

TRAVERSABLE HIGHWAYS 2013

A Report on the status of prospective State Highway Routes over traversable facilities maintained by other agencies

Division of Research, Innovation, and System
Information (DRISI)
Office of Highway System Information and Performance
Highway System Engineering Branch

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CHAPTER ONE

Introduction

Traversable Highways are routes that have been approved by the Legislation as future State Highway Routes. These routes when constructed to the Department of Transportation (Caltrans) standards, the California Transportation Commission (CTC) shall adopt them as state highways and Caltrans must maintain them with funds from State Highway account. These routes are described in the Division 1, Chapter 2, Article 3 of the Streets and Highway Code Section 300 and also are known as “paper” routes.

Chapter two discusses the current laws described in Streets and Highways Code relating to traversable highways.

Chapter three describes the four categories of traversable highway routes.

Chapters four through eight provides table summaries on traversable highways that are either being improved or are under consideration for improvement. This includes the prospects for adoption of roads into the state highway system or assumption of maintenance, the current and proposed construction of traversable highways, and roads that are under study for possible inclusion in the state highway system.

Finally, the report provides Appendix “A” that contain detailed table lists for each District with all their categories and Appendix “B” which includes the Deputy Directive #37-R1.

CHAPTER TWO

Laws Relating to Traversable Highways

The following codes related to Traversable Highways are from the Streets and Highways Code; Division 1, Chapter 1, Article 2 & 3.

Traversable Highways

81. Except as is provided in Section 2109, whenever there exists between the termini of, and approximately on, any route included in the state highway system a traversable highway, the commission shall adopt the same as the state highway between such termini. The commission may adopt a portion of any such road if it determines that such portion is constructed to adequate standards and if such portion is contiguous to a portion of the state highway system presently being maintained by the department. If more than one such traversable highway exists, the commission shall determine and designate which of such highways shall constitute the state highway. The traversable highways thus selected and adopted shall be state highways in all respects the same as if originally constructed or acquired by the state, subject to all laws applicable to state highways. All acts and actions of the commission and the department with respect to the taking over and maintenance of such highways heretofore taken are hereby approved and ratified.

Notice of Action

82. Whenever a traversable highway is adopted as a state highway as provided in Section 81, written notice of such action shall be given to the board of supervisors of each county and to the city council of each city within which such highway or any portion thereof is located. The filing of a certified copy of the resolution or order of the commission with the local authority shall be a sufficient notice of the action of the commission.

Highway Right of Way

83. Any public street or highway or portion thereof which is within the boundaries of a state highway, including a traversable highway adopted or designated as a state highway, shall constitute a part of the right of way of such state highway without compensation being paid therefor, and the department shall have jurisdiction thereover and responsibility for the maintenance thereof.

Duty to Improve and Maintain Highway

91. The department shall improve and maintain the state highways, including all traversable highways which have been adopted or designated as state highways by the commission, as provided in this code.

General Authority

92. The department may do any act necessary, convenient or proper for the construction, improvement, maintenance or use of all highways which are under its jurisdiction, possession or control.

Laws Relating to Traversable Highways (Continue)

Maintenance of State Highways

2109. State highways shall be maintained, constructed, and improved out of the moneys received in the State Highway Account under Section 2108. Notwithstanding Section 81, the department is not required to maintain any route, or portion of a route, added after January 1, 1947, until it has been laid out and constructed as a state highway.

CHAPTER THREE

Categories of Traversable Highway Routes

Traversable Highways are divided into 4 categories:

Category 1. Table 1-Proposed Adoption and Assumption of Maintenance: The traversable highway is adequate and Caltrans assumption of maintenance is expected within the year.

Category 2. Table 2-Current and Proposed Construction: The traversable highway is inadequate or nonexistent, but a project is included in the current Statewide Transportation Improvement Program (STIP), Regional Transportation Improvement Program (RTIP), or other capital budget, and Caltrans assumption of maintenance is expected within five years.

Category 3. Table 3-Studies: The traversable highway is inadequate or nonexistent, but project studies are scheduled within five years so State assumption of maintenance is a possibility within the next ten years.

Category 4. Table 4-With No Activity: The traversable highway is inadequate or nonexistent and no project studies are planned within five years so State assumption of maintenance is unlikely in the next ten years.

CHAPTER FOUR

CATEGORY 1

Proposed Adoption and Assumption of Maintenance

Table 1-Proposed Adoption and Assumption of Maintenance no route presently identified under Category 1. If a location would be in this category, this would indicate that Caltrans may assume maintenance of the mileage of traversable highway:

- No route presently identified under Category 1.

CHAPTER FIVE

CATEGORY 2

Current and Proposed Construction

Table 2-Current and Proposed Construction below indicates either Caltrans or local agencies plan to improve 22.8 miles of traversable highways. Some of these improvements are underway; others are included in capital budgets, such as Statewide Transportation Improvement Program (STIP) and State Highway Operation and Protection Program (SHOPP). The following is list of these projects:

TABLE 2-Current and Proposed Construction

Traversable Route (Dist-Co-Rte)	Traversable Route Description	Current and Proposed Construction of Traversable Route (in miles)
07-LA-47	From Vincent Thomas Bridge to Route 103	1.2
11-SD-11	From the northern border of the New Federal POE located approximately 2 miles east of the existing Otay Mesa POE to the junction Route 125 and Route 905.	3.0
12-ORA-1	Northerly NB CL to Jamboree Rd.	4.0
12-ORA-241	Oso Pkwy/SR 241 IC to Cow Camp Road near SR 74	4.1
12-ORA-241	Cow Camp Road to I-5/SR 241 IC	10.5
		Total = 22.8 miles

CHAPTER SIX

CATEGORY 3

Studies

Table 3-Studies below indicates either Caltrans or local agencies plan to study 101.4 miles of traversable routes. Some of these studies are underway; others will be conducted in the near future. The following is a list of routes to be studied:

TABLE 3-Studies

Traversable Route (Dist-Co-Rte)	Traversable Route Description	Traversable Route Studies being conducted (in miles)
1-DN-169	From Terwer Riffle Road to Wauteck Village	18.2
04-ALA/CC-239	From Route 580 West of Tracy to Route 4	17.0
10-AMA-104	From Route 49 to Route 88. (Ridge Road, Climax Road).	8.3
10-STA-108	From Route 33 to Route 99. (Crow's Landing Road).	17.9
10-STA-130	Santa Clara County Line to Route 5 (Del Puerto Canyon Road)	23.0
10-SJ-239	From Route 4 to Route 205 (Mountain House Road, Byron Highway)	17.0
		Total = 101.4 miles

CHAPTER SEVEN

CATEGORY 4

With No Activity

Table 4-With No Activity below indicates either Caltrans or local agencies have no activity for 1,237.8 miles of traversable highways:

TABLE 4-With No Activity

District	Category 4 Table 4 Summary, Traversable Highways: With No Activity (in miles)	Total All Categories (in miles)
1	142.1	160.3
2	7.5	7.5
3	161.8	161.8
4	199.7	216.7
5	61.2	61.2
6	145.4	145.4
7	214.3	215.5
8	70.5	70.5
9	71.5	71.5
10	110.3	176.5
11	23.3	26.3
12	20.0	38.6
TOTAL	1237.8	1351.8

CHAPTER EIGHT

ALL CATEGORIES

Traversable Highways

Table 5-Traversable Highways below indicates the summary status for all the categories for each district as per their 2013 reported:

TABLE 5-Traversable Highways

District	Category 1 Table 1 Summary, Proposed Adoption and Assumption of Maintenance (in miles)	Category 2 Table 2 Summary, Current and Proposed Construction (in miles)	Category 3 Table 3 Summary, Studies (in miles)	Category 4 Table 4 Summary, With No Activity (in miles)	Total (in miles)
1	0.0	0.0	18.2	142.1	160.3
2	0.0	0.0	0.0	7.5	7.5
3	0.0	0.0	0.0	161.8	161.8
4	0.0	0.0	17.0	199.7	216.7
5	0.0	0.0	0.0	61.2	61.2
6	0.0	0.0	0.0	145.4	145.4
7	0.0	1.2	0.0	214.3	215.5
8	0.0	0.0	0.0	70.5	70.5
9	0.0	0.0	0.0	71.5	71.5
10	0.0	0.0	66.2	110.3	176.5
11	0.0	3.0	0.0	23.3	26.3
12	0.0	18.6	0.0	20.0	38.6
TOTAL	0.0	22.8	101.4	1227.6	1351.8

APPENDIX A

TRAVERSABLE HIGHWAY ROUTES NOT YET MAINTAINED BY THE STATE

ALL CATEGORIES, DISTRICT 1-12 TABLE DETAILS

DISTRICT 1 - TABLE DETAILS OF TRAVERSABLE HIGHWAYS

COUNTY	RTE	LEGISLATIVE DESCRIPTION	LIMITS OF UNCONSTRUCTED STATE HIGHWAY (existing local traversable road/s)	CAT	LENGTH (MILES)	YEAR ADDED TO STATE HIGHWAY SYSTEM	YEAR ADDED TO F&E SYSTEM	STATUS	YEAR OF ANTICIPATED ADOPTION	REMARKS
Men	162	Route 162 is from: (a) Route 101 near Longvale to Route 5 near Willows via the vicinity of Covelo and Mendocino Pass	In District 1, from 5 miles east of Covelo to Glenn County Line	4	25.3	1965	---	See Remarks	---	Mendocino Pass Road, Forest Highway 7 - The results of a traffic study and public meetings concluding in Oct. 1997 are that FHWA, Caltrans & USFS have decided not to pursue a project to reconstruct and pave 47 miles of Forest Highway 7.
DN / Hum	169	Route 169 is from: Route 101 near Klamath to Route 96 near Weitchpec. Notwithstanding the provisions of Section 81 of this code, the department may maintain a traversable road highway located in portions of the area between the termini of and approximately on this route even though the highway is not continuous	From Terwer Riffle Road to Wauteck Village	3	18.2	1920	---	See Remarks	---	Primitive logging roads - unsuitable for use as a state highway. Feasibility study planned for this route. The yurok Tribe Transportation Plan (2006) identifies a long-term goal to have the completion of route 169 between the communities of Klamath (Terwer Riffle Road) in Del Norte County to Wautek Village in Humboldt County. A Feasibility Study is "planned" for this route.
Men / Hum	211	Route 211 is from Route 1 near Rockport to Route 101 near Fernbridge	From Mendocino County Line to Ferndale	4	73.2	1934	---	No plans	---	Chemise Mountain Road, Kings Peak Road, Wilder Ridge Road, Mattole Road - These roads are not constructed to State standards. These roads are unacceptable candidate highways for the state highway system at this time.
Men			From Route 1 to Humboldt County Line	4	29.6	1934	---	No plans	---	Usal Road - Existing road is primitive and unsuitable for use as a state highway.
Lak	281	Route 281 is from: Route 29 south of Lakeport to Route 29 southerly of Konocti Bay and via the vicinity of Soda Bay.	From Route 29 south of Lakeport to Konocti Bay Road	4	14.0	1970	---	See Remarks	---	Soda Bay Road - Improvement of existing road to state standards is planned for distant future by the county (PM 13.2-14.0)

District 1, Total Miles 160.3

DISTRICT 2 - TABLE DETAILS OF TRAVERSABLE HIGHWAYS

COUNTY	RTE	LEGISLATIVE DESCRIPTION	LIMITS OF UNCONSTRUCTED STATE HIGHWAY (existing local traversable road/s)	CAT	LENGTH (MILES)	YEAR ADDED TO STATE HIGHWAY SYSTEM	YEAR ADDED TO F&E SYSTEM	STATUS	YEAR OF ANTICIPATED ADOPTION	REMARKS
Plu	285	Route 285 is from: Route 70 on West Street in Portola northwesterly to the north city limits, then to Lake Davis via Humbug Canyon, and then easterly to Grizzly Reservoir via the south shore of the lake.	From Route 70 in Portola to Lake Davis.	4	7.5	1970	---	No Plans	---	West Street in Portola and via Humbug Canyon - 4.8 miles from Portola were constructed in 1972 (22' traveled way, 3' shoulders, 6" base and 2" asphalt concrete). There are problems with right of way and drainage. The road was not constructed to State standards.

District 2, Total Miles

7.5

DISTRICT 3 - TABLE DETAILS OF TRAVERSABLE HIGHWAYS

COUNTY	RTE	LEGISLATIVE DESCRIPTION	LIMITS OF UNCONSTRUCTED STATE HIGHWAY (existing local traversable road/s)	CAT	LENGTH (MILES)	YEAR ADDED TO STATE HIGHWAY SYSTEM	YEAR ADDED TO F&E SYSTEM	STATUS	YEAR OF ANTICIPATED ADOPTION	REMARKS
Sac	65	Route 65 is from: (a) Route 99 near Bakersfield to Route 198 near Exeter.	From San Joaquin County Line to Route 104	4	6.0	1959	1959	No Plans	---	No traversable highway - No recommendation.
		(b) Route 198 near Exeter to Route 80 near Roseville on a route along the easterly side of the San Joaquin Valley, which route may include all or portions of any existing state highway route.	From Route 104 to Placer County Line	4	25.0	1986	1986	No Plans	---	General routing not determined - No recommendation.
		(c) Route 80 near Roseville to Route 70 near Marysville.	From Sacramento County Line to Route 80	4	3.9	1959	1959	No Plans	---	No local roads fit the description of a traversable highway - No recommendation.
Yub / Sut		(d) Route 70 near Marysville to Route 99 in or near Yuba City.	From Route 70 near Marysville to Route 99 near Yuba City	4	5.3	1970	1970	See Remarks	---	No local roads fit the description of a traversable highway - No recommendation. Local interest to utilize and extend Pasado Rd. in Yuba County and Lincoln Rd. in Yuba City with a 3rd bridge river crossing over the Yuba River to connect SR 70 with SR 99. Local interest has not included any funding commitment for the bridge crossing and to upgrade local roadways to State Standards.

Sac / Pla	102	Route 102 is from: Route 5 near Elkhorn to Route 80 near Auburn.	From Route 5 to Route 80 near Auburn	4	37.5	1959	1959	See Remarks	---	General routing not determined - No traversable highway - Placer County is pursuing the Placer Parkway between SR 99 and SR 65, which would fulfill some, but not all, of the Route 102 need and purpose. Presently in the PA & ED phase, the Placer-Parkway would be an Access-controlled facility. The CTC authorized a Feasibility Study for the Placer Parkway in October 1988. The Feasibility Study was completed by Caltrans in February 1991. In October 1991, the CTC authorized continued corridor studies, but various constraints later stalled study activity.
Yol	128	Route 128 is from: (a) Route 1 near the mouth of the Navarro River to Route 101 near Cloverdale. (b) Route 101 to Route 29 in Calistoga. (c) Route 29 near Rutherford to Route 113 near Davis via Sage Canyon.	From Route 505 to Route 113	4	10.4	1939	1959	No plans	---	County Roads 32, 93A and 31. District 3 has not receive a request from Yolo County and the City of Winters to discuss possible adoption of an alignment between the current end of SR 128 at I-505 in the City of Winters and SR 113 in the City of Davis.. The current County Roads do not appear to meet State Standards and new alignment appears to be infeasible.
Sac	143	Route 143 is from: Route 99 near Elk Grove to Route 244 near Carmichael.	From Route 99 to Route 244	4	19.7	1959	1959	Deleted 1975 F&E System. No plans for improvement	---	The Freeway route adoption was rescinded in 1975. The area north of SR 16 has been, or is being, built out in a manner precluding a new highway alignment. Existing arterials (Bradshaw Road, etc.) approximate the route up to the American river, but the arterials serve local traffic. (No local roads fit the description of a traversable highway). District 3 has recommended removal of the route from the State Highway System for some time.

Sac	148	Route 148 is from: (a) Route 5 near Sacramento to Route 143 south of Route 16. (b) Route 143 south of Route 16 to Route 65.	From Route 5 to Route 99	4	4.3	1959	1959	See Remarks	---	Freeway route adoption was rescinded 8/21/74. Existing portions of Cosumnes River Parkway and Calvine road occupy the former freeway alignment and its SR 99 interchange footprint (though Calvine departs from the alignment east of SR 99). West of Franklin Blvd., preliminary plans by the City of Sacramento provide for an arterial street (also Cosumnes River Parkway) to occupy the former Freeway Agreement alignment. These areas of the Cities of Sacramento and Elk Grove and the County of Sacramento are being built out in a manner precluding additional alignments. (No local roads fit the total description of a traversable highway). District 3 continues to recommend removal of the route from the State Highway System.
			From Route 99 to Route 143	4	4.0	1959	1959	See Remarks	---	Freeway route adoption was rescinded 8/21/74. (General routing not determined). (No traversable highway). This area is being built out in a manner precluding any new highway alignment. District 3 continues to recommend removal of the route from the State Highway System.
			From Route 143 to Route 65	4	8.0	1986	1986	No Plans	---	General routing not determined - No traversable highway - This area is being built out in a manner precluding any new highway alignment. District 3 continues to recommend removal of the route from the State Highway System.
Gle	162	Route 162 is from: (a) Route 101 near Longvale to Route 5 near Willows via the vicinity of Covelo and Mendocino Pass. (b) Route 5 near Willows to Route 45. (c) Route 45 to Route 99 near Biggs. (d) Route	From Mendocino County Line to Alder Springs	4	24.3	1965	1965	No Plans	---	Mendocino Pass Road is part of Federal Forest Highway #7 - Mendocino Pass Road is primitive with much of it being a narrow dirt roadway and unsuitable for use as a state highway.

		99 near Richvale to Route 70 near Oroville. (e) Route 70 near Oroville to Foreman Creek Road via the Bidwell Bar Bridge.	From Alder Springs to Junction of County Roads 307 and 406	4	13.3	1965	1965	See Remarks	---	Alder Springs Road is part of Federal Forest Highway #7. This facility cannot be accepted into the State Highway System until it is brought up to State highway standards.
Yol	179	Route 179 is from: Route 80 near Vacaville to Route 128 near Berryessa Reservoir.	From Route 80 to Route 128	4	0.1	1959	1959	No Plans	---	Cherry Glen Road, Pleasant Valley Road - No recommendation.

District 3, Total Miles 161.8

DISTRICT 4 - TABLE DETAILS OF TRAVERSABLE HIGHWAYS

COUNTY	RTE	LEGISLATIVE DESCRIPTION	LIMITS OF UNCONSTRUCTED STATE HIGHWAY (existing local traversable road/s)	CAT	LENGTH (MILES)	YEAR ADDED TO STATE HIGHWAY SYSTEM	YEAR ADDED TO F&E SYSTEM	STATUS	YEAR OF ANTICIPATED ADOPTION	REMARKS
Son	12	Route 12 is from: (a) Route 1 near Valley Ford to Route 121 near Sonoma via Santa Rosa. (b) Route 29 in the vicinity of Napa to Route 80 near Cordelia. (c) Route 80 near Fairfield to Route 99 near Lodi via Rio Vista. (d) Route 99 near Lodi to Route 88 near Lockeford. (e) Route 88 near Clements to Route 49 near San Anseas.	FROM ROUTE 1 TO ROUTE 116	4	9.2	1959	1959	Inadequate. No plans for improvement for most of the traversable route.	---	(Valley Ford Road, Bodega Highway). About 1.3 miles were widened to 40 feet in 1975. The remaining portion is not to State standards. Local project to improve Bodega Highway near Occidental is in the 2040 RTP. Completion currently anticipated for 2017.
Ala	13	Route 13 is from: Route 61 near the Oakland International Airport to Route 61 near Emeryville via the vicinity of Lake Temescal.	2 Segments: FROM ROUTE 61 TO ROUTE 580 and ROUTE 80 to ROUTE 61	4	4.5	1959	1959	Inadequate. No plans for improvement.	---	(No local roads adequately fit the description of a traversable highway). 4.3 miles were deleted from the F&E System effective 1/1/82. No recommendation.
CC	24	Route 24 is from: (a) Route 580 in Oakland to the Alameda-Contra Costa County line b) Alameda-Contra Costa County line to Route 680 in Walnut Creek c) Route 680 in Walnut Creek to Route 4 near Pittsburg.	FROM ROUTE 680 TO ROUTE 4 NEAR ANTIOCH (Ygnacio Valley Road, Kirker Pass Road).	4	15.1	1959	1959	No plans. See remarks.	---	Considered adequate in 1972, but local agencies have discouraged State adoption. Freeway route adoption (4.5 miles) was rescinded 4-16-75. No recommendation.
Mrn	37	Route 37 is from: (a) Route 251 near Nicasio to Route 101 near Novato. (b) Route 101 near Novato to Route 80 near Lake Chabot via the vicinity of Sears Point and via the former Sears Point Toll Road.	ROUTE 251 TO ROUTE 101 NOVATO	4	11.2	1959	1959	Inadequate. No plans for improvement.	---	(Point Reyes-Petaluma Road. Novato Blvd). The existing road is in the vicinity of Stafford Lake. The road is not to State standards.

Ala	61	Route 61 is from: Route 84 near Newark to Route 580 near Albany via the vicinity of San Leandro and Oakland International Airport and via Alameda. No portion of Route 61 shall be constructed as a freeway north of Hegenberger Road.	FROM ROUTE 84 TO ROUTE 112 AND FROM ROUTE 260 TO ROUTE 880	4	24.3	1959	1959	No plans	---	With the demise of the Southern Crossing Project plans for the construction of Route 61 were suspended.
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DISTRICT 4 - TABLE DETAILS OF TRAVERSABLE HIGHWAYS (Continued)

COUNTY	RTE	LEGISLATIVE DESCRIPTION	LIMITS OF UNCONSTRUCTED STATE HIGHWAY (existing local traversable road/s)	CAT	LENGTH (MILES)	YEAR ADDED TO STATE HIGHWAY SYSTEM	YEAR ADDED TO F&E SYSTEM	STATUS	YEAR OF ANTICIPATED ADOPTION	REMARKS
Ala / CC	77	Route 77 is from: (a) Route 880 near 42nd Avenue to a connection with Route 580 near High Street in Oakland. (b) Route 580 in Oakland to Route 24 near Lafayette.	FROM NORTH JUNCTION OF ROUTE 580 TO ROUTE 24 NEAR LAFAYETTE	4	11.9	1953	1959	No plans	---	(Park Blvd., Shepard Canyon Road, and Moraga Rd.). The portion from Route 580 to Route 93 (4.8 miles) was deleted from the F&E System in 1972, and the adopted freeway route was rescinded 7/18/74. The adopted freeway route from Route 93 to Route 24 was rescinded 7/17/75.
Ala			FROM EAST 14th St. IN OAKLAND TO SOUTH JUNCTION ROUTE 580	4	1.5	1953	---	No plans	---	(42nd Ave., High St.).
Ala / CC	84	Route 84 is from: (a) Route 1 near San Gregorio to route 101 at Woodside Road in Redwood City. (b) Route 101 at Marsh Road in Menlo Park to Route 880. (c) Route 880 to Route 238. (d) Route 238 to Route 680 near Scotts Corners via the vicinity of Sunol. (e) Route 680 near Scotts Corners to Route 580 in Livermore. (f) Route 580 in Livermore to Route 4 near Brentwood. (g) Route 12 at Rio Vista to Route 80 near Bryte via Ryer Island.	FROM ROUTE 580 TO ROUTE 4	4	14.7	1959	1959	Indequate	---	The Route 4 bypass referred to in previous reports has been completed and adopted into the SHS. State Route 4 intersects with the traversable highway for Route 84 at the intersection of Vasco Road and Marsh Creek Road.
SM			FROM ROUTE 101 AT WOODSIDE RD. TO MARSH ROAD	4	1.9	1959	1959	PSR was prepared more than 12 years ago. Currently no plans to improve.	---	(No local roads adequately fit the description of a traversable highway).

SCI	87	Route 87 is from: (a) Route 85 in the vicinity of Santa Teresa Boulevard to Route 101 in the vicinity of Guadalupe River. (b) San Jose easterly of Route 101 to Route 237.	FROM ROUTE 101 TO ROUTE 237	4	4.3	1961	1961	No plans	---	Route has not been adopted from Route 101 to Route 237. District 4 has not done any study for future alignment of this route.
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DISTRICT 4 - TABLE DETAILS OF TRAVERSABLE HIGHWAYS (Continued)

COUNTY	RTE	LEGISLATIVE DESCRIPTION	LIMITS OF UNCONSTRUCTED STATE HIGHWAY (existing local traversable road/s)	CAT	LENGTH (MILES)	YEAR ADDED TO STATE HIGHWAY SYSTEM	YEAR ADDED TO F&E SYSTEM	STATUS	YEAR OF ANTICIPATED ADOPTION	REMARKS
Ala	92	Route 92 is from: (a) Route 1 near Half Moon Bay to Route 280. (b) Route 280 to Route 580 near Castro Valley and Hayward.	FROM ROUTE 238 TO ROUTE 580	4	2.2	1959	1959	No plans	---	Route was planned as a freeway. This segment was deleted from the F&E System in 1975. The route was rescinded 1/22/76. No recommendation.
CC	93	Route 93 is from: (a) Route 77 near Moraga to Route 24 near Orinda. (b) Route 24 near Orinda to Route 80 in Richmond and Pinole. (c) Route 80 to Route 580 in Richmond via San Pablo and north Richmond.	FROM ROUTE 77 NEAR BURTON TO ROUTE 80 IN RICHMOND	4	17.3	1959	1959	No plans	---	Segments from Route 77 (rescinded in 1975), to Route 24 to Route 80 were rescinded July 17, 1975.
			FROM ROUTE 80 AT THE RICHMOND PARKWAY TO ROUTE 580	4	5.6	1959	1959	No plans	---	Segment of Route 93 constructed as Richmond Parkway. No intention to adopt into system
SM	109	Route 109 is from: Route 84 to Route 84 to Route 101. Please correct: Route 109 is from: Route 84 to Route 101.	FROM ROUTE 101 TO NOTRE DAME AVENUE	4	1.3	1988, Effective 1989	---	No plans	---	There have been attempts by Caltrans to persuade the city of East Palo Alto to relinquish the portion of University Avenue, between Notre Dame and Rte 101, to the State as a continuation of Rte 109. However, the city remains reluctant to such a proposal. The city of E.Palo Alto has requested the District to terminate the process of determining a traversable highway for Route 109. (November 29, 1989).
SCI	130	Route 130 is from: Route 101 in San Jose to Route 33 near Patterson via the vicinity of Mount Hamilton.	FROM MOUNT HAMILTON TO STATE ROUTE 33 NEAR CITY OF PATTERSON.	4	20.8	1959	---	Inadequate	No improvements anticipated.	(San Antonio Valley Road, and Del Puerto Canyon Road). Existing roads are not to State standard. Route segment w/ city of San Jose was relinquished.

Sol	179	Route 179 is from Route 80 near Vacaville to Route 128 near Berryessa Reservoir.	FROM ROUTE 80 TO ROUTE 128	4	13.7	1959	1959	No plans	---	(Cherry Glen Road, Pleasant Valley Road). No recommendation.
Son	181	Route 181 is from: Route 116 near Forestville to Route 101.	ROUTE 116 TO ROUTE 101	4	9.5	1959	1959	Inadequate. No plans to improve within 5 years.	---	(Mirable Road and River Road). Mirable from Route 116 to River Road does not meet State standards.

DISTRICT 4 - TABLE DETAILS OF TRAVERSABLE HIGHWAYS (Continued)

COUNTY	RTE	LEGISLATIVE DESCRIPTION	LIMITS OF UNCONSTRUCTED STATE HIGHWAY (existing local traversable road/s)	CAT	LENGTH (MILES)	YEAR ADDED TO STATE HIGHWAY SYSTEM	YEAR ADDED TO F&E SYSTEM	STATUS	YEAR OF ANTICIPATED ADOPTION	REMARKS
Ala	238	Route 238 is from: Route 680 in Fremont to Route 61 near San Lorenzo via Hayward.	FROM ROUTE 880 TO ROUTE 61	4	1.6	1959	1959	No plans	---	(Lewelling Boulevard). The route terminates at unconstructed Route 61. Freeway route has not been adopted.
Ala / CC	239	Route 239 is from: Route 580 west of Tracy to Route 4 near Brentwood.	FROM ROUTE 580 WEST OF TRACY TO ROUTE 4	3	17.0	1959	1959	Inadequate	Not within 10 years	(Mountain House Road, Byron Highway). Existing routes may not meet current highway standards. (Vasco Rd, Walnut Blvd). Rte 239 was a portion of the previous proposed mid-state tollway from Sunol to Vacaville. As part of a federal earmark to develop SR 239, Contra Costa Transportation Authority has initiated a Feasibility Study using federal earmark funds to potentially develop a privately owned and operated route or add SR 239 into the State Highway System.
Mrn	251	Route 251 is from: (a) Route 580 neat Point San Quentin to Route 101 near Greenbrae. (b) Route 101 near San Rafael to Route 1 near Point Reyes Station.	FROM ROUTE 1 TO ROUTE 101 NEAR SAN RAFAEL	4	22.9	1959	1959	Mostly inadequate. No plans for improvement.	---	(Petaluma Pt. Reyes Rd., Nicasino Valley Rd., Sir Francis Drake Blvd., Red Hill Ave., 4th St.) The existing roads were not constructed to state standards.

			FROM ROUTE 101 TO ROUTE 580	4	1.6	1959	1959	No plans.	No activity at this time.	(Sir Francis Drake Blvd is the traversable route). County road used as a connection between Route 101 and Richmond-San Rafael Bridge (interstate to interstate).
SF	280	Route 280 is from Route 101 in San Jose to Route 80 near First Street in San Francisco via Daly city.	FROM 6th Street to I-80	4	0.2			No plans	---	Route 280 has been extended to 4th Street/King Street. SF County has no plans to implement. Proposal to create a boulevard from Mariposa to 6th Street may have future impact.

DISTRICT 4 - TABLE DETAILS OF TRAVERSABLE HIGHWAYS (Continued)

COUNTY	RTE	LEGISLATIVE DESCRIPTION	LIMITS OF UNCONSTRUCTED STATE HIGHWAY (existing local traversable road/s)	CAT	LENGTH (MILES)	YEAR ADDED TO STATE HIGHWAY SYSTEM	YEAR ADDED TO F&E SYSTEM	STATUS	YEAR OF ANTICIPATED ADOPTION	REMARKS
SM	380	Route 380 is from: (a) Route 1 near Pacifica to Route 280 in San Bruno. (b) Route 280 in San Bruno to Route 101 in the vicinity of the San Francisco International Airport.	FROM ROUTE 1 TO ROUTE 280	4	4.4	1959	1959	No plans. Route not rescinded.	---	(San Bruno Avenue and Sharp Parks Road). (No local roads adequately fit the description of a state highway). Freeway agreement was rescinded 3/29/79.

District 4, Total Miles

216.7

DISTRICT 5 - TABLE DETAILS OF TRAVERSABLE HIGHWAYS

COUNTY	RTE	LEGISLATIVE DESCRIPTION	LIMITS OF UNCONSTRUCTED STATE HIGHWAY (existing local traversable road/s)	CAT	LENGTH (MILES)	YEAR ADDED TO STATE HIGHWAY SYSTEM	YEAR ADDED TO F&E SYSTEM	STATUS	YEAR OF ANTICIPATED ADOPTION	REMARKS
SCr	100	Route 100 is from: the junction of Routes 1 and Route 17 to Route 1 west of the San Lorenzo River via the beach area in Santa Cruz.	FROM JUNCTION ROUTE 1 AND ROUTE 17 TO ROUTE 1 WEST OF THE SAN LORENZO RIVER	4	4.5	1959	1959	No plans	---	(Network of city streets). (No traversable highway). Freeways route adoption was rescinded 8/20/75. No recommendation.
SBt	180	Route 180 is from: (a) Route 25 near Paicines to Route 5. (b) Route 5 to Route 99 passing near Mendota. (c) Route 99 near Fresno the General Grant Grove section of Kings Canyon National Park. (d) The General Grant Grove section of Kings Canyon National Park to Kings Canyon National Park boundary near Cedar Grove.	FROM PAICINES TO ROUTE 5	4	50.0	1959	1959	No plans	---	(San Benito County Road-Panoche Road), San Benito-Fresno County Line. No State adoption is requested or recommended (unsuitable). This 32' County of San Benito has a structural section consisting of a chip seal over Class 4 AB.
SB	217	Route 217 is from: (a) Route 101 near Ellwood to the campus of the University of California at Santa Barbara. (b) The campus of the University of California at Santa Barbara to Route 101 northwest of the City of Santa Barbara.	ROUTE 101 NEAR ELLWOOD TO THE U.C. SANTA BARBARA CAMPUS	4	5.0	1955	1965	No plans	---	(No local roads adequately fit the description of a traversable highway). No plans to construct this route by the County or State. This route should be unadopted, it traverses a highly sensitive environmental area, an industrial park and several residential subdivisions.
SLO	227	Route 227 is from: Route 1 south of Oceano to Route 101 in San Luis Obispo.	FROM ROUTE 101 SOUTH OF OCEANO TO ARROYA GRANDE	4	1.7	1967	---	No plans	---	(No local roads adequately fit the description of a traversable highway). No State adoption is requested or recommended. There are no plans by Arroyo Grande, San Luis Obispo County, or Caltrans to construct this section. The city of Arroyo Grande in 9/82 was told that Caltrans has plans to construct this section.

DISTRICT 6 - TABLE DETAILS OF TRAVERSABLE HIGHWAYS

COUNTY	RTE	LEGISLATIVE DESCRIPTION	LIMITS OF UNCONSTRUCTED STATE HIGHWAY (existing local traversable road/s)	CAT	LENGTH (MILES)	YEAR ADDED TO STATE HIGHWAY SYSTEM	YEAR ADDED TO F&E SYSTEM	STATUS	YEAR OF ANTICIPATED ADOPTION	REMARKS
Tul / Fre	65	Route 65 is from: (a) Route 99 near Bakersfield to Route 198 near Exeter. (b) Route 198 near Exeter to Route 80 near Roseville on a route along the easterly side of the San Joaquin Valley, which route may include all or portions of any existing state highway route. (c) Route 80 near Roseville to Route 70 near Marysville. (d) Route 70 near Marysville to Route 99 in or near Yuba city.	FROM RTE 198 IN TULARE COUNTY TO ROUTE 168 IN FRESNO COUNTY.	4	46.5	1959	1959	No plans	---	No local roads adequately fit the description of a traversable highway between Route 198 and Route 168. No recommendation.
Fre / Mad			FROM ROUTE 168 IN FRESNO CO. TO MADERA-MERCED CO. LINE	4	35.3	1959	1959	No plans	---	(No traversable highway). No recommendation.
Mad	152	Route 152 is from: (a) Route 1 near Watsonville via Hecker Pass to Route 101 in Gilroy. (b) Route 101 near Gilroy to Route 65 near Sharon via Pacheco Pass.	FROM ROUTE 99 TO ROUTE 65	4	15.1	1959	1959	No plans	---	(No traversable highway). No recommendation.

DISTRICT 6 - TABLE DETAILS OF TRAVERSABLE HIGHWAYS (Continued)

COUNTY	RTE	LEGISLATIVE DESCRIPTION	LIMITS OF UNCONSTRUCTED STATE HIGHWAY (existing local traversable road/s)	CAT	LENGTH (MILES)	YEAR ADDED TO STATE HIGHWAY SYSTEM	YEAR ADDED TO F&E SYSTEM	STATUS	YEAR OF ANTICIPATED ADOPTION	REMARKS
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Fre	180	Route 180 is from: (a) Route 25 near Paicines to Route 5. (b) Route 5 to Route 99 passing near Mendota. (c) Route 99 near Fresno to the General Grant Grove section of Kings Canyon National Park. (d) The General Grant Grove section of Kings Canyon National Park to Kings Canyon National Park boundary near Cedar Grove.	FROM SAN BENITO-FRESNO COUNTY LINE TO ROUTE 5	4	9.0	1959	1959	No plans	---	The facility, Panoche Road, between San Benito County line and Route 5 is an unimproved dirt road. If a new state highway is constructed in the area, it should be on new alignment. It is highly unlikely any of the existing road could be incorporated into a new highway. Any development of the road should be coordinated with District 5, since a large portion of the unimproved route is also in San Benito County. State adoption is not recommended.
Tul	190	Route 190 is from: Route 99 near Tipton to Route 127 near Death Valley Junction, via the vicinity of Porterville, Camp, Nelson, Olancho, and Death Valley.	FROM QUAKING ASPEN TO TULARE-INYO COUNTY LINE.	4	31.0	1959	---	No plans	---	(No local roads adequately fit the description of a traversable highway). Mountainous terrain. Route adoption was 10/20/65. No recommendation.
Tul	276	Route 276 is from: Route 198 near three Rivers to Oak Grove.	FROM ROUTE 198 NEAR THREE RIVERS TO OAK GROVE.	4	8.5	1967	---	No plans	---	Route 198 near Three Rivers to Mineral King added to State Highway System in 1967. Portion of route between Oak Grove and Mineral King were deleted in 1972. The existing road (Mineral King Road) is inadequate (narrow, winding, steep grades, etc.). The district recommends that the State not adopt this road.

District 6, Total Miles

145.4

DISTRICT 7 - TABLE DETAILS OF TRAVERSABLE HIGHWAYS

COUNTY	RTE	LEGISLATIVE DESCRIPTION	LIMITS OF UNCONSTRUCTED STATE HIGHWAY (existing local traversable road/s)	CAT	LENGTH (MILES)	YEAR ADDED TO STATE HIGHWAY SYSTEM	YEAR ADDED TO F&E SYSTEM	STATUS	YEAR OF ANTICIPATED ADOPTION	REMARKS
LA	14	Route 14 is from: (a) Route 1 north of the intersection of Sunset Boulevard northwest of Santo Monica to Route 5 near Tunnel Station. (b) Route 5 at Los Angeles near Tuneel Station to Route 58. (c) Route 58 to Route 395 near Little Lake via the vicinity of Antelope Valley.	FROM ROUTE 1 TO ROUTE 101.	4	10.1	1959	9/18/59	No plans for improvement	---	Route concept report recommends deletion from the State Highway System.
			FROM RTE 101 TO RTE 118	4	7.4	1959	9/18/59	No plans for improvement	---	Same as above. (Reseda Blvd.).
			FROM RTE 118 TO RTE 5.	4	4.3	1959	9/18/59	No plans for improvement	---	Same as above. (No local roads adequately fit the discription of a traversable highway).
LA	39	Route 39 is from: (a)Route 1 near huntington Beach to Route 72 in La Habra via beach Boulevard. (b) Beach Boulevard to harbor Boulevard in La Habra via Whittier Boulevard. (c) Whittier Boulevard in La Habra to Route 2 via Harbor Boulevard to the vicinity of Fullerton Road, then to Azusa Avenue, Azusa Avenue to San Gabriel Canyon Road, San Gabriel Avenue southbound between Azusa Avenue and San Gabriel Canyon Road, and San Gabriel Canyon Road.	FROM ORANGE CO. LINE TO KASHLAN ROAD.	4	0.3	1959	9/18/59	No plans for improvement	---	No change, presently this is designated as LA County highway N8. It has been District 07's intent to relinquish the majority of Route 39, as it primarily serves local traffic
			FROM KASHLAN ROAD TO AZUSA AVE.	4	5.1	1959	9/18/59	No plans for improvement	---	No change, presently this is designated as LA County highway N8. It has been District 07's intent to relinquish the majority of Route 39, as it primarily serves local traffic
			FROM COLIMA ROAD TO ROUTE 10	4	5.5	1959	9/18/59	No plans for improvement	---	No change, presently this is designated as LA County highway N8. It has been District 07's intent to relinquish the majority of Route 39, as it primarily serves local traffic

DISTRICT 7 - TABLE DETAILS OF TRAVERSABLE HIGHWAYS (Continued)

COUNTY	RTE	LEGISLATIVE DESCRIPTION	LIMITS OF UNCONSTRUCTED STATE HIGHWAY (existing local traversable road/s)	CAT	LENGTH (MILES)	YEAR ADDED TO STATE HIGHWAY SYSTEM	YEAR ADDED TO F&E SYSTEM	STATUS	YEAR OF ANTICIPATED ADOPTION	REMARKS
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LA	47	Route 47 is from: Route 110 is San Pedro to Route 10 via in Vincent Thomas Bridge. Route 47 shall also include that portion of Henry Ford.	FROM VINCENT THOMAS BRIDGE TO ROUTE 103.	2	1.2	1959	---	To be improved	---	When this segment is improved, it will be considered for assumption of maintenance. Projects are under construction.
			FROM RTE 103 TO RTE 91 (via Henry Ford Ave. and Alameda St.).	4	7.6	1982	---	Project partially funded	---	A new controlled access facility is planned for this segment
LA	48	Route 48 is from: Route 138 east of Gorman to Route 122 near the San Bernardino County line	FROM SIERRA HIGHWAY TO ROUTE 122	4	8.5	1959	9/18/59	No plans for improvement	---	No paved traversable highway
LA	64	Route 64 is from Route 1 near Malibu Beach to Route 5 south of San Fernando.	FROM ROUTE 1 TO ROUTE 101.	4	9.4	1959	Deleted 11/23/70	No plans for improvement	---	Route concept report recommends Route 64 be deleted from highway system. (Malibu Canyon Road).
LA / Ven			FROM ROUTE 101 TO ROUTE 27	4	8.0	1959	Deleted 1/1/76.	No plans for improvement	---	Route concept report recommends Route 64 be deleted from highway system. (No traversable highway).
LA			FROM ROUTE 27 TO ROUTE 5	4	12.6	1959	Deleted 1/1/76.	No plans for improvement	---	Route concept report recommends Route 64 be deleted from highway system. (Roscoe Blvd., Tuxford ST.).
LA	90	Route 90 is from Route 1 northwest of the Los Angeles International Airport to Route 91 in Santa Ana Canyon passing near La Habra.	FROM 0.8 MILE EAST OF ROUTE 405 TO ROUTE 258	4	4.5	1953	5/12/05	Inadequate	---	(Slauson Avenue).
			FROM ROUTE 258 TO ORANGE CO.	4	20.2	1959	5/12/05	Inadequate	---	Route concept report recommends Route 90 from proposed Route 258 to Orange Co. line be deleted from the State Highway System. (Slauson Avenue).
LA	118	Route 118 is from: (a) Route 126 near Saticoy to Route 210 near San Fernando. (b) Route 210 near Sunland to Route 249 north of La Canada.	FROM ROUTE 210 TO ROUTE 249	4	10.5	1959	5/12/05	No plans for improvement	---	(Big Tujunga Canyon Road).

DISTRICT 7 - TABLE DETAILS OF TRAVERSABLE HIGHWAYS (Continued)

COUNTY	RTE	LEGISLATIVE DESCRIPTION	LIMITS OF UNCONSTRUCTED STATE HIGHWAY (existing local traversable road/s)	CAT	LENGTH (MILES)	YEAR ADDED TO STATE HIGHWAY SYSTEM	YEAR ADDED TO F&E SYSTEM	STATUS	YEAR OF ANTICIPATED ADOPTION	REMARKS
LA	122	Route 122 is from: (a) Route 14 south fo palmdale to route 138. (b) Rotue 138 to Route 48. (c) Route 48 northeasterly to Route 58.	FROM ROUTE 14 TO ROUTE 138 (Pear blossom highway>	4	4.5	1959	---	No plans for improve ment	---	Route concept report recommends Route 14 to Route 138 alignment.
			FROM RTE 138 TO RTE 48	4	16.2	1959	---	No plans for improve ment	---	(50th Street East).
			FROM ROUTE 48 TO SAN BERNARDINO COUNTY LINE	4	20.1	1959	---	No plans for improve ment	---	(No traversable highway)
LA	164	Route 164 is from: Route 605 near Pico Rivera to Route 210 near Pasadena.	FROM ROUTE 605 TO GALLANTIN RD. (via Beverly Boulevard now).	4	1.4	1959	---	Probably adequat e	---	
LA	170	Route 170 is from: (a) Los Angeles International Airport to Route 90. (b) Route 2 to route 101 in Los Angeles. (c) Route 101 near Riverside Drive to Route 5 near Tujunga Wash.	FROM LAX TO ROUTE 90	4	4.5	1959 1965	9/17/65 (Por)	No plans for improve ment	---	(La Tijierra Blvd., La Cienega Blvd. From LAX to I-405 added to F&E System 9/17/65.
LA	249	Route 249 is from: Route 2 north of La Canada to Route 14 south of Palmdale.	FROM ROUTE 2 TO ROUTE 14	4	13.5	1959	9/18/59	No plans for improve ment	---	Has insufficient tunnel clearances. (Angeles Forest Highway).
Ven	257	Rotue 257 is from: Route 34 to Route 101 near Ventura.	FROM ROUTE 34 TO ROUTE 101	4	19.6	1965	9/17/65	No plans for improve ment	---	The route is circuitous around Plaza Park in Oxnard. (5th St., Harbor Blvd.).

DISTRICT 7 - TABLE DETAILS OF TRAVERSABLE HIGHWAYS (Continued)

COUNTY	RTE	LEGISLATIVE DESCRIPTION	LIMITS OF UNCONSTRUCTED STATE HIGHWAY (existing local traversable road/s)	CAT	LENGTH (MILES)	YEAR ADDED TO STATE HIGHWAY SYSTEM	YEAR ADDED TO F&E SYSTEM	STATUS	YEAR OF ANTICIPATED ADOPTION	REMARKS
LA	258	Route 258 is from: Route 405 near Torrance to Route 101 near Hollywood.	FROM ROUTE 405 TO ROUTE 101	4	17.0	1965	9/17/65	Probably adequate.	---	Route concept report recommends revised proposed alignment ~ 3.5 miles westerly and description be : "from Route 405 near LAX, to Route 101 near Hollywood." (Western Avenue).
LA	710	Route 710 is from: Route 1 to Route 210 in Pasadena.	FROM VALLEY BLVD. TO COLOMBIA STREET	4	3.5	1959	9/18/59	Appears adequate.	---	An eight lane freeway is planned after studies are completed.

District 7, Total Miles

215.5

DISTRICT 8 - TABLE DETAILS OF TRAVERSABLE HIGHWAYS

COUNTY	RTE	LEGISLATIVE DESCRIPTION	LIMITS OF UNCONSTRUCTED STATE HIGHWAY (existing local traversable road/s)	CAT	LENGTH (MILES)	YEAR ADDED TO STATE HIGHWAY SYSTEM	YEAR ADDED TO F&E SYSTEM	STATUS	YEAR OF ANTICIPATED ADOPTION	REMARKS
SBd	18	Route 18 is from: (a) Route 10 near San Bernardino to Route 210. (b) Route 210 near San Bernardino to Route 15 in Victorville via Big Bear Lake. (c) Route 15 near Victorville to Route 138 near Pearblossom.	FROM ROUTE 10 TO ROUTE 210.	4	4.1	1959	1959	No plans	---	Freeway route adoption was rescinded in 1975. Because Routes 215, 259 and 210, exist in the area and are parallel north - south Freeways, the need for Route 18 southerly of Route 210 to be a state highway is a low priority. (No Local roads adequately fit the description of a traversable highway).
Riv	74	Route 74 is from: (a) Route 5 - Orange County near San Juan Capistrano to Route 15 near Lake Elsinore. (b) Route 15 near Lake Elsinore to the City Limits of Perris. (c) Route 215 near Perris to Route 10 near Thousand Palms via Hemet and Palm Desert.	FROM THE FORMER ROUTE 111 TO ROUTE 10.	4	5.5	1959	1959	Local Arterial Monterey Avenue was constructed.	---	Local Arterial, Monterey Avenue provides a connection to Route 10. Monterey Avenue is almost entirely within the City Limits of Rancho Mirage and Palm Desert south of Route 10. Improvements to the Monterey Avenue Interchange at I-10 are planned to be completed in 2014. Also, a 4-lane bridge now exists on Monterey Avenue over the Whitewater River. (No local roads adequately fit the description of a traversable highway).
Riv / SBd	81	Route 81 is from: Route 215 east of Riverside to Route 15 south of Devore.	FROM ROUTE 215 NEAR RIVERSIDE TO ROUTE 15 NEAR DEVORE.	4	30.9	1959	1959	No plans	---	(No local roads adequately fit the description of a traversable highway).
SBd	122	Route 122 is from: (a) Route 14 south of Palmdale to Route 138. (b) Route 138 to Route 48. (c) Route 48 northeasterly to Route 58.	FROM LOS ANGELES COUNTY LINE TO ROUTE 58.	4	20.5	1959	1959	No plans	---	District Corridor Review. (No local roads adequately fit the description of a traversable highway).
SBd	142	Route 142 is from: (a) Route 90 near Brea to Route 71 near Chino. (b) Route 71 near Chino to Route 210 near Upland.	FROM ROUTE 71 TO ROUTE 210.	4	9.5	1963	1963	No plans	---	There have been preliminary discussions with local transportation agencies which may lead to planning studies. (Central Avenue and a grid of urban streets could be used but the roads do not adequately fit the description of a traversable highway).

District 8, Total Miles

70.5

DISTRICT 9 - TABLE DETAILS OF TRAVERSABLE HIGHWAYS

COUNTY	RTE	LEGISLATIVE DESCRIPTION	LIMITS OF UNCONSTRUCTED STATE HIGHWAY (existing local traversable road/s)	CAT	LENGTH (MILES)	YEAR ADDED TO STATE HIGHWAY SYSTEM	YEAR ADDED TO F&E SYSTEM	STATUS	YEAR OF ANTICIPATED ADOPTION	REMARKS
Iny / SBd	178	Route 178 is from: (a) Bakersfield to Route 14 near Freeman via Walker Pass. (b) Route 14 near Freeman to Route 127. (c) Route 127 to the Nevada state line in Pahrump Valley.	FROM 14.7 MILES EAST OF KERN COUNTY LINE TO EAST BOUNDARY OF DEATH VALLEY NATIONAL MONUMENT.	4	56	1947	---	No plans	---	This is a winding dirt road through mountain passes in a desolate area. This portion of Route 178 passes through a gunnery range of the China Lake Naval Weapons Center and through the Wingate Wash area. A portion of the Wingate Wash has been designated a wilderness area by the National Park Service. No traversable highway is present and the area is not suitable for a state highway. The Legislative route description should be changed to match the constructed SHS portion.
Iny	190	Route 190 is from Route 99 near Tipton to Route 127 near Death Valley Junction, via the vicinity of Porterville, Camp Nelson, Olancha, and Death Valley.	FROM TULARE COUNTY LINE TO ROUTE 395.	4	12	1934	---	No plans	---	This area of Route 190 within Dist 9 is in mountainous terrain. There is no road in existence today. The Route was adopted as a conventional highway April 15, 1964. On January 4, 1982 Project Development prepared a report recommending the recession of the conventional route adoption. On June 25, 1982 the CTC passed a resolution "Notice of Intention to Consider Rescinding Conventional Adoption." Nothing has taken place since District completed a Route Recycle Report. The District recommends this portion of Route 190 be deleted from the State Highway System.

DISTRICT 9 - TABLE DETAILS OF TRAVERSABLE HIGHWAYS (Continued)

COUNTY	RTE	LEGISLATIVE DESCRIPTION	LIMITS OF UNCONSTRUCTED STATE HIGHWAY (existing local traversable road/s)	CAT	LENGTH (MILES)	YEAR ADDED TO STATE HIGHWAY SYSTEM	YEAR ADDED TO F&E SYSTEM	STATUS	YEAR OF ANTICIPATED ADOPTION	REMARKS
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Mno	270	Route 270 is from Route 395 south of Bridgeport to Bodie State Historic Park.	FROM 9.9 MILES EAST OF ROUTE 395 TO BODIE STATE HISTORIC PARK.	4	3.5	1970	---	No plans	---	The California Department of Parks and Recreation (DPR) maintains Route 270 from 9.9 miles east of Route 395 to Bodie State Park. DPR is responsible for maintaining, developing, repairing, improving, constructing, and reconstructing this 3.5 miles of road. This 3.5 miles cannot be accepted into the SHS until brought up to state highway standards.
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District 9, Total Miles

71.5

DISTRICT 10 - TABLE DETAILS OF TRAVERSABLE HIGHWAYS

COUNTY	RTE	LEGISLATIVE DESCRIPTION	LIMITS OF UNCONSTRUCTED STATE HIGHWAY (existing local traversable road/s)	CAT	LENGTH (MILES)	YEAR ADDED TO STATE HIGHWAY SYSTEM	YEAR ADDED TO F&E SYSTEM	STATUS	YEAR OF ANTICIPATED ADOPTION	REMARKS
Mpa / Mer / Sta / Cal / SJ	65	Route 65 is from: (a) Route 99 near Bakersfield to Route 198 near Exeter. (b) Route 198 near Exeter to Route 80 near Roseville on a route along the easterly side of the San Joaquin Valley, which route may include all or portions of any existing state highway route. (c) Route 80 near Roseville to Route 70 near Marysville. (d) Route 70 near Marysville to Route 99 in or near Yuba City.	From Madera County Line to Sacramento County Line.	4	93.9	1959	1959	No plans	---	No action by any of these counties to plan or construct this facility. No funds identified in respective RTP's
Ama	104	Route 104 is from: (a) Route 99 near Arno to Route 88 near Lone. (b) Route 88 west of Martell to Route 88 southwest of Pine Grove via the vicinity of Sutter Creek.	From Route 49 to Route 88. (Ridge Road, Climax Road).	3	8.3	1959	---	Study completed. No further action.	---	No recommendation
Sta	108	Route 108 is from: (a) Route 5 near Crows Landing to Route 99. (b) Route 132 in Modesto to Route 120 in Oakdale. (c) Route 120 near Yosemite Junction to Route 49 south of Jamestown. (d) Route 49 to Route 395 via the vicinity of Sonora and Long Barn.	From Route 5 to Route 33. (Fink Road)	4	3.6	1959	1959	No plans	---	No recommendation
			From Route 33 to Route 99. (Crow's Landing Road).	3	17.9	1959	1959	No plans	---	Stanislaus Council of Government's RTP indicated several road upgrades along possible alignment. Unclear if to be built to state standards. No recommendation.
Sta	130	Route 130 is from Route 101 in San Jose to Route 33 near Patterson via the vicinity of Mount Hamilton.	Santa Clara County Line to Route 5 (Del Puerto Canyon Road)	3	23.0	1959	---	No plans	---	No recommendation
			From Route 5 To SR 33	4	3.0	1959	---	No plans	---	No recommendation
SJ	234	Route 234 is from Route 5 near French Camp to Route 99.	From Route 5 to Route 99 (French Camp Road)	4	3.4	1959	1959	No plans	---	No recommendation

SJ	235	Route 235 is from Route 5 to Route 99 N of the Calaveras river	From Route 5 to Route 99 (Eight Mile road)	4	6.4	1959	1959	No plans	---	County arterial, no further plans
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DISTRICT 10 - TABLE DETAILS OF TRAVERSABLE HIGHWAYS (Continued)

COUNTY	RTE	LEGISLATIVE DESCRIPTION	LIMITS OF UNCONSTRUCTED STATE HIGHWAY (existing local traversable road/s)	CAT	LENGTH (MILES)	YEAR ADDED TO STATE HIGHWAY SYSTEM	YEAR ADDED TO F&E SYSTEM	STATUS	YEAR OF ANTICIPATED ADOPTION	REMARKS
SJ	239	Route 239 is from Route 4 near Brentwood to Route 205 near Tracy	From Route 4 to Route 205 (Mountain House Road, Byron Highway)	3	17.0	1959	---	Planning Study underway	---	IRRS 2003, 2005 SAFETEA-LU \$4M to conduct study and construct CA SR 239 from SR 4 in Brentwood area to I-205 in Tracy area. Received 2 earmarks totaling \$14M. In 2005, Contra Costa County was granted \$14 million in federal earmarks for planning and construction of State Route 239. Contra Costa County is coordinating with SJCOG and San Joaquin County

District 7, Total Miles 176.5

DISTRICT 11 - TABLE DETAILS OF TRAVERSABLE HIGHWAYS

COUNTY	RTE	LEGISLATIVE DESCRIPTION	LIMITS OF UNCONSTRUCTED STATE HIGHWAY (existing local traversable road/s)	CAT	LENGTH (MILES)	YEAR ADDED TO STATE HIGHWAY SYSTEM	YEAR ADDED TO F&E SYSTEM	STATUS	YEAR OF ANTICIPATED ADOPTION	REMARKS
SD	11	Route 11 is from the northerly border of the new Federal Port of Entry and east of the Otay Mesa Port of Entry to near the junction of Route 125 and Route 905.	From the northern border of the New Federal POE located approximately 2 miles east of the existing Otay Mesa POE to the junction Route 125 and Route 905.	2	3.0	1994	---	See remarks	2008	PA&ED Phase. Construct 4 lane highway/tollway. Estimated construction completion 2014/2015
SD	54	Route 54 is from Route 5 near Sweetwater River to Route 8 near El Cajon.	From Route 125 to Route 94	4	4.7	1959	1959	See remarks	2020	Route adopted 8/20/63. Existing route does not meet State highway standards. Route Rescission Report currently under development.
SD	56	Route 56 is from Route 5 north of La Jolla to Route 67.	From Route 15 to Route 67	4	8.0	1959	1959	No Plans	---	Route adopted 4/28/65. No current plans to develop a State Highway in this segment.
SD	125	Route 125 is from: (a) Route 905 near Brown Field to Route 54. (b) Route 54 to Route 94 near La Mesa. (c) Route 94 near La Mesa to Route 56.	From Mission Gorge Road (Route 52) To Route 56.	4	10.6	1959	1959	No Plans	N/A	Route adopted: 7/21/65. No current plans to develop a state highway in this segment.

District 11, Total Miles

26.3

DISTRICT 12 - TABLE DETAILS OF TRAVERSABLE HIGHWAYS

COUNTY	RTE	LEGISLATIVE DESCRIPTION	LIMITS OF UNCONSTRUCTED STATE HIGHWAY (existing local traversable road/s)	CAT	LENGTH (MILES)	YEAR ADDED TO STATE HIGHWAY SYSTEM	YEAR ADDED TO F&E SYSTEM	STATUS	YEAR OF ANTICIPATED ADOPTION	REMARKS
Ora	1	SR 1 is from I-5 south to San Juan Capistrano to SR 101 near El Rio	Northerly NB CL to Jamboree Rd..	2	4.0	1919	1959	See Remarks	---	City of Newport Beach is not willing to accept relinquishment at no cost.
Ora	39	SR 39 is from SR 1 near HB to SR 72 in La Habra via Beach Bl (b) Beach Blvd to Harbor Bl in La Habra via Whittier Bl. (c) Whittier Bl in La Habra to SR 2 via Harbor Bl to the vicinity of Fullerton Rd, then to Azusa Ave to San Gabriel Cyn Rd, San Gabriel Ave southbound between Azusa Ave and San Gabriel Cyn Rd.	SR 72 North to LA County line	4	0.5	1959	1959	---	---	---
Ora	57	SR 57 is from SR 1 near HB to SR 22 near Santa Ana (b) I-5 near Santa Ana to SR 60 near Industry to I-10 near I-10 and Pomona.	I-5/SR-22/SR-57 Interchange to I-405/SR-73 Interchange	4	5.0	1959	1959	See Remarks	---	Currently, no improvement to extend SR 57 from I-5/SR 22/SR 57 to I-405/SR 73/SR 1.
Ora	91	SR 91 is from SR 1 near Hermosa Beach to SR 215 in Riverside via Santa Ana Cyn.	Riverside County line to SR 91/55, SR 91 Express Lanes will revert to the State when the Franchise Agreement expires.	4	11.5	1931	1959	See Remarks	2065	The Franchise Agreement between Caltrans and OCTA was extended to a date no later than December 31, 2065, per SB 1316.
Ora	241	Route 241 is from Route 5 south of San Clemente to Route 91 in the City of Anaheim.	Oso Pkwy/SR 241 IC to Cow Camp Road near SR 74.	2	4.1	---	---	See Remarks	---	Currently in environmental process, once construction is completed, State will own, operate as a toll facility under FETCA.
			Cow Camp to I-5/SR 241 IC.	2	10.5	---	---	See Remarks	---	Currently in environmental process, once construction is completed, State will own, operate as a toll facility under FETCA.
Ora	605	I-605 is from (a) SR-1 near Seal Beach Blvd. to I-405. (b) I-405 to I-210 near Duarte. I-605 shall be known and designated as the San Gabriel River Fwy.	From SR 1 to SR 22	4	3.0	1959	1959	See Remarks	---	(No local roads adequately fit the description of traversable highway,) No plans

District 12, Total Miles **38.6**

APPENDIX B

DEPUTY DIRECTIVE # 37-R2 ON ADOPTION AND MAINTENANCE OF
TRAVERSABLE HIGHWAYS

Deputy Directive

Number: DD-37-R2

*Refer to
Director's Policy:* DP-08
Freeway System
Management

Effective Date: 03/12/14

Supersedes: DD-37-R1
(Revised 2-28-11)

TITLE Adoption of Traversable Highways

POLICY

The California Department of Transportation (Caltrans) monitors traversable highways and assumes responsibility for ownership, operations and maintenance of traversable highways when the California Transportation Commission (CTC), as outlined in the Streets and Highways Code, adopts those highways into the State Highway System.

DEFINITION/BACKGROUND

As outlined in the Streets and Highways Code, Division 1, Chapter 1, Article 3, sections 81, 82, 83, 91, 92 and except as provided in section 2109, when an entire route in the statutory State Highway System has been constructed to adequate standards to serve as a state highway, the CTC must adopt the constructed facility. If a portion of a route has been constructed to adequate standards and connects to a maintained state highway, the CTC may adopt the constructed facility. Upon CTC adoption of a facility, Caltrans must maintain that facility using state highway funds.

Traversable Highways: Legislatively designated routes, which Caltrans does not yet maintain. Generally, these routes are owned and maintained by other governmental entities prior to adoption by the State.

Adequate Standards: An existing facility has been constructed to Caltrans standards if it provides a level of traffic safety and operation that is acceptable to Caltrans and if, in the opinion of Caltrans, no restoration or major improvements will be needed within ten years of the route adoption date.

RESPONSIBILITIES

District Directors:

- Monitor traversable highways, prepare an annual listing describing their status for possible adoption or designation by the CTC, and submit the listing to the Division of Research, Innovation and System Information (DRISI) by the end of each calendar year.

- Before entering into adoption negotiations with a local agency, obtain concurrence from the Divisions of Transportation Planning and Design on functionality and continuity of the route and District Traffic Operations to ensure safety and mobility standards are met.
- Obtain concurrence from the local agency on adoption of the traversable highway as a State-maintained highway if it meets State standards.
- Initiate a joint field review with representatives from the district and headquarters Divisions of Design, Maintenance, Traffic Operations, Research, Innovation and System Information, Transportation Planning, Right-of-Way, and Legal to prepare a report for adoption of the route.
- Prepare a Project Initiation Document, Project Report, and Environmental Document for route adoption.
- Prepare joint letter of concurrence signed by all of the affected headquarters divisions and submit to the Chief Deputy Director for approval.
- Prepare Route Adoption Map and submit to the Division of Design, along with approved Project Report and Environmental Document for CTC Route Adoption action and approval.
- Submit an Environmental Document to Division of Environmental Analysis for CTC Environmental Matters Route Adoption approval.
- Notify the local agency of the CTC's adoption of the road in accordance with section 82 of the Streets and Highways Code.
- Assume maintenance responsibilities after CTC action and formal adoption of the route by Caltrans.

Chief, Division of Research, Innovation and System Information:

- Maintains a current status file of traversable highways.
- Ensures the development, maintenance, and distribution of Caltrans "Traversable Highways Report."

Chief, Division of Transportation Planning:

- Reviews proposed adoption of traversable highways and provides data and advice regarding route connection and functional classification.

Chief, Division of Design:

- Provides review and concurrence that safety and operational needs are met by traversable highway.
- Works with district and other headquarter divisions to obtain CTC approval of route adoption of the traversable highway.
- Notifies the appropriate districts and divisions of any relevant CTC action.

Chief, Division of Traffic Operations:

- Confirms that the proposed route meets adequate safety and mobility standards.

Chief, Division of Maintenance:

- Ensures that needed operations and maintenance resources (personnel years and dollars) are added to the budget for the current and following fiscal years when the maintenance responsibilities are assumed.
- Adjusts maintenance allocations to reflect the increased workload.

APPLICABILITY

All Caltrans employees involved in the process of adoption or designation and subsequent maintenance of highways.

Original signed by:

3/12/2014

RICHARD D. LAND
Chief Deputy Director

Date Signed