge and soundwall treatments, etc.) or those proposed improvements without established criteria will be reviewed by the Route 99 Corridor Enhancement Master Plan Advisory Team and submitted to Caltrans for final approval.

## 1.3 Challenges

Route 99 is an integral part of the state highway system and it crosses many diverse areas. The effort to produce a Route 99 Corridor Enhancement Master Plan will require input and consensus from many departments within Caltrans, as well as local partners. At a minimum, we face the following challenges:

1. Reaching a consensus among local partners with respect to highway treatments and themes.
2. Reaching a consensus among departments within Caltrans to achieve a balance between design requirements, budget limitations, physical constraints, and aesthetic possibilities.
3. Keeping the planning effort focused, specific and concise, while being timely and complete.
4. Developing a plan that will stand the test of time.
5. Creating an aesthetically pleasing route with limited right-of-way.
6. Recognizing the demand for capacity-increasing improvements that SCR 17 mandates, despite limited state-owned right-of-way.



# I N T R O D U C T I O N

## 1.4 Local and Regional Cooperation

Local enhancement plans are encouraged. The intent of the Route 99 Corridor Enhancement Master Plan process is to offer opportunity for unique community expression while promoting an overall corridor theme. Up and down the San Joaquin Valley, beautification of the Route 99 corridor has become a priority. From county groups to small rural communities, efforts are unfolding to make Route 99 more attractive. Following is a list of some of these current beautification efforts:

### DISTRICT 6

- **Fresno County - The Association for the Beautification of Highway 99**

The first product produced for the county by this association was the “Highway 99 Beautification Master Plan.” The implementation of the plan is an ongoing effort for the association.

- **Bakersfield Freeway Beautification Advisory Committee**

The goal of this group is to produce a “Freeway Beautification Plan” for Bakersfield. The focus of this effort is the Route 99 corridor, with Routes 58 and 178 included as well.

- **Pixley Redevelopment Project Area Committee**

One of the goals of this plan is landscaping of the Highway 99 Pixley Corridor. Committee members are actively pursuing support for this project.

- **Goshen Community Plan**

This plan is a component of the Tulare County General Plan

Elements addressing aesthetics along the Route 99 corridor are included in the plan.

### DISTRICT 10

- **Turlock**

The city has developed a Beautification Master Plan that includes the Route 99 corridor. The plan proposes to landscape a portion of Route 99 and its interchanges in orchard patterns. It also proposes “gateway” entrances with attractive streetscaping, signs, planters, and lighting.

- **Stanislaus County**

The Stanislaus Council of Governments is setting up a Route 99 Corridor Task Force to develop a “Corridor Enhancement Plan” that will span the entire county. A Route 99 Enhancement Partnership for an Integrated Planning Team, an extension of this effort, will focus on improving and expediting efforts to improve the image of the community along Route 99.

- **Stockton Beautiful**

Beautification efforts for this group include the Route 99 corridor.

### VALLEYWIDE

- **The Great Valley Center**

A Highway 99 Task Force has been organized and is working on developing a cohesive approach to transform the Route 99 corridor into a “Main Street of the San Joaquin Valley.” The limits of the project stretch from Kern County to San Joaquin County.



# I N T R O D U C T I O N

## 1.5 Public Outreach

From the outset it was recognized how important it would be to reach out to the varied stakeholders along the corridor. The key objectives of the public outreach effort included the following:

- obtain input and ideas for the Master Plan, and provide forums for parties to express their comments;
- facilitate effective communication between transportation decision-makers, the public and private sectors, and in particular underrepresented communities affected by transportation planning along the identified route;
- communicate the need to clearly identify future segment improvements and needs;
- provide general and technical information to interested groups and individuals in the project area; and
- generate confidence and credibility in the process and final product.

### 1.5.1 GVC Highway 99 Task Force

The Great Valley Center, representing the interests of the entire Central Valley, established a Highway 99 Task Force with the purpose of “transforming Highway 99 from the San Joaquin Valley’s Back Alley to its Main Street”. The Task Force consists of a group of business, government, and community leaders working to develop the Highway 99 corridor into a truly compelling “Main Street of the San Joaquin Valley”. Caltrans is a member

of the Highway 99 Task Force and the Great Valley Center is a member of the Route 99 Corridor Enhancement Master Plan Advisory Committee. The resulting collaborative effort has proven to demonstrate invaluable benefits in terms of reaching corridor stakeholders that traditionally have not participated in transportation planning.

In May, 2004, the Task Force produced the “Route 99 Corridor Improvement Guide”. This guide is considered a companion document to the Route 99 Corridor Enhancement Master Plan. It is available on the Great Valley Center internet site. It offers information to the public about ways grass roots groups and local decision makers can do to cause changes that can improve the driving experience, enhance tourism and strengthen opportunity for economic vitality.

### 1.5.2 Public Participation Plan

At the onset of the public participation effort, stakeholder interviews were conducted, and a public participation plan was designed to lay out strategies for gathering input from the general public, elected officials, community-based organizations (CBOs), and traditionally underrepresented populations. Specifically, the public participation plan consisted of several outreach tactics that included:

- refining and expanding a contacts database,
- conducting five public meetings along the corridor,
- developing and distributing a meeting announcement/newsletter,



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- conducting media-relations efforts,
- contacting community and stakeholder representatives to solicit participation and to disseminate information, and
- contacting elected officials.

## Public Outreach/Publicity

To encourage participation at the public meetings, an aggressive public outreach campaign was conducted to reach community members along the corridor. In addition, an extensive outreach effort was launched to reach out to underrepresented minority communities, particularly Spanish-speaking and Hmong populations. Specific components of the outreach effort are listed below.

- A contacts database of more than 1,200 contacts comprising CBOs, ethnic-based organizations, service clubs, elected officials, and other individuals and organizations interested in transportation planning, was compiled.
- A meeting announcement/newsletter was developed and distributed using the contacts database to provide information about the public meetings.
- Media-relations efforts were conducted throughout the corridor and included free media publicity (news releases) and paid advertisements (radio spots and display print advertisements) in predetermined radio stations and newspapers.
- Community and stakeholder outreach was administered to more than 300 organizations to help spread the word to their organization members and constituents.

- Elected official outreach was conducted to inform staff of the public meetings.

## Public Meetings

Five public meetings were held in cities along the corridor—Stockton, Merced, Fresno, Tulare, and Bakersfield—between November 9 and 18, 2004. More than 140 community members attended all five meetings. The dates, locations, and attendance at each meeting are summarized below. Each meeting included the following format:

1. *open house session,*
2. *presentation and overview of the Master Plan effort,*
3. *interactive polling session/facilitated discussion, and*
4. *question and comment session.*

Location	Date	Attendance
Stockton	November 9, 2004	25
Merced	November 10, 2004	33
Fresno	November 16, 2004	45
Tulare	November 17, 2004	28
Bakersfield	November 18, 2004	12

## Interactive Polling

At each meeting, interactive polling was used to obtain real-time information, including demographic information and specific data with regard to the draft Master Plan.



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Key questions/topics related to the draft Master Plan are listed below:

- How often do you use Route 99?
- What is your primary use of Route 99?
- How satisfied are you with the overall appearance of Route 99 in your area?
- Rating of corridor themes.



Figure 1-6  
Interactive polling

In addition, meeting participants were asked to rank seven aesthetic elements by importance and were asked to indicate how satisfied they were with how each element was currently being achieved.

The aesthetic elements included:

- roadside landscaping,
- roadside litter and weeds,
- consistency of pavement appearance,
- appearance of bridges/structures,
- appearance of billboards,
- land use next to freeway, and
- scenic vistas.

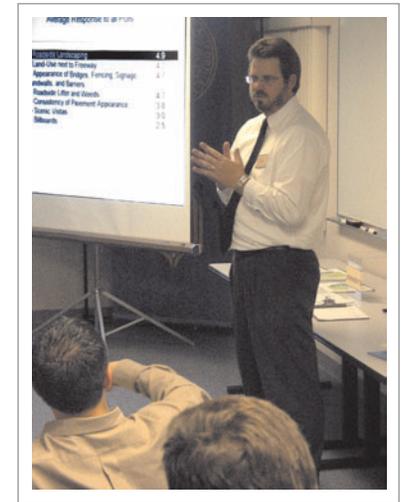


Figure 1-7  
Reviewing results of the Interactive polling

The top three aesthetic elements of most importance for all five meetings were

- roadside litter and weeds,
- roadside landscaping, and
- appearance of bridges/structures.

## 1.5.3 Public Meeting Comments

A variety of formats was used to collect public comments on the draft Master Plan. Members of the public could comment by telephone, email, or comment cards, and comments were also verbally captured on the flipcharts. Approximately 250 comments were received through the deadline of December 20, 2004.



## 2.1 Route 99 Background

*To accomplish the goals and objectives of the Route 99 Corridor Enhancement Master Plan, it's important to first take a look at the corridor as it is today. The background of the corridor, as well as its physical characteristics and the resources surrounding it, can set the stage to plan for the future.*

### Description

As stated in the Introduction, the Master Plan covers 274 miles of Route 99, a 416-mile-long route. Along this 274-mile segment of Route 99, 131 miles are located in urban areas, and 143 miles are in rural areas. Only 23 miles are considered “freeway gaps” (see Section 2.2.2). These gaps are currently planned for conversion to full freeway standards.

The Annual Daily Traffic in the area ranges from a current level of 32,000 vehicles near Interstate 5 in Kern County to over 100,000 vehicles in Bakersfield, Fresno, Modesto and Stockton. The projected traffic range in 2025 is from 63,000 to 174,000 vehicles. Truck traffic accounts for anywhere from 12 percent in the Ceres area to nearly 30 percent near Interstate 5.

### Urban versus Rural Areas

Nine major cities along this corridor are identified as urbanized areas, which are defined by a population of 50,000 or greater as determined by the U.S. Census Bureau. The nine urbanized areas along this segment of Route 99 are Bakersfield, Visalia, Fresno, Merced, Turlock, Modesto, Manteca, Stockton, and Lodi. Other cities are emerging as urbanized areas, and may be treated as urbanized rather than rural for planning purposes. Figure 1-4 identifies all the counties and communities along Route 99.

The state applies different standards, and subsequent treatment, on the rural and urban portions of Route 99. Providing and maintaining a safe highway facility is a priority to Caltrans. Urbanized areas, for instance, are usually characterized by:

1. Interchanges spaced closer together
2. More through and auxiliary lanes to handle greater traffic volumes, to increase capacity, and to decrease time delays for a mix of local and regional traffic
3. More attention to landscaping, soundwalls, and fencing to enhance aesthetics
4. Depressed or elevated freeways to provide separation from local roads
5. Greater need for storm water runoff storage, although environmental concerns are changing the way storm water runoff is managed in both urban and rural areas
6. Increased emphasis on walkways, lighting, and Intelligent Transportation Systems such as ramp meters and changeable message signs

In contrast, these traits are not typically found in rural areas. The different needs of urbanized and rural areas should be taken into account when making choices along Route 99 or considering the issues discussed in the following section.



## EXISTING FACILITY

### The Importance of Route 99

As the principal north/south freeway in the Central Valley, Route 99 is also a major connector to all east/west routes that link to the San Francisco Bay Area, the Central Coast, and the Sierra Nevada Mountains. Its importance to the movement of people, goods, and services is shown by its designation as:

- **A major route in the most productive agricultural region in the world, critical to the economic vitality of the state.**
- **A State High Emphasis Focus Route on the Interregional Road System. Because of this, there are many capacity improvements noted in the 1998 Interregional Transportation Strategic Plan and the 2000 Supplement to the plan.**
- **A “Priority Global Gateway” for goods movement in the Global Gateways Development Program (January 2002).**
- **A highway on the National Highway System as part of the Strategic Highway Corridor Network, under the Federal-aid Surface Transportation Program . It is also a STRAHNET Route.**
- **Part of the National Network of the Surface Transportation Assistance Act (STAA) for large trucks.**



# EXISTING FACILITY

## 2.2 Physical Characteristics and Issues

Much of Route 99 was constructed in the late 1950s and early 1960s. Today's physical issues on the route, which are discussed below, are primarily related to safety factors, limitations created by the original geometry, and increased traffic volumes in places where there is congestion.

### 2.2.1 Highway Safety

Creating a safe driving environment has and continues to be top priority. A major focus has been on roadside safety both in the median and in the highway shoulder. A considerable number of median barrier projects are currently in design and construction. These projects will avoid affecting trees or other plantings whenever possible. Along the side of the road, the emphasis has been on providing a clear recovery zone, which is the distance from the edge of the traffic lane to the nearest object.

Beginning in earnest in the late 1960s and continuing through today, removal or modification of fixed objects has made the roadside significantly safer. These changes include:

- Removing large metal post signs between the highway and exit lanes
- Putting lamps and signs on bases that break away when a vehicle hits them



Figure 2-1  
Surface cracking on Route 99

- Selectively removing unyielding objects from the roadside or adding barriers or cushions to absorb the energy of a collision and shield fixed objects

Safety improvements have also been made to barriers and end treatments. Today, rehabilitation or capacity improvement projects offer an opportunity to incorporate cost-effective roadside safety and design features.

In recent years, there has been increased involvement by public

## EXISTING FACILITY

and environmental groups as decisions are made regarding many issues. This includes decisions on safety-related improvements, such as the removal of trees from the median and roadside areas. Caltrans must balance the need to maximize safety with environmental benefits.



Figure 2-2  
Concrete Safety-Shaped Median Barrier

### Median Barriers

Median barriers are used on divided highways to reduce the risk of an out-of-control vehicle crossing the median and colliding with opposing traffic. The approved standard types of median barriers for new installation are concrete safety-shaped barriers (Figure 2-2) and metal thrie-beam barriers (Figure 2-3). Temporary concrete barriers (type K) may be used under certain condi-

tions. These median barriers are capable of preventing nearly all of the cross-median accidents.

The median barrier design appears to be simple, but in reality must include many factors to be effective. Median design must



Figure 2-3  
Thrie-Beam Median Barrier

consider safety, right-of-way, drainage, planting, aesthetics, maintenance, traffic, available median width, and future construction. Caltrans devotes great attention to median barriers and is continually reviewing the criteria for placement and replacement of these barriers.

Median widths are measured from the edge of the traffic lanes in

## EXISTING FACILITY

one direction of travel to the same edge of the traffic lanes in the opposite direction. In other words, median shoulders are included as part of the median width.

Median widths are divided into four categories as follows:

- Equal to or less than 36 feet
- Greater than 36 feet to less than 46 feet
- Equal to 46 feet
- Greater than 46 feet

The median widths vary significantly in a corridor of this length. For median widths equal to or less than 36 feet, concrete barriers are preferred; three-beam barrier is typically used in wider medians or medians with existing plantings

Much of the existing route segments that were not originally planned for an ultimate eight-lane roadway will have significant problems with future widening in urban areas. As traffic increases, these segments of the route will require extra effort in terms of planning, design, and reaching an agreement with the community. Alternatives with impacts must be carefully developed and presented to the communities involved. These alternatives could include new alignment, new right-of-way on one or both sides of the existing freeway or significant retaining walls to contain a wider freeway within the available right-of-way.

Placement of the appropriate median barrier with a standardized median width will play a major role in future development of the Route 99 Corridor.

### Rest Areas

Rest areas are recognized as an important part of the Department's traffic safety efforts. Driver fatigue and drowsiness, along with unsafe roadside parking, are significant problems that may be reduced when rest areas, or other safe stopping opportunities, are available.

Caltrans provides "Safety Roadside Rest Areas" for motorists to stop and rest for short periods (Figure 2-4). These rest areas



Figure 2-4  
One of the three rest areas on Route 99 between Lodi and Bakersfield

## EXISTING FACILITY

include parking areas, drinking water, toilets, tables, benches, telephones, and information panels. Some rest areas may also include other facilities for motorists.

In 1962, the Rest Area program developed spacing guidelines of approximately 30 miles between rest areas. In 1972, the spacing was increased to 60 miles. However, the gap between rest areas on Route 99 is significantly greater than this.

There are currently three rest areas along the Route 99 Corridor. Two are located in Tulare County, Phillip S. Raine and Chester H. Warlow. One rest area, Enoch Christoffersen, is in Stanislaus County.

With the exception of the distance between the Chester H. Warlow and the Phillip S. Raine rest areas, the distance between rest areas is greater than desired.

Existing rest areas are severely under capacity, resulting in a critical shortage of available parking spaces. This has the greatest impact on the large number of truckers moving goods within the Central Valley. Many local cities have ordinances that restrict overnight truck parking on city streets. As a result, weary truckers keep driving on the highway or park illegally along many highway ramps.

*There are currently three rest areas along the Route 99 Corridor. Two are located in Tulare County, Phillip S. Raine and Chester H. Warlow. One rest area, Enoch Christoffersen, is in Stanislaus County.*

# Safety Roadside Rest Areas Along State Route 99

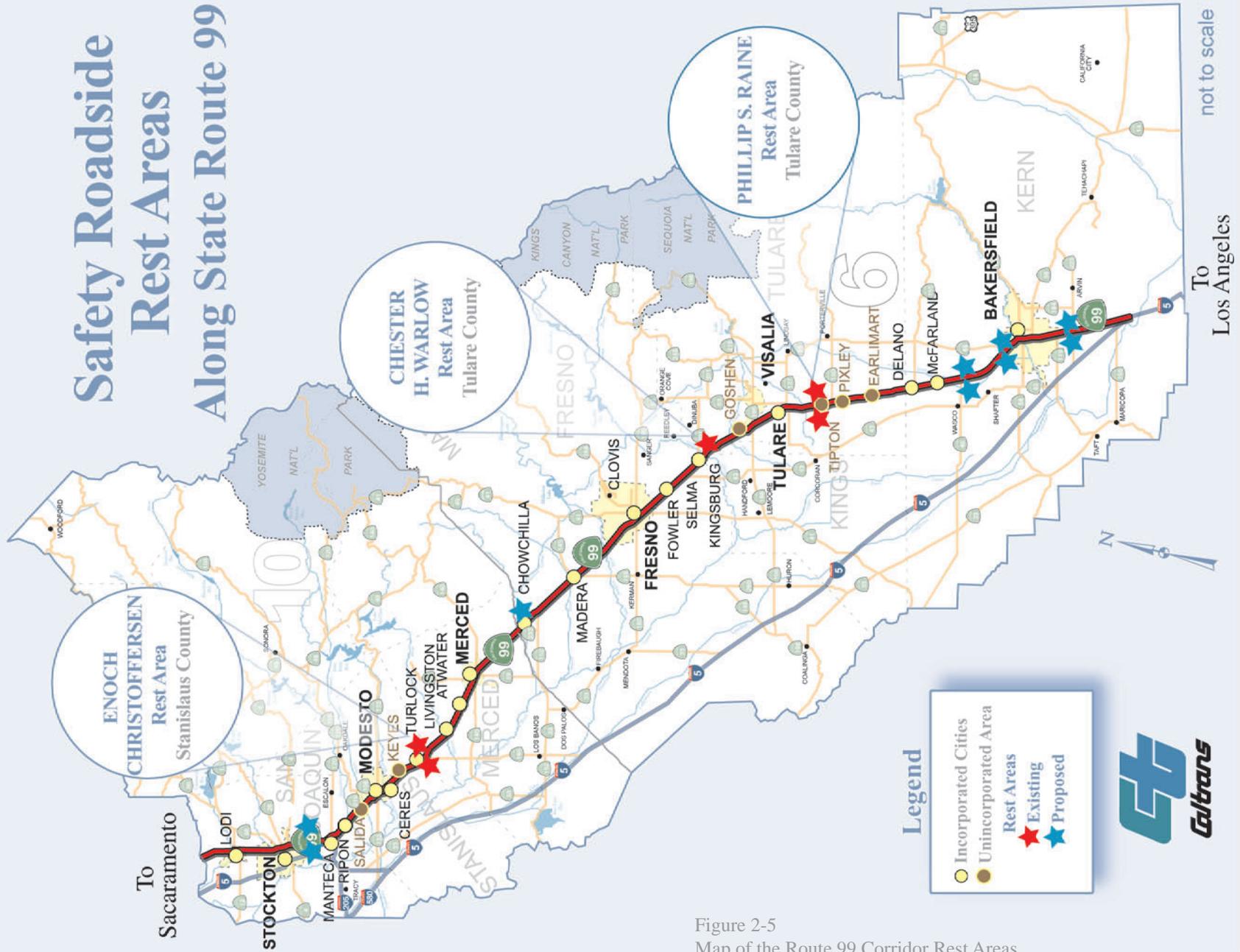


Figure 2-5  
Map of the Route 99 Corridor Rest Areas



# EXISTING FACILITY

## 2.2.2 Highway Capacity Needs

The current capacity on Route 99 is not always adequate, especially on urban segments. As traffic volumes have increased, congestion from traffic merging on and off the freeway has gotten worse. This is evident by reduced speeds and bottlenecks, especially during commute hours. Upgrades to the system have included adding lanes to both Route 99 and its ramps to provide more capacity. However, congestion persists in many urban areas during peak periods.

The percentage of truck traffic on Route 99 may have the greatest effect on capacity. Other physical characteristics that affect capacity include the number and width of lanes; the location, spacing, and type of interchanges; the presence and width of shoulders; the condition of the pavement; and gaps in the freeway system. There will be a significant need to add lanes on Route 99 over the next 25 years, but right-of-way and environmental constraints will put limits on what can be built.

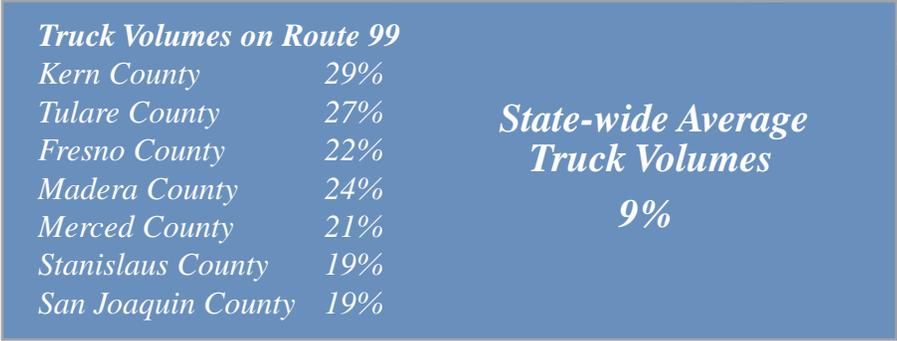
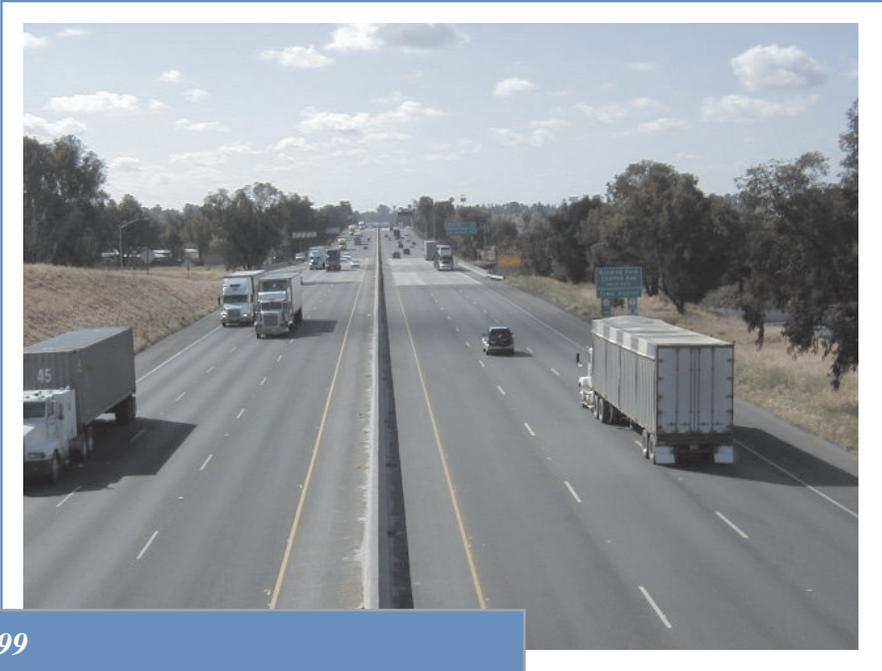


Figure 2-6  
Truck Traffic on  
Route 99



# EXISTING FACILITY

## 2.2.3 Operational and Structural Needs

Gaps in the freeway segments along Route 99, the spacing and types of interchanges, and the condition of the pavement—play a major role in both the current and future capacity of the corridor in certain areas.

### Freeway Gaps

The average motorist is inclined to drive Route 99 as if it were all freeway. In fact, Route 99 has segments that are not freeway because they include at-grade intersections where cross traffic enters and leaves the expressway without the benefit of an interchange (Figure 2-7). These segments are called “freeway gaps” and are in reality expressways. Caltrans is aware of these gaps and continually monitors the traffic volume and turning movements. Many gap segments have been converted eliminating signal lights and to freeway, congestion. Land use changes can also trigger the requirement to convert from expressway to freeway.

### Interchanges

No single design feature has a greater impact on the urban corridor than the interchange. An interchange is a high-volume intersection characterized by a grade separation between the highway and the cross street that is accessed by a ramp. The ability to accommodate high volumes of traffic safely and efficiently through interchanges depends largely on the type of ramp, ramp volumes, and conditions between the ramp connections and local roads. Today, simple modifications to existing interchanges on Route 99 are limited by the state-owned right-of-way and local development. Spot congestion or bottlenecks are becoming more common as traffic volumes increase (Figure 2-8).



Figure 2-7  
A pickup crosses traffic at a “freeway gap” on Route 99

## EXISTING FACILITY

Many Route 99 urban interchanges have limited room for vehicles waiting to enter or leave the highway. They also have short deceleration and acceleration lengths. This creates congestion when high volumes of traffic back up on ramps, when drivers must slow down on the freeway or when slow-moving trucks interrupt the traffic flow.

Limited spacing between interchanges has a negative impact on the flow of traffic. This is evident in urban areas during peak commute periods when the traffic is forced to slow because of traffic entering and exiting the highway. Whenever possible, spacing between interchanges needs to be increased to reduce congestion. In the future, this may result in closing some interchanges to improve spacing.

Changes to improve the operation of existing interchanges, are typically constrained by development next to the freeway, environmental issues, and cost. Minor changes to the existing geometry have provided some improvements, but more backups can be expected unless modifications are made.

### Pavement

Today, trucks make up as much as 30 percent of the traffic on Route 99 compared to a state-wide average to about 9%. Extra stress from the weight and amount of truck traffic on an aging pavement is the biggest factor in the poor pavement conditions (Figure 2-1). A bumpy ride is the most obvious sign of

pavement failures. The poor ride is caused by faulting (settlement across concrete joints), concrete pavement or supporting base failures, and aging asphalt overlays that need more frequent rehabilitation. The best long-term solution is complete concrete pavement reconstruction. However, because of construction duration constraints, reconstruction of concrete pavement is problematic and costly.

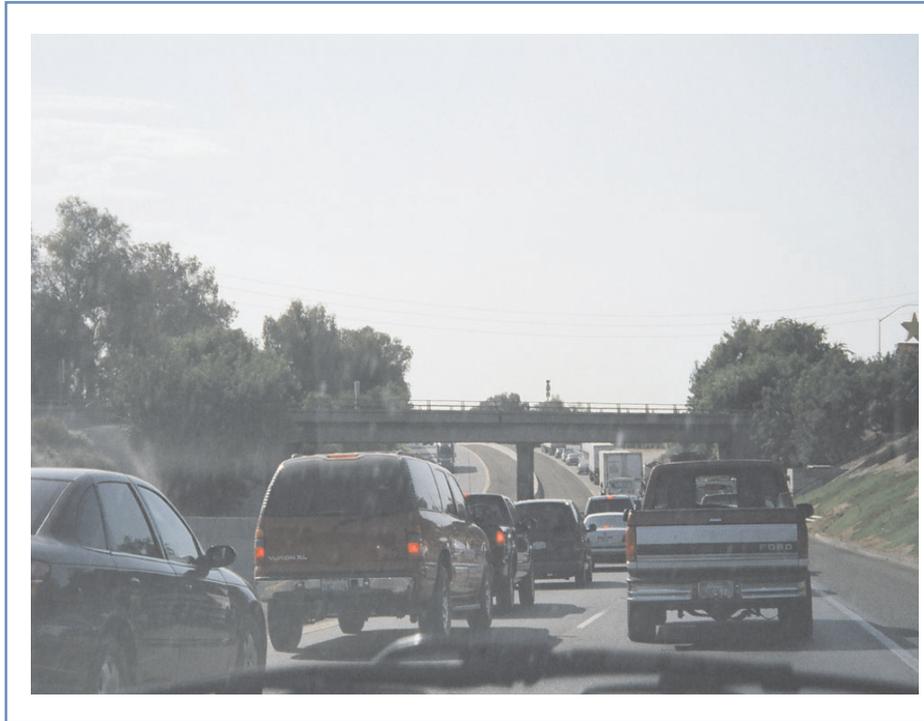


Figure 2-8  
Congestion on Route 99

## EXISTING FACILITY

### 2.2.4 Highway Appearance

Aesthetics and landscaping are vital to the corridor because they affect the perceptions of travelers and residents about the region. These perceptions can in turn influence economic growth and quality of life in the communities along the corridor.

Aesthetics is most often associated with the creation of a pleasing appearance or effect. In transportation design, aesthetics may be defined as dealing with the visual integration of the highway into its surroundings. An aesthetically pleasing transportation corridor can either blend into or complement its setting.

The Route 99 corridor is an integral part of the communities that it crosses and it also acts as the gateway to urbanized areas. The highway and adjacent roadsides are the first and frequently the only impression travelers have of a community. Community pride and commerce are, therefore, affected by the highway's appearance.

#### Highway Structural Themes

Along the corridor, various transportation improvements have affected the appearance of the route. These improvements range from lane additions to new interchanges, as well as various improvements for safety and operation of the roadway. Because many of the improvements have occurred incrementally, over several decades, there is no unifying theme or appearance for the route. A variety of old and modern bridges, sign panels, landscape

types, fences, and overhead lighting fixtures have been installed over the life of the roadway. The lack of cohesive elements has left the corridor with a diminished aesthetic quality, cluttered roadsides, and no community identity.

In recent years, soundwalls have also sprung up along Route 99. These soundwalls have been added to reduce noise impacts associated to increased volumes of traffic. Many of these walls have been placed without the benefit of planting and have become graffiti-covered eyesores. Others are in need of repair, restoration, or replacement.

In the view outside of Caltran's right-of-way, travelers often look out at abandoned buildings, junkyards, billboards, microwave towers, and trash. Communities have the opportunity to work together to adopt zoning laws and other ordinances to clean up unsightly locations. On the positive side, they may consider preserving old structures such as water towers and barns for their historical and picturesque qualities.

Communities that line Route 99 are increasingly demanding that the highway "look good." The Route 99 corridor has the potential to reinforce community identity and establish a sense of entry into these communities.

#### Planting Types

In the development of State Highway roadside policy, two types of planting have evolved—"Functional Planting" and "Highway Planting." The roadsides along the Route 99 corridor include a



## EXISTING FACILITY

mix of these two planting types.

“Functional Planting” is visible between communities, along the rural segments of the Route 99 corridor. As the name indicates, “Functional Planting” is utilitarian and made up most of the original planting along the entire length of the Route 99 corridor. It was composed of eucalyptus trees used to help delineate the route and identify structures, and oleander shrubs used in the median to shield drivers’ eyes from the tiring effect of oncoming headlights. The trees also helped to relieve the monotony in the long stretches of rural freeway. Groundcover vegetation along the rural segments is mainly non-native grasses, planted as erosion control.

Oleander planting in the median has come to symbolize Route 99 (Figure 2-9). In recent years, many miles of this signature element have been removed. Many more miles have been identified for removal, to help make way for additional lanes of traffic. Throughout the corridor, “Highway Planting” signifies urban areas. “Highway Planting” goes beyond pure function. It improves

aesthetics and makes the roadway more compatible with the surrounding urban environment of neighborhoods and businesses (Figure 2-10). Highway planting includes trees, shrubs, and ground-

covers with automatic irrigation systems. Although aesthetic in nature, this landscape also serves many functional purposes, such as controlling dust and erosion, providing fire and weed control, delineating the route, and providing headlight screening (Figure 2-9). Planting is also used to screen objectionable views of adjacent properties, as well as to screen the roadway from the community. In addition, roadside planting can act as a frame for distant vistas.

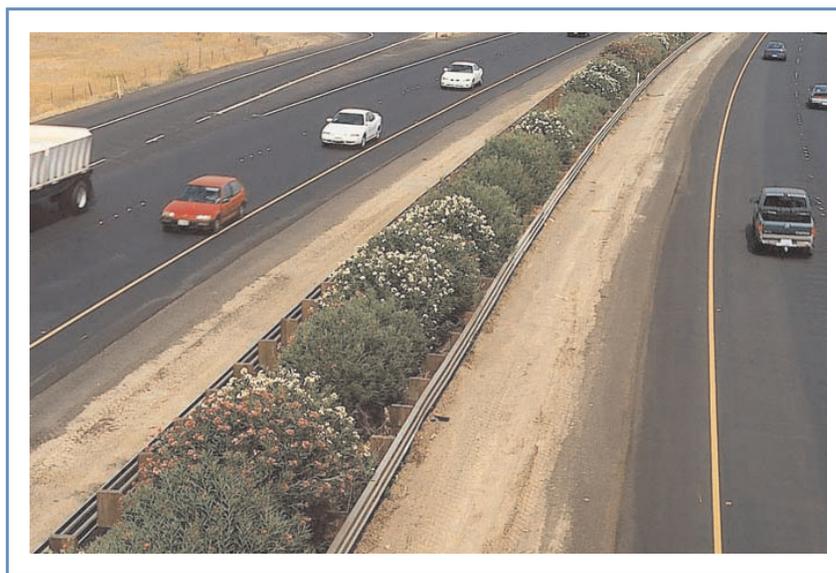


Figure 2-9  
Oleander shrubs in the median on Route 99

Roadway improvement projects have affected some of these landscaped areas. However, it is Caltrans policy to restore or replace the landscape following roadway construction projects. Many “Highway Planting” areas along the Route 99 corridor have also exceeded the intended “lifespan” for the landscape. Portions of these areas have undergone recent “Landscape Restoration” projects, and many more will be upgraded in the future.

# EXISTING FACILITY

## 2.3 Roadside Management

Controlling litter, weeds, and graffiti along California highways is becoming more and more of a challenge as lane miles and interchanges are added. This is especially true in tight budget times when maintenance must compete with safety and preservation needs. Adequate maintenance of the landscape requires about one worker



Figure 2-10  
“Highway Planting” on Route 99

for every 15-20 acres. Currently, statewide average is approximately one worker for 40 acres. Between 1986 and 1997, there has been a 45 percent increase in highway planting areas, with a 16 percent decrease in landscape maintenance workers.

Aging highway and roadside facilities, combined with a continued



Figure 2-11  
Landscaping on an off-ramp

increase in roadside landscaping, a smaller work force, and increased efforts to control graffiti and litter, have reduced the ability of maintenance staff to keep highway facilities in “as built” condition. Figures 2-11 and 2-12 show good examples of landscaping alongside Route 99. The creation and retention of a positive highway appearance requires ongoing attention to the following issues:

- **Litter Collection**

Litter on the roadsides generates some of the highest volume of

## EXISTING FACILITY

complaints from the public and elected officials. Ultimately, roadside litter is a continuing and growing problem with no total solution.

The Adopt-A-Highway program augments a larger maintenance staff to help combat litter. This is a volunteer program that provides free labor to clean up litter. Along the 99 corridor, this program has been implemented, but with some gaps.

### ● Graffiti Control

Efforts to reduce the visibility of graffiti rely on quick response by maintenance forces. In many areas, Caltrans is experiencing a losing battle in this continuing effort. The only real solution to help deter graffiti is to fully implement the current policy to provide soundwall plantings.

Within the Adopt-A-Highway program, there is an “Adopt-A-Soundwall” element. Again, this is a volunteer program that provides free labor for this activity. Up to this time, this part of the program has not been used along the 99 Corridor.

### ● Roadside Vegetation Management (Weed Control)

Rural roadsides are composed of non-irrigated vegetation. These roadsides have often been planted with grasses and broad-leaved, non-woody plants for erosion control following roadway construction. This vegetation must be managed to improve the appearance of the roadsides, as well as to maintain sight distances and reduce the risk of fire.

Historically, Caltrans has managed vegetation primarily by mowing and using chemical controls. In 1992, Caltrans adopted a program to reduce the use of chemicals for vegetation management. A 50 percent reduction was met in 2000, with a target of 80 percent reduction by 2012.

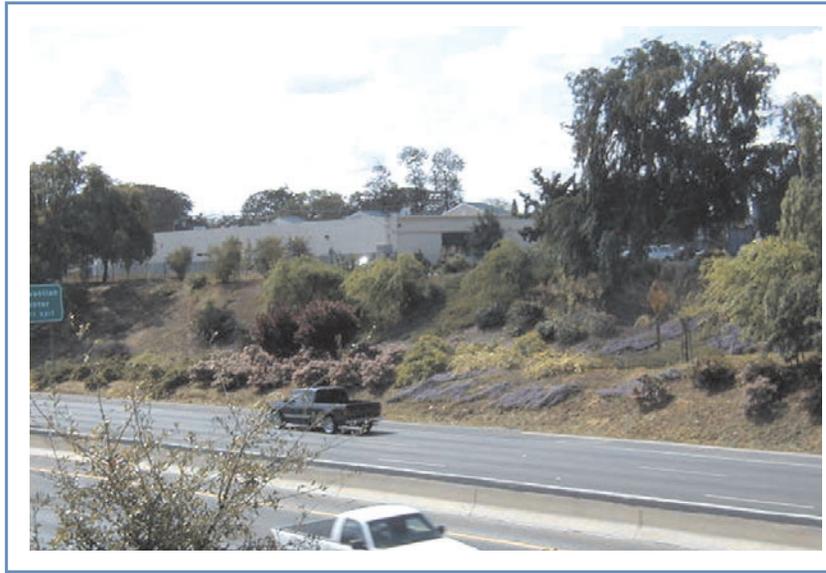


Figure 2-12  
Well-maintained roadside area on Route 99

### ● Maintenance of Highway Planting

The landscaped freeway, fully planted and irrigated, has become the expected look for urban areas. However, landscaping requires intensive and ongoing maintenance. Aging roadsides have become more difficult to maintain and often are in need of significant rehabilitation to bring them up to a level that is maintainable for Caltrans forces.

## EXISTING FACILITY

Landscape rehabilitation projects are implemented to protect the current investment in roadside improvements. However, these projects have to compete with higher priority roadway operations and safety projects.

### 2.4 Environmental Resources

Bound by the Sierra Nevada to the east, the Tehachapi Mountains to the south, and the Coast and Diablo Ranges to the west, the San Joaquin Valley represents a vast geographical area that encompasses diverse natural habitats and a rich cultural heritage. Any physical improvements to the Route 99 Corridor must be developed in a way that protects these unique biological and cultural resources.

#### ● Biological Resources

Route 99 bisects the valley along its north/south route and provides travelers with a vista of cultivated fields and orchards, valley grasslands, oak savannas, riverbanks, and freshwater marshes.

Maintaining wildlife movement in these areas is critical to the health of the San Joaquin Valley ecosystem. Links between habitats allow species, such as the San Joaquin kit fox, to search for food, escape predators, and move with the seasons. With the intensive agricultural, industrial, and residential development that has occurred up and down the valley over the last century, waterways have become the primary means for animal movement. Route 99 crosses every major river between Stockton and Bakersfield, as well as numerous seasonal streams.



Figure 2-13  
The San Joaquin  
Kit Fox

## EXISTING FACILITY

Some of the key components to improving habitat links along these waterways include restoring the natural cycles in riparian (riverbank) systems; eradicating exotic plants; stabilizing stream banks; and restoring stream habitat for aquatic species and migrating birds. The U.S. Fish and Wildlife Service also identified the use of wildlife undercrossings as an important factor in the recovery of valley species (Figure 2-13)

### ● Cultural Resources

Traveling Route 99 opens windows into the history of California. Prior to western settlement, California natives known as Yokuts inhabited the valley floor. The Yokuts were the predominant Native American population between Stockton and Bakersfield. Little continuity exists between the valley floor as viewed from Route 99 today and the rich marshlands of the Yokuts. The damming of the rivers and agricultural cultivation have transformed the surface of the land, but valuable clues to the day-to-day lives of the Yokuts still exist beneath today's landscape. Archaeological remains of several village sites may still lie intact in the vicinity of Route 99.

Agriculture and transportation dominate the historic landscape next to Route 99. The Southern Pacific Railroad and later the Santa Fe Railroad and the San Joaquin Valley Railroad provided the valley with the opportunity to transport goods to the booming metropolises of Sacramento, San Francisco, and Southern California.



Figure 2-14  
The Mammoth Orange at Fairmead

Many small towns sprung up at stops along the rail lines. Route 99 parallels the railroad tracks for a significant portion of its route. Aging farmhouses and barns in varying stages of decay dot the landscape, providing reminders of settlements reminiscent of the “Grapes of Wrath.” Many of the barns were used for advertisements during the early 1900s. Remnants of the painted advertisements on barn roofs and sides are still visible from Route 99. Figure 2-14 shows the more recent cultural resource of the Mammoth Orange

at Fairmead, an example of a hamburger stand that once dotted the route in times past.

Industrial development along the Route 99 Corridor in the San Joaquin Valley threatens to remove or conceal components of the historical landscape. A high density of outdoor advertisement

## EXISTING FACILITY

poses a significant threat to the integrity of the historic agricultural landscape.

*Chapter 3 covers the long-range plans and priorities to address Route 99 needs.*





### 3.1 Long-Range Plans for Route 99

*Existing conditions on Route 99 along with growth and traffic predictions are used to plan for future projects along the corridor. Each future project must balance safety, capacity, and structural needs with the need to protect resources. Chapter 3 describes long-range plans for the Route 99 Corridor.*

According to the 1998 Interregional Transportation Strategic Plan (ITSP), the Route 99 vision for the year 2020 ranges from 4 to 8 lane freeway. This vision applies from south of Bakersfield to the Route 99 junction with Route 70 in Sutter County.

This Strategic Plan recognizes the important role of Route 99 and seeks to:

- 1) Clear all remaining freeway gaps south of the Route 99/70 junction or to complete the conversion of expressway to freeway.**
- 2) Add freeway lane capacity to handle increased interregional travel demand for goods movement and major commute volumes. The objective is to complete a 6 lane freeway.**

These objectives are supported by the Transportation Concept Report for Route 99 in both Districts 6 and 10.(see Section 3.2). In addition, the report proposes improvements to an 8-lane freeway in the urbanized areas of Bakersfield, Fresno, Modesto, and Stockton. Because of environmental or fixed constraints, however, some urban locations may be limited to 6 lanes plus auxiliary lanes. Bypasses may be considered in some areas to avoid environmental resources or physical restrictions.

The ITSP shows that 24 projects on Route 99 are planned in the

corridor area. Sixteen of these were expected to be constructed by 2008, while eight projects were planned to be constructed by 2020. Availability of funds will control actual construction dates.

### 3.2 Projected Operations on Route 99

The Transportation Concept Report is a long-range document that establishes a planning concept for the Route 99 Corridor through the year 2025. It defines the appropriate level of service (LOS) target or Concept LOS, as well as facility (roadway) types (Concept Facility) needed to accomplish the Concept LOS for the route.

LOS describes operating conditions on a roadway. Like a report card, the LOS is defined in categories ranging from A-F, with A representing the best traffic flow and F representing the worst congestion. As a general rule, the Concept LOS for Route 99 is D in urban areas and C in rural areas. LOS C or D are the target because they provide the highest traffic throughput with the least traveler disruption.

See Figures 3-2 and 3-3 respectively, for the current (2004) LOS for various segments of Route 99 and the 2030 Concept Facility.



## FUTURE FACILITY

The Ultimate Transportation Corridor, or the ultimate roadway needed based on traffic volumes beyond 2025, is an 8-lane freeway. In some locations, there may also be a need for:

- 1) High-Occupancy Vehicle Lanes, to substitute for or to supplement the 8-lane freeway, especially in urban areas
- 2) Weaving lanes, especially in urban areas

Notwithstanding the natural or political environment, the particular ultimate roadway acceptable on a respective portion of Route 99 will be based on traffic volumes or unique traffic operations.

### 3.3 Caltrans Addressing Priority Needs

Caltrans will be addressing ongoing needs for improvements to Route 99 over the next 20 years. These will vary from the regular mandates that are obligated to maintain a safe operating highway, such as maintenance and safety projects, to needs that can be met only through discretionary funding or emphasis. Examples of these may be corridor aesthetics or possibly bringing the corridor up to Interstate standards.

Following are overviews of major priority improvement need areas on Route 99.

#### 3.3.1 Safety and Operations/Congestion

One of the primary objectives for Caltrans is to address the safety

and operations of the State highway, including relief of traffic congestion. The 10-year State Highway Operation and Protection Plan (SHOPP), dated April, 2002 defines long-range system needs, which includes safety and operations projects. The plan is estimated to cost \$22 billion dollars statewide and is updated annually for the California Transportation Commission. The SHOPP is available on the Caltrans website under “Doing business with Caltrans” at <http://www.dot.ca.gov/hq/transprog/shopp>. Specific SHOPP projects for the next four fiscal years (2004 SHOPP) are shown on the same website.

Figures 3-4 and 3-5 list the Programmed Safety and Operations Projects for Route 99 in Districts 6 and 10 (map and chart respectively). They include both SHOPP and minor projects.

Transportation Systems Management includes a host of methods to attack traffic congestion problems. The more common transportation systems are listed below:

- **High-Occupancy Vehicle (HOV) Lanes**

HOV lanes are used primarily in urban areas where traffic congestion is prevalent, particularly during commuter travel times. These are lanes reserved for carpools and transit that allow for a higher capacity, more efficient movement of traffic. There is a study underway called the San Joaquin Valley HOV Study, which analyzes the feasibility of HOV lanes in Districts 6 and 10, including along Route 99.

## FUTURE FACILITY

- **Auxiliary Lanes**

Auxiliary lanes are used as extra lanes on freeways where there is minimum spacing between interchanges. They serve to accommodate traffic entering the freeway and through traffic that is leaving the freeway at the next interchange. Auxiliary lanes improve the overall operations of a roadway. They have been included on the newer Route 99 construction projects in urban areas with large traffic volumes.

- **Park and Ride Lots**

Park and ride lots are generally private or state-sponsored formal parking lots that enable travelers, particularly commuters and recreational visitors, to park at a congregating place to carpool or take transit to their destination. There are currently 10 existing park and ride lots along Route 99, two in Kern County, six in San Joaquin County, and two in Stanislaus County. Park and ride lots will be developed in the future as needed along the corridor.

- **Intelligent Transportation Systems**

Intelligent transportation systems (ITS) are being used more every day as technology and funding provide the means to improve safety and traffic operations. The Intermodal Surface Transportation Efficiency Act has successfully used several systems to eliminate traffic congestion problems. We now take information systems for granted that were under debate only a decade ago. Examples of existing ITS technology along Route 99 include changeable message signs, Highway Advisory radio stations and weather stations.



Figure 3-1  
Traffic Management Center

Caltrans is also using Traffic Management Centers that employ cameras and sensors to determine what is happening at bottlenecks and critical decision points on the highway system. These centers use Changeable Message Systems, Closed Circuit TV cameras, and Traffic Monitoring Stations to serve the traveling public and freight operators. Newly installed fiber optic cables link these systems together and Caltrans continues to add these buried cables on current projects to better connect existing facilities. In addition, remote control devices make the systems more precise and more responsive

District 6&10  
Route 99  
**CURRENT LOS**  
2004



Figure 3-2



**District 6&10**  
**Route 99**  
**Facility Concept**  
**2025**

**2030**



**LEGEND**

- 6 Lane Freeway
- 6 Lanes + Aux
- 8 Lane Freeway
- 8 Lanes + Aux

Figure 3-3



## FUTURE FACILITY

to the Traffic Management Center.

Commercial entities are being built in the form of Information Service Providers known as ISPs. These ISPs provide value-added services by collecting data from various sources and creating information products and services that consumers now see as necessary as their TV, online computer, and telephone. Services that are currently being offered in California include electronic toll payment, driver and traveler services, and emergency services. These services are expected to improve in the immediate future and provide route information, transit schedules and connections, trip planning data, and information on accidents, earthquakes, fires, or other incidents that affect traffic.

### 3.3.2 Roadway Rehabilitation and Maintenance

Along with the regular maintenance that occurs on the State highways, the 2004 SHOPP shows Route 99 projects dealing with pavement restoration, replacement of existing roadways, maintenance facilities and other rehabilitation ventures.

Figures 3-6 and 3-7 list the Programmed Rehabilitation Projects, , as map and chart respectively





Route 99 Corridor Enhancement Master Plan

TAG #	COUNTY	POST MILE	EA	WORK DESCRIPTION	LOCATION DESCRIPTION	PROGRAM	PROJECT PHASE	ESTIMATED COST (x \$000)	BEGIN CONSTRUCTION	END CONSTRUCTION
1	SAN JOAQUIN	30.7/38.7	0G0501	PLACE RUMBLE STRIPS	FROM THE EAST PINE ST OC TO THE SACRAMENTO COUNTY LINE	SHOPP	PS&E/RW	\$959	July-05	July-06
2	SAN JOAQUIN	29.5/30.7	0K8700	RUMBLE STRIP AND PROFILE THERMO-PLASTIC TRAFFIC STRIPE	FROM THE SR 99/12 SEP TO THE EAST PINE ST OC	MINOR	PS&E/RW	\$565	May-05	July-05
3	SAN JOAQUIN	25.4/28.7	0F3000	CONSTRUCT SINGLE CONCRETE AND THRIE BEAM MEDIAN BARRIER	FROM BEAR CRK BR TO THE END OF THE EXISTING TYPE 60 BARRIER NEAR THE SOUTH LODI OC	SHOPP	PA&ED	\$9,833	April-06	November-11
4	SAN JOAQUIN	18.5	0M0200	SUPER HAR	IN STOCKTON, AT THE JCT OF SR 4	MINOR	NA	\$120	NA	NA
VL	SAN JOAQUIN	17.1//25.4	3A4301	CONSTRUCT MEDIAN BARRIER SINGLE CONCRETE AND THRIE BEAM	FROM NORTH OF THE STOCKTON OC TO MORMON SLOUGH AND FROM THE HAMMER LANE OC TO THE EIGHT MILE RD OC	SHOPP	PS&E/RW	\$10,056	May-05	July-06
VL	SAN JOAQUIN	17.0/28.5	0J8404	CONSTRUCT MEDIAN CONCRETE BARRIER	IN AND NEAR STOCKTON, AT VARIOUS LOCATIONS	SHOPP	CONSTRUCTION	\$2,705	October-04	July-05
5	SAN JOAQUIN	4.8/5.6	0K7600	INSTALL A NEW STRUCTURE SIGN (TRUSS) AND PLACE THERMOPLASTIC STRIPE	FROM THE AUSTIN RD OC TO 3.5 KMS SOUTH OF NB FROM EB SR 120	MINOR	NA	\$110	NA	NA
6	SAN JOAQUIN	2.3	0K8100	CHANGEABLE MESSAGE SIGN, CCTV ON TOP WEATHER STATION DETECTOR LOOP	IN RIPON, SOUTH OF THE JACK TONE RD IC STRUCTURE NB	MINOR	NA	\$363	NA	NA
7	STANISLAUS	18.5	0J5000	UPGRADE/RELOCATE CURB RAMPS AND RECONSTRUCT SIDEWALK	IN MODESTO, AT THE BRIGGSMORE AVE OC	MINOR	NA	\$60	NA	NA
8	STANISLAUS	15.6	0L5100	UPGRADE THE SIGNAL TO PROGRAM VISIBILITY HEAD	IN MODESTO, AT THE NB OFF-RAMP TO 6TH ST AND "G" TO "I" ST TO INCLUDE "I" ST INTERSECTION	MINOR	NA	\$25	NA	NA
9	STANISLAUS	R15.1/R15.6	0M1500	INSTALL PROFILE THERMOPLASTIC TRAFFIC STRIPE ON EDGE AND LANE LINES	SB ONLY, IN BETWEEN TUOLUMNE BLVD UC AND "G" ST	MINOR	NA	\$101	NA	NA
10	STANISLAUS	11.1/12.0	0L4100	GROOVE EXISTING PCC - ALL THREE NB LANES	IN MOESTO, IN VICINITY OF THE NORTH ST UC BR	MINOR	PS&E/RW	\$305	May-05	NA
VL	STANISLAUS	0.0	0M1400	RETROFIT CMS TO LED DISPLAYS	IN STANISLAUS AND MERCED COUNTIES, AT VARIOUS LOCATIONS	MINOR	NA	\$120	NA	NA
11	MERCED	T36.3/T36.7	0K4200	CONSTRUCT MEDIAN BARRIER	FROM THE SOUTH TURLOCK CROSGING TO THE GRIFFITH RD OC	MINOR	PS&E/RW	\$532	May-05	December-05
12	MERCED	23.8/26.5	0A5204	CONSTRUCT ROAD AND MODIFY MEDIAN	IN AND NEAR ATWATER AND LIVINGSTON, FROM SOUTH OF GROVE AVE TO INDUSTRIAL DR	SHOPP	CONSTRUCTION	\$3,782	August-04	October-05
13	MERCED	14.7/14.8	0L1600	INSTALL AUTOMATED CONGESTION WARNING SYSTEM	IN MERCED, ON THE SB OFF-RAMP TO SR 59 AND MARTIN LUTHER KING BLVD	MINOR	PS&E/RW	\$486	July-05	NA
14	FRESNO	22.2	0C0400	INSTALL MEDIAN BARRIER	IN FRESNO, AT THE SB OFF-RAMP FROM SR 99 TO EB SR 180S	MINOR	NA	\$60	NA	NA
15	FRESNO	21.4/30.4	0A8100	INSTALL FIBER OPTIC	FROM EL DORADO ST TO THE GRANTLAND AVE UC	MINOR	PS&E/RW	\$750	NA	September-05
VL	FRESNO	20.0/23.8	489600	CONSTRUCT CURB RAMPS	IN FRESNO, AT VARIOUS LOCATIONS	MINOR	NA	\$110	NA	NA
VL	FRESNO	R1.0	480500	INSTALL CCTV SYSTEMS	IN FRESNO COUNTY, AT VARIOUS LOCATIONS	MINOR	CONSTRUCTION	\$520	October-04	April-06
16	TULARE	45.7/53.9	474704	CONSTRUCT THRIE BEAM MEDIAN BARRIER	IN AND NEAR TRAVER, FROM THE CROSS CRK BR TO THE DODGE AVE OC	SHOPP	CONSTRUCTION	\$2,606	April-04	July-05
17	TULARE	30.6/33.9	474601	CONSTRUCT MEDIAN BARRIER	IN TULARE AND TAGUS, FROM THE PROSPERITY AVE OC BR TO THE TAGUS OC BR	SHOPP	PS&E/RW	\$2,037	April-05	December-05
VL	TULARE	17.8/32.4	484400	INSTALL FOUR CHANGEABLE MESSAGE SIGNS (CMS)	IN FRESNO AND TULARE COUNTIES, AT THREE LOCATIONS	MINOR	PS&E/RW	\$750	April-05	September-05
VL	TULARE	2.5/43.4	462104	CONSTRUCT THRIE BEAM MEDIAN BARRIER	IN AND NEAR TULARE AND VISALIA, AT VARIOUS LOCATIONS	SHOPP	CONSTRUCTION	\$3,884	April-04	January-05
18	KERN	28.1/29.9	0C1600	FIRE DAMAGE GUARDRAIL REPAIR	ONE MILE SOUTH OF THE SR 65/99 JCT	MINOR	NA	\$350	NA	NA
VL	KERN	26.5/27.2	0A8500	INSTALL TRAFFIC COUNT STATIONS	VARIOUS LOCATIONS	MINOR	NA	\$104	NA	NA
19	KERN	22.4	469800	INSTALL TRAFFIC SIGNALS	IN BAKERSFIELD, ON MING AVE	MINOR	NA	\$154	NA	NA
20	KERN	20.9/21.6	434504	INSTALL AUXILIARY LANE	IN BAKERSFIELD, FROM THE WHITE LN OC TO THE PLANZ RD OC	SHOPP	CONSTRUCTION	\$2,034	March-04	March-05
21	KERN	13.4/16.7	464801	CONSTRUCT THRIE BEAM MEDIAN BARRIER	NEAR BAKERSFIELD, FROM NORTH OF THE BEAR MTN BLVD OC TO SOUTH OF THE HOUGHTON RD OC	SHOPP	PS&E/RW	\$947	June-05	July-06

VL=Various Locations

TOTAL ESTIMATED COST \$44,428

Figure 3-5



# PROGRAMMED Rehabilitation Projects

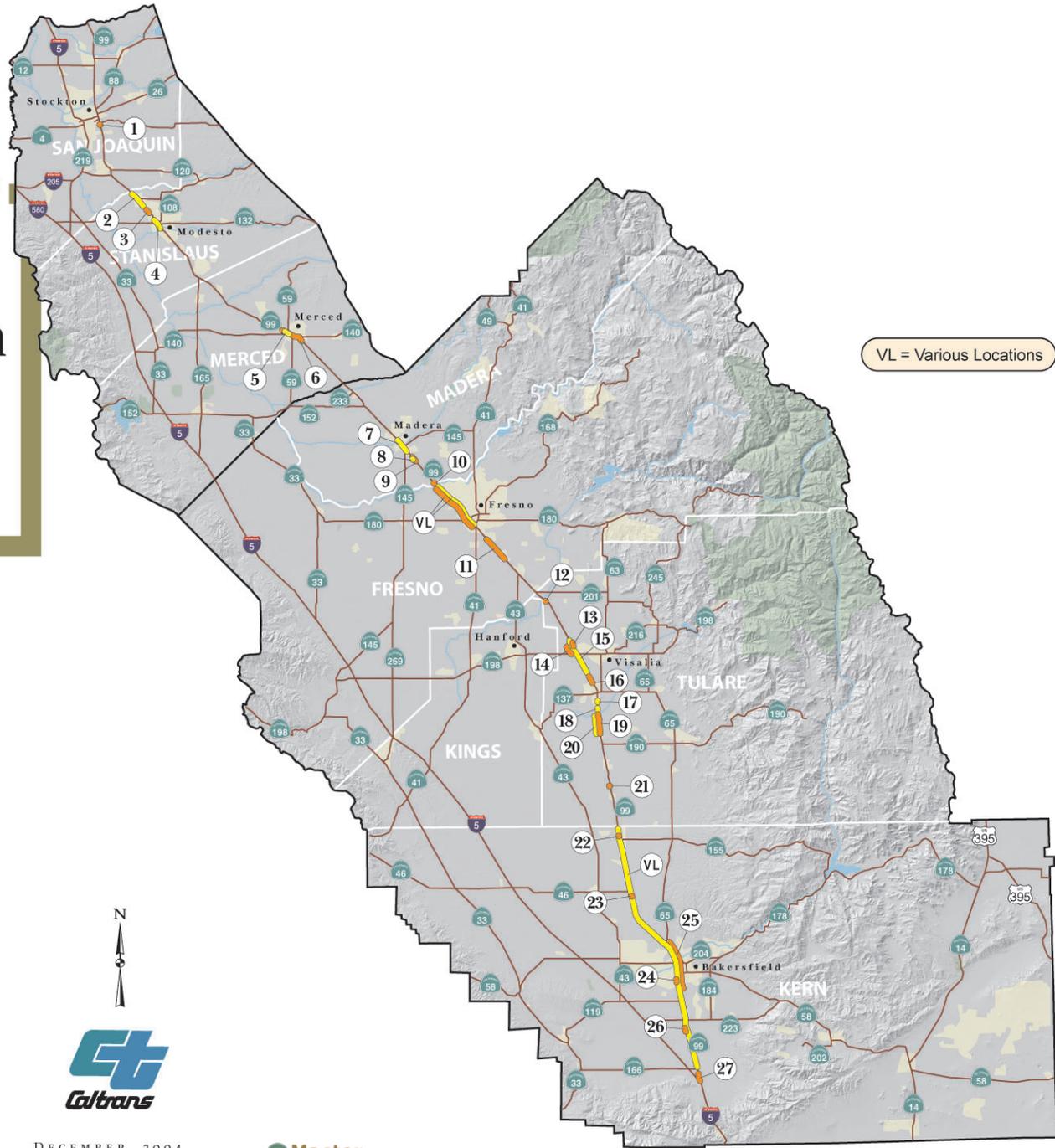


Figure 3-6

DECEMBER, 2004



Route 99 Corridor Enhancement Master Plan

TAG #	COUNTY	POST MILE	EA	WORK DESCRIPTION	LOCATION DESCRIPTION	PROGRAM	PROJECT PHASE	ESTIMATED COST (x \$000)	BEGIN CONSTRUCTION	END CONSTRUCTION
1	SAN JOAQUIN	17.2	OM1700	REPAIR BRIDGE HIGH LOAD HIT	IN STOCKTON, AT THE SR 4/99 SEP	MINOR	PS&E/RW	\$400	NA	NA
2	STANISLAUS	R20.0/R24.5	OK12000	RESURFACE EXISTING HIGHWAY	IN AND NEAR MODESTO AND SALIDA, FROM SOUTH OF THE BECKWITH RD OC TO SOUTH OF THE SAN JOAQUIN COUNTY LINE	MINOR	CONSTRUCTION	\$728	NA	NA
3	STANISLAUS	R20.0/R20.1	OL7600	REMOVE/REPLACE PORTLAND CONCRETE SLABS	SOUTH OF THE BECKWITH RD OC - SB ONLY	MINOR	PA&ED	\$120	NA	NA
4	STANISLAUS	R15.1/R17.0	0A6710	REHABILITATE 15 RAMP	IN MODESTO, FROM THE TUOLUMNE BLVD OC TO NORTH OF THE KANSAS AVE OC	SHOPP	PA&ED	\$16,955	March-07	July-08
5	MERCED	15.8/17.3	0K0200	REPLACE BRIDGES	NORTH OF "V" ST TO THE BLACK RASCAL BR	SHOPP	PA&ED	\$34,001	January-08	May-10
6	MERCED	12.8/17.6	0C4601	REPLACE PCC SLABS, SEAL RANDOM CRACKS, AND GRIND PCC LANES	IN AND NEAR MERCED, FROM SOUTH OF THE CHILDS AVE OC TO SOUTH OF FRANKLIN SLOUGH	SHOPP	PS&E/RW	\$3,378	June-05	November-06
7	MADERA	9.7/12.7	482200	PCC PANEL REPLACEMENT	NEAR MADERA, FROM THE SOUTH MADERA OC TO THE AVE 16 OC	MINOR	CONSTRUCTION	\$115	NA	NA
8	MADERA	R7.5/R7.9	0A5200	RE-ESTABLISH THE ASPHALTIC DITCH LINE	NB LANE FROM SOUTH OF THE AVE 12 NB ON-RAMP TO NORTH OF THE NB AVE 12 ON-RAMP	MINOR	NA	\$30	NA	NA
9	MADERA	6.7/8.0	0C1900	AC COLDPLANE AND REPLACE	THREE MILES SOUTH OF THE SR 145/99 SEP	MINOR	NA	\$400	NA	NA
10	MADERA	0.0	0A5600	RESURFACE AC AND REPLACE JOINTS	NEAR FRESNO, AT THE SAN JOAQUIN RIVER BR	MINOR	PS&E/RW	\$749	March-05	September-05
VL	FRESNO	20.2/31.6	0A4401	REHABILITATE ROADWAY	IN FRESNO, AT VARIOUS LOCATIONS	SHOPP	PS&E/RW	\$2,527	December-04	July-05
VL	FRESNO	20.2/31.6	491700	EMERGENCY DRAIN INLET MODIFICATIONS	IN FRESNO, ALONG THE IN-TOWN SR 99 CORRIDOR	MINOR	NA	\$1,500	NA	na
11	FRESNO	10.7/15.9	420304	AC OVERLAY	IN AND NEAR FOWLER, FROM SOUTH OF THE MERCED ST UC TO NORTH OF THE CENTRAL AVE OC	SHOPP	CONSTRUCTION	\$17,297	November-04	July-07
12	TULARE	51.9	432001	REHABILITATE SAFETY ROADSIDE REST AREA	NEAR KINGSBURG, AT THE WARLOW SAFETY ROADSIDE REST AREA	SHOPP	PS&E/RW	\$2,215	August-05	July-07
13	TULARE	40.3/41.5	496500	PAVEMENT REHABILITATION	IN AND NEAR VISALIA, FROM THE AVE 304 ON-RAMP TO NORTH OF THE NORTH GOSHEN OH	MINOR	CONSTRUCTION	\$692	June-04	November-04
14	TULARE	39.0/41.0	499500	EMERGENCY SLAB REPLACEMENT	NEAR SR 198 TO SOUTH OF THE NORTH GOSHEN OH	MINOR	NA	\$120	NA	NA
15	TULARE	34.0/42.0	459401	CRACK SEAT, AC OVERLAY	FROM NORTH OF THE TAGUS AVE OC TO 2.1 KMS NORTH OF THE NORTH GOSHEN OH	SHOPP	PS&E/RW	\$13,252	January-07	August-08
16	TULARE	31.8/33.2	499300	REMOVE AND REPLACE SB #2 LANE	NEAR TULARE, FROM THE CARTMILL RD OC TO THE SOUTH TAGUS OC	MINOR	PS&E/RW	\$120	NA	NA
17	TULARE	27.5/27.6	0A3200	ROAD WIDENING	AT NB ON/OFF RAMP AND PAIGE RD	MINOR	NA	\$100	NA	NA
18	TULARE	25.3/26.3	490200	REMOVE BRIDGE	IN AND NEAR TULARE, FROM SOUTH OF THE AVE 200 OC TO NORTH OF THE AIRPORT OC	SHOPP	PA&ED	\$10,441	July-05	August-06
19	TULARE	21.1/25.0	499200	REMOVE AND REPLACE PCC (SB ONLY)	NEAR TIPTON, FROM 2.8 KMS NORTH OF THE AVE 152 OC TO ELK BAYOU BR	MINOR	PS&E/RW	\$120	NA	NA
20	TULARE	21.0/25.0	0A9500	PANEL REPLACEMENT	NEAR TULARE, SOUTH OF THE AVE 200 OC	MINOR	NA	\$100	NA	NA
21	TULARE	9.7	0A2700	POLYESTER CONCRETE DECK OVERLAY AND REPAIR	AT THE AVE 76 UC	MINOR	PS&E/RW	\$483	July-05	NA
22	KERN	56.5	424000	WIDEN BRIDGE	IN DELANO, AT THE CECIL AVE OC	SHOPP	PA&ED	\$14,793	July-08	November-10
23	KERN	R43.5	430004	REPLACE BRIDGE DECK	NEAR MCFARLAND, FROM NORTH OF THE POSO CANAL BR TO THE SR 46/99 SEP	SHOPP	CONSTRUCTION	\$2,262	July-03	July-05
24	KERN	22.6/22.7	472000	REPLACE BRIDGE RAIL	IN BAKERSFIELD, AT THE WIBLE RD OC AND AT THE WIBLE RD OC ON AND OFF-RAMPS	MINOR	CONSTRUCTION	\$500	May-04	December-04
25	KERN	20.5/29.6	464104	REPLACE SLAB AND GRIND	IN BAKERSFIELD, FROM SOUTH OF THE PACHECO RD UC TO SOUTH OF THE SR 65 NB OFF-RAMP	SHOPP	CONSTRUCTION	\$5,143	July-04	September-05
26	KERN	10.8/11.0	0A9600	PANEL REPLACEMENT	NEAR BAKERSFIELD, SOUTH OF THE SR 223 JCT	MINOR	NA	\$120	NA	NA
VL	KERN	2.7/57.5	492500	INSTALL INTERCHANGE EXIT NUMBER SIGNS ON FREEWAYS	AT VARIOUS LOCATIONS	MINOR	NA	\$740	NA	NA
27	KERN	0.7/1.7	0C1500	SLAB REPLACEMENT	0.7 MILES NORTH OF THE I-5/99 SEP	MINOR	NA	\$50	NA	NA

Figure 3-7

VL=Various Locations

TOTAL ESTIMATED COST \$129,451



# FUTURE FACILITY

## 3.3.3 Capacity Improvements

In the following figures 3-8 and 3-9, a map shows programmed STIP projects on Route 99 along with the accompanying chart. These are programmed now through the next 10 plus years; they are in various phases of development. In addition, there are Regional Transportation Plan (RTP) projects on Route 99 that are planned to be constructed over the next 20 years by Caltrans and the 7 Metropolitan Planning Organizations (Kern, Tulare, Fresno, Madera, Merced, Stanislaus, and San Joaquin counties) in Districts 6 and 10. These are listed in figures 3-10 and 3-11.

It is critical to know how well the Transportation Concept Facility for Route 99 is being met by the programmed STIP and planned RTP projects for the next 20 years. This is illustrated in figure 3-12, which shows the concept facility segments met by a) programmed projects only; and then b) through the addition of RTP projects.





Route 99 Corridor Enhancement Master Plan

TAG #	COUNTY	POST MILE	EA	WORK DESCRIPTION	LOCATION DESCRIPTION	PROGRAM	STATUS	ESTIMATED COST (x \$000)	BEGIN CONSTRUCTION	END CONSTRUCTION	
1	SAN JOAQUIN	18.5/22.9	4454U1	WIDEN TO SIX LANES, MODIFY INTERCHANGES AND RECONSTRUCT SR 99	IN STOCKTON, FROM SR 4 TO NORTH OF THE HAMMER LN OC	STIP	PS&E/RW	\$45,407	November-04	January-07	
2	SAN JOAQUIN	15.0/18.6	3A1000	WIDEN TO SIX LANES	IN STOCKTON, FROM .6 KM NORTH OF ARCH RD TO .2 KM SOUTH OF SR 4 WEST	STIP	PA&ED	\$109,011	July-12	July-16	
3	SAN JOAQUIN	14.1/15.0	1A7004	CONSTRUCT INTERCHANGE	IN AND NEAR STOCKTON, FROM .9 KM SOUTH TO 1.1 KM NORTH OF THE ARCH RD OC	STIP	CONSTRUCTION	\$31,878	May-02	July-07	
4	SAN JOAQUIN	6.4/7.0	3A0901	RECONSTRUCT INTERCHANGE	IN MANTECA, FROM .3 KM SOUTH TO .5 KM NORTH OF THE SR 99/SR 120 EAST IC	STIP	PS&E/RW	\$10,784	November-04	August-06	
5	STANISLAUS	20.8/21.4	472100	MODIFY INTERCHANGE	IN MODESTO, FROM .3 KM SOUTH TO .6 KM NORTH OF THE PELANDALE OC	STIP	PA&ED	\$57,516	July-08	October-10	
6	STANISLAUS	R11.9	2A7701	RECONSTRUCT INTERCHANGE	IN CERES, AT THE WHITMORE OC	STIP	PS&E/RW	\$19,852	July-07	October-09	
7	STANISLAUS	9.7/10.9	1A6900	RECONSTRUCT INTERCHANGE	IN CERES, FROM .5 KM SOUTH TO 1 KM NORTH OF MITCHELL RD	LOCAL	PA&ED	\$49,000	May-09	July-12	
8	MERCED	26.5/28.8	316961	WIDEN FROM FOUR LANE EXPRESSWAY TO SIX LANE FREEWAY ON EIGHT LANE FREEWAY R/W ALIGNMENT	NEAR LIVINGSTON, FROM SOUTH OF ARENA WY TO SOUTH OF HAMMATT AVE	STIP	PS&E/RW	\$31,226	September-05	September-07	
9	MERCED	23.8/26.5	414801	WIDEN FROM FOUR LANE EXPRESSWAY TO SIX LANE FREEWAY	NEAR ATWATER, FROM NORTH OF THE ATWATER OH TO SOUTH OF ARENA WY	STIP	PS&E/RW	\$38,642	May-07	May-10	
10	MERCED	10.2/12.8	363101	CONVERT 4 LANE EXPRESSWAY TO FOUR LANE FREEWAY ON EIGHT LANE FREEWAY R/WALIGNMENT	IN MERCED, FROM MCHENRY RD TO SOUTH OF THE CHILDS AVE OC	STIP	PS&E/RW	\$62,116	December-05	December-08	
11	MERCED	4.6/10.5	415700	WIDEN FROM FOUR LANE EXPRESSWAY TO SIX LANE FREEWAY ON EIGHT LANE FREEWAY R/W ALIGNMENT	FROM BUCHANAN HOLLOW RD TO NORTH OF MCHENRY RD	STIP	PA&ED	\$114,174	March-08	October-11	
12	MERCED	0/4.6	415800	WIDEN FROM FOUR LANE EXPRESSWAY TO SIX LANE FREEWAY ON EIGHT LANE FREEWAY R/W ALIGNMENT	NEAR MERCED, FROM THE MADERA COUNTY LINE TO BUCHANAN HOLLOW RD	STIP	PA&ED	\$83,061	February-08	September-11	
13	MADERA	19.6/22.6	293301	WIDEN FROM FOUR LANE EXPRESSWAY TO SIX LANE FREEWAY WITH INTERCHANGE AT AVE 22	NEAR FAIRMEAD, FROM SOUTH OF AVE 21 TO SOUTH OF THE SR 99/152 SEP	STIP	PS&E/RW	\$40,242	July-06	September-08	
14	MADERA	8.9/10.4	407201	MODIFY INTERCHANGE	IN MADERA, FROM SOUTH OF THE SOUTH MADERA OC TO NORTH OF THE SR 99/145 SEP	STIP	PS&E/RW	\$8,700	May-06	July-08	
15	FRESNO	27.3/28.3	442700	RECONSTRUCT INTERCHANGE	IN FRESNO, AT THE SHAW AVE INTERCHANGE	STIP	PA&ED	\$32,137	July-09	September-12	
16	FRESNO	R0.7/R7.4	350701	WIDEN FROM FOUR LANE FREEWAY TO SIX LANE FREEWAY	IN AND NEAR SELMA, FROM THE SR 99/201 SEP TO NORTH OF THE FLORAL AVE OC	STIP	PS&E/RW	\$41,208	July-05	July-07	
17	TULARE	41.3/53.9	324500	WIDEN FROM FOUR LANE FREEWAY TO SIX LANE FREEWAY	IN TULARE AND FRESNO COUNTIES, FROM NORTH OF THE NORTH GOSHEN OH TO NORTH OF THE CONEJO AVE OC	STIP	PA&ED	\$95,478	January-10	July-13	
18	TULARE	30.6/41.3	360200	WIDEN FROM FOUR LANE FREEWAY TO SIX LANE FREEWAY	NEAR TULARE, FROM PROSPERITY AVE TO NORTH OF THE NORTH GOSHEN OH	STIP	PA&ED	\$54,665	August-11	August-14	
19	TULARE	30.1/31.0	388204	MODIFY INTERCHANGE	IN TULARE, AT THE PROSPERITY AVE OC	STIP	CONSTRUCTION	\$2,883	October-03	December-04	
20	KERN	R30.5/R31.1	433501	MODIFY INTERCHANGE	NORTH OF BAKERSFIELD, AT THE 7TH STD RD INTERCHANGE	LOCAL	PS&E/RW	\$13,749	June-05	October-07	
21	KERN	20.8/21.7	428104	MODIFY INTERCHANGE	IN BAKERSFIELD, AT WHITE LN	STIP	CONSTRUCTION	\$5,659	July-03	July-05	
								<b>TOTAL ESTIMATED COST</b>	<b>\$947,388</b>		

Figure 3-9



**Regional Transportation Plan Project Candidates  
District 6**

CO	RTE	PM		FROM	TO	PROJECT DESCRIPTION
KER	99	13.4	22.6	Bear Mountain Blvd	Ming Ave	Phased, widen to 8 lanes
KER	99	27.9		Olive Dr Interchange		Reconstruct interchange
TUL	99	0.0	30.6	Kern Co Line	Prosperity Ave	Widen from 4F to 6F
TUL	99	25.4		Avenue 200 Interchange		Modify interchange
TUL	99	27.5		Paige Ave Interchange		Modify interchange
TUL	99	30.6	41.3	Prosperity Ave	Goshen OH	Widen from 4F to 6F
TUL	99	30.6		Prosperity Ave Interchange		Modify interchange
TUL	99	31.9		Cartmill Ave Interchange		Modify interchange
TUL	99	33.5		Tulare Ave Interchange		Modify interchange
TUL	99	36.4		Caldwell Interchange		Modify interchange
TUL	99	40.1		Betty Dr (Avenue 304)		Construct new interchange
TUL	99	41.1		Commercial Ave Interchange		Construct new interchange
TUL	99	41.3	53.9	Goshen OH	Fresno Co Line	Widen from 4F to 6F
FRE	99	0.0	0.7	Tulare Co Line	SR 201	Widen from 4F to 6F, widen Bridge to 6F
FRE	99	0.7	6.2	SR 201	SR 43	Widen from 4F to 6F
FRE	99	6.8		Floral Rd/SR 43 Interchange		Replace bridge structure and widen Floral Rd
FRE	99	15.8		Central Ave/Chestnut Ave Interchange		Interchange improvements
FRE	99	15.8	18.5	Central Ave	Jensen Ave	Widen from 6F to 8F
FRE	99	16.8	17.3	Cedar Ave/North Ave Interchange		Interchange improvements
FRE	99	18.5	29.0	Jensen Ave	Bullard Ave	Widen from 6F to 8F
FRE	99	20.3		Ventura Ave Interchange		Interchange improvements
FRE	99	20.7	24.4	Fresno St	Clinton Ave	Add NB and SB auxiliary lanes
FRE	99	26.6		Ashlan Ave		Construct lane for onramp
FRE	99	26.6	31.6	Ashlan Ave	Madera Co Line	Widen from 4F to 6F
FRE	99	28.1		Shaw Ave Interchange		Interchange improvements
FRE	99	30.5		Grantland Diagonal		Construct interchange
MAD	99	0.0	1.0	Fresno Co Line	Avenue 7	Widen from 4F to 6F
MAD	99	1.0	7.5	Avenue 7	Avenue 12	Widen from 4F to 6F
MAD	99	7.5	12.8	Avenue 12	Avenue 16	Widen from 4F to 6F
MAD	99	12.8	20.5	Avenue 16	Avenue 21½	Widen from 4F to 6F
MAD	99	21.8	22.6	At SR 152		Extend SB auxiliary lane
MAD	99	21.8	22.6	At the connector ramp from EB SR 152		Construct SB auxiliary lane
MAD	99	22.7		SR 152 Interchange		New interchange and rail crossing
MAD	99	22.7	29.4	SR 152	Merced Co Line	Widen from 4F to 6F

Figure 3-10



**Regional Transportation Plan Project Candidates  
District 10**

CO	RTE	PM		FROM	TO	PROJECT DESCRIPTION
MER	99	0.0	4.6	Madera County Line	Buchanan Hollow Rd	Widen from 4E to 6F on 8F R/W Alignment (Freeway Upgrade & Plainsburg Road Interchange)
MER	99	4.6	10.5	Buchanan Hollow Rd	N of McHenry Rd	Widen from 4E to 6F on 8F R/W Alignment
MER	99	10.2	12.8	N of McHenry Rd	S of Childs Ave OC	Widen from 4E to 4F on 8F R/W Alignment
MER	99	12.8	23.8	S of Childs Ave	N of Atwater OH	Widen from 4F to 6F
MER	99	23.8		Bellevue (Provide Access to N Atwater)		Construct new interchange
MER	99	23.8	26.5	N of Atwater OH	S of Arena Way	Widen from 4E to 6F on 8F R/W
MER	99	26.5	28.8	S of Arena Way	S of Hammatt Ave	Widen from 4E to 6F on 8F R/W alignment
MER	99	28.8	36.4	Livingston	S of the Stanislaus County Line	Widen from 4F to 6F
STA	99	1.4		SR 165 (Lander Ave) Interchange		Modify interchange
STA	99	9.7	10.9	Mitchell Rd/Service Rd Interchange		Reconstruct interchange
STA	99	10.9	22.5	City of Ceres	Kiernan (SR 219)	Widen from 6F to 8F
STA	99	11.9		Whitmore Ave Interchange		Construct overcrossing
STA	99	16.1		SR 132 Interchange		Modify interchange
STA	99	19.9		Standiford Interchange		Modify interchange
STA	99	21.5	22.0	Pelandale Ave Interchange		Reconstruct interchange
SJ	99	3.3		Olive Rd in Ripon		Construct overhead and overcrossing
SJ	99	0.6		Main Street in Ripon		Reconstruct interchange
SJ	99	4.8		Austin Rd in Manteca		Reconstruct interchange
SJ	99	6.2	14.6	SR 120 in Manteca	Arch Rd in S Stockton	Widen from 4F to 6F
SJ	99	6.4	7.0	SR 120 Interchange		Widen SR 120 through interchange area & reconstruct the SR 99 Overhead and on/off ramps
SJ	99	9.1		Lathrop and N Main in Manteca		Widen to 4 lanes with 2 lane ramps
SJ	99	14.3	16.7	Arch Rd		Construct interchange
SJ	99	15.6	18.6	N of Arch Rd	S of SR 4 West	Widen from 4F to 6F
SJ	99	16.7	17.2	Mariposa Rd and Farmington Rd Interchanges in Stockton		Reconstruct and combine interchanges (Stages 1 & 2)
SJ	99	18.6	22.9	S of SR 4 West	Hammer Ln	Widen 4F to 6F & modify interchange
SJ	99	21.1	22.1	March Ln/Wilson Way in Stockton		Construct combined Wilson Way, March Ln Interchange
SJ	99	22.8	23.0	Hammer Ln Interchange		Modify interchange
SJ	99	24.0		Morada Ln in Stockton		Reconstruct interchange
SJ	99	25.2		Eight Mile Rd in Stockton		Reconstruct interchange
SJ	99	28.3	38.8	Harney Rd	Sacramento County Line	Widen 4F to 6F
SJ	99	29.3		SR 12 West in Lodi		Reconstruct interchange
SJ	99	31.5		Turner Rd in Lodi		Reconstruct interchange

Figure 3-11





## FUTURE FACILITY

The map shows that most of Route 99 facility needs, (i.e. minimum of a 6 lane freeway) will be met by the STIP and RTP projects. There will be segments in San Joaquin, Merced, Madera and Tulare counties which will not have the 6 lane freeway concept met. Interchange modification projects are not shown on the map as they are too plentiful to clearly illustrate them

### 3.3.4 Enhancing Corridor Aesthetics

Improving the appearance of Route 99, particularly for the “Functional Planting” and “Highway Planting”, is an ongoing function that Caltrans conducts through the SHOPP and Minor programs. This will occur in conjunction with the major landscaping and theme development for capacity improvements on the mainline and interchanges. Figure 3-12 and 3-13 (map and chart) show the Programmed Appearance and Soundwall Projects that will develop in the near future.

**PROGRAMMED**  
**Appearance**  
**and**  
**Soundwall**  
**Projects**



DECEMBER, 2004  
DISTRICT 06 & 10



Figure 3-13

Route 99 Corridor Enhancement Master Plan

TAG #	CO	RTE	PM	WORK DESCRIPTION	LOCATION DESCRIPTION	PROGRAM	STATUS	ESTIMATED COST (x \$000)	BEGIN CONSTRUCTION	END CONSTRUCTION
1	sj	99	28.2/29	REPLACEMENT HIGHWAY PLANTING	IN AND NEAR LODI, FROM SOUTH OF HARNEY LANE TO NORTH OF THE SOUTH LODI OC	MINOR	CONSTRUCTION	\$591	May-03	July-07
2	sta	99	M19.2/M20.2	NEW HIGHWAY PLANTING	FROM NORTH OF THE BRIGGSMORE RD OC TO BECKWITH RD	MINOR	PS&E/RW	\$126	NA	NA
3	sta	99	M18/M19.3	LANDSCAPE - OVERSIGHT	FROM 0.8 KM SOUTH OF THE BRIGGSMORE RD OC TO 1.3 KMS NORTH OF THE BRIGGSMORE RD OC	LOCAL TEA	PA&ED	\$1,382	August-05	June-09
VL	sta	99	R15.0/R23.3	HIGHWAY PLANTING RESTORATION	IN AND NEAR MODESTO AND SALIDA, AT VARIOUS LOCATIONS FROM THE TUOLUMNE RIVER BR TO NORTH OF SR 219	SHOPP	PA&ED	\$2,513	May-07	August-10
4	sta	99	R9.9/R15.0	HIGHWAY PLANTING RESTORATION	FROM .3 KM SOUTH OF THE MITCHELL RD UC TO THE TUOLUMNE RIVER BR	SHOPP	PS&E/RW	\$2,778	January-06	May-10
5	sta	99	2.7/3.2	HIGHWAY PLANTING AND RESTORATION	IN TURLOCK, FROM .3 KM SOUTH OF THE WEST MAIN ST UC TO .3 KM NORTH OF THE WEST MAIN ST UC	MINOR	CONSTRUCTION	\$496	May-02	December-04
VL	mer	99	R28.2/R36.4	HIGHWAY PLANTING AND IRRIGATION	IN AND NEAR LIVINGSTON AND DELHI AT VARIOUS LOCATIONS	STIP	CONSTRUCTION	\$2,685	May-02	March-06
6	mer	99	15.2/16.2	HIGHWAY PLANTING RESTORATION	IN mer, FROM THE "O" ST UC TO JUST NORTH OF THE "V" ST UC	SHOPP	PS&E/RW	\$934	November-04	October-08
7	mad	99	12.5/13.3	REPLACEMENT PLANTING	IN AND NEAR MADERA, FROM SOUTH OF THE AVE 16 OC TO NORTH OF THE AVE 16 OC	MINOR	NA	\$118	NA	NA
8	fre	99	24.2/24.5	FREEWAY MAINTENANCE ACCESS	IN fre, FROM THE NORTH fre UC TO NORTH OF THE CLINTON AVE OC AND AT THE ASHLAN AVE OC	MINOR	CONSTRUCTION	\$60	NA	NA
9	fre	99	24.2/26.7	PLANTING AND IRRIGATION	IN fre, FROM THE NORTH fre UC TO NORTH OF THE ASHLAN AVE OC	MINOR	CONSTRUCTION	\$162	NA	April-06
10	fre	99	21.4/22.4	HIGHWAY PLANTING AND RESTORATION	IN fre, FROM THE EL DORADO ST OC TO THE KERMAN BRANCH UP	SHOPP	PS&E/RW	\$2,846	November-05	November-08
11	fre	99	19.8/24.2	PLANTING AND IRRIGATION	IN fre, FROM THE CALIFORNIA AVE OC TO THE NORTH fre UC	SHOPP	CONSTRUCTION	\$1,500	June-01	July-07
VL	fre	99	14.7/18.5	ESTABLISH EXISTING PLANTING	VARIOUS LOCATIONS	MINOR	NA	\$51	NA	NA
12	fre	99	12.2/14.5	HIGHWAY PLANTING	FROM 19.6 KMS NEAR THE CLOVIS AVE UC TO 23.3 KMS AT THE AMERICAN AVE OC	MINOR	CONSTRUCTION	\$586	February-03	October-06
13	fre	99	10.6/11.4	CONSTRUCT SOUNDWALLS	IN FOWLER, NEAR THE mer AVE UC	RESERVE	PS&E/RW	\$1,003	December-05	November-06
VL	fre	99	0.0/19.0	ESTABLISH EXISTING PLANTING	IN tul AND fre COUNTIES AT VARIOUS LOCATIONS	SHOPP	CONSTRUCTION	\$524	February-03	October-05
14	tul	99	40.4	CONSTRUCT PEDESTRIAN OC	IN GOSHEN, AT THE THE NORTH GOSHEN OC	SHOPP	CONSTRUCTION	\$3,245	July-04	October-05
15	tul	99	30.1/31.0	LANDSCAPE MITIGATION	IN tul, AT PROSPERITY AVE	STIP	PS&E/RW	\$300	September-05	July-10
16	tul	99	28.3/29.9	HIGHWAY PLANTING RESTORATION	IN tul, FROM SOUTH OF BARDSELY AVE TO NORTH OF CROSS AVE	SHOPP	PS&E/RW	\$1,545	May-05	November-09
17	tul	99	5.6/7.3	REPLACE PLANTING AND IRRIGATION	IN AND NEAR EARLIMART, FROM SOUTH OF THE AVE 48 OC TO NORTH OF THE AVE 56 OC AND NEAR TIPTON, FROM NORTH OF THE SR 190 OC TO 2 KMS SOUTH OF THE AVE 152 OC	SHOPP	CONSTRUCTION	\$1,807	November-04	July-09
18	tul	99	0.0/12.9	PLANTING AND IRRIGATION	IN AND NEAR EARLIMART, FROM .3 KM SOUTH TO .2 KM NORTH OF THE AVE 48 OC	MINOR	CONSTRUCTION	\$278	May-01	February-05
VL	ker	99	49.1/57.6	PLANTING AND IRRIGATION	NEAR MCFARLAND AND DELANO AT VARIOUS LOCATIONS	SHOPP	CONSTRUCTION	\$1,857	March-03	September-05
19	ker	99	24.7/27.1	IRRIGATION UPGRADE AND HIGHWAY PLANTING RESTORATION	IN BAKERSFIELD, FROM THE SANTA FE RR OC TO NORTH OF THE SR 204/99 INTERCHANGE	SHOPP	PS&E/RW	\$2,736	February-05	December-08
20	ker	99	21.5/24.7	HIGHWAY PLANTING RESTORATION	IN AND NEAR BAKERSFIELD, FROM THE PLANZ RD OC TO NORTH OF THE CALIFORNIA AVE OC	SHOPP	CONSTRUCTION	\$1,280	December-01	November-05
21	ker	99	21.1/21.3	CONSTRUCT SOUNDWALL	IN BAKERSFIELD, AT WHITE LANE	STIP	CONSTRUCTION	\$750	July-03	July-05
22	ker	99	19.4/19.7	HIGHWAY PLANTING RESTORATION	NEAR BAKERSFIELD, AT THE PANAMA LN OC	MINOR	CONSTRUCTION	\$25	NA	NA

**TOTAL ESTIMATED COST \$32,178**

Figure 3-14



## FUTURE FACILITY

### 3.4 Rest Areas

In 2000, a new “Caltrans Safety Roadside Rest Area System Master Plan” was approved. A priority was placed on identifying new rest area sites that best address the trucking industry needs for safe stopping and rest. In this new Master Plan, five new sites have been identified for the Route 99 Corridor (see Figure 2-8 in Chapter 2). These will help to alleviate the current shortage.

The existing Safety Roadside Rest Areas are in need of major renovation and upgrades to sustain the high levels of use and to comply with the Americans with Disabilities Act requirements. Enoch Christoffersen SRRA completed major ADA upgrades in 2003. The Chester H. Warlow facility is funded and in the design development phase. The rehabilitation of Phillip S. Raine has been included in the “10-year State Highway Operation and Protection Plan” for District 6.

There is an initiative to modernize the existing three rest areas along Route 99 in District 10 (Enoch Christoffersen in Turlock) and District 6 (Phillip Raine in Tipton and Chester H. Warlow along the Kings River) with new technology and kiosks as a demonstration project. The project is a collaboration between Caltrans, The Great Valley Center and the Business, Transportation and Housing Agency.

Several aspects of rest area improvements proposed for the project are:

1. Improving the appearance of the rest areas. Possibilities are landscaping, transportation art and enhanced maintenance.

2. Providing interactive technology applications at the rest areas. These might be graphic and electronic public information displays, wireless internet and free non-commercial traveler information, such as show history and culture of the area. The consensus of the forementioned groups is to have some technology in place for the 2005 ITS World Congress.

3. Provide commercial enterprises, such as food and drink, publications and advertising.

4. Provide for-pay hydrogen fueling stations.

New Safety Roadside Rest Areas may be developed through solicitation of a joint-development, privatized effort. It is hoped that public funding can be leveraged through this process to maximize the availability and quality of safe roadside stopping opportunities.

Caltrans provision for rest stops promotes traffic safety and serves the Department’s goal to promote efficient goods movement for California’s economic vitality.



## FUTURE FACILITY

### 3.5 Interstate Designation Proposal

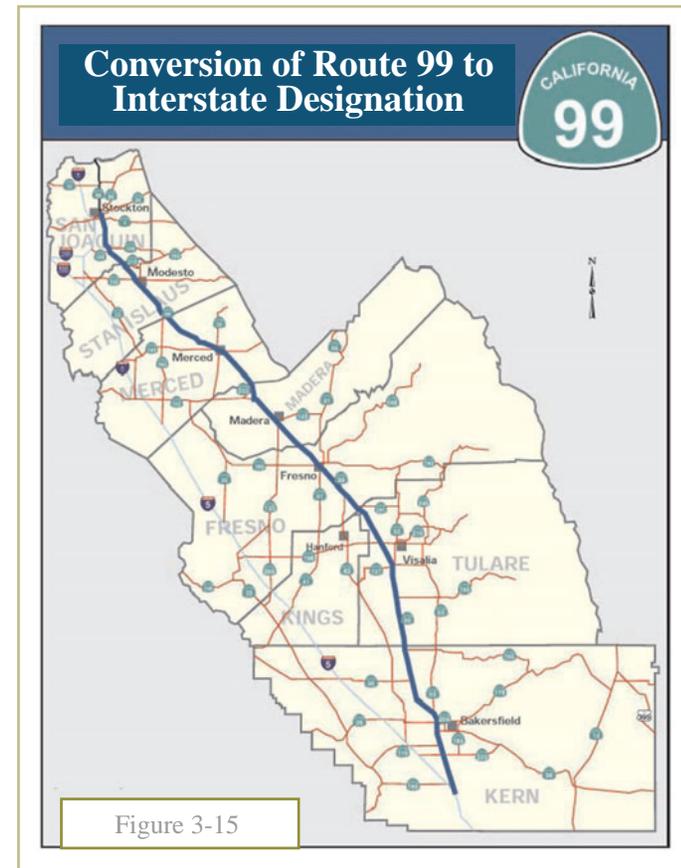
#### 3.5.1 Consideration of Interstate Designation

Designation of State Route 99 as part of the National System of Interstate Routes has been considered for the San Joaquin Valley segment on three occasions. First, when the original Interstate system of highways was initially established in the 1950s. The second time was in the 1980s and most recently beginning in 2002. In each of the first two efforts, the I-5 alignment was determined to best represent the intent and purpose of routes in the Interstate system.

The most recent effort remains active. Interstate designation is but one of numerous initiatives proposed by the Fresno based Regional Jobs Initiative (RJI). RJI is a grass roots group of business and economic interests with a common mission of creating 30,000 new medium paying jobs over a five year period. Lack of Interstate designation has been identified as a constraint toward efforts to either attract new business or business expansion in the San Joaquin Valley. The eight county San Joaquin Valley has an unemployment rate of more than twice the statewide rate.

Interstate designation, under the current proposal, would apply to the 260 mile segment between the junction of State Route 99 with I-5 south of Bakersfield to I-5 in Stockton using State Route 4 as the connector to I-5. Since there is an I-99 route currently in existence in Pennsylvania it is anticipated that, should designation

be granted, the Route 99 designation would become I-9 to satisfy Interstate numbering convention.



## FUTURE FACILITY

### 3.5.2 Designation Activities

The California Business, Transportation and Housing Agency Secretary has taken the lead toward identifying stakeholder interests and inventorying the benefits and concerns of those stakeholders. The Agency Secretary has requested that the Great Valley Center, with support from Caltrans, take the lead to inventory those benefits and concerns and make recommendations to Agency. Agency will in turn make a recommendation the Governor indicating whether the State of California should request designation by the U.S. Department of Transportation.

On August 2, 2004, Assembly Joint Resolution (AJR) 63 was approved and signed into law. Under AJR 63 the Governor would seek Interstate designation for Route 99 under specified conditions. These conditions are:

- The President or Congress requests and is granted an exemption from all Interstate requirements or the State is exempted from financing any costs to upgrade to Interstate requirements.
- The current \$16.1 million from the Traffic Congestion Relief Program should be expended on Route 99.
- Route 99 should be granted historic designation.

Since September 2, 2004, the Great Valley Center, Caltrans and the eight Metropolitan Planning Organizations (MPOs) in the San Joaquin Valley have been in discussions and developing technical information so MPO governing boards and the Agency

Secretary can make an informed recommendation to the Governor.

Issues are complex and potentially far reaching. They include whether all Interstate standards must be satisfied or some may be waived. Will federal funds, roughly estimated to be \$6-\$8 billion to meet Interstate requirements, be made available to California and if so will they be in addition to otherwise available federal funds? How much of already programmed, but not fully funded improvements, are already expected to meet some or all Interstate standards? We have an estimate of the cost, but no economic or job benefit data to compare the benefit-cost of Interstate designation. If special funding is made available to meet Interstate requirements what might the impact be on potential federal funding for other non-Route 99 regional priorities? Details associated with these specifics are included in Appendix A of this Plan.

### 3.5.3 Designation Follow-up Activities

This report will incorporate, as appropriate, whatever decisions are made with regard to Interstate designation. This could take the form of modifications to project listings, changes to the priority of categories of improvements noted in this Plan or new opportunities to incorporate corridor theme elements.

Added funding and additional or advancement of planned projects provide an enhanced opportunity to include more corridor theme elements along the length of the corridor. If there is significant additional funding made available to the Route 99 corridor



## FUTURE FACILITY

whether for Interstate upgrades or to advance planned improvements to meet the Caltrans Route Concept. If such funding does become available the Route 99 Corridor Enhancement Master Plan Advisory Team will have the opportunity to make recommendations toward aesthetic and theme related enhancements.

*Chapter 4 addresses the Route 99 Corridor Theme and how the State and local agencies can work together to improve the appearance and image of the corridor.*





## 4.1 Context Sensitive Solutions and Aesthetics

*Aesthetics are considered in the highway project planning and design process. The development of transportation design elements should be responsive to local values and concerns. The various elements need to provide corridor consistency while enhancing individual community identity.*

Improving the appearance and image of the corridor is a primary goal of the Route 99 Corridor Enhancement Master Plan. Caltrans will be responsible for design features and landscaping within the Route 99 right-of-way, while local agencies will be responsible for standards in the viewshed beyond the right-of-way, which has an influence on the perception of the community and travelers. Aesthetics are considered in the highway project planning and design process. The development of transportation design elements should be responsive to local values and concerns. The various elements need to provide corridor consistency while enhancing individual community identity.

This is accomplished by what Caltrans refers to as “Context Sensitive Solutions,” it applies “innovative and inclusive approaches that integrate and balance community, aesthetic, historic, and environmental values with transportation safety, maintenance and performance goals.” Context sensitive solutions are reached “through a collaborative, interdisciplinary approach involving all stakeholders.” An emphasis should be placed on improving the boundary between the transportation corridor and the communities and people next to the highway. According to the Project Development Procedures Manual: “A reasonable additional expenditure is justified to aesthetically enhance transportation projects.” (PDDM Chapter 29, Part 3, Section 5 - Aesthetics)

Typically, urban portions of Route 99 are landscaped and rural portions are not. Rural areas will, for the most part, make the most of the valley’s natural beauty, the changing of season, the natural vistas, and the rich farmland. The Route 99 Corridor Enhancement Master Plan Advisory Team, along with the Route 99 Task Force from the Great Valley Center, recommended that consistency and unity in the appearance and image of the Route 99 Corridor can be enhanced through the application of a Corridor Theme. Section 4.2 describes what this corridor theme is, how it was developed, who was involved in the theme development, as well as ideas on how it may be implemented by Caltrans and local agencies alike.

## 4.2 Developing the Corridor Theme

In collaboration with select members of the Route 99 Task Force of the Great Valley Center, Caltrans facilitated the task of establishing a theme for the Route 99 Corridor. The Task Force members represented local agencies from Kern County in the south through San Joaquin County in the north, along with various Caltrans functional representatives and the Great Valley Center.

It was an iterative process where the group first met twice in November/December of 2003. Initial comments at these meetings were solicited through a “Route 99 Corridor Enhance-



## DEVELOPING A CORRIDOR THEME

ment Master Plan Theme Concept Survey.” The group members were encouraged to write down elements along the corridor that would represent it in a positive manner, and then to write down a phrase that encompassed those elements. Examples of initial theme comment groupings were: Mainstreet, Agriculture, Valleyscapes and Valley Heritage.

From these theme comment groupings, Caltrans then conducted another survey where the members were asked to vote on their favorite components of the theme, consisting of the Route 99 identifier, a title for Route 99, and a catch phrase. Out of an array of themes considered, the one validated by all members of the Route 99 Task Force in January 2004 was “Route 99-The Mainstreet of California’s Heartland-linking heritage to innovation.”

The theme is advisory, however it will aid in establishing unified and aesthetically pleasing design features. Local agencies could integrate the theme outside the right-of-way to further theme continuity. The theme can be advanced and strengthened by the careful selection of enhancement treatments. Section 4.3 outlines Caltrans’ responsibilities and authority upon implementation of the Route 99 Corridor Theme. It also includes suggested

local agency responsibilities and authority that could complement and enhance the Caltrans efforts.

*Suggested Corridor Theme:  
Route 99-The Mainstreet of California’s Heartland-  
linking heritage to innovation*

### 4.3 Roles and Responsibilities for Corridor Theme Coordination—State and Local

#### 4.3.1 State Involvement

Caltrans had the lead responsibility for design of the State highway roadside, the Caltrans Landscape Architecture Department seeks to “balance mobility needs with local community values, adjacent land use, and scenic, cultural, historic and environmental resources.” Traveler and worker safety are two other high priorities. The landscape architects also provide design expertise to protect and improve aesthetic resources along the State highway. They are also charged with including aesthetic features in a project, integrating transportation improvements into the surroundings, including special treatment for bridges, median barriers,



## DEVELOPING A CORRIDOR THEME

walls, and pavement.

Caltrans will facilitate the integration of the Route 99 Corridor Theme into future project improvements on Route 99 and on the existing highway. The Route 99 Corridor Enhancement Master Plan Advisory Team; will advise Caltrans regarding the appropriate application of the theme for project implementation. Caltrans has authority only within the Route 99 right-of-way, but has only an advisory role on adjoining local jurisdiction aesthetic issues. In working on Corridor Theme implementation, Caltrans or the Advisory Team will work with the Local County or City Beautification Committee, construction contractors, city council members or county supervisors or other entity given aesthetic treatment responsibility.

Below are illustrations of potential signs that could depict the Corridor Theme on Route 99.



The Caltrans landscape architects are involved with the following highway aesthetic programs, as indicated in the Caltrans Project Development Procedures Manual:

- **HIGHWAY PLANTING:** Chapter 29, Section 2-Landscape Architecture of the Project Development Procedures Manual. Policy: The Department does planting on State highways where safety and environmental requirements dictate, along with providing visual aesthetic integration of the facility within the existing environs. Highway planting consists of new highway planting, replacement highway planting, highway planting restoration, highway planting revegetation, required mitigation planting, and irrigation system upgrade work.
- **TRANSPORTATION ART:** Chapter 29, Section 6-Landscape Architecture of the Project Development Procedures Manual. Policy: The Department will encourage and promote enrichment of the cultural and visual environment for transportation system users and local communities by facilitating and coordinating the placement of artwork by others, within the State highway right-of-way, through the encroachment permit process.
- **COMMUNITY IDENTIFICATION:** Chapter 29, Section 8-Landscape Architecture of Project Development Procedures Manual. Policy: The Department will encourage and promote enrichment of the cultural and visual environment for transportation system users and local communities by using a collaborative approach to facilitate and coordinate the integration of community



## DEVELOPING A CORRIDOR THEME

identification within the State highway right-of-way. Community identification is defined as images or text that conveys information about a region, community or area. A Community Identifier is handled through the encroachment permit process.

- **GATEWAY MONUMENTS:** Chapter 29, Section 9-Landscape Architecture of Project Development Procedures Manual. Policy: The Department is authorized to approve gateway monuments for installation within State rights of way. The pilot program shall terminate on January 1, 2008. A gateway monument is defined as any freestanding structure or sign, not integral to highway facilities, that communicates the name of a region, community or area. A Gateway Monument is authorized through the encroachment permit process.

### 4.3.2 Local Involvement

While the State has jurisdiction over the Route 99 highway right-of-way, the local jurisdictions (city, county or other public jurisdiction) have control over the use and appearance of the land adjacent to Route 99 (or outside of the right-of-way). Land use regulations, development standards, signage regulations, and incentives/educational means to improve vistas and viewsheds, are primary measures to attain better compatibility with the Route 99 theme. Following are examples, and not an inclusive list, of each of these measures, many of which are extracted from the Route 99 Corridor Improvement Guide, prepared by the Highway 99 Task Force of the Great Valley Center.

### LAND USE REGULATIONS

A county or city has statutory powers to develop a General Plan that would lay the blueprint for the types and densities of land uses for the future, usually for 20-25 years. The General Plan establishes the local vision for the land use along Route 99, whether for an intense urban corridor, a scenic landscape or mixed uses. Tools in a General Plan to control land use compatibility and to achieve thematic integrity along Route 99 are:

1. **ZONING**-This indicates the type(s) of land uses that are permissible in specific areas or zones. A community can create a scenic corridor along Route 99, thereby preserving and providing a more pleasant driving experience, or it can allow only land uses deemed compatible along a highway. Zoning laws can limit the height of buildings. Overlay zoning places additional restrictions on zoned areas and is often used to control density, grading, ridgeline development and vegetation. View corridors are planned openings in the built environment that allow views of scenic vistas.
2. **LAND PURCHASE**-Among the more expensive options, land purchase is sometimes the only way to protect scenic vistas and viewsheds permanently from development. A land trust uses funds to purchase threatened land for the benefit of the public.
3. **TRANSFER OF DEVELOPMENT RIGHTS (TDR)**- This is an alternative strategy to purchasing land. TDRs preserve scenic areas by transferring, or “sending,” development rights from sensitive lands to “receiving” areas marked for growth.



## DEVELOPING A CORRIDOR THEME

### DEVELOPMENT STANDARDS

Whether development is existing or new construction is pending, the local jurisdiction can control or mitigate how the development will look and interface with Route 99. The following are examples of how this may be done:

1. If existing buildings do not fit in with the corridor, a planting program may be instituted or soundwalls may be built if noise is a problem. Landscaping and public art on or along the wall would benefit the corridor.
2. For new building construction, a design review board could rule on design guidelines such as height, size, architectural style, color, siting and more. The building design and placement can attenuate noise from Route 99 and can create a more interesting appearance from the highway.
3. Buildings, new or old, could use noise attenuation material.

### SIGN AND BILLBOARD REGULATIONS

The local jurisdiction can control existing signage along Route 99, as well as influence what new signage occurs, in several ways. First, fees can be established for new or existing signs, which would cover the jurisdiction cost of controlling them ( i.e., billboards) and/or affect the profitability of these signs. Second, the standards of the signs could be raised, which would limit aspects of signage (i.e., animated, revolving, large size). Alternative smaller, less obtrusive signs might be more attractive.

Finally, the prohibition of signage, notably billboards, may be needed to reduce billboards in the community.

To ensure the protection and management of scenic vistas and viewsheds from Route 99, the local jurisdiction can conduct a visual assessment of the assets and liabilities that a community has to offer. This is done to identify what is at risk in the community, as well as to manage growth. Following the visual assessment, the citizens can be educated on the importance of scenic vistas and viewsheds to the community's quality of life.

*Chapter 5 covers how Caltrans can implement the Corridor Theme via the highway aesthetic programs with local jurisdictions.*





## 5.1 Project Development Process

*Community involvement is an integral part of the project development process. Once themes have been identified, local and State officials can prioritize, program, and develop proposed projects.*

Chapter 5 encourages local agencies and Caltrans to use this Master Plan as a guide toward implementing a cohesive corridor design. Community themes, in collaboration with the concepts set forth in this Master Plan and the Route 99 Corridor Theme, should express the corridor’s unique character. Specific colors, textures, and planting material can be used to express community themes to highway travelers.

One benefit of this Master Plan is that many theme or aesthetic features can be included at the project planning stage, thereby causing minimum affect on cost and schedule. Aesthetic features may include textured paving added to extended gores and concrete bridge slopes, retaining wall, soundwall and bridge textures, pedestrian fence treatments and lighting. Features such as enhanced planting, gateway monuments, community identifiers, and highway art may be added with community contributions and maintenance agreements. Section 5.4 shows illustrative examples of aesthetic features that can be implemented

Community involvement is an integral part of the project development process. Once themes have been identified, local and State officials can prioritize, program, and develop proposed projects. Caltrans’ project development philosophy is to consider

economic, social, and environmental effects in project decisions.

The project development process usually begins after a transportation need has been identified. The project initiation document starts the process leading to programming of funds. Figure 5.1 delineates the Project Development Process.

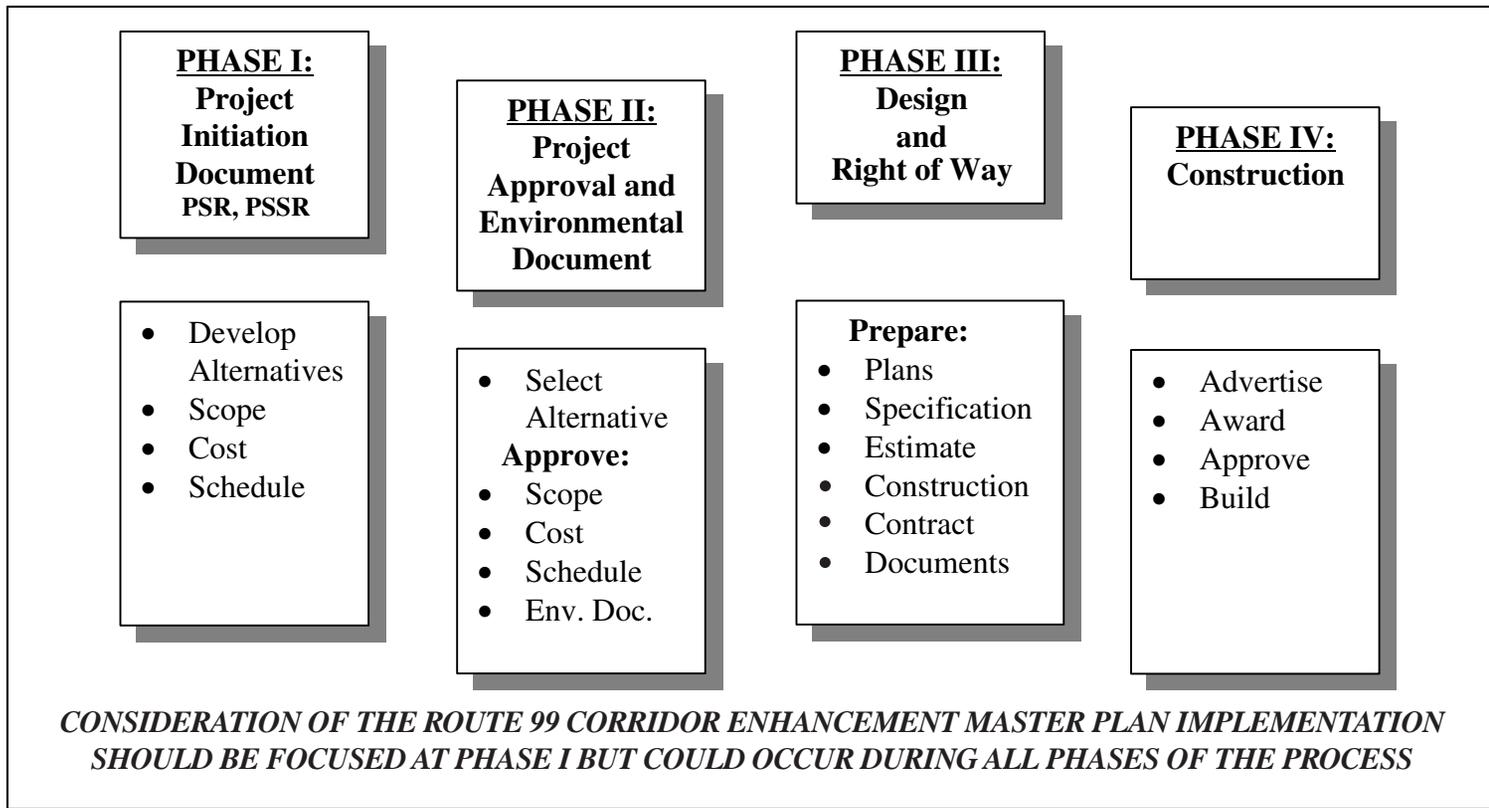
The project development process spans that period of time that begins with the Project Initiation Document (PID) which sets project scope, cost and schedule, and ends with the completion of construction. The project development process is tied to the legal requirements of environmental laws and regulations, it melds engineering requirements with local and regional plans along with community values.

Consideration of the Route 99 Corridor Enhancement Master Plan principles should occur during all phases of the project development process. Early involvement is essential to implement aesthetic elements on roadway projects. Having a local corridor enhancement plan already in place is of great value during the project initiation process.

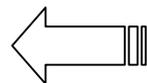


# IMPLEMENTING THE PLAN

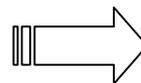
## Project Development Process



*Easy* ←



**CHANGE**



*Difficult*

Figure 5-1



## I M P L E M E N T I N G T H E P L A N

### 5.1.1 Phase I: Project Initiation

Within the Project Initiation Document (PID) phase, the document will either be a Project Study Report (PSR) for added travel capacity projects, or a Project Scope Summary Report (PSSR) for roadway rehabilitation and operational projects. A Caltrans approved PID is required before State and Federal funds can be committed (programmed) for a State highway project.

The PSR and PSSR are reports that document the purpose and need for an improvement, identifies alternatives, sets the schedule and estimated cost of the project. Once the document has been approved, the project can be submitted for programming of funds.

To properly scope aesthetic elements of interest to a community, a community corridor beautification plan should be developed so it can be referenced by this Route 99 Corridor Enhancement Master Plan. The Route 99 Corridor Enhancement Master Plan will track existing and add new plans as they are completed. It will also aid roadway designers in preparation of the scope of a PID.

#### Funding Programs

Programming is the process by which a public agency or a private company identifies specific funds for a project, based on a projection of revenues expected to be available at a specific time in the future.

Most State and Federal revenues are programmed into the following documents:

- State Transportation Improvement Program (STIP)
- State Highway Operation and Protection Program (SHOPP)

Caltrans, MPO's, local agencies, and the California Transportation Commission all have a role in developing these documents. Local agencies program their projects through a variety of documents; when their projects involve State highway work, funding may be derived from a number of sources. Funding sources may include, but are not limited to :

- Congestion Management and Air Quality Program funds
- STIP
- SHOPP
- Transportation Enhancement Activities (TEA)
- Local Sales-Tax Measure
- Local funds
- Developer funds

Features such as enhanced planting, gateway monuments, community identifiers, and highway art may be funded under TEA or local funds. In addition, Maintenance Agreements will usually be required as State forces will not always be able to maintain these facilities.



## IMPLEMENTING THE PLAN

### 5.1.2 Phase II: Project Approval and Environmental Document

Selection of the Preferred Alternative authorizes final engineering of the design to begin. The Project Report (PR) documents Caltrans' approval for most types of State highway projects. This includes new facilities, as well as improvements, modifications, or repairs to existing facilities - whether done by Caltrans or by others under a Caltrans encroachment permit. "Project Approval" means approval by Caltrans, and where required, approval by the Federal Highways Administration and the California Transportation Commission.

An environmental document is prepared to assure that the project complies with State and federal environmental laws. All project activities such as the development of project alternatives, public input, and selection of the Preferred Alternative are discussed in the Final Environmental Document (FED).

Selection of the Preferred Alternative occurs only after specific effects and reasonable mitigation measures have been identified for each alternative. The selection is made after all comments are received, from circulation of the Draft Environmental Document (DED) for public comment and from the public hearing process. These comments and the rationale for selecting the alternative are detailed in the Final Environmental Document and summarized in the Project Report.

It is very difficult to change the scope of the project once the Project Report has been approved. Changes to the project may cause a re-evaluation of the environmental document and require additional funds. Such changes may result in the demise of the project. Items such as aesthetic features would likely not be added after this phase if it meant that the project would be delayed or canceled.

### 5.1.3 Phase III: Design and Right-of-Way

The design and right-of-way-phase involves the preparation of Plans, Specifications, and Estimates (PS&E) for the construction of a transportation improvement project. Project design is initiated by obtaining project approval through the Project Report. Because the development of estimates and final design alternatives is required for project approval, a significant portion of the project design is often completed prior to the formal initiation of the design phase. These activities are known as preliminary engineering.

The responsibilities during this phase of the project development process include the following:

- Prepare quality plans that meet Caltrans standards, practices, and policies.
- Prepare project cost estimates and monitor costs to keep the project within budget.
- Purchase right-of-way if needed.



## IMPLEMENTING THE PLAN

- Monitor the project scope to ensure consistency with previous approvals.
- Prepare final construction contract documents.

### 5.1.4 Phase IV: Construction

Advertising the construction contract is the first step in the construction phase. The contract is awarded to the lowest qualified bidder, provided that all procedures and legal requirements have been fulfilled. The contract is then approved and the contractor is notified and the start of actual construction soon follows. Once the contract has been approved, there will be no changes to the project. Upon completion of construction, the Resident Engineer (RE) recommends acceptance of the contract. With the exception of enhanced planting, gateway monuments, community identifiers and highway art, maintenance of the facility typically reverts back to Caltrans following contract acceptance.

Local agency officials are continuously involved in the process particularly for those projects financed or constructed by the local agencies, but acceptance rests with the State for the portion of the project that is within the State right-of-way. When the contract includes work on local agency facilities, the local agency officials must be involved in the acceptance reviews.

## 5.2 Public Involvement Process

### 5.2.1 Local Involvement

The purpose of public involvement is to develop projects which both respond to transportation needs and consider community interests. Community interests include individuals, businesses, associations, other officials, and institutions that may be affected by a project.

Existing community organizations provide an effective avenue for communicating with large numbers of people. Community organizations may include churches, service groups, fraternal organizations, business groups, civic and neighborhood associations, advocacy groups for the disabled, and professional and trade organizations.

It is during the PID phase that Caltrans and local communities should work together in implementing proposed aesthetic features. Collaborative meetings should continue during the design process to address issues related to funding, design exceptions, and cooperative agreements. A local agency may wish to improve the appearance of the roadside by funding and maintaining sections of State right-of-way. Local participation may be either financial, or in the form of services, materials and equipment or a combination thereof.



# IMPLEMENTING THE PLAN

## WHO TO CONTACT?

**A:** For a question about a landscape project on Route 99, or to initiate the process for landscaping, please contact the Caltrans Landscape Architects (1 or 2) below.

**B:** For a general question about any Route 99 project, contact the Caltrans Public Information Office (3) below.

**C:** For questions about funding for a Route 99 project, or how to voice your opinion on a project, contact the respective Metropolitan Planning Organization (5) below.

### CALTRANS

1. Lori Butler, District 6 Landscape Architect-Fresno Office:  
Kern, Tulare, Fresno, and Madera Counties Phone: (559) 230-3134
2. Elbert Cox, District 10 Landscape Architect-Stockton Office:  
Merced, Stanislaus, and San Joaquin Counties Phone: (559) 230-3146
3. Andrew Rodriguez, Caltrans Public Information Office-Fresno Office:  
Phone: (559) 488-4067
4. Zelig Nogueira, Caltrans Public Information Office-Stockton Office:  
Phone: (209) 948-3930

### METROPOLITAN PLANNING ORGANIZATIONS

5. Kern Council of Governments: (661) 861-2191
- Tulare County Association of Governments: (559) 733-6291
- Council of Fresno County Governments: (559) 233-4148
- Madera County Association of Governments: (559) 675-0721
- Merced County Association of Governments: (209) 723-3153
- Stanislaus Council of Governments: (209) 558-7830
- San Joaquin Council of Governments: (209) 468-3913



## I M P L E M E N T I N G   T H E   P L A N

### 5.2.2 Public Meetings

The initial meeting is held with affected local agencies or their technical and planning staffs, along with other interested or affected groups. The meeting may be combined with the scoping meeting during the PID Phase for projects involving an EIS. The meeting is open to the general public. It should be well publicized. The initial meeting provides an early exchange of information and ideas, as well as an opportunity to discuss the proposed project timetable.

### 5.2.3 Beautification Committees

Beautification Committees are usually made up of representatives of various citizen groups, business owners, and agencies of various levels of government interested in improving community attractiveness. They are distinctly different from technical advisory committees, in that their task is to express community opinion and concerns, not to provide particularly technical expertise. Beautification Committees may consist of representatives from a single community, the entire county, or Metropolitan Planning Organization.

Examples of committees actively working on Route 99:

- **Fresno County - The Association for the Beautification of Highway 99-** This group is a steering committee made up of private and public sector members from all five juris-

dictions along the Fresno County 99 corridor, as well as Caltrans and the Council of Fresno County Governments. The first product produced by this association is the “Highway 99 Beautification Master Plan” for the County. This Master Plan was developed by a consultant landscape architecture firm, and completed in July of 2000. The implementation of the plan is an ongoing effort for the association.

- **Bakersfield Freeway Beautification Advisory Committee -** This group is comprised of private and public sector members, the City of Bakersfield, and Caltrans. The focus of this effort is the Route 99 Corridor, with Routes 58 and 178 included as well. A consultant landscape architecture firm developed this Master Plan.
- **Stanislaus County - Route 99 Image Enhancement Plan Implementation Project Team-** This group is made up of private and public sector members from communities along the Stanislaus County 99 corridor, as well as Caltrans and the Stanislaus Council of Governments. This plan is being developed in part by a consultant landscape architecture firm.
- **Stockton Beautiful -** Efforts for this group include the 99 Corridor through town.
- **The Great Valley Center -** A Highway 99 Task Force has been organized and is developing a cohesive approach to transform the Highway 99 corridor into a “Main Street of the San Joaquin Valley.” The limits of the project stretch from Kern County to San Joaquin County.



# IMPLEMENTING THE PLAN

## 5.3 Case Studies

The State is allotted a finite amount of funding for landscape projects. It is with this funding that Landscape Architects have to accomplish the following:

- Cover the roadside within the project limits with a variety of trees, shrubs and ground covers.
- Provide associated irrigation systems with Remote Irrigation Control System.
- Provide gore paving.
- Install booster pumps and associated electrical systems.
- Install access gates, vehicle access pads and other associated components designed to increase maintenance personnel safety.
- Provide erosion Control and permanent storm water control measures.

Following are three (3) case studies for beautification along Route 99: one each in Bakersfield, Fresno County and Stanislaus County. These case studies are examples of approaches toward developing beautification plans.

### 5.3.1 Bakersfield

The principal purpose of Bakersfield's Freeway Beautification Master Plan and Design Guidelines is to provide a long-range strategy for improving aesthetics and ambience of the principal arrival gateways and transportation corridors within Metropolitan

Bakersfield and to enhance the image of the City for residents, businesses and travelers.

The Freeway Beautification Master Plan and Design Guidelines:

- Define the study area.
- Inventory existing conditions along the freeway right-of-way and key land used along highways.
- Categorize opportunities and constraints.
- Formulate goals and objectives.
- Develop corridor development guidelines and schematic landscape architectural master plans.
- Portray unified community design themes, criteria, and standards.
- Create significant gateway landscaping theme elements at points of entry.
- Identify and screen views of incompatible, adjacent land uses.
- Identify windows of opportunity to preserve scenic vistas or accentuate key features along the freeway corridors.

Bakersfield's master plan requests that the landscape design heavily reflect the surrounding agriculture. Shrubs and groundcovers are to be massed in a linear fashion to emulate the striped nature of agricultural row crops. Large amounts of hardscape were proposed to reduce maintenance in narrow areas. Bakersfield had identified the Kern River as the primary influence. They wanted designs to reflect and emulate this natural feature.



## IMPLEMENTING THE PLAN

Caltrans' Landscape Architects used this information in a Landscape Rehabilitation project that stretched from California Ave to the 204/99 interchange. Meshing this information with the Theme put forth in the Route 99 Corridor Enhancement Plan (Route 99, The Main Street of California's heartland, linking heritage to innovation), the Landscape Architects assembled a design that harmonized with the city desires and the Corridor Theme. To avoid requiring a maintenance agreement between the City and the State, the Landscape Architects simplified the planting arrangement in areas that would be difficult to maintain and which would add detail to areas with good access.

The resulting design emulates a river; formal planting was added in areas that would function as entryways. Native plant material was almost exclusively used adjacent to the river to blend the highway into the viewshed of the river trail user. Colored, stamped concrete in ramp gore areas was proposed to aid in reducing maintenance exposure to traffic. Tall evergreen trees were proposed to screen industrial facilities adjacent to the highway, while views to the river were left open.

The City of Bakersfield clearly outlined the desire to enhance the prominence of Kern River, through landscape elements within the highway corridor. The highway beautification master plan delineates areas of importance and significant community elements adjacent to the highway. These elements were also emulated within the States right of way.

On and off ramps host a variety of planting that emulates entryway monumentation. These elements mirror or enhance existing elements outside the States right of way.

### 5.3.2 Fresno County

In 1998 an informal grassroots committee called "99 in 99" began meeting to discuss strategies for cleaning up Highway 99. It consisted of business leaders, community activists, elected officials, local citizens, and public agency staff. It was recognized that a Highway 99 Beautification Master Plan was needed as the first step to improve the image of Highway 99, to help attract economic development and tourism.

That fall the committee was formalized as *The Association for the Beautification of Highway 99*. Each city along the corridor, (Kingsburg, Selma, Fowler, and Fresno), and the County passed resolutions forming the Association. Each jurisdiction has two representatives on the Association, one from the private sector, and one elected official. Caltrans also agreed to participate and has a member on the Association. The Council of Fresno County Governments (Fresno COG) agreed to provide staff support to the group. The Association has no formal powers, but serves as an advisory and steering committee. Among the tasks that the COG's staff does is to arrange meetings, create agendas, send correspondence and provide recommendations and advice.



## IMPLEMENTING THE PLAN

In the spring of 1999 the Association and the Council of Fresno County Governments took on the challenge of developing the “Highway 99 Beautification Master Plan”. This was one of the Associations first actions, COG agreed to fund the plan and provide the necessary staff time. The Association retained a consultant to assist them in the preparation of the plan, and the document was completed in July of 2000.

The general purpose of the Beautification Master Plan was to develop a long-range plan for improving the aesthetics of the Route 99 corridor, including both state right-of-way and adjacent lands through Fresno County. The main goal as stated in the plan is to *“Create within 10 years, an image for the Highway 99 corridor through Fresno County, that communicates to the traveling public the agricultural significance, economic strength, scenic beauty, and community spirit of our region.”*

Numerous aesthetic accoutrements have been implemented along the corridor in the Fresno area as a result of the Highway 99 Master Plan. An earth tone red color theme has been established. Travelers passing through Fresno are offered aesthetic treatments which include, colored gore paving at interchange ramps, a horizontal earth tone red stripe on all bridges, red slope paving on the side of the freeway below bridge structures, special “arch design” protective fencing on bridge structures above the freeway, locally designed murals, a gateway monument at the northern Fresno County Line, as well as enhanced landscaping. All of these features, as a composite, offer the traveler a pleasing experience

and a feeling that Fresno cares about its community.

The Fresno Mural program is a particularly innovative effort, initiated originally by the Fresno Rotary Club. It has been a model for a very successful public-private partnership between the Service Clubs, School Districts, citizen volunteers, City of Fresno, County of Fresno, Council of Fresno County Governments, and Caltrans. The Rotary Club generated the funding, Fresno area schools held student design contests for the artwork, students went out and constructed the ceramic mosaic after a contractor built the pedestal and frame. Mural artwork portrays regional cultural, historic and scenic attractions. Murals are now located throughout the Fresno Metropolitan freeway system, not just along Route 99.



## I M P L E M E N T I N G T H E P L A N

### 5.3.3 Stanislaus County

The Route 99 Enhancement Plan Implementation Project (PIP) Team was established to address the condition and aesthetic treatment along Stanislaus County's "Main Street". Members of the team are comprised of the communities of Ceres, Turlock, Modesto, special districts, Stanislaus County staff, elected officials, city staff, Caltrans personnel, and StanCOG staff." The PIP Team effort is currently in progress and will continue through 2004 and 2005.

The PIP Team is designed to include as many groups or individuals as are interested in improving the image of Stanislaus County, with special attention along the Route 99 corridor. The goal of the Route 99 Enhancement PIP Team is to develop a Master Plan that will address the concerns of the various jurisdictions. The PIP Team has also recognized the need to support the Master Plan by establishing a Monitoring Team that will serve on an as-needed basis to assist in implementing the Master Plan after adoption.

The PIP Team is striving to complete a Master Plan that will present a positive picture of Stanislaus County and provide a framework to address conditions along Rte. 99. It is to be a "living" document that can be adopted by the various governmental entities along the corridor in order to form a consistent theme for Route 99 through Stanislaus County. It is proposed that the Plan will assist in the development of a resource guideline, which will be used as a template when establishing various zoning and development standards within each jurisdiction along the corridor. Members of the PIP Team have completed the following work:

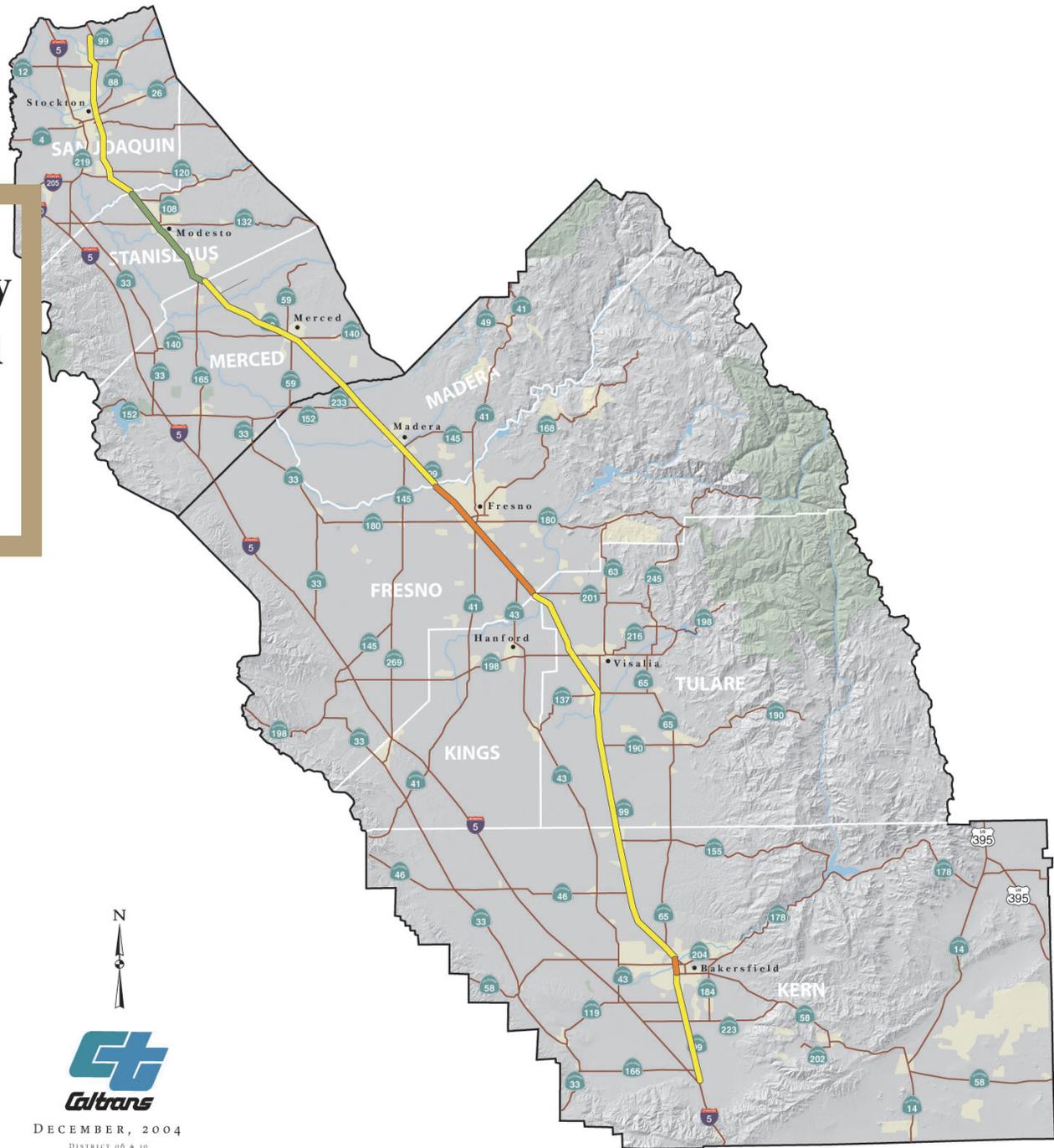
- Traveled the corridor and completed an inventory of conditions as they exist at this point
- Considered some strategies to address the current situation
- Developed an action plan and timeline to complete of the Master Plan
- Established sub-teams to address various aspects of the Plan

The following sub-teams have been established:

1. Planning/Design Issues Team is researching local planning efforts, research Zoning & Ordinance issues, develop comprehensive Overlay Zone Model Ordinance, analyze opportunities and constraints, prepare concepts for typical conditions, develop design guidelines, develop community signage and image ideas, and develop solutions for specific sites.
2. Demonstration Project Team will develop promotional information, identify potential projects, contact property owners, and plan and implement demonstration projects.
3. Operational Issues Team will prepare maintenance guidelines, and prepare enforcement strategies.
4. Master Plan Document Team will develop an outline and format, prepare rough draft, prepare a draft Master Plan, circulate draft for comments, and prepare a final Draft Master Plan.
5. Project Implementation Monitoring Team (not yet established) will implement the Master Plan, monitor opportunities, identify and monitor funding opportunities, and assist in prioritizing projects.



# County/Community Beautification Master Plan Status



### Legend

- Completed Master Plan
- Plan in Progress
- Future Plan Opportunities



DECEMBER, 2004  
DISTRICT 06 & 10

Figure 5-2



# IMPLEMENTING THE PLAN

## 5.4 Aesthetic Illustrations-Examples

The following are actual aesthetic illustration examples that may be developed on Route 99. These can be utilized either by local or State beautification efforts.

Figure 5.3 Aesthetic Paving Treatments

Figure 5.4 Gateway Monumentation

Figure 5.5 Planting

Figure 5.6 Retaining Wall Aesthetics

Figure 5.7 Soundwall Aesthetics

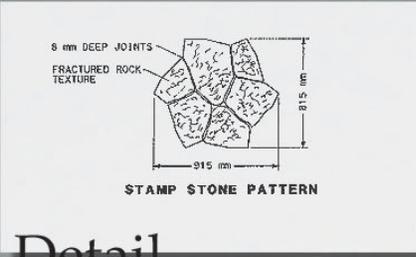
Figure 5.8 Structures Aesthetics

Figure 5.9 Structures Fencing

Figure 5.10 Structures Lighting

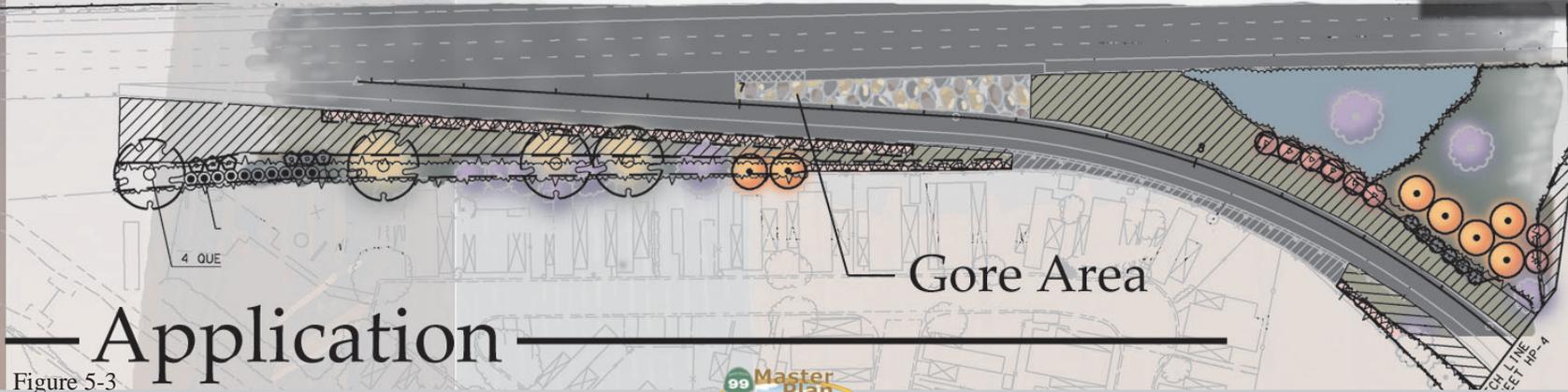
Figure 5.11 Transportation Art





Detail

# Aesthetic Paving Treatments



# Application

Gore Area

Figure 5-3





Figure 5-4





# Planting

Figure 5-5





# Retaining Wall Aesthetics

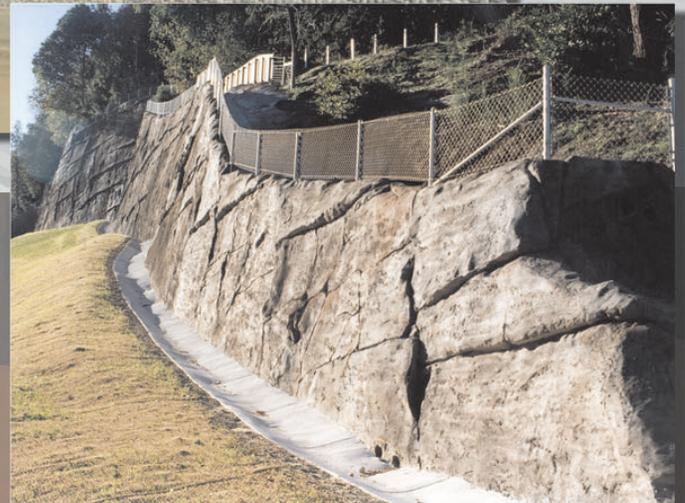


Figure 5-6



# Soundwall Aesthetics



Figure 5-7





# Structures Aesthetics

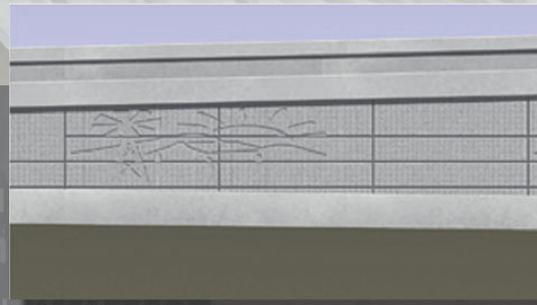
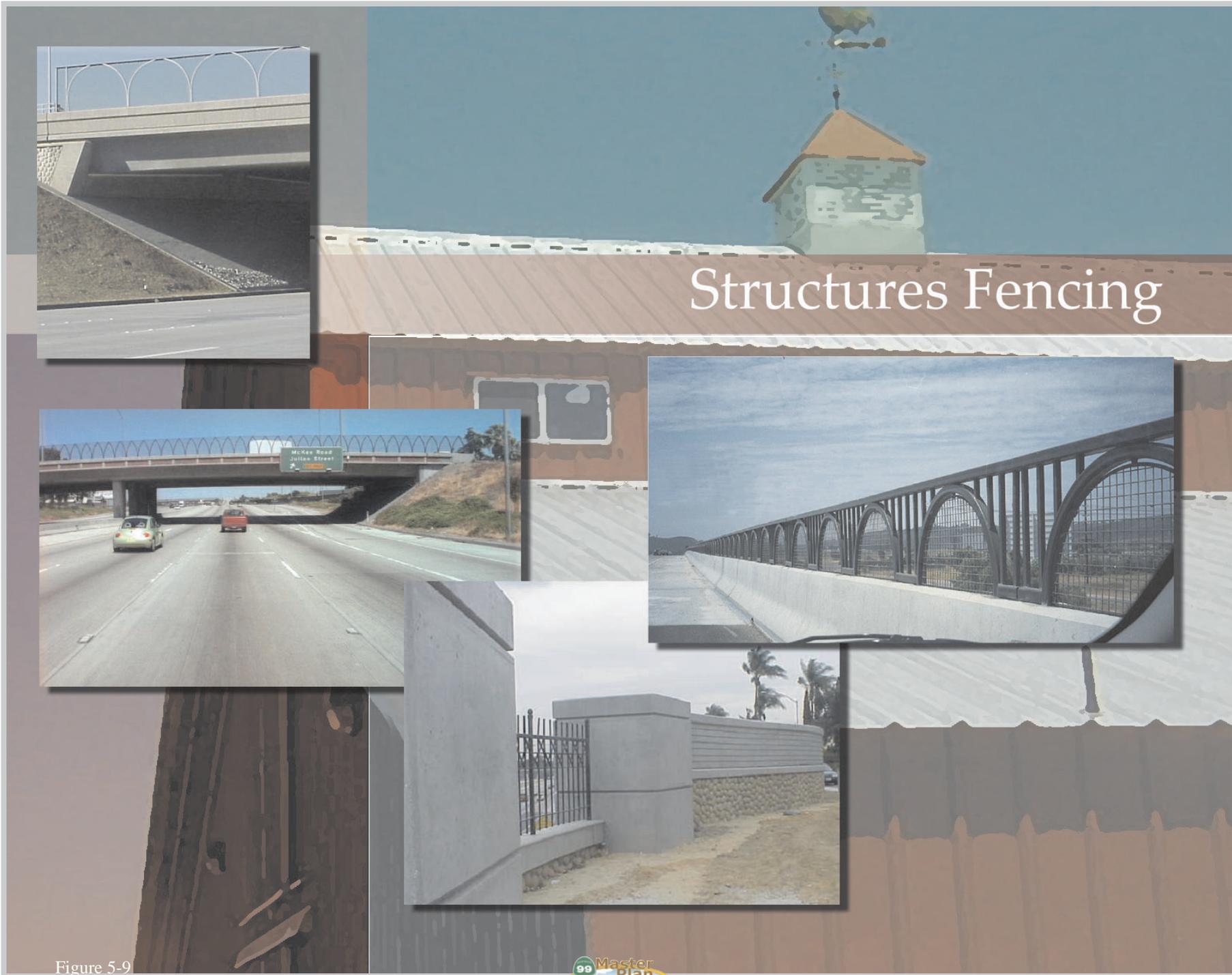


Figure 5-8





# Structures Fencing

Figure 5-9

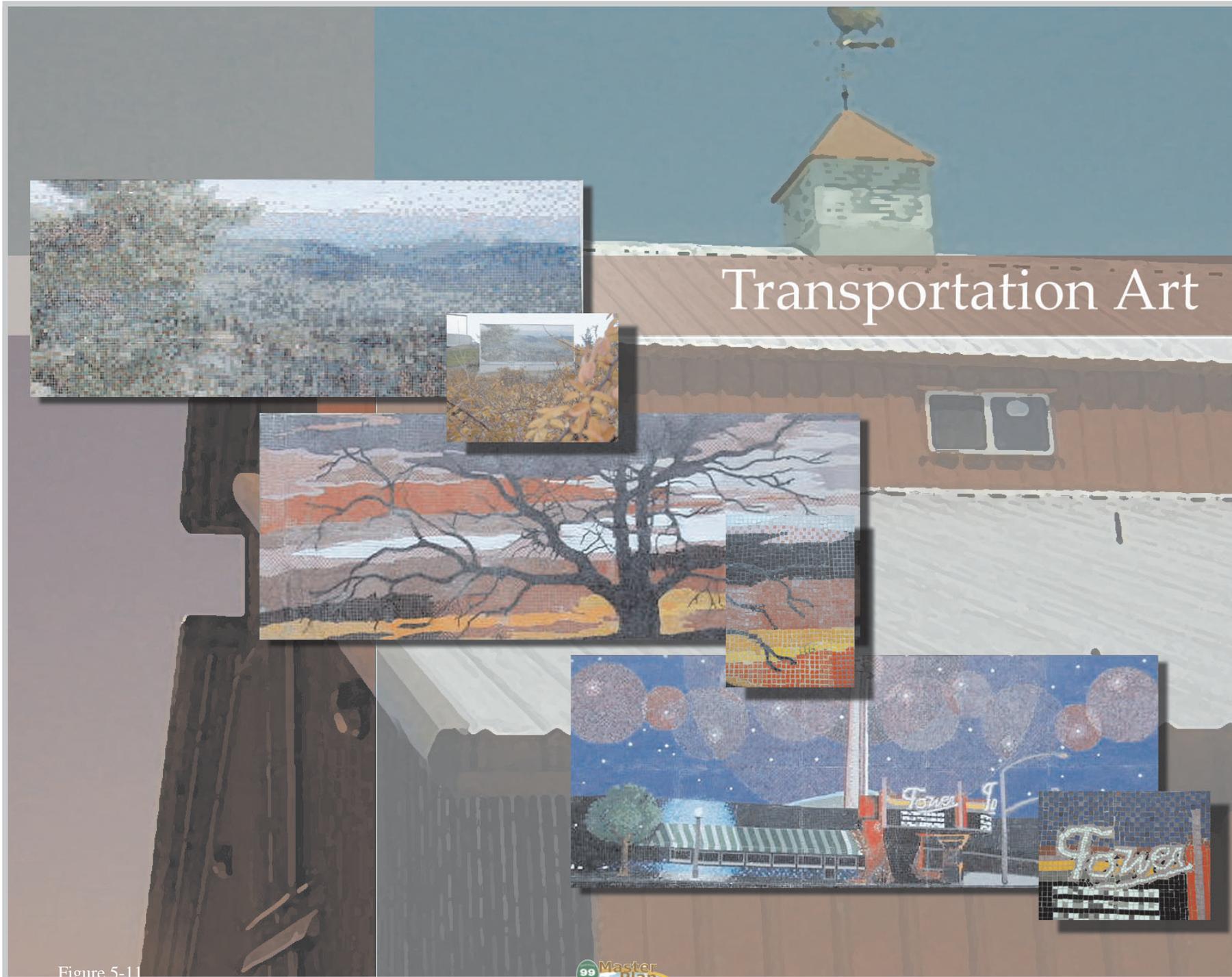


# Structures Lighting



Figure 5-10





# Transportation Art

Figure 5-11







# CHAPTER 6

## 6.1 Conclusions

*Community involvement is an integral part of the project development process. Once themes have been identified, local and State officials can prioritize, program, and develop proposed projects.*

As a result of stakeholder input and technical improvement needs along the corridor several conclusions have been identified. There is extremely high interest in what happens along the Route 99 Corridor. These interests are centered around the role Route 99 plays in the following areas:

- enhancing overall driver experience
- safe and efficient highway
- fair share of transportation funding
- community identity
- corridor identity
- economic vitality

### 6.1.1 Enhancing Overall Driver Experience

There is a strong perception that the driving experience along the Route 99 corridor is not one that portrays an invitation to either stop to visit cities and communities or attract business interests to locate in the San Joaquin Valley. Modernizing the freeway, shielding unsightly views and enhanced litter clean-up are some of the actions that can help address this issue.

Showcasing tourist attractions, historical and cultural resources also provide an opportunity to both enhance traveler experience and boost tourism to the San Joaquin Valley. Information can be provided to travelers through information kiosks at Safety Roadside Rest areas, special radio channel, internet web sites, and Route 99 corridor coupon brochures.

### 6.1.2 Safe And Efficient Highway

Virtually everyone wants and expects a safe and efficient driving experience. Caltrans' top priority is addressing safety needs. Improvements addressing current safety and congestion needs have been programmed. There is over \$ 1.3 billion of safety, rehabilitation, operations and safety, and aesthetic improvements currently in the "project delivery pipeline". While not all of the funds are formally committed to these projects, by having the preliminary engineering and environmental studies or project design phase programmed, Caltrans is authorized to work on these projects so the construction funds can be committed to them when needed. As additional safety and congestion relief needs are identified they will be added to the currently programmed projects.



## CONCLUSION

### 6.1.3 Fair Share Of Transportation Funding

There is very strong perception that the San Joaquin Valley has historically not received transportation funding comparable to that generated by fuel taxes in the Valley. There has been no definitive information generated which supports or dispels this allegation. Current State Transportation Improvement Program (STIP) fund allocation formulas do not consider fuel tax generated within each county as criteria to distribute transportation funding. Instead, the STIP formula is based upon 75% population and 25% State Highway center line miles. In addition the pot of funds are separated by population with 40% going to the 45 counties in the “north counties group” and 60% going the 13 counties of the “south counties group”. The San Joaquin Valley has a mix of “north” and “south” counties.

When all of the currently programmed Route 99 projects are fully funded and constructed more than \$1.2 billion will have been spent on the corridor. This will be more than has been dedicated to Route 99 over the past two decades. This represents a significant improvement but does not mean this will satisfy corridor needs. As mentioned earlier to meet the 20 year Transportation Corridor Concept Facility would require 3 or 4 times this amount.

### 6.1.4 Community Identity And Aesthetic Accoutrements

The single constant at every public meeting up and down the San Joaquin Valley was the desire that Route 99 look nice and be able to convey their community identity to travelers. Interestingly, not all communities have established a specific community identity. Therefore, that would be the first action item communities need to accomplish so they can take advantage of opportunities when they present themselves.

On the other hand clearing trash, weed control in landscape areas, graffiti removal, and shielding unsightly views are a matter of commitment by Caltrans, local communities, and volunteer groups.

### 6.1.5 Corridor Identity

Surveys of participants at both the Highway 99 Task Force and the five public outreach meetings held throughout the Valley identified that the San Joaquin Valley does not have an identity. In fact the north Valley tends to identify itself with the San Francisco Bay Area while the south Valley tends to identify itself with the Los Angeles area. The Valley needs its own identity.

Establishing a Route 99 Corridor identity can go a long way toward establishing a Valley identity. A proposed corridor theme

## C O N C L U S I O N

was developed by a special committee of San Joaquin Valley representatives. The resulting proposed Route 99 corridor theme statement is “Route 99 The Mainstreet of California’s Heartland-Linking Heritage To Innovation.

### 6.1.6 Economic Vitality

Effective transportation facilities represent a lifeline to economic vitality. Route 99 is the vital link in that lifeline transportation system acting as the spine connecting the population and economic centers of the Valley with the east-west highways.

Fresno based Regional Jobs Initiative (RJI) representatives have initiated an effort to designate State Route 99 as part of the federal Interstate system. They have maintained that it is essential that Route 99 be designated an Interstate route if the Valley is to be successful in attracting businesses to locate in the San Joaquin Valley or for existing business to invest in expansion.

Several issues have surfaced regarding Interstate designation. Interstate routes have numerous higher standards. Will some or all Interstate standards be waived by the U.S. Department of Transportation? What is the benefit versus the cost? The cost to meet standards, in current dollars, has been roughly estimated at between \$6 and \$8 billion. How much of this funding would be needed anyway to meet the Caltrans Transportation Corridor Concept Facility? Where will this funding come from?

Discussions of these issues, led by the Great Valley Center, are currently underway between the RJI, the eight Metropolitan Planning Organizations, Caltrans and various elected representatives. Information and data is being developed by Caltrans to help these stakeholders come to a consensus on this issue.

These discussions continue to take place at this time. It is expected that conclusions can be included in the final Route 99 Corridor Enhancement Master Plan by the March, 2005 production date.

### 6.2 Next Actions

#### 6.2.1 Local Agency Acceptance

Consistent with Goal 1, Objective 1A, the next step will be to seek resolutions of acceptance of the Route 99 Corridor Enhancement Master Plan from cities and counties located on the highway. Metropolitan Planning Organizations will also be asked to support the Master Plan. The intent is to seek support for the Master Plan as a guide and not as a mandate. It is hoped to accomplish this activity during the first half of 2005



# C O N C L U S I O N

## 6.2.2 Route 99 Corridor Enhancement Master Plan Advisory Team

The Route 99 Corridor Master Plan Advisory Team will consist of a cross-section of groups/individuals that represent various government, private and industry sectors. Composition of the Advisory Team could consist of (suggestion only):

- Three (3) public members, one each representing the south, central and north regions.
- Three (3) Caltrans functional experts
- An MPO representative
- A member representing the three (3) counties in District 10
- A member representing the four (4) counties in District 6
- A member representing the cities in District 10
- A member representing the cities in District 6
- A member representing the Beautification Committees
- A member representing the Chambers of Commerce
- A member representing Economic Development Commissions
- A member representing the tourism industry
- A member representing the trucking industry

**TOTAL:** 16 members

The advisory team will review projects for compliance with the Route 99 Corridor Enhancement Master Plan and Caltrans' current standards and practices. The team will consider whether the proposed improvements:

- Ensure safety of the highway users.
- Ensure compatibility with the primary uses of the State high way system.
- Protect, maintain, and enhance the quality of the State high way system
- Ensure that the Corridor Theme - "Route 99-The Mainstreet of California's Heartland-Linking Heritage to Innovation," is consistently yet uniquely applied throughout the Route 99 corridor.

The Route 99 Corridor Enhancement Master Plan Advisory Team should review proposed improvements during project initiation and prior to project approval. Review guidelines will be established by the Advisory Team to advise on the proposed improvements.



### **6.3 Update of the Route 99 Corridor Enhancement Master Plan**

The Enhancement Master Plan Project Development Team, in conjunction with the Advisory Team, will update the Enhancement Master Plan on a periodic basis.

Since the Master Plan is available in a loose-leaf format, only those applicable changes and pertinent updated pages will be sent to the holders of the original document.



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