

A HISTORICAL CONTEXT AND METHODOLOGY FOR EVALUATING TRAILS, ROADS, AND HIGHWAYS IN CALIFORNIA

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Timeline for Development of Engineering for Highways in California 1895-2009

1895	<p><i>The Bureau of Highways</i> is created with the Appointment of Lake Tahoe Wagon Road Commissioner and Commissioners of Bureau of Highways. The Bureau studied highway needs and made recommendations for a 4,500-mile State Highway System.</p> <p>R. C. Irvine, Marsden Manson, and L. Maude surveyed and visited every county in California. Their recommended highway system became the foundation of the system that exists today.</p> <p><i>Lake Tahoe Wagon Road (US 50):</i> First State Highway.</p>
1897	California's Department of Highways was created and operated until 1907 when the State Department of Engineering was created. The State legislature made its first appropriation for certain "State Roads."
1907	The State Department of Engineering was created. The Department of Highways and Lake Tahoe Wagon Road Commission were placed under the control of new department.
1909	<i>California's first State Highway Bond</i> was passed by the legislature. The State Highways Act of 1909 was approved by voters in 1910. It provided \$18 million for construction and acquisition of a State Highways System.
1911	The three-member California Highway Commission was created to oversee highway maintenance and construction. This legislation also provided for a Highway Engineer, appointed by the Governor to serve as the Executive Officer of the Commission.
1909, 1915, 1918	<i>Bond Acts:</i> These Bond Acts outlined and provided the initial funding for construction of a connected state highway system.
1912	<p><i>TransLab:</i> The recently appointed California Highway Commission authorized the construction of a materials testing facility, forerunner of what became known as the Transportation Laboratory.</p> <p>The first State highway construction contract was awarded and signed, with work beginning the same year. Awarding this contract marked the beginning of construction on the Highway 1, El Camino Real, Pacific Coast route.</p>
1915	<i>Passage of "Convict Labor Law":</i> The Department of Engineering was authorized to use convict labor for highway construction. Subsequently roads, particularly in remote areas, were constructed by convict labor for many years to come.
1916	<i>Federal Bankhead Act:</i> California received more than \$150,000 in Federal Aid funds for the fiscal year ending June 30, 1917.

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1918	<i>Early State Highway Construction:</i> By this date, several important highway projects were completed on portions of what would later become the U.S. Interstate Highway Systems. These include the Ridge Route (later part of US 99 and I-5) and the Yolo Causeway (later US 40 and I-80), which provided an all-weather link from Sacramento to San Francisco. Many other significant early state highways were also under construction or had been completed.
1923	The first State Gas Tax was created to fund the expansion of the State Highway System. Initially the tax was set at 2 cents per gallon. Accompanying legislation also created “Motor Vehicle Fuel Fund,” with some of the funding going directly to counties and other funds being deposited into the “State Highway Maintenance Fund” for the purposes of maintenance, repair, widening, resurfacing, and reconstruction of state highways and roads and highways in state parks.
1925	<i>United States Highway System:</i> Prior to the Interstate Highway System, the United States Highway System provided the first nationwide system of standardized routes. The Federal Aid Highway Act of 1925 created this system as a response to the confusion created by the more than 250 named highways, such as the Lincoln Highway and the Lake Tahoe Wagon Road, which were identified by names and colored bands on telephone poles. Instead, the new system used uniform numbers and a universally recognizable standardized shield for Interstate highways. The most important change created by the act included the provision that state governments, rather than for-profit private road clubs, administer the system.
1933	<i>Breed Act:</i> The Breed Act added approximately 5,900 miles of secondary highways and some 900 miles of urban city streets to the State Highway System. This transfer nearly doubled the mileage of the State Highway System. It was also the first of a series of events that began shifting the State Highway System’s focus from rural to urban areas.
1934	The state sign route numbering system was adopted.
1936	The San Francisco-Oakland Bay Bridge opened to traffic. The bridge represented a remarkable engineering and political achievement.
1937	State Route 1, also known as Pacific Coast Highway, was completed serving as an important tourist and commercial corridor. This is was the first compete north-south highway in California.
1940	The Arroyo-Secco Parkway, California’s first freeway, was dedicated on Monday, December 30, 1940. This project marked the beginning of the Freeway era in the Golden State.

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1947	<p><i>Collier-Burns Act:</i> In 1944, the California Highway Commission recommended a major post-war construction program. Senator Randolph Collier, known as “the Father of the Freeways,” successfully directed this bill, which consolidated county road administration, required that the state maintain highways in cities, increased gasoline and diesel fuel taxes from 3 to 4.5 cents per gallon, increased automobile registration fees and weight taxes on trucks, created funds for all highways and excess motor taxes, revised apportionment of revenues from fuel taxes, and divided state highway construction funds between southern and northern California, with 55% and 45% to respectively. The Act provided \$76 million annually for new construction of highways, and The Division of Highways was reorganized in order to deal with the greater volume of work generated by the Act.</p>
1953	<p>California’s gas tax was increased to 6 cents per gallon to fund the improvement of the highway system.</p>
1956	<p>The Federal-Aid Highway Act of 1956 was signed by President Dwight D. Eisenhower. Under the Act, the Federal government supplied 90 percent of funding for Interstate Highways with the State paying the remaining 10 percent.</p>
1960	<p><i>Conquering the Sierra:</i> Between June 1958, and January 1960, nearly 50 miles of four-lane freeway were constructed, as part of the conversion of old US 40 into Interstate 80, to provide motorists with an easier and safer route to the 1960 Winter Olympics in Squaw Valley.</p> <p>The Winter Olympics held in Squaw Valley served as impetus to build Interstate 80. Interstate 80 became the first all weather, trans-Sierra Nevada highway and was nationally recognized as a major engineering achievement.</p>
1961	<p>California established the Highway Transportation Agency that consisted of the Department of Public Works (which includes the Division of Highways), Department of Motor Vehicles, and the California Highway Patrol.</p>
1963	<p>The first rapid transit funding was authorized with the passage of the Collier-Unruh Act. This bill allowed counties to increase the in-lieu tax by one-half cent for development of rapid transit systems. The legislature also increased the gasoline tax to 7 cents a gallon.</p>
1964	<p>In October and November 1964, an additional 10 miles of Interstate 80, over Donner Summit and through the Truckee River Canyon, was opened to traffic, completing the route between Sacramento and the Nevada state line. In 1965, this segment of Interstate 80 was judged by the American Society of Civil Engineers as one of the three most outstanding engineering achievements of 1964. The Sierra-Nevada segment of Interstate 80 also won the 1966 Governor's Design Awards contest for “significant design in the field of transportation.”</p> <p>Senate Bill 64 was signed into law by Governor Edmund G. Brown on May 14, and provided for renumbering of the state highway system effective July 1, 1964</p>

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1965	The Highway Transportation Agency was renamed the Transportation Agency.
1969	The Business and Transportation Agency was formed from the departments and boards of Aeronautics, Highway Patrol, Corporations, Housing and Community Development, Insurance Motor Vehicles, Public Works (which included the Division of Highways), Real Estate, Savings and Loan, and State Banking.
1969-70	<i>Passage of NEPA:</i> The National Environmental Policy Act (NEPA), passed in 1969 and signed into law by President Richard M. Nixon in 1970, applies to federal agencies and the programs they fund. It requires that federal agencies, including the Federal Highway Administration, to consider environmental impacts before taking any significant action.
1970	<i>Passage of CEQA:</i> The California Environmental Quality Act (CEQA) is a California law enacted shortly after NEPA that requires government agencies to inform the public of the environmental consequences of government actions and to avoid or mitigate significant environmental impacts. The opening of first High-Occupancy Vehicle (HOV) Lane occurred in the San Francisco Bay area. A one-half mile, peak period, west-bound bus lane was installed through the toll plaza of the San Francisco-Oakland Bay Bridge on April 20. This was an element of a program of experimental bus and car pool lanes installed through the toll plaza on December 8, 1971.
1971	The first Traffic Management Center in California was established in Los Angeles. The “42-mile Surveillance Loop” included the Santa Monica, San Diego, and Harbor Freeways. This was a significant milestone in the development of a fully-automated traffic management system and included elements such as underground “loop detectors” and ramp metering. The passage of the Transportation Development Act, extended the state’s retail sales tax to include gasoline, and provided for a portion of that revenue be returned to local government for transportation purposes. This provided a significant new source of revenue for local transportation facilities, in particular, for transit purposes.
1972-73	<i>Creation of Caltrans:</i> Previously the Division of Highways within the Department of Public Works, Caltrans became a separate department in 1973. The new name, Caltrans, short for the California Department of Transportation, symbolized the new broader view of transportation beyond highways alone.
1973	The California Department of Transportation (Caltrans) was formed to unify all transportation functions under a single Department.
1978	The California Transportation Commission was created to replace the California Highway Commission, State Transportation Board, Aeronautics Board and California Toll Bridge Authority, for the purpose of advising and assisting the Governor and Legislature in formulating and evaluating state policies and plans for transportation programs.

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1979	<i>Last Link of I-5:</i> On October 12, 1979, the new I-5, which runs from Canada to Mexico, was dedicated near Stockton.
1980	Business and Transportation Agency was renamed the Business, Transportation and Housing Agency to better convey its broader mission.
1983	California's gas tax was increased to 9 cents, the first increase since 1963.
1987	<i>State Sales Tax for Transportation:</i> California Governor George Deukmejian signed a bill that allowed counties to ask voters for up to a penny hike in the state sales tax to pay for new roads and mass transit. The 12th and final Caltrans district was established in Orange County.
1989	The massive Loma Prieta Earthquake occurred on October 17, raising awareness for the need to strengthen and retrofit State highway bridges. After the earthquake, emergency transportation was greatly impacted in the Bay Area, however, Caltrans reopened the Bay Bridge in an amazing 30 days.
1990	<i>Propositions 108, 111 and 116:</i> Propositions 108, 111, and 116 were passed, designed to generate \$18.5 billion for transportation improvements. The State gas tax was increased to 14 cents with a yearly increase of one cent per year for four more years. A State Master Plan for Transportation was adopted with a focus on reduction of traffic congestion, with an emphasis on expanding bus, rail and other public transit systems as opposed to adding more freeways.
1993	<i>Completion of I-105:</i> The 17.3-mile Glenn Anderson (Century) Freeway, I-105, between Norwalk and El Segundo in Los Angeles County opened to traffic in 1993. The \$2.3 billion project, which included interchanges to four other freeways, was billed as the last new freeway in Los Angeles.
1994	The State's gas tax reached 18 cents per gallon. After the Northridge earthquake in Los Angeles on, January 17, Caltrans reconstructed I-5/Hwy 14, the Gavan Canyon Bridge and the Santa Monica Freeway I-10 in record time.
1997	The passage of Senate Bill 45 substantially changed the process by which state and federal transportation funds are allocated placing the majority of responsibility for planning and prioritization of project funding in the hands of local and regional agencies rather than the State. In order to improve efficiently the first dedicated electronic toll collection lane opens on the Carquinez Bridge in August reducing congestion.
2002	The first Amber Alert notification occurred on August 1 when two teenage girls were abducted near Lancaster, California. Milton Walters, a Caltrans District 9 equipment operator, spotted the abductor's white Bronco, scratched the license number in the dirt and on his lunch box and contacted the CHP.

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2004	<p>The Transportation Congestion Improvement Act, also known as Proposition 42, was approved by voters on the November 2004 ballot to protect transportation funds. This Act limited the use of transportation funds for other non-transportation related needs.</p>
2005	<p>Caltrans developed the Goods Movement Action Plan, which offered solutions to improve the flow of goods while reducing environmental impacts related to good movements. The Department also distributed \$5 million in federal funds as grant to metropolitan planning organizations to produce regional “blueprint” planning documents designed to improve environmental quality.</p>
2006	<p>Voters approved Propositions 1A and 1B. Proposition 1A permanently protected Proposition 42 transportation funds and required previously diverted funds to be repaid. Proposition 1B authorized the sale of \$19.9 billion dollars in bonds for a broad range of transportation projects.</p> <p>The San Francisco-Oakland Bay Bridge Self-Anchored Suspension (SAS) span contract was awarded in April, which was the largest public infrastructure contract in California's history. Caltrans seismically retrofitted 99.5 percent of all State-owned bridges, making them stronger and safer should a major earthquake occur.</p>
2007	<p>Caltrans, working with its partners in the private sector and government, was able to oversee the reconstruction of the I-880 and the I-580 approaches to the San Francisco- Oakland Bay Bridge in a record 26 days following a devastating accident that compromised the structure.</p> <p>Construction on the Devil’s Slide project began on highway 1 in San Mateo County in September. Caltrans designed this project to bypass the dangerous and maintenance intense Devil’s slide which was frequently closed because of storm damage. This project will consist of two parallel 4,200 foot long tunnels and a two 1,000 foot long bridges when complete.</p> <p>In October, Caltrans quickly responded to a fiery crash in a tunnel on I-5 near Santa Clarita that killed three people and involved 31-vehicles. Caltrans was able to clear the tunnel and reopen the route in a remarkable three days.</p> <p>The Department of Transportation, for the first time in history, oversaw \$10 billion dollars’ worth of construction occurring on the State Highway System.</p>
2008	<p>Caltrans completed the rehabilitation of a .75 mile stretch of the I-5 in Downtown Sacramento known as the “boat section” in a record 40 days rather than the projected two years with a minimal amount of inconvenience to the public.</p>
2009	<p>California received \$3.64 billion from the American Recovery and Reinvestment Act (Economic Stimulus Package) for transportation and was the first State in the nation to obligate \$1.5 billion to projects. These projects include a \$1 billion dollars lane widening on I-405, a \$13.5 million project to resurface and repair a 50 year old section of I-80 in the Bay area and \$1 billion to replace sections of Doyle Drive in San Francisco</p>

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April 1974

TRANSPORTATION LABORATORY ACCOMPLISHMENTS

During the period 1912 to the present, the Transportation Laboratory has developed many new tests, methods, standards, procedures and specifications which have received national recognition and which have helped to produce more uniform and higher quality materials. Some of these developments are listed in chronological order as follows:

- 1925 Developed the McKesson-Frickstadt Formula for determining oil content of bituminous mixes.
- 1929 California made its first attempt to control field moisture and density of embankment materials by the use of Relative Compaction methods.
- 1930 California Bearing Ratio and Expansion Tests adopted after extensive investigations and study in 1928 and 1929.

 Introduced the Surface Area Concept and Bituminous Ratio to oil mix design.

 The start of the development of our Paint Formulations which have received wide acceptance.
- 1933 Developed test methods and reflective measuring devices for Reflective Buttons used on highway signs.
- 1934 California made its first practical use of Vertical Sand Drains on the East approach to the San Francisco-Oakland Bay Bridge at El Cerrito Slough. Vertical sand drains were first developed by Moran on the East Coast.
- 1935 California Bearing Ratio made its first appearance in the 1935 Standard Specifications as a quality requirement for untreated bases.
- 1936 Developed California Soil Sampler. Modifications and improvements such as fixed piston and solid barrel became operational in 1962, and 3-inch diameter in 1966.

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- 1938 Discovered the phenomenon of the chemical reaction of cement alkalies with certain aggregates.
- Developed test to detect Reactive Aggregates and developed specifications for Low Alkali Cement.
- Used the Stabilometer, which was accepted as a method of design for asphalt concrete mixes.
- Developed a machine to measure the pavement profiles. This instrument became a routine field tool in 1958 with the advent of slip-form paving, and is currently used to set Standards of Smoothness.
- 1939 Made first installation of Horizontal Drains in California for purpose of improving slope stability.
- 1940 Brighton Test Track constructed to provide data on unstabilized versus stabilized (both asphalt and cement) bases of various thicknesses over low quality subgrade (subbase).
- Constructed the first California Profilograph which consisted of a frame 10 feet in length supported upon multiple wheels at each end of the frame.
- 1941 Mr. Fred Grumm, Engineer of Survey and Planning, introduced the equivalent 5000 lb. wheel load (EWL) method of evaluating traffic and incorporated it in the use of the California Bearing Ratio (CBR) Design Method.
- 1942 CBR adopted by U.S. Engineer Department and the Aviation Engineers for design of flexible pavements for runways - best method available at that time.
- Cooperated with the Portland Cement Association to determine effects of variation in physical and chemical composition of cements, cement content, entrained air and various additions on durability and performance of concrete when subjected to adverse exposure (Sulfate Soils and Sea Water). This research project is still in effect to a limited degree.
- 1943 Developed use of a Sand Cone for measuring in-place soil densities.
- Subjected reconstructed Brighton Test Track to truck traffic to provide data on equivalent thicknesses of unstabilized versus stabilized bases.

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- 1946 Pioneered the use of Cement Treated Bases under portland cement concrete pavement in a test section at San Clemente. The use of CTB under PCC became standard procedure shortly thereafter in California and is now used by about 30 other states.
- 1948 Substituted the Stabilometer R-value method of design for the California Bearing Ratio design method.
- 1952 Developed the use of Epoxy Binders for highway purposes.
Began extensive use of the Piezometer, which was developed by Dr. Casagrande at Logan Airport.
Began use of Hydraulic Settlement Platforms as a routine operation for measuring actual settlement under embankments.
- 1953 Pioneered the practical use of Raised Traffic Markers on travelled roadway.
Developed the Sand Equivalent Test for controlling the quality of graded aggregates.
Beginning of our "Crash Test" series. Full scale impact testing of eleven types of highway barrier curbs by test driver driving test car into curbs at various angles and at speeds up to 40 MPH. In 1955, driver replaced by remote control and car driven into curbs and also concrete bridge rails at speeds up to 60 MPH.
Constructed the first Vane Borer equipment and had an operational model in use in 1955. The Vane Borer was developed by the Norwegian Geotechnical Institute in the late 1940's.
- 1953 to 1965 Initial development of load cells for use in construction and to monitor forces in post-tensioned bridges was performed by the Laboratory in about 1953. Refinements on the earlier cells were made in 1965. These have developed in capacity from 50 kips to 2000 kips.
- 1955 Developed a rapid field test for measuring cement content for the purpose of field control of cement treated base operations.

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- 1955 (Continued)
- Studied a survey of Pavement Deflections and their effect on the life of asphalt concrete and developed design criteria.
- Developed the use of inspection procedures for welding of high strength steel for bridges.
- Wet Weight Method of Determining Relative Compaction included in Construction Manual in 1955.
- 1957
- Developed Corrosion Survey techniques for highway structures.
- Developed the California Freeze-Thaw Test for concrete aggregates. This test simulates actual conditions of exposure more closely than previous test methods.
- Developed specifications and tests for Highway Signal Lamps.
- Developed the Inclinator and placed it in general use. This device is used to expose instability in soft foundation soils upon which fills are being constructed and to determine depth of the slip plane.
- Made modifications to the R-value Design Method which took into account the findings of the WASHO Test Road.
- 1958
- We were the first state to approve the use of fabric reinforced elastomeric bridge bearing pads at an approximate saving of 30% over the use of steel reinforced bearing pads. We also developed the capability of testing them dynamically for fatigue on a routine basis, another first. Our fatigue testing machine has been duplicated by many other agencies.
- Developed a Skid Testing Machine for determining the relative slipperiness of various pavements.
- Rendered assistance in the development of a safe Median Barrier design by performing a series of dynamic impact tests.

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- 1958 to 1967 Developed Welding Quality Control Standards which included radiographic standards for bridge work.
- Developed Inspection Standards for qualifying various tendon systems in Prestressing Concrete.
- 1959 Developed a test program to determine the cement content of PCCP based on strength producing quality of aggregates. This cement content requirement used in 1960 Standard Specifications.
- Two types of median barriers developed and tested in "Crash Test" series. Two were cable-chain link and blocked-out metal beam barriers. In 1961, cars driven into cable-chain link barrier at speeds up to 80 MPH.
- Developed Minimum Resistivity Test for soils for use in culvert design.
- Developed Vibration Requirements for portland cement concrete placed by Slip-Form Pavers.
- 1960 Developed New Asphalt Specifications as a result of a long experimental program on quality of California asphalts.
- California Traveling Deflectometer placed in operation.
- Developed a test for evaluating and controlling the Cleanness of Coarse Concrete Aggregates.
- Completed development of the Profilograph and a Test Method for it. Requirement, as measured by the Profilograph, included in the 1960 Standard Specifications as a standard construction control procedure.
- 1961 Evaluated and approved the first use of fiberglass signs on a state highway in the United States.
- 1962 Specifications first used this year in Special Provisions as a requirement for cement, which were developed to obtain cement with minimum drying-shrinkage characteristics.
- Developed overlay design procedure based upon deflection measurements.
- Purchased first x-ray unit for diffraction and emission. This was the beginning of instrumental analysis which later was to include infrared, gas chromatography and atomic absorption.

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- 1962 (Continued)
- Vane Shear equipment for determining in situ strength was developed to the operational stage.
- 1963 Developed a Durability Test which measures the potential durability of graded aggregates.
- Developed specifications for control of Permeable Material.
- Investigated the use of compression joint sealers which were later adopted as the most used item for this purpose.
- 1964 Established Standards for Chloride Content in portland cement concrete with regards to corrosion of reinforcing steel.
- Developed the current California standard metal beam guard rail in a series of full scale impact tests. This rail is now a national standard.
- Revised the R-value Design Method to include the findings of the AASHO Road Test.
- Developed and used experimentally a statistical approach to earthwork compaction testing using Nuclear Gages. This was accepted for general use in 1966.
- 1965 Established Cement Content Standards in portland cement concrete to obtain the Minimum Corrosion of Reinforcing Steel.
- Developed Standards for protection of prestressing steel with Corrosion Inhibitors.
- Adopted Raised Traffic Marker system statewide.
- Developed triaxial testing criteria for large-scale high pressure equipment.
- Initiated the use of sub-audible rock noise recordings to monitor slope stability.
- Developed the California Type 8 Bridge Barrier Rail, an all steel rail system, through a series of full scale impact tests.

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- 1965 (Continued)
- Developed expanded metal headlight glare screen. This system has become a national standard for use where headlight glare protection is necessary.
- 1966 Developed grooved PCC pavements.
- Developed initial standards to improve the quality control and thus structural integrity of helically corrugated lock seam pipe.
- 1966-67 Designs were developed for anchoring terminal ends of guard rail and for transitions of bridge approach guard rail to bridge rail systems through full scale impact tests. These designs or modifications of them have become national standards.
- 1967 Developed, in cooperation with industry, the first slotted corrugated steel surface drainage pipe. The original design has been modified with time since its development and is now being used on a national scale.
- Developed resilience design procedure.
- Through research development and testing, in cooperation with industry, developed standards for mechanically spliced reinforcing bars using a sleeve with a metal filler process-Cadweld.
- The New Jersey type concrete median barrier has become a California standard for use in medians up to 32 feet in width as a result of confirming full scale impact tests conducted in 1967.
- Breakaway wooden sign support posts were developed in a series of full scale impact tests using both compact and full size automobiles.
- 1967-71 We participated nationally in the development of energy absorbing crash barriers in the period of time from 1967 to 1971 and verified and developed standard designs through our own full scale impact tests for water cell barriers, steel drum barriers and sand filled plastic barrel barriers.

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- 1967-73 The VEMCO, an electronic device developed by industry for measuring the force in prestressing strand at any location along the strand, was first used to monitor stress in prestressing strand in precast prestressed members in about 1967. A California test method covering its use was developed in 1973. It is now allowed as an alternate measuring tool in the specifications.
- 1968 Through extensive developmental research, developed standards and procedures for 100% penetration butt welding of joints in large diameter high strength steel reinforcing bars.
- Development of the California Method for measuring noise near highways.
- Prior to this date we participated nationally in the development of breakaway supports for steel sign structures and lighting standards. This developmental work was confirmed in 1968 in a series of full scale impact tests on breakaway lighting standards. These designs are now national standards.
- Developed formulation requirements for curing compounds for PCC.
- 1968 Developed standards to assure the structural integrity to
1970 of welded seam helically corrugated pipe. These standards have been adopted by AASHTO.
- 1969 The California Type 9 Bridge Barrier Rail was developed in a series of full scale impact tests. Versions of this concrete parapet-steel rail system are used nationally.
- We evaluated and approved the first use on a state highway project (near San Diego) of reinforced plastic mortar culvert pipe.
- Initial development of electro-hydraulic pressure cells for use as a routine inspection tool for monitoring stressing forces in prestressed bridges was performed in 1969. By 1971 the Bridge Department was using them on a regular basis.
- 1969-70 Developed specifications for low low alkali cement.

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- 1970 Evaluated and developed standards for the use of teflon as a bridge expansion bearing material.
- 1971 Wrote manuals and developed training procedures for assessment of air quality for highway projects.
- Adopted statistical specifications for Contractor produced materials.
- Developed presplitting criteria for the construction of cut slopes in California.
- The California Type 20 Bridge Barrier Rail which incorporated the safety shape traffic face contour similar to the New Jersey concrete median barrier was developed by full scale impact tests. A modification of this rail system has become the California Type 25 Bridge Barrier Rail and has become the new California standard.
- The California Type 15 Bridge Barrier Rail, an all steel railing system, was developed through a series of full scale dynamic impact tests.
- 1971-74 Proposed viscosity grading of asphalt based upon residue tests in 1971, and adopted viscosity-residue asphalt specifications in 1974.
- 1972 California was the first state to implement complete quality control standards on the production of helically corrugated lock seam pipe. Our new test method has been submitted to AASHTO and indications are that it will be adopted by this national agency.
- Wrote manuals and developed training procedures for assessment of water quality for highway projects.
- The Fox-Howlett Mechanical Reinforcing bar coupler was approved for use by the Transportation Laboratory. It was used for the first time in the U.S. on the Pine Valley Bridge Structure.
- The DWIDAG deformed prestressing bar was approved by the Transportation Laboratory for use on the first Segmental-Cast-in-Place Post Tensioned Bridge Structure built in the United States, the Pine Valley Bridge located East of San Diego.
- Developed procedures for securing consistent mineral analyses using x-ray defraction.

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- 1972-74 Developed model for air quality.
- 1973 Developed the first specification for highway signs using plastic films (PVC, PVF and Acrylic) as sign coating materials (evaluated in prior years).
- Modified the California standard guard rail design to allow the use of 6"x8" D.F. posts or W 6x8.5# steel posts in lieu of 8"x8" D.F. posts after performing a series of full scale impact tests.
- Initiated the use of vibratory compactors in the construction of California highways.
- Developed a fully mobile means of nuclear measurement of soil density and moisture content (Autoprobe).
- 1974 Developed criteria for the use of asphalt treated permeable material in two layers as an alternative to conventional permeable materials.
- Developed the designs for mechanical fill stabilization.

Appendix D

Historic Roads & Highways in California

Compiled by Caltrans Cultural Studies Office, December 2011

PM	Post Mile
HWY	Highway
SR	State Route
NR	National Register of Historic Places
CR	California Register of Historical Resources
POI	California Point of Historical Interest
CHL	California Historical Landmark

<i>Name</i>	<i>Description</i>
Arroyo Seco Parkway	SR110, also known as the Pasadena Freeway, between Los Angeles and Pasadena, Los Angeles County. Built with multi-agency collaboration to designate the route as a National Scenic Byway, and to develop a corridor management plan that enhances visitor appreciation for the parkway and the arroyo. Is a California State Scenic Highway, and was determined eligible for the NR by the Keeper, and listed in the CR.
Baseline Road	Hwy running parallel between Highland Avenue and Foothill Boulevard, Highland, San Bernardino County, POI #SBR-012.
Butterfield Overland Mail Route	Anza-Borrego, San Diego County, CHL #647.
Butterfield Stage Route	SR65, Lindsay, Tulare County, CHL #471.
Cabrillo Boulevard Parkway Historic District	Runs along the beach in Santa Barbara, Santa Barbara County, determined eligible for the NR by FHWA and listed in the CR.
Cabrillo Freeway	SR 163, runs through Balboa Park in San Diego, San Diego County, determined eligible for the NR by Caltrans, listed in the CR.
Cahuenga Freeway	SR 101, near Universal Studios, Los Angeles County, determined eligible for the NR by FHWA and listed in the CR.
Carmel Valley Road-Boronda Road Eucalyptus Trees	Monterey County, listed in the NR and the CR.

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<i>Name</i>	<i>Description</i>
Chicano Park murals	Located on the Coronado Bridge, San Diego County determined eligible for the NR and listed in the CR.
Christmas Tree Lane	Altadena, Los Angeles County, listed in the NR and CR.
Coloma Road-Rescue	Rescue, El Dorado County, CHL #747
Coxey Road	US Forest Service Roads, 3N08, 7W02 and #n14 from Holcomb Valley to the foot of the San Bernardino Mountains, Fawnskin, San Bernardino County, POI #SBR-017.
Crescent City Plank & Turnpike Road	Crescent City, Del Norte County, CHL #645.
Daley Toll Road Monument	SR18, PM 23.3, Rim Forest, San Bernardino County, CHL #579.
Ebbetts Pass	SR4, PM 18.5, Markleeville, Alpine County, is a 61 mile National Scenic Byway, California State Scenic Highway, and CHL #318.
Echo Summit	Segment of SR50, El Dorado County, determined eligible for the NR by Caltrans and listed in the CR.
Eichbaum Toll Road	SR190, PM 85.83, Stovepipe Wells, Inyo County, listed in the CR and CHL #848.
El Camino Real	Between Burlingame and Hillsborough, San Mateo County, determined eligible for the NR by Caltrans and listed in the CR.
Emigrant Trail	Segment near SR80 in Nevada and Placer Counties, determined eligible for the NR by Caltrans and listed in the CR.
Emigrant Trail Crossing of Present Highway	SR97, PM 14.5, Weed, Siskiyou County, CHL #517.
Euclid Avenue Historic District	SR 83 from 24 th Street in Upland to Philadelphia Street in Ontario, San Bernardino County, listed in the NR and CR.
Fages-De Anza Trail-Southern Emigrant Road	Borrego Springs, Imperial and San Diego Counties, listed in the NR & CR.
Feather River Highway	SR 70 in Butte & Plumas Counties, National Forest Scenic Byway, determined eligible for the NR by the Keeper and listed in the CR.

Appendix D

<i>Name</i>	<i>Description</i>
Fifth Street Retaining Wall	On 5 th Street between Grand and Flower streets in Los Angeles, Los Angeles County, determined eligible for the NR by the Keeper and listed in the CR.
Foote's Crossing Road	Nevada City, Sierra County, listed in the NR and CR.
Foothill Boulevard Milestone	At Mile 11, Pasadena, Los Angeles County, listed in the NR and CR.
Great Sierra Wagon Road	Also known as Aspen Valley Road or Old Tioga Road, north of Yosemite Village, Tuolumne County, listed in the NR and CR.
Harry Wade Exit Route	SR127, PM 29.8, Baker, San Bernardino County, CHL #622.
Heness Pass Road	Allegheny, Sierra County, CHL #421.
Highway 152 Tree Row	SR152, Gilroy, Santa Clara County, listed in the NR and CR.
Howard Ralston Eucalyptus Tree Row	SR82, San Mateo County, determined eligible for the NR by Caltrans and listed in the CR.
Mineral King Road Cultural Landscape	Mineral King, Tulare County, listed in the NR and CR.
Mormon Road	SR18, PM 17.15, Crestline, San Bernardino County, CHL #96.
Mussey Grade Road	Ramona, San Diego County, POI #SDI-0016.
Noble Pass Route	Shasta County, CHL #11.
Oat Hill Mine Road	Located northeast of Calistoga, Napa County, POI #NAP-002.
Old California-Oregon Road	SR99, PM 7.12, Anderson, Shasta County, CHL #58.
Old Coulterville Road & Trail	Yosemite National Park, Mariposa County, determined eligible for the NR by the Keeper and listed in the CR.
Old Emigrant Road	SR88, PM 2.4, Woodfords, Alpine County, CHL #661.
Old Emigrant Road	SR88, PM 63.1, Kirkwood, Amador County, CHL #662.
Old Highway 80	From Descanso Junction/Riverside Rd. to just west of the town of Jacumba, San Diego County, determined eligible for the NR.
Old Ridge Route	Castaic, Los Angeles County, listed in the NR and CR.

Appendix D

<i>Name</i>	<i>Description</i>
Old Santa Susana Stage Road	Also known as Stagecoach Trail and Devils Slide, off of SR18, Chatsworth, Los Angeles County, listed in the NR and CR.
Old Temescal Road	SR71, PM 0.9, Corona, Riverside County, CHL #638.
Pines to Palms Highway over Hurkey Creek	Segment of SR 74, PM 62.4/63.6, listed in the NR and CR (note: the whole highway has not been evaluated).
Plank Road	Winterhaven, Imperial County, listed in the CR, CHL #845.
Redwood Highway	SR101, through Del Norte Redwoods State Park. The portion west of Klamath, Del Norte County, listed in the NR; the portion running through the Del Norte Redwoods State Park determined eligible for the NR by Caltrans. Both portions listed in the CR.
Rim of the World Highway	SR18, San Bernardino County, determined eligible for the NR by FHWA and listed in the CR.
Robertson Boulevard	HWY 233, Main Street, Chowchilla, Madera County, POI #MAD-005.
Route 66	Fontana, San Bernardino County, determined eligible for NR by Caltrans and listed in the CR.
Russell Boulevard	Between SR113 and County Road 98, Davis, Yolo County, POI #YOL-001.
Salt Creek Road	Furnace Creek, Inyo County, determined eligible for the NR by the Keeper as part of the Death Valley Mining Site Multiple Property Determination and listed in the CR.
San Bernardino-Sonora Road	Euclid Ave. at intersection with J Street, Ontario, San Bernardino County, POI #SBR-021.
Santa Susana Stage Road	Northwest corner of the San Fernando Valley, USGS Topographic Quadrangle, Township 2N Range 17E Secs. 13 & 14, San Fernando, Los Angeles County, POI #LA-010.
Sherwin's Grade Toll Road	SR395, located on the USGS Topographic Quadrangle Township 2N Range 31E, Mammoth Lakes, Mono County, POI #MNO-016.
Site of Start of California State Highway System	El Camino Real at San Mateo Drive, San Bruno, POI #SMA-006.
Sonora-Mono Road	SR108, PM 14.5, Sugar Pine, Tuolumne County, CHL#422.

Appendix D

<i>Name</i>	<i>Description</i>
St. Helena Toll Road & Bull Trail	SR29, PM 5.5, Middletown, Lake County, CHL #467.
State Route 89 Masonry Features	At PM 16.6/18.0, El Dorado County, determined eligible for the NR by the Keeper and listed in the CR.
Torrey Pines Park Road	Also known as Roosevelt Memorial Drive, runs through the Torrey Pines State Reserve, San Diego County, listed in the NR & CR.
Twenty Mule Team Borax Wagon Road	California City, Kern County, determined eligible for the NR by the Keeper and listed in the CR, and as POI #KER-002.
Victoria Avenue	Runs from Arlington to Boundary Lane, Riverside, Riverside County, listed in the NR & CR.
Victory Trees	Along SR160, located just south of Sacramento near the California Delta, Sacramento County, determined eligible for the NR by Caltrans and listed in the CR.
Victory Highway	Segment of SR80, Nevada and Placer Counties, determined eligible for the NR by Caltrans and listed in the CR.
Watsonville-Lee Road Site	Watsonville, Santa Cruz County, listed in the NR and CR.

Appendix E

Designated California Legislature Historic Roads in California

Compiled by Caltrans Cultural Studies Office, June 2009, rev. December 2011

The California Legislature, through Continuing Resolutions, has officially recognized some routes as “historic,” but the designation has no ties to federal or California environmental laws. The legislative recognition primarily is honorific and allows for local groups to have “historic route” signs installed at their expenses, following the standards developed by the California Department of Transportation. These “honorific” historic routes include:

Arroyo Seco Parkway – California Historic Parkway (1993 AB 1247; this one is more than honorific, it changed the Streets and Highways Code to add a new section about Historic Parkways)

Cabrillo Historic Parkway – State Route 163 (2002 AB 3025, this one is more than honorific, it changed the Streets and Highways Code to add a Cabrillo Freeway through Balboa Park as a Historic Parkway)

Coast Highway Heritage Corridor – U.S. 101 from the Golden Gate Bridge to the Oregon state line and U.S. 101 from the Golden Gate Bridge to near Leggett (1974 California Recreational Trails Act)

Golden Chain Highway [entire State Route 49 designated as a heritage corridor] (1974 California Recreational Trails Act)

Historic U.S. Highway Route 6 (2007 ACR 26)

Historic U.S. Highway Route 40 (1998 ACR 180)

Historic Alternate Route U.S. Highway Route 40 (2006 SCR 66)

Historic Route 66 (don't have date or Senate/Assembly Continuing Resolution information)

Historic U.S. Highway 99 (1999 ACR 19)

Historic U.S. Highway Route 101 (1998 ACR 92)

Historic U.S. Highway 395 (2008 ACR 98)

Appendix F

Scenic Highways in California

Ancient Bristlecone Scenic Byway (34.0 miles), SR168, From Big Pine at SR 168 to Camp Sabrina and Brockman Lane at Paiute Shoshone Indian Reservation, Inyo County, National Forest Scenic Byway, California State Scenic Highway

Angeles Crest Scenic Byway (55.0 miles), SR2, from La Canada to San Bernardino County line, west of Wrightwood, Los Angeles County, National Forest Scenic Byway and California State Scenic Highway

Barrel Springs Back Country Byway (93.0 miles), Surprise Valley Road from Cedarville to Lake City, Fort Bidwell, Fee Reservoir and Barrel Springs Road to Barrel Springs, NV, then to Nevada Route 8A south to Ca-SR299, Modoc County, BLM6 Back Country Byway

Arroyo Seco Parkway (Pasadena Freeway, SR7110) - between Los Angeles and Pasadena, National Scenic Byway, Los Angeles County, to develop a corridor management plan that enhances visitor appreciation for the parkway and the arroyo), National Scenic Byway and California State Scenic Highway

Bigfoot Scenic Byway (89.0 miles), SR96, From Willow Creek at junction with SR 299 on SR96 to Happy Camp, Humboldt and Siskiyou Counties, National Forest Scenic Byway

Death Valley Scenic Byway (81.5 miles), SR190, beginning at the eastern entrance of Death Valley National Park, roughly 13 miles west of Death Valley Junction and continuing to the western entrance of Death Valley National Park, Inyo County, National Scenic Byway and California State Scenic Highway

Ebbetts Pass, see above under “Historic”

Route 1-Big Sur Coast Highway (72.0 miles), SR1, beginning at Ragged Point in San Luis Obispo County (PM 72.8+/-) and ending in Carmel in Monterey County, Monterey and San Luis Obispo Counties, All American Road and California State Scenic Highway

Route 1-San Luis Obispo North Coast Byway (57.0 miles), SR1, from the City of San Luis Obispo to the San Luis Obispo/Monterey County line, Monterey County, All American Road, California State Scenic Highway

Tioga Road/Big Oak Flat Road (64.0 miles), From the Big Oak Flat Yosemite National Park entrance, south of Mather to the Tioga Pass gate, Tuolumne County, National Scenic Byway, National Forest Scenic Byway, California State Scenic Highway

Volcanic Legacy Scenic Byway (500.0 miles), SR36, 44, 89 and 97, California section is an extension of the Oregon Section, SR97 three miles north of Dorris to Modoc or Shasta section to Lassen section, Lassen, Modoc, Shasta, Siskiyou and Tehama Counties, All American Road

Appendix G

Interstate Highways through California

Excerpted from April 17, 2007 Assembly Committee Analysis of ACR 6 3 U.S. Highways in California. There are several U.S. Highways designated by the federal government starting in the 1920s and ending in 1964 when the Interstate system took the place of most of the highways.

The U.S. Highways that passed through California were:

Hwy 6	Long Beach, CA to Cape Cod, Massachusetts.
Hwy 40	San Francisco, CA to Atlantic City, New Jersey.
Hwy 48	San Jose, CA to Manteca, CA.
Hwy 50	San Francisco, CA to Ocean City, Maryland.
Hwy 60	Los Angeles, CA to Newport News, Virginia.
Hwy 70	Los Angeles, CA to Atlantic, North Carolina.
Hwy 80	San Diego, CA to Tybee Island, Georgia.
Hwy 91	Long Beach, CA to Sweetgrass, Montana.
Hwy 95	Blythe, CA to Eastport, Idaho.
Hwy 99	San Ysidro, CA to Vancouver, British Columbia.
Hwy 101	San Ysidro, CA to Olympia, Washington.
Hwy 199	Crescent City, CA to Grants Pass, Oregon.
Hwy 299	Arcada, CA to Alturas, CA.
Hwy 395	San Diego, CA to Laurier, Washington.
Hwy 399	Ventura, CA to Pumpkin Center, CA.

Appendix H

CALIFORNIA TOLL ROADS AND TURNPIKES (Toll Roads unless indicated otherwise)

Name	County	Location	Notes
Gasquet Toll Road	Del Norte	Crescent City to Grants Pass, Oregon	Example of Chinese road building. Gasquet owned a store in Waldo, Oregon.
Low Divide Road	Del Norte	--	--
Bartram Toll Road	El Dorado	--	Essentially the Sherman Day county route.
Kingsbury – McDonald Road	El Dorado	East slope from Echo Summit	--
Ogilby Grade	El Dorado	--	Ogilby Bridge and Toll Road Co., S.F.
Ogilby Small Road	El Dorado	Smith’s Flat to Newtown area	--
South Fork Road	El Dorado	Pacific House to Swan – Henry Road	--
South Weber Turnpike	El Dorado	Smith’s Flat to Pacific House	--
Swan Road	El Dorado	Strawberry to Echo Summit	--
Swan – Harvey Road	El Dorado	Smith’s Flat to Pollock Pines	--
Swan – Henry Road	El Dorado	Ogilby Road to Strawberry	--
Plank Road	Imperial	Yuma to Ogilby	--
Eichbaum Toll Road	Inyo	Darwin to Death Valley	--
Bartlett Springs Toll Road	Lake	--	--
Manlove’s Toll Road	Lake	--	--
Muir Toll Road	Marin	--	--
A. J. Doolittle, Washington and Omega	Nevada	To Fall Creek	--
Alpha and Washington Turnpike	Nevada	--	--
Bear Valley Turnpike	Nevada	--	--
Bloody Run Toll Road	Nevada	--	--
Chalk Bluff Turnpike	Nevada	--	--
Cisco to Crystal Lake	Nevada	--	--
Cisco to Enterprise Mine	Nevada	--	--

Appendix H

Cooper and Co.	Nevada	Through Sugar Loaf Hill	--
Dry Creek Turnpike Co.	Nevada	--	--
Dutch Flat and Donner Lake Wagon Road	Nevada	--	Predecessor company was known as Lake Pass Turnpike Co. founded at Dutch Flat 3/21/1867. This was a shorter route according to a California Stage Co. sponsored race in 1864. S.R. 20 connects Nevada City to Dutch Flat and Donner Lake Wagon Road and Pacific Turnpike
Enterprise Turnpike	Nevada	New Hampshire Rocks to Enterprise City and Summit City	--
Forest Hill and Grass Valley Turnpike	Nevada	--	--
Grass Valley and Colfax Turnpike	Nevada	--	--
Grass Valley and Nevada Turnpike	Nevada	--	--
Heness Pass Turnpike Co.	Nevada	--	--
Little Grass Valley Toll Road	Nevada	--	--
Meadow Lake Turnpike	Nevada	Summit City to Henness Pass at Webber's Station.	--
Meadow Lake and Bowman's Ranch Turnpike	Nevada	--	--
Merriman and Fox's Road	Nevada	On Back Bone Ridge	--
Nevada – Grass Valley	Nevada	--	--
Nevada – Little York	Nevada	--	--
Nevada and Little York Turnpike	Nevada	--	--
Nevada and Washington Turnpike	Nevada	--	--
Nevada City – Downieville	Nevada	--	May have had a different name.
Pacific Turnpike (Culbertson Grade)	Nevada	Bear Valley to Henness Pass – Emigrant Gap to Henness Pass Road in Bowman's Meadow (now Bowman's Lake).	S.R. 20 connects Nevada City to Pacific Turnpike, Dutch Flat and Donner Lake Wagon Road. The Pacific Turnpike connected with Donner Lake Road at Emigrant Gap and crossed into Bear Valley thence to Henness

Appendix H

			Pass Road at Bowman Lake.
Pen Valley Toll Road	Nevada	--	--
Pet Hill Toll Road	Nevada	--	Owned by O.C. Hyatt
Placer and Nevada Turnpike Co.	Nevada	--	--
Rough and Ready Turnpike Co.	Nevada	--	--
South Branch Turnpike Co.	Nevada	--	--
South Yuba Road	Nevada	Nevada City to Lake City	--
South Yuba Turnpike Co.	Nevada	--	--
Truckee Turnpike Co.	Nevada	--	--
Union Turnpike Co.	Nevada	--	--
Virginia Turnpike Co.	Nevada	--	Operated bridge at Bridgeport.
Webber Lake and Summit City Turnpike Co.	Nevada	--	--
King's Canyon Road	Nevada Territory	Carson City to Lake Bigler Toll Road	--
McDonald Bedford Road	Nevada Territory	Va City to Carson City	--
Walton's Road	Nevada Territory	Carson City to Lake Bigler Toll Road	--
Dutch Flat Road	Placer	Sacramento – Auburn – Dutch Flat – Wilson's Valley-Yuba River – Summit Valley – Lake Pass – Donner Cabins – O'Neill's Bridge – Va City	Dutch Flat and Donner Lake Wagon Road Co. (CPRR Co.)
Dutch Flat and Donner Lake Stage Road	Placer	Truckee – Dog Valley – Verdi-Reno (from Auburn, Emigrant Gap, etc.)	--
Heness Pass Road	Placer	Jackson Meadow to Dog Valley	--
Heness Pass Turnpike	Placer	Extension of Henness Pass Road to Nevada City and Grass Valley.	Built by Henness Pass Turnpike Co. Second-most important of State's privately operated roads after Placerville Route.
Lake Pass Turnpike Co.	Placer	Dutch Flat to Steamboat Springs	--
Placer County Emigrant Road	Placer	Auburn – Forest Hill – Squaw Valley	--
Truckee Turnpike Co.	Placer	--	Truckee Turnpike Co. allied with Henness Pass Turnpike Co. to build Henness Pass Road.
Daley Road•	San Bernardino	Twin and City Creek Township	--

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San Diego and Fort Yuma Turnpike Co.	San Diego and Imperial	Through Mountain Springs Canyon; can be located from Mountain Springs stage station.	--
John M. James (Turnpike or Toll Road)	Santa Barbara	--	--
Camden Road	Shasta	Shasta to Tower House	Also known as Free Bridge Road.
Weaverville-Shasta Wagon Road Co.	Shasta and Trinity	Tower House to Weaverville via Lowden's Ranch.	Also known as the Buckhorn – Grass Valley Creek Toll Road, Buckhorn Toll Road, or Grass Valley Creek Toll Road.
Lewiston Turnpike Co.	Shasta and Trinity	Tower House to Weaverville via Lewiston and Rush Creek Road.	--
--	Shasta, Trinity, and Siskiyou	Tower House – French Gulch – Scott Mountain – Fort Jones – Yreka	--
Sears Point Toll Road	Sonoma	--	--
Minersville-Carrville Turnpike Co.	Trinity	Weaverville – Minersville – Carrville (under Trinity Lake)	--
Kelsey Creek-Bradford's	--	--	--
Lawley Toll Road	--	Mount St Helena to Middletown	--

Appendix I

Oregon-California Trail Guidelines and Classification System

The Oregon-California Trails Association defines five principal classes of emigrant trails:

- Class 1: Unaltered Trail
- Class 2: Used Trail
- Class 3: Verified Trail (but non-existent)
- Class 4: Altered Trail
- Class 5: Approximate Trail

The following guidelines focus on the most common surface characteristics and configurations, as well as other indicators, that can be used to locate and identify emigrant wagon trails.

1. In hilly or mountainous terrain, emigrant wagons generally followed ridges or higher elevations rather than gullies, ravines, or canyons. Evidence of trails is likely to be found on ridges rather than down or up narrow canyons or ravines. However, in very arid regions having hilly and/or rocky terrain, trails frequently followed the easier route of dry, sand-filled washes
2. When encountering hills on steep ascents/descents, wagons normally traveled directly up or down to avoid sideling on steep slopes. Trails traversing along the sides of slopes usually will not be emigrant wagon trails. Exceptions might be where there was either no alternative to a steep slope or the slope angle was not steep enough to make wagons unstable.
3. Traveling up or down hills, wagons often left swales and ruts that eventually caught runoff and took on the appearance of natural drainage features, thereby making it difficult to distinguish between a naturally occurring drainage and one that resulted from wagon use. Generally, wagons ascended and descended on the spine of a ridge rather than up or down gullies. Therefore, an unnatural drainage on the spine of a hill may indicate a one-time wagon trail.

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Oregon-California Trail Guidelines and Classification System

4. Wagon trails that cross gullies often appear as more than one rut, either on the ascending or descending side or both.
5. When possible, wagon-bound emigrants avoided rocky terrain. Do not expect to find wagon traces in rocky areas unless no alternative route was possible.
6. Wagons commonly spread out to avoid alkali dust and deep, loose sandy soils, thereby leaving very wide depressions/swales, several parallel swales, or parallel tracks. Also, as trail deterioration occurred due to use and weather, emigrants established parallel trails to avoid badly rutted and eroded segments.
7. Wagons drawn by draft animals on dirt trails tended to create swales and ruts rather than parallel wheel tracks separated by a center mound which are typical of two-track roads left by motor vehicles. Exceptions are where wagon wheels have worn deep two-track grooves into hard surfaces.
8. In rocky areas, often emigrants cleared larger rocks out of the trail and placed them along the sides of the trail to make wagon passage easier. A line of rocks may mark the edge of trails, often partially embedded in the soil. Also, by way of contrast, in wet or boggy sections rocks may have been placed in trail depressions to facilitate wagon travel.
9. In rocky terrain, wagon trains tended not to spread out because it was difficult to move rocks out of the way to create a parallel trail. However, this does not preclude finding short parallel trail segments in rocky areas.
10. In hard packed, gravel soil, wagon traffic may have left a distinctive “gravel road” appearance that has withstood remarkably well the impact of erosion and weathering. In places, often over long stretches, these gravelly “roads” remain the most authentic appearing, unaltered trails still existing. They are most prevalent in open, sagebrush and desert areas.
11. Wherever wagon passage was difficult—such as either steep descents and ascents or over hot sandy deserts—wagon parts, pottery fragments, and barrel hoops are commonly located. They are the remains of wagon breakdowns or abandoned provisions. For the benefit of future research and verification, and in compliance with State and Federal law, all wagon and emigrant artifacts should be left exactly where they are situated. Particularly significant artifacts should be reported to the managing agency for evaluation and possible curation. (Refer to Appendix F, “Trail Artifact/Feature Form,” for a method of recording artifacts found along trails.)
12. Occasionally, rock piles may be found near a trail. These may mark grave sites, particularly if they appear in an oval or rectangular arrangement with an east-west orientation. Small rock cairns a foot or so high also have been found along verified trail routes. Whether these were made by surveyors, road builders, emigrants, or later trail followers is not known.
13. Old wagon traces will often display different vegetation growth than on adjacent areas. This can be evident in grass, brush, or forested areas. On the edges of trails, where softer soil has built up, more vigorous growth can occur leaving a distinctive vegetative border. On trails with hard, compacted soil, little or only stunted growth will occur. And in some cases, where a swale has acted as a rain collector, a line of trees or high shrubs may have grown up over the years.
14. Wagon wheels rolling over alkali flats often left distinctive single or multiple tracks. Continuous tracks, streaked or lined with alkali from evaporation, may give the appearance of alkali “tire tracks.” Bare tracks may run through the sparse ground cover on the edges of alkali flats.

Appendix J

Evaluated Roads and Highways in California

District	County	Route	Post-mile	Name	City	NR Listed	CA Register Listed	CHL	Point	CEQA/ Other	Comments
1	DN			Crescent City Plank & Turnpike Road	Crescent City			CHL-645			Registered 4/28/1958 Pioneer State Road to Oregon was the Crescent City Turnpike route, constructed in 1858.
1	DN	1		Redwood Highway	Klamath	12/17/1979	Yes				NPS#843
1	LAK	29	5.5	St. Helena Toll Road & Bull Trail	Middletown			CHL-467			Registered 8/30/1950 NW corner of State Hwy 29 (P.M. 5.5) and Hill Ave, Middletown. The old bull trail from Napa Valley to Middletown was built by volunteers in the 1850s. A number of its grades were 35 percent. It was abandoned in 1868 when the St. Helena Toll Road was completed. It ran between the same points with only 12 percent grades.
2	SHA			Lassen Volcanic National Park Highway Historic District	Mineral	6/23/2006	Yes				NPS#2366 Listed under Lassen Volcanic National Park MPD.
2	SHA			Noble Pass Route				CHL-11			Registered 6/1/1932 Lassen Volcanic National Park, on park Hwy, 0.2 mi E of park marker no. 60, 3.7 mi from NW entrance on State Hwy 44. William H. Noble showed the route for a wagon road across the Sierra Nevada in May 1852.

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District	County	Route	Post-mile	Name	City	NR Listed	CA Register Listed	CHL	Point	CEQA/ Other	Comments
2	SHA	99	7.12	Old California-Oregon Road	Anderson			CHL-58			Registered 12/6/1932. NW corner of Hwy 99 (P.M. 7.12) and Spring Gulch Rd, 1.7 mi N of Anderson. This marks the location of the main artery of travel used by pioneers between the Trinity River and the northern mines of California and Oregon.
2	SIS	97	14.5	Emigrant Trail Crossing of Present Highway	Weed			CHL-517			Registered 3/25/1954 State Hwy 97, at Military Pass Rd, 14.5 mi NE of Weed. As early as 1852 wagon trains crossed 600 feet north of this monument, into Shasta Valley and Yreka, the monument also marks the point where the 1857 military pass from Fort Crook emerged to join the westward emigrant road.
3	ED			Coloma Road-Rescue	Rescue			CHL-747			Registered 7/5/1960. 4222 Green Valley Rd at Rescue Junction General Store, Rescue. Past this point on the old Coloma Road, running between Sutter's Fort and his sawmill on the American River, James W. Marshall rode with the first gold discovered at Coloma on January 24, 1848. Traveled by thousands to and from the diggings, this road became the route of California's earliest stageline, established in 1849 by James E. Birch.

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District	County	Route	Post-mile	Name	City	NR Listed	CA Register Listed	CHL	Point	CEQA/ Other	Comments
3	SIE			Foote's Crossing Road	Nevada City	1/29/1981	Yes				NPS#939
3	YOL			Russell Boulevard	Davis				YOL-001		Registered 8/29/1969 OHP record #P-144 Between SR113 & County Road 98
4	NAP			Oat Hill Mine Road	Calistoga				NAP-002	Oat Hill Mine Road	Registered 1/24/1968 OHP record #P-67 Northeast of Calistoga
4	SCL	152		Highway 152 Tree Row	Gilroy	7/3/2007	Yes				NPS#2367 115 Deodar Cedars & 20 Oak trees for 1.39 miles along South R/W SR152 in Gilroy. Local level of significance, Criterion A.; period of significance 1930-1931. Town of Gilroy planted Cedars to celebrate California's first Arbor Day on March 7, 1930. Similar simultaneous events in other towns around state. By end of day, across California, about 25,000 trees planted. In 1931, Gilroy planted additional trees along highway.
4	SM			Site of Start of California State Highway System	San Bruno				SMA-006		Registered 5/19/1971 OHP record #EP-200 El Camino Real at San Mateo Dr.

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District	County	Route	Post-mile	Name	City	NR Listed	CA Register Listed	CHL	Point	CEQA/ Other	Comments
5	MON			Carmel Valley Road-Boronda Road Eucalyptus Trees		1/10/2008	Yes				NPS #07001352 Thirty-three Eucalyptus globulus trees along South R/W Carmel Valley Rd & N-S R/W Boronda Rd. Local level of significance under Criterion C for landscape architecture. Eliza S. Clinkinbeard planted the Eucalyptus trees for Nathaniel Spaulding to define entry to Spaulding's property.
5	SC			Watsonville-Lee Road Site	Watsonville	5/28/1976	Yes				NPS#421
6	KER			Twenty Mule Team Road	California City				KER-002		Registered 6/7/1968 OHP record #P-91
6	MAD	233		Robertson Boulevard, State Highway 233	Chowchilla				MAD-005		Registered 11/20/1989 OHP record #P-724 Main Street of Chowchilla
6	TUL			Mineral King Road Cultural Landscape	Mineral King	10/24/2003	Yes				NPS#2217 Mineral King Rd, Sequoia National Park.
6	TUL	65		Butterfield Stage Route	Lindsay			CHL-471			Registered 8/30/1950 SW corner of Hermosa St (Ave 228) and State Hwy 65. This route, following an earlier emigrant trail, was laid out in the 1850s as part of the Stockton-Los Angeles Road. It was used from 1858 to 1861 by the Butterfield Overland Mail stages to carry the first overland mail service on a regular schedule between St. Louis and San Francisco.

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District	County	Route	Post-mile	Name	City	NR Listed	CA Register Listed	CHL	Point	CEQA/Other	Comments
7	LA			Christmas Tree Lane	Altadena	9/13/1990	Yes				NPS#1636
7	LA			Foothill Boulevard Milestone (Mile 11)	Pasadena	4/19/1996	Yes				NPS#1949
7	LA			Old Ridge Route	Castaic	9/25/1997	Yes				NPS#1989
7	LA			Old Santa Susana Stage Road	Chatsworth	1/10/1974	Yes				NPS#27
7	LA			Santa Susana Stage Road	San Fernando				LAN-010		Registered 10/5/1971 OHP record #P-227 NW corner of San Fernando Valley: T2 Range/17W Sec. 13 & 14
8	RIV	71	0.9	Old Temescal Road	Corona			CHL-638			Registered 3/31/1958 On Old Hwy 71, 0.9 mi S of I-15 and Temescal Canyon Rd interchange, 11 mi S of Corona. This route was used by the Luiseno and Gabrieleno Indians. Leandro Serrano established a home here in 1820. Jackson and Warner traveled the road in 1831, and Frémont in 1848. It was the southern emigrant road for gold seekers from 1849 to 1851, the Overland Mail route from 1858 to 1861, and a military road between Los Angeles and San Diego from 1861 to 1865.
8	RIV			Victoria Avenue	Riverside	10/26/2000	Yes				NPS#2108

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District	County	Route	Post-mile	Name	City	NR Listed	CA Register Listed	CHL	Point	CEQA/ Other	Comments
8	SBd			Baseline Road	Highland				SBR-012		Registered 1/31/1973 OHP record #P-278 Hwy running parallel between Highland Ave. & Foothill Blvd.
8	SBd			Coxey Road	Fawnskin				SBR-017		Registered 1/31/1973 OHP record #P-283 US Forest Service Roads 3N08, 7W02 & 3N14 from Holcomb Valley to foot of mountains.
8	SBd			San Bernardino-Sonora Road	Ontario				SBR-021		Registered 1/31/1973 OHP record #P-286 Euclid Ave. at intersection of J St.
8	SBd			Euclid Avenue	Upland/Ontario	8/10/2005	Yes				NPS#2304 From 24th St. in Upland to Philadelphia St. in Ontario.
8	SBd	18	23.3	Daley Toll Road Monument	Rim Forest			CHL-579			Registered 5/17/1957 On State Hwy 18 at Daley Canyon Rd, 0.6 mi E of Rim Forest. The Daley Road, built by Edward Daley and Co. in 1870, was one of the first roads into the San Bernardino Mountains that accommodated wagons. It was a toll road until 1890, when it became a county road. Now a Forest Service fire road, it is not open to the public.

Appendix J

District	County	Route	Post-mile	Name	City	NR Listed	CA Register Listed	CHL	Point	CEQA/ Other	Comments
8	SBd	18	17.15	Mormon Road	Crestline			CHL-96			Registered 3/29/1933 Waterman Canyon, State Hwy 18, 0.5 mi W of Crestline. When Mormons came to the San Bernardino Valley in 1851 they needed suitable lumber to construct their homes and stockade. To bring in lumber from the mountains they built an 11-mile wagon road that required about a thousand days' labor to complete.
8	SBd	66	13.08/ 13.96	Foothill Blvd. Historic Route 66 road segment - Hemlock Ave. to Almeria Ave	Fontana		Yes			D-elig.	Determined eligible 01/30/04. Also eligible Bridge & pumping station, 54-0004 & 54-0004W.
8	SBd	127	29.8	Harry Wade Exit Route	Baker			CHL-622			Registered 10/9/1957 4 mi S of Death Valley National Monument, 30 mi N of Baker. After getting to Death Valley with the ill-fated 1849 caravan, Harry Wade found this exit route for his ox drawn wagon and thereby saved his family's lives. At this point the Wade party came upon the known Spanish Trail to Cajón Pass.

Appendix J

District	County	Route	Post-mile	Name	City	NR Listed	CA Register Listed	CHL	Point	CEQA/ Other	Comments
9	INY	190	85.83	Eichbaum Toll Road	Stovepipe Wells		Yes	CHL-848			Registered 5/19/1971 Death Valley National Monument, 100 ft S of State Hwy 190 (P.M. 85.83), Stovepipe Wells. In 1926, first maintained toll road into Death Valley from Darwin Falls to Stovepipe Wells. It changed the area's economic base from mining to tourism and brought about the creation of Death Valley National Monument seven years later.
9	MNO			Sherwin's Grade Toll Road	Mammoth Lakes				MNO-016		Registered 3/29/1967 OHP record #P-286 T2N R31E on Hwy 395 in southern part of county.
10	ALP	4	18.5	Ebbetts Pass Route	Markleeville			CHL-318			Registered 7/12/1939 Ebbetts Pass on Hwy 4, 18 mi SW of Markleeville. The Emigrant Trail through Ebbetts Pass, discovered by and named after 'Major' John Ebbetts, opened in the early 1850s, but no wagon road went that way until 1864, when a toll road, under the name of Carson Valley and Big Tree Road, was completed to help open up the Comstock Lode in Nevada.

Appendix J

District	County	Route	Post-mile	Name	City	NR Listed	CA Register Listed	CHL	Point	CEQA/ Other	Comments
10	ALP	88	2.4	Old Emigrant Road	Woodfords			CHL-661			Registered 11/5/1958 Lake Caples, on State Hwy 88, 173 mi W of Woodfords. Here the 1848 Old Emigrant Road swung down across the meadow now covered by Caples Lake (Twin Lakes) and climbed along the ridge at the right to the gap at the head of the valley. From this summit (9,460 ft) it descended to Placerville. This rough circuitous section became obsolete in 1863 when a better route was blasted along the face of the cliff at Carson Spur.
10	AMA	88	63.1	Old Emigrant Road	Kirkwood			CHL-662			Registered 11/5/1958 On State Hwy 88 at Mud Lake Rd, 8.7 mi W of Kirkwood. Here the Old Emigrant Road looped around Silver Lake basin, reaching an elevation of 9,640 ft. This difficult portion of the road was used by thousands of vehicles from 1848 to 1863, when it was superseded by a route approximating the present hwy.
10	SIE			Hennes Pass Road	Alleghany			CHL-421			Registered 2/28/1949 SW corner intersection of Ridge/Hennes Pass Rds, 3.3 mi W of Alleghany. The main trail between Virginia City, Nevada and Marysville, CA. Hennes Pass Road was in use as early as 1849, as the

Appendix J

District	County	Route	Post-mile	Name	City	NR Listed	CA Register Listed	CHL	Point	CEQA/ Other	Comments
											road in the pass.
10	TUO			Great Sierra Wagon Road	Yosemite Valley	8/25/1978	Yes				NPS#657
10	TUO	108	14.5	Sonora-Mono Road	Sugar Pine			CHL-422			Registered 3/4/1949 On State Hwy 108 at Sugar Pine cutoff, Sugar Pine. A portion of the road was built by Tuolumne County Water Company in 1852 and a toll gate, fine hotel, and stables were located near this spot in the 1850s. Surveyed to Bridgeport, Mono County in 1860, the road was completed in 1864.
11	IMP			Plank Road	Winterhaven		Yes	CHL-845			Registered 1/21/1971 Grays Well Road, 3.3 mi west from eastbound I-8, 18 mi W of Winterhaven. This unique, 7-mile long plank road was the only means early motorists had of crossing the treacherous Imperial sand dunes. The 8x12-foot sections were moved with a team of horses whenever the shifting sands covered portions of the road. Double sections were placed at intervals to permit vehicles to pass.

Appendix J

District	County	Route	Post-mile	Name	City	NR Listed	CA Register Listed	CHL	Point	CEQA/ Other	Comments
11	SD			Butterfield Overland Mail Route	Anza-Borrego			CHL-647			Registered 5/29/1958 Blair Valley, 0.5 mi E of County Rd S2 (P.M. 23.0), 5.8 mi S of State Hwy 78, Anza-Borrego Desert State Park. Puerta Pass, connecting the desert and the cooler northern valleys, was used by the Mormon Battalion, Kearny's Army of the West, the Butterfield Overland Mail stages, and emigrants who eventually settled the West.
11	SD			Fages-De Anza Trail-Southern Emigrant Road	Borrego Springs	1/29/1973	Yes				NPS#203
11	SD			Mussey Grade Road	Ramona				SDI-0016		Registered 11/6/2003 OHP record #P-847
11	SD			Torrey Pines Park Road	San Diego	10/22/1998	Yes				NPS#2037

Appendix K

Caltrans Evaluated Roads and Highways

As of May 2014

Dist.	County	Route	Postmile	Name	NR elig/ Not elig	Sec. 106	PRC 5024	Comments
1	DN	101		Redwood Highway (Klamath)	Listed			Portions of the highway west of Klamath listed Dec. 17, 1979.
1	DN	101	15.0/15.6	Redwood Highway (Last Chance Slide)	Not elig.		X	Portions through Del Norte Redwoods State Park evaluated in 2002; reevaluated in 2014; SHPO concurred 5/15/14 no longer eligible.
1, 3	MEN/ SON	128		Route 128 in Cloverdale at Route 101 and Route 1 junction.	Not elig.		X	Evaluated in 2001.
2, 3	BUT/PLU	70	35.37 in Butte/36.0 in Plumas	Feather River Highway	Elig.	X		Have Programmatic Agreement for it maintenance.
2	SHA		NPS Route 1	Lassen Volcanic National Park Highway Historic District	Listed			In Mineral; listed June 23, 2006 as part of Lassen Volcanic National Park MPS
3	ED	50	66/67	Echo Summit segment	Elig.	X		Eligible under Criterion C.
3	ED	89	16.6/18.0	State Road 89 Masonry Features	Elig.	X		Keeper DOE, April 10, 1987. (FMA-PO-89-40)
3	GLE	162	43.52/65.52	Route 162 from Elk Creek to Willows	Not elig.		X	Evaluated in 2001.
3	SAC	160	35.8/36.76	River Road/Delta Hwy (Victory Trees) in Sacramento	Elig.		X	
3	SAC	160	34.74/35.8	Route 160 through Sacramento (Portions of Lincoln Hwy, US 40)	Not elig.		X	
3	SAC/YOL	275		Route 275 (portions of Lincoln Hwy, US 40)	Not elig.		X	

Appendix K

Dist.	County	Route	Postmile	Name	NR elig/ Not elig	Sec. 106	PRC 5024	Comments
3	SIE	49	32.32	Route 49	Not elig.		X	Evaluated in 2001.
3	SIE			Foote's Crossing Road	Listed			Listed on Jan. 29, 1981, under Criterion A at the state level of significance. Located in Nevada City.
4	SCI	152		Highway 152 Tree Row	Listed			First determined eligible by Caltrans D4, then listed in NR. In Gilroy.
4	SM	82	13.44/15.2	Howard-Ralston Eucalyptus Tree Rows	Elig.		X	Evaluated in 1999; trees on both sides of road are eligible; roadway not eligible.
5	MON	1		Coast Highway	?			Caltrans District 5 evaluated portions of the route and found elements including walls and fountains to be historic.
5	MON		Carmel Valley Rd. & Boronda Rd.	Carmel Valley Road-Boronda Road Eucalyptus Tree	Listed			Listed in the NR on January 10, 2008.
5	SB	101	9.0/10.5	Montecito Parkway	Not elig.	X		SHPO concurred in 1992.
5	SB	154	29.6	Old Stage Road new San Marcos Pass	Not elig.	X		
5	SB	225	4.5/7.3	Cabrillo Boulevard Parkway Historic District	Elig.	X		SHPO concurred in 1992.
6	KER	204	0.04/6.54	US Highway 99	Elig.		X	Determined NR eligible under PRC 5024 for route relinquishment. SHPO concurred September 21, 2010.

Appendix K

Dist.	County	Route	Postmile	Name	NR elig/ Not elig	Sec. 106	PRC 5024	Comments
6	TUL			Mineral King Road Cultural Landscape	Listed			Listed October 24, 2003, under Criteria A and C. Mineral King Rd., Sequoia National Park in Mineral King. Keeper DOE August 17, 2000.
7	LA	66	3.2/5.3	Route 66 in Claremont (Foothill Blvd.)	Not elig.		X	Caltrans determined not eligible under PRC 5024 for route relinquishment project; SHPO on 11/18/10 said they have no comment.
7	LA	101	8.05/9.22	Cahuenga Pass Transportation Corridor Historic District	Elig.	X		Determined eligible in 1997 for the Barham Cahuenga Corridor Improvement Project.
7	LA	110		Arroyo Seco Parkway (Pasadena Freeway)	Listed	X		Listed 02/04/11; Keeper DOE on March 31, 1983.
7	LA		WNW of Chatsworth off CA 18	Old Santa Susana Stage Road	Listed			Listed January 10, 1974 under Criteria A and D at the local level of significance. (Also known as Stagecoach Trail and Devils Slide).
7	LA			Fifth Street Retaining Wall	Elig	X		Located at 5th between Grand & Flower. Keeper DOE, April 5, 1979.
8	RIV	74	62.4/63.5	Pines to Palms Highway over Hurkey Creek	Elig	X	X	OHP concurred on November 4, 2010; Criterion A, local level.
8	RIV	79			?		X	contact David Bricker about this one
8	RIV		From Arlington to Boundary Ln.	Victoria Avenue	Listed			In Riverside, listed October 26, 2000 under Criteria A and C, local significance.

Appendix K

Dist.	County	Route	Postmile	Name	NR elig/ Not elig	Sec. 106	PRC 5024	Comments
8	SBd	18	17.8/21.7	Rim of the World Hwy	Elig	?	X	contact David Bricker on whether Caltrans evaluated this resource
8	SBd	66	10.87/17.14	Route 66 in Fontana	Elig		X	
8	SBd	66	4.08/9.76 & 9.89/10.87	Route 66 in Rancho Cucamonga	Not elig.		X	
8	SBd	66	17.14/20.14	Foothill Boulevard Route 66 road segment between Cedar Ave & Cactus Ave in Rialto	Not elig.		X	Not eligible in March 2003 HRCR; SHPO concurred October 11, 2007.
8	SBd	66	13.96/17.14	Foothill Boulevard Route 66 road segment in Fontana	Not elig.		X	Not eligible in January 1994 and August 2003 HRCR; SHPO concurred on January 30, 2004. Bridge & pumping station, 54-0004 & 54-0004W, individually eligible.
8	SBd	66	13.08/13.96	Foothill Boulevard Historic Route 66 road segment - Hemlock Ave. to Almeria Ave in Fontana	Elig.		X	Eligible in January 1994 and August 2003 HRCR per PRC 5023; SHPO concur January 30, 2004. Bridge & pumping station, 54-0004 & 54-0004W, also eligible.
8	SBd	66	4.08/9.76	Route 66 road segment in Rancho Cucamonga	Not elig.		X	Not eligible in March 2003 HRCR per PRC 5024; SHPO concurrence unknown.
8	SBd	66	0.04/4.08	Foothill Boulevard Route 66 road segment Los Angeles/San Bernardino county line, W of Monte Vista Ave. to W & east- corporate boundary of Upland at Grove Ave. in Upland	Not elig.		X	Not eligible in Jan 2007 HRCR; SHPO concurrence unknown. Route in Upland also known as CA-SBR-2910H (P36-002910)

Appendix K

Dist.	County	Route	Postmile	Name	NR elig/ Not elig	Sec. 106	PRC 5024	Comments
8	SBd	66	20.14/23.41	Foothill Boulevard Route 66 road segment between Pepper Ave & H St. in San Bernardino	Not elig.		X	Not eligible in May 2007 HRGR. SHPO concurrence unknown.
8	SBd	83	24th St. to Philadelphia St.	Euclid Avenue	Listed	X	X	Listed August 10, 2005, under Criteria A and C for local significance. Located in Upland & Ontario.
8	SBd	95		Former Route 66 near Needles	Not elig.	X		
9	INY		Death Valley National Monument	Salt Creek Road	Elig	X		Keeper DOE, n.d.? In Furnace Creek. Part of Death Valley Mining Sites MPS.
9	KER			The 20-Mule Team Borax Wagon Road	Elig	X		Keeper DOE, Sept. 30, 1976.
10	MPA		Yosemite National Park	Old Coulterville Road & Trail	Elig	X		Keeper DOE, Oct. 2, 1978.
10	STA	132		Route 132 through Modesto	Not elig.		X	
10	TUO		N of Yosemite Village	Great Sierra Wagon Road	Listed			In Yosemite Valley, listed August 25, 1978, under Criteria A and C for local significance. (AKA Aspen Valley Road, Old Tioga Road).
11	IMP, SD			Fages-De Anza Trail-Southern Emigrant Road	Listed			Listed January 29, 1973, under Criteria A and D for local significance. Located in Anza- Borrego State Park, Borrego Springs.
11	SD	75		Silver Strand Highway	Not elig.	X		Evaluated in 1997 HRER.

Appendix K

Dist.	County	Route	Postmile	Name	NR elig/ Not elig	Sec. 106	PRC 5024	Comments
11	SD	163	KP 1.4/6.0	Cabrillo Freeway	Elig.	X		Evaluated for Seismic Retrofit in 1996.
11	SD		Roughly NS Road in Torrey Pines State Reserve	Torrey Pines Park Road	Listed			Listed on October 22, 1998, under Criteria A and D for state significance (AKA Roosevelt Memorial Drive).
12	ORA	1	14/17.4	Route 1 through Newport Beach & Corona Del Mar	Not elig.		X	
12	ORA	1		Route 1 through Corona Del Mar	Not elig.		X	
12	ORA	1	.96/4.63	Route 1 from Dana Point to Laguna Beach	Not elig.		X	Evaluated in 2002
12	ORA	73	5.1/5.8	Route 73 through Corona Del Mar	Not elig.		X	Evaluated in 2003.
12	ORA	74	13.3/16.6	Ortega Hwy (Route 74) near San Juan Hot Springs & Riverside County line	Not elig.	X		Evaluated in 2003.

Appendix L

Highway Route Numbers and Date of Construction

Number	South or West Terminus	North or East Terminus	Length (mi) ^{[3][4]}	(km)	Formed	Deleted	Became a State Highway ^[5]	Notes
I-980	Oakland (I-880)	Oakland (I-580/ SR 24)	2.027	3.262	1981 (SR 24)		1947	
SR 905	San Diego (I-5)	Mexico	8.964	14.426	1986 (SR 117)		1959-1972	
I-880 deleted	West Sacramento (I-80/US 50)	Sacramento (I-80/SR 51/SR 244)	12	19	1964	1981 (I-80)	1959	
I-880	San Jose (I-280/SR 17)	Oakland (I-80/I-580)	45.698	73.544	1984 (SR 17)		1910-1933	
I-805	San Diego (I-5)	Del Mar (I-5)	28.016	45.087	1964		1959	
I-780	Vallejo (I-80)	Benicia (I-680)	6.759	10.878	1976 (I-680)		1935	
I-710	Long Beach unconstructed: Long Beach (SR 47)	Pasadena (I-210/SR 134)	24.249	39.025 ^[8]	1984 (SR 7)		1933-1959	
I-680	San Jose (I-280/ US 101)	Cordelia (I-80) formerly Vallejo (I-80) via I-780	70.536	113.517	1964		1910-1953	
I-605	Seal Beach	Irwindale (I-210)	27.473	44.214	1964		1933-1959	

Appendix L

Number	South or West Terminus	North or East Terminus	Length (mi) ^{[3][4]}	(km)	Formed	Deleted	Became a State Highway ^[5]	Notes
	(I-405/SR 22) unconstructed: Seal Beach (SR 1)							
I-580	San Rafael (US 101)	Tracy (I-5)	75.550	121.586 ^[6]	1964		1910-1965	
I-505	Vacaville (I-80)	Dunnigan (I-5)	32.982	53.079	1964		1933	
I-480 / SR 480 deleted	San Francisco (I-280) formerly San Francisco (I-80) via I-280	San Francisco (SR 1)	3	5 ^[6]	1964	1991 (US 101)	1945-1947	
I-405	Irvine (I-5)	San Fernando (I-5)	72.415	116.541	1964		1933-1951	
US 395	Hesperia (I-15) formerly San Diego via SR 163 , I-15 , I-215 , I-15	Oregon (US 395)	556.909	896.258 ^[7]	1964		1901-1933	
I-380	San Bruno (I-280) unconstructed: Pacifica (SR 1)	South San Francisco (US 101) formerly unconstructed: San Bruno (SR 87)	1.670	2.688	1969 (SR 186)		1947-1959	

Appendix L

Number	South or West Terminus	North or East Terminus	Length (mi) ^{[3][4]}	(km)	Formed	Deleted	Became a State Highway ^[5]	Notes
SR 371	Aguanga (SR 79)	Paradise Corner (SR 74)	20.753	33.399	1974 (SR 71)		1959	
SR 299	Arcata (US 101)	Nevada (SR 8A)	305.777	492.100 ^[6]	1964		1910-1921	
SR 285 deleted unconstructed	Portola (SR 70)	Grizzly Reservoir	0	0	1970	1998	1970	
SR 284	Chilcoot (SR 70)	Frenchman Lake	8.302	13.361	1970		1970	
SR 283	Scotia (US 101)	Rio Dell	0.356	0.573	1970 (US 101)		1910	Not signed
SR 282	NAS North Island	Coronado (SR 75)	0.691	1.112	1967		1967	
SR 281	Clear Lake unconstructed: Lakeport (SR 29)	Glenview (SR 29)	3.000	4.828	1970		1970	
I-280	San Jose (I-680/ US 101)	San Francisco unconstructed: San Francisco (I-80) formerly San Francisco (US 101) via SR 1	57.510	92.553	1964		1910-1959	

Appendix L

Number	South or West Terminus	North or East Terminus	Length (mi) ^{[3][4]}	(km)	Formed	Deleted	Became a State Highway ^[5]	Notes
SR 276 unconstructed	Three Rivers (SR 198)	Oak Grove formerly unconstructed: Mineral King	0.000	0.000	1965		1965	
SR 275	West Sacramento (US 50)	Sacramento	2.074	3.338	1967 (I-80)		1910	Not signed
SR 274 deleted	San Diego (I-5)	San Diego (I-15)	6	10	1965	1999	1965	
SR 273	Anderson (I-5)	Redding (I-5)	16.221	26.105	1967 (I-5)		1910	
SR 271	Cummings (US 101)	Cooks Valley (US 101)	14.815	23.842 ^[6]	1970 (US 101)		1910	
SR 270	Bridgeport (US 395)	Bodie	9.805	15.780 ^[7]	1970		1970	
SR 269	Avenal (SR 33)	Kerman (SR 145)	30.379	48.890	1972		1972	
SR 268 deleted unconstructed	Los Angeles (SR 27)	Los Angeles (I-405)	0	0	1965	1970	1965	
SR 267	Truckee (I-80/SR 89)	Kings Beach (SR 28)	11.696	18.823	1965		1965	
SR 266	Nevada (SR 266)	Nevada (SR 264)	11.721	18.863	1965		1931-1965	

Appendix L

Number	South or West Terminus	North or East Terminus	Length (mi) ^{[3][4]}	(km)	Formed	Deleted	Became a State Highway ^[5]	Notes
SR 265	Weed (US 97)	Weed (I-5)	0.527	0.848	1965 (I-5)		1910	
SR 263	Yreka (SR 3) formerly Hornbrook (I-5) via SR 96	Yreka (SR 96)	8.125	13.076	1965 (I-5)		1910	
SR 262	Fremont (I-880)	Fremont (I-680)	1.070	1.722	1965 (I-680)		1959	Not signed
SR 261 deleted	Longvale (US 101)	Willows (I-5)	62	100 ^[8]	1965	1972 (SR 162)	1965	
SR 261	Tustin	Orange (SR 241)	6.205	9.986	1991 (SR 231)		1988-1996	
SR 260	Alameda (SR 61)	Oakland (I-880)	1.924	3.096	1965 (SR 61)		1947	Signed as SR 61
SR 259	San Bernardino (I-215)	San Bernardino (SR 210)	1.515	2.438	1965 (SR 18)		1931	
SR 258 unconstructed	Torrance (I-405)	Hollywood (US 101)	0.000	0.000	1965		1965	
SR 257 unconstructed	Oxnard (SR 34)	Ventura (US 101)	0.000	0.000	1965		1965	
SR 256 deleted unconstructed	Roseville (I-80)	Roseville (SR 65)	0	0	1965	1994	1965	

Appendix L

Number	South or West Terminus	North or East Terminus	Length (mi) ^{[B][4]}	(km)	Formed	Deleted	Became a State Highway ^[5]	Notes
SR 255	Eureka (US 101)	Arcata (US 101)	8.789	14.145	1964		1963-1970	
SR 254	Phillipsville (US 101)	Stafford (US 101)	31.595	50.847	1964		1910	Mostly not signed
SR 253	Boonville (SR 128)	Ukiah (US 101)	17.180	27.649	1964		1963	
SR 252 deleted	National City unconstructed: National City (I-5)	National City (I-805)	0.507	0.816	1964	1994	1959	
SR 251 unconstructed	Point Reyes Station (SR 1)	Point San Quentin (I-580)	0.000	0.000	1964		1959	
SR 250 deleted	Orange (I-5)	Anaheim (SR 91)	4	6	1964	1981	1933	
SR 249 unconstructed	La Cañada Flintridge (SR 2)	Palmdale (SR 14/ SR 122)	0.000	0.000	1964		1959	
SR 248 deleted	Pasadena (SR 134)	Monrovia (I-210)	9	14	1964	1992	1933	
SR 247	Yucca Valley (SR 62)	Barstow (I-15)	78.084	125.664	1964		1959-1970	
SR 246	Lompoc formerly Surf	Santa Ynez (SR 154)	25.893	41.671 ^[6]	1964		1933	
SR 245 deleted	East Los Angeles	East Los Angeles (I-5)	1.0	1.6	1964	1965	1941	

Appendix L

Number	South or West Terminus	North or East Terminus	Length (mi) ^{[3][4]}	(km)	Formed	Deleted	Became a State Highway ^[5]	Notes
	(SR 60)							
SR 245	Exeter (SR 198)	Dunlap (SR 180)	42.007	67.604	1972 (SR 69)		1933	
SR 244	Sacramento (I-80/SR 51)	Sacramento (SR 143) formerly unconstructed: Fair Oaks (US 50)	0.620	0.998	1964		1959	Not signed
SR 243 deleted unconstructed	Baldwin Park (I-10)	Irwindale (I-210)	0	0	1964	1968 (I-605)	1959	
SR 243	Mountain Center (SR 74)	Banning (I-10)	29.625	47.677	1970		1970	
SR 242	Concord (I-680)	Concord (SR 4)	3.398	5.469	1964		1933	
SR 241 deleted unconstructed	San Francisco (SR 1)	San Francisco (US 101)	0	0	1968 (I-80)	1972	1947	
SR 241 deleted unconstructed	Los Angeles (I-110)	Los Angeles (SR 110)	0	0	1964	1965	1947	
SR 241	Rancho Santa Margarita unconstructed: San Clemente (I-5)	Anaheim (SR 91)	24.534	39.484	1988		1988	

Appendix L

Number	South or West Terminus	North or East Terminus	Length (mi) ^{[3][4]}	(km)	Formed	Deleted	Became a State Highway ^[5]	Notes
SR 240 deleted	Seal Beach (SR 22) unconstructed: Seal Beach (SR 1)	Seal Beach (I-405/I-605)	0.409	0.658	1964	1968 (I-605)	1957	
SR 239 unconstructed	Tracy (I-205/I-580)	Brentwood (SR 4)	0.000	0.000	1964		1959	
I-238 / SR 238	Fremont (I-680)	San Leandro (I-880) unconstructed: San Leandro (SR 61)	16.519	26.585	1964		1910-1959	SR 238 becomes I-238 at I-580
SR 237	Mountain View (SR 82)	Milpitas (I-680)	11.156	17.954	1964		1933	
SR 236	Boulder Creek (SR 9)	Waterman Gap (SR 9)	17.721	28.519	1964		1913-1917	
SR 235 unconstructed	Stockton (I-5)	Stockton (SR 99)	0.000	0.000	1964		1959	
SR 234 unconstructed	French Camp (I-5)	Stockton (SR 99)	0.000	0.000	1964		1959	
SR 233	Chowchilla (SR 152)	Chowchilla (SR 99)	3.882	6.247	1964		1933	
SR 232	Oxnard (SR 1)	Saticoy (SR 118)	4.110	6.614	1964		1933	
SR 231 deleted unconstructed	Irvine (I-5) formerly unconstructed:	Anaheim (SR 91)	0	0	1988	1996 (SR 133 , SR 241)	1988-1991	

Appendix L

Number	South or West Terminus	North or East Terminus	Length (mi) ^{[3][4]}	(km)	Formed	Deleted	Became a State Highway ^[5]	Notes
	Tustin (I-5) via SR 261							
SR 231 deleted	Coachella (SR 86)	Mecca (SR 195)	4	6	1964	1972	1935	
SR 230 unconstructed	South San Francisco (US 101)	San Francisco (I-280)	0.000	0.000	1964		1959	
SR 229	Santa Margarita (SR 58)	Creston (SR 41)	9.160	14.742	1964		1933	
SR 228 deleted unconstructed	Brawley (SR 86)	Brawley (SR 78/ SR 86)	0	0	1964	1998	1933	
SR 227	Arroyo Grande (US 101) unconstructed: Oceano (SR 1)	San Luis Obispo (US 101/SR 1)	14	23	1964		1933-1967	
SR 226 deleted	Orosi (SR 63)	Orange Cove	7	11	1964	1965 (SR 63)	1933	
SR 225	Santa Barbara (US 101)	Santa Barbara (US 101) formerly Montecito (US 101)	4.643	7.472	1964		1933-1998	

Appendix L

Number	South or West Terminus	North or East Terminus	Length (mi) ^{[3][4]}	(km)	Formed	Deleted	Became a State Highway ^[5]	Notes
SR 224 deleted	Carpinteria State Beach	Carpinteria (US 101)	1.7	2.7	1964	1996	1933	
SR 223	Taft (I-5)	Arvin (SR 58)	30.070	48.393	1964		1933-1959	
SR 222	Ukiah (US 101)	Talmage	1.626	2.617	1964		1925	Not signed
SR 221 deleted unconstructed	Napa (SR 29)	Napa (SR 121)	0	0	1964	1984	1959	
SR 221	Vallejo (SR 12/SR 29)	Napa (SR 121)	2.682	4.316	1984 (SR 121)		1910	
SR 220	Rio Vista (SR 84)	Walnut Grove (SR 160)	6.314	10.161	1964		1933	
SR 219	Salida (SR 99)	Modesto (SR 108)	4.742	7.632	1964		1910	
SR 218	Seaside (SR 1)	Del Rey Oaks (SR 68)	2.850	4.587	1964		1959	
SR 217	UC Santa Barbara unconstructed: Ellwood (US 101)	Goleta (US 101)	2.525	4.064	1964		1955-1968	
SR 216	Visalia (SR 198)	Woodlake (SR 198)	18.275	29.411	1964		1933	

Appendix L

Number	South or West Terminus	North or East Terminus	Length (mi) ^{[3][4]}	(km)	Formed	Deleted	Became a State Highway ^[5]	Notes
SR 215 deleted	Pomona (SR 60)	Claremont (SR 66)	4	6	1964	1965	1910	
I-215	Murrieta (I-15)	Devore (I-15)	55.060	88.610	1982 (SR 194)		1916-1951	
SR 214 deleted	Lakewood (SR 19)	Anaheim (I-5)	12	19	1964	1981	1933	
SR 213	San Pedro	Torrance unconstructed: Torrance (I-405)	7.984	12.849	1964		1961	
SR 212 deleted	Los Angeles	El Monte (I-10)	8	13	1964	1965	1935	
SR 211 deleted	Delano (SR 99)	Woody (SR 65)	11	18	1964	1965 (SR 155)	1933	
SR 211	Ferndale unconstructed: Rockport (SR 1)	Fernbridge (US 101)	5.395	8.682	1984 (SR 1)		1933-1951	
I-210 / SR 210	San Fernando (I-5)	Redlands (I-10) formerly Pomona (I-10/SR 57/SR 71) via SR 57	86	138	1964		1910-1933	I-210 becomes SR 210 at SR 57
SR 209 deleted	Point Loma	San Diego (I-5/I-8)	8	13	1964	2003	1933	

Appendix L

Number	South or West Terminus	North or East Terminus	Length (mi) ^{[3][4]}	(km)	Formed	Deleted	Became a State Highway ^[5]	Notes
SR 208 deleted	Rockport (SR 1)	Leggett (US 101)	15	24	1964	1984 (SR 1)	1951	
SR 207 deleted	Los Banos (SR 33/ SR 152)	Santa Nella (SR 33)	3	5	1964	1972 (SR 33)	1933	
SR 207	Bear Valley (SR 4)	Mount Reba	1.360	2.189	1979		1979	
SR 206 deleted	San Bernardino (SR 210/ SR 259)	Devore (I-215)	5.6	9.0	1964	1991	1933	
I-205	Tracy (I-580)	Manteca (I-5)	12.973	20.878	1964		1910	
SR 204	Bakersfield (SR 58) formerly Bakersfield (SR 99)	Oildale (SR 99)	4.781	7.694	1964		1910-1978	
SR 203	Minaret Summit	Mammoth Lakes (US 395)	9.351	15.049	1964		1933-1967	
SR 202	California Correctional Institution	Tehachapi (SR 58)	8.738	14.062	1964		1933	

Appendix L

Number	South or West Terminus	North or East Terminus	Length (mi) ^{[3][4]}	(km)	Formed	Deleted	Became a State Highway ^[5]	Notes
SR 201	Kingsburg (SR 99)	Elderwood (SR 245)	25.322	40.752 ^[6]	1964		1933	
SR 200	McKinleyville (US 101)	Blue Lake (SR 299)	2.681	4.315	1964		1933	
US 199	Crescent City (US 101)	Oregon (US 199)	36.169	58.208	1964		1919	
SR 198	San Lucas (US 101)	Sequoia National Park	141.273	227.357 ^[6]	1964		1910-1919	
SR 197	Hiouchi (US 199)	Smith River (US 101)	6.725	10.823	1964		1933	
SR 196 deleted unconstructed	Angeles National Forest (SR 2)	Palmdale (SR 249)	0	0	1964	1965	1959	
SR 195	Oasis (SR 86)	Mecca (SR 111) formerly Shaver's Summit (I-10)	7.420	11.941	1964		1935	
SR 194 deleted	Murrieta (I-15)	Devore (I-15)	55	89	1974 (I-15)	1982 (I-215)	1916-1951	Signed as I-15E
SR 194 deleted	Downieville (SR 49)	Saddleback Mountain	8	13	1964	1965	1907	
SR 193	Lincoln (SR 65)	Placerville (SR 49)	36.661	59.000 ^[6]	1964		1933	
SR 192	Santa Barbara	Carpinteria (SR 150)	21.043	33.865	1964		1933	

Appendix L

Number	South or West Terminus	North or East Terminus	Length (mi) ^{[3][4]}	(km)	Formed	Deleted	Became a State Highway ^[5]	Notes
	(SR 154)							
SR 191	Oroville (SR 70)	Paradise	11.387	18.326	1964		1961	
SR 190	Tipton (SR 99)	Death Valley Junction (SR 127)	187.590	301.897 ^[8]	1964		1933-1959	
SR 189	Crestline (SR 18)	Lake Arrowhead (SR 173)	5.565	8.956	1964		1933	
SR 188 deleted	Fallen Leaf	South Lake Tahoe (SR 89)	5	8	1964	1965	1933	
SR 188	Mexico	Potrero (SR 94)	1.850	2.977	1972		1972	
SR 187	Los Angeles (SR 1) formerly Santa Monica (SR 1)	Culver City (I-10)	5.405	8.699	1964		1961	Not signed
SR 186 deleted unconstructed	Pacifica (SR 1)	San Bruno (SR 87)	0	0	1964	1969 (I-380)	1947-1965	
SR 186	Mexico	Winterhaven (I-8)	2.070	3.331	1972		1972	
SR 185	Hayward (SR 92/SR 238)	Oakland (SR 77)	10.473	16.855	1964		1933	

Appendix L

Number	South or West Terminus	North or East Terminus	Length (mi) ^{[3][4]}	(km)	Formed	Deleted	Became a State Highway ^[5]	Notes
SR 184	Arvin (SR 223)	Bakersfield (SR 178)	14.139	22.755	1964		1933	
SR 183	Salinas (US 101)	Castroville (SR 1)	10.969	17.653	1964		1933	
SR 182	Bridgeport (US 395)	Nevada (SR 338)	12.645	20.350	1964		1933	
SR 181 unconstructed	Forestville (SR 116)	Fulton (US 101)	0.000	0.000	1964		1959	
SR 180	Mendota (SR 33) unconstructed: Paicines (SR 25) formerly Gilroy (US 101) via SR 25	Kings Canyon National Park	113.345	182.411 ^{[6][11]}	1964		1909-1959	
SR 179 unconstructed	Vacaville (I-80)	Berryessa Reservoir (SR 128)	0.000	0.000	1964		1959	
SR 178	Bakersfield (SR 58/ SR 99)	Nevada (SR 372)	152.362	245.203 ^{[6][8]}	1964		1919-1947	
SR 177 deleted	San Jacinto (SR 79)	Moreno Valley (SR 60)	10	16	1964	1965	1933	

Appendix L

Number	South or West Terminus	North or East Terminus	Length (mi) ^{[3][4]}	(km)	Formed	Deleted	Became a State Highway ^[5]	Notes
SR 177	Desert Center (I-10)	Rice (SR 62)	27.024	43.491	1972		1972	
SR 176 deleted	Santa Maria (US 101)	Sisquoc	10	16	1964	1984	1933	
SR 175	Hopland (US 101)	Middletown (SR 29)	37.463	60.291 ^[6]	1964		1910-1933	
SR 174	Colfax (I-80)	Grass Valley (SR 20/ SR 49)	13.096	21.076	1964		1933	
SR 173	Hesperia (SR 138)	Lake Arrowhead (SR 18)	24.944	40.143	1964		1933	
SR 172	Mineral (SR 36)	Morgan Springs (SR 36)	8.917	14.351	1964		1910	
SR 171 deleted unconstructed	San Diego (I-5)	San Diego (I-805)	0	0	1964	1994	1959	
SR 170	Los Angeles (SR 2) unconstructed: LAX Airport	San Fernando (I-5)	7.637	12.291 ^[6]	1964		1933-1965	
SR 169	Klamath (US 101)	Weitchpec (SR 96)	23.867	38.410 ^[8]	1964		1919	
SR 168	Fresno (SR 180)	Oasis	124.604	200.531 ^{[6][9]}	1964		1919-1933	

Appendix L

Number	South or West Terminus	North or East Terminus	Length (mi) ^{[3][4]}	(km)	Formed	Deleted	Became a State Highway ^[5]	Notes
		(SR 266) formerly Nevada (SR 266) via SR 266						
SR 167	Lundy (US 395)	Nevada (SR 359)	21.331	34.329	1964		1953	
SR 166	Guadalupe (SR 1)	Mettler (SR 99)	95.886	154.314 ^[6]	1964		1919-1933	
SR 165 deleted	Los Angeles (SR 60)	Los Angeles (I-5)	0.7	1.1	1964	1965	1947	
SR 165	Los Banos (I-5)	Turlock (SR 99)	38.301	61.639	1970		1970	
SR 164	Pico Rivera (SR 19) formerly unconstructed: Pico Rivera (I-605)	Pasadena (I-210)	9.565	15.393	1964		1933	Signed as SR 19
SR 163 deleted	Los Angeles (I-5/SR 110)	Los Angeles (I-5)	6	10	1964	1965	1910	
SR 163	San Diego	San Diego (I-15)	11.088	17.844	1969 (US 395)		1931	
SR 162	Longvale	Brush Creek	111.994	180.237 ^{[6][8]}	1964		1910-1970	

Appendix L

Number	South or West Terminus	North or East Terminus	Length (mi) ^{[3][4]}	(km)	Formed	Deleted	Became a State Highway ^[5]	Notes
	(US 101)							
SR 161	Dorris (US 97)	Tulelake (SR 139)	19.324	31.099	1964		1959	
SR 160	Antioch (SR 4)	Sacramento (SR 51)	49.651	79.906 ^[7]	1964		1910-1933	
SR 159 deleted	Pasadena (SR 134) formerly Los Angeles (I-5)	La Cañada Flintridge (I-210)	3	5	1964	1992	1933	
SR 158	June Lake Junction (US 395)	Grant Lake Junction (US 395)	15.828	25.473	1964		1933	
SR 157 deleted unconstructed	San Diego (I-805)	Sweetwater Reservoir (SR 125)	0	0	1964	1994	1959	
SR 156	Castroville (SR 1)	Hollister (SR 152)	25.402	40.881 ^[6]	1964		1910-1933	
SR 155	Delano (SR 99) formerly Bakersfield (SR 204)	Lake Isabella (SR 178)	63.374	101.991	1964		1933-1965	
SR 154	Los Olivos (US 101)	Santa Barbara	32.050	51.579	1964		1931	

Appendix L

Number	South or West Terminus	North or East Terminus	Length (mi) ^{[3][4]}	(km)	Formed	Deleted	Became a State Highway ^[5]	Notes
		(US 101)						
SR 153	Marshall's Monument	Coloma (SR 49)	0.550	0.885	1964		1933	Not signed (except for one reassurance sign)
SR 152	Watsonville (SR 1)	Chowchilla (SR 99) unconstructed: Chowchilla (SR 65)	104.419	168.046 ^[6]	1964		1916-1959	
SR 151	Shasta Dam	Shasta Lake (I-5)	6.925	11.145	1964		1939	
SR 150	Carpinteria (US 101)	Santa Paula (SR 126)	36.427	58.624	1964		1933	
SR 149	Oroville (SR 70)	Chico (SR 99)	4.623	7.440	1964		1933	
SR 148 unconstructed	Sacramento (I-5)	Sloughouse (SR 65)	0.000	0.000	1964		1959-1985	
SR 147	Canyondam (SR 89)	Westwood (SR 36)	11.681	18.799	1964		1961	
SR 146	Soledad (US 101)	Paicines (SR 25)	12.632	20.329 ^[9]	1964		1933	

Appendix L

Number	South or West Terminus	North or East Terminus	Length (mi) ^{[3][4]}	(km)	Formed	Deleted	Became a State Highway ^[5]	Notes
SR 145	Coalinga (I-5/SR 33)	Friant (SR 41)	66.602	107.186	1964		1933-1970	
SR 144	Santa Barbara (US 101)	Santa Barbara (SR 192)	1.950	3.138	1964		1933	
SR 143 unconstructed	Elk Grove (SR 99)	Carmichael (SR 244) formerly unconstructed: Antelope (SR 102)	0.000	0.000	1964		1959	
SR 142	Brea (SR 90)	Chino Hills (SR 71) unconstructed: Upland (SR 210)	11.467	18.454	1964		1933-1959	
SR 141 deleted	Vallejo (SR 29) unconstructed: Vallejo (SR 37)	Vallejo (I-80)	1.4	2.3	1964	1988	1935-1975	
SR 140	Gustine (I-5)	Yosemite National Park	101.645	163.582 ^[6]	1964		1910-1959	
SR 139	Susanville (SR 36)	Oregon (OR 39)	121.836	196.076 ^[6]	1964		1939-1959	
SR 138	Gorman	Crestline	105.376	169.586 ^[6]	1964		1919-1933	

Appendix L

Number	South or West Terminus	North or East Terminus	Length (mi) ^{[3][4]}	(km)	Formed	Deleted	Became a State Highway ^[5]	Notes
	(I-5)	(SR 18)						
SR 137	Corcoran (SR 43)	Lindsay (SR 65)	29.457	47.406	1964		1933	
SR 136	Lone Pine (US 395)	Death Valley (SR 190)	17.730	28.534	1964		1933	
SR 135	Los Alamos (US 101)	Santa Maria (US 101)	21.141	34.023 ^[6]	1964		1933	
SR 134	Los Angeles (US 101/SR 170)	Pasadena (I-210/ SR 710)	13.333	21.457	1964		1933-1957	
SR 133	Laguna Beach (SR 1)	Irvine (SR 241)	13.635	21.943	1964		1933-1991	
SR 132	Tracy (I-580)	Coulterville (SR 49)	75.641	121.732	1964		1933-1957	
SR 131	Mill Valley (US 101)	Tiburon	4.317	6.948	1964		1919	
SR 130	San Jose (US 101)	Mount Hamilton unconstructed: Patterson (SR 33)	22.503	36.215	1964		1933-1959	
SR 129	Watsonville (SR 1)	San Juan Bautista (US 101)	14.095	22.684	1964		1921-1933	
SR 128	Albion (SR 1)	Winters	122.314	196.845 ^[6]	1964		1910-1959	

Appendix L

Number	South or West Terminus	North or East Terminus	Length (mi) ^{[3][4]}	(km)	Formed	Deleted	Became a State Highway ^[5]	Notes
		(I-505) unconstructed: Davis (SR 113)						
SR 127	Baker (I-15)	Nevada (SR 373)	91.033	146.503	1964		1933	
SR 126	Ventura (US 101)	Santa Clarita (SR 14)	47.167	75.908 ^[6]	1964		1910-1931	
SR 125	San Diego (SR 905) formerly unconstructed: Mexico via SR 905	Santee (SR 52) unconstructed: Poway (SR 56)	12.715	20.463 ^[10]	1964		1933-1959	
SR 124	Ione (SR 88)	Drytown (SR 16)	10.335	16.633 ^[6]	1964		1933	
SR 123	Oakland (I-580)	Richmond (I-80)	7.375	11.869	1964		1910	
SR 122 unconstructed	Palmdale (SR 14/SR 249)	Barstow (SR 58)	0.000	0.000	1964		1959	
SR 121	Sears Point (SR 37)	Lake Berryessa (SR 128)	33.567	54.021 ^[6]	1964		1910-1933	
SR 120	Tracy (I-5)	Benton (US 6)	152.562	245.525 ^{[6][7]}	1964		1899-1933	
SR 119	Taft (SR 33)	Bakersfield (SR 99)	29.783	47.931	1964		1933	Formerly U.S. Route 399 .

Appendix L

Number	South or West Terminus	North or East Terminus	Length (mi) ^{[3][4]}	(km)	Formed	Deleted	Became a State Highway ^[5]	Notes
SR 118	Ventura (SR 126)	San Fernando (I-210) unconstructed: La Cañada Flintridge (SR 249)	47.605	76.613	1964		1910-1959	
SR 117 deleted	San Diego (I-5) unconstructed: Mexico	San Diego unconstructed: San Diego (SR 125)	4	6	1972	1986 (SR 905)	1959-1972	
SR 117 deleted	San Bruno	Daly City (I-280/SR 1)	7	11	1964	1965	1956	
SR 116	Jenner (SR 1)	Sonoma (SR 121)	46.500	74.834 ^[6]	1964		1933	
SR 115	Holtville (I-8) formerly Bonds Corner (SR 98)	Calipatria (SR 111)	33.879	54.523 ^[6]	1964		1916-1933	
SR 114 deleted	Woodside (I-280)	Redwood City (US 101)	4	6	1964	1984 (SR 84)	1933-1935	
SR 114	East Palo Alto (US 101) formerly unconstructed: Menlo Park (I-280)	Menlo Park (SR 84)	0.926	1.490	1984 (SR 84)		1949	Not signed
SR 113	Rio Vista (SR 12)	Yuba City (SR 99)	60.138	96.783 ^[6]	1964		1910-1933	

Appendix L

Number	South or West Terminus	North or East Terminus	Length (mi) ^{[3][4]}	(km)	Formed	Deleted	Became a State Highway ^[5]	Notes
SR 112	San Leandro (SR 61)	San Leandro (SR 185)	1.782	2.868	1964		1947	Not signed
SR 111	Mexico	White Water (I-10)	130.175	209.496 ^{[6][7]}	1964		1931-1933	
I-110 deleted	Los Angeles (US 101)	Los Angeles (I-10)	0.7	1.1	1964	1968 (I-10)	1933	
I-110 / SR 110	San Pedro	Pasadena	31.819	51.208 ^[7]	1981 (SR 11)		1933-1935	I-110 becomes SR 110 at I-10
SR 109 deleted	San Diego	San Diego (I-5)	2.0	3.2	1964	1972 (I-8)	1959	
SR 109	East Palo Alto unconstructed: East Palo Alto (US 101)	Menlo Park (SR 84)	0.767	1.234	1984		1984-1988	Not signed
SR 108	Modesto (SR 99/SR 132) unconstructed: Crows Landing (I-5)	Bridgeport (US 395)	99.188	159.628 ^[6]	1964		1901-1959	
SR 107	Torrance (SR 1)	Lawndale (I-405) formerly Culver City (I-405)	4.801	7.726 ^[7]	1964		1933	

Appendix L

Number	South or West Terminus	North or East Terminus	Length (mi) ^{[3][4]}	(km)	Formed	Deleted	Became a State Highway ^[5]	Notes
SR 106 deleted	Redlands (SR 38)	Highland (SR 210/SR 330)	5	8	1964	1972 (SR 30)	1933	
I-105 deleted	Los Angeles (I-5/SR 60)	Los Angeles (I-10/US 101)	1.3	2.1	1964	1968 (US 101)	1910	
I-105	Inglewood (SR 1) unconstructed: El Segundo	Norwalk (I-605)	18.145	29.202	1968 (SR 42)		1933-1981	
SR 104	Galt (SR 99)	Sutter Creek (SR 49) unconstructed: Pine Grove (SR 88) formerly West Point (SR 26) via SR 26	27.575	44.378 ^[6]	1964		1910-1970	
SR 103 deleted	San Diego (I-5)	San Diego (I-15/SR 163)	12	19	1964	1969 (I-15/SR 15)	1959	
SR 103	Los Angeles (SR 47)	Long Beach (SR 1)	1.591	2.560	1984 (SR 47)		1959	
SR 102 unconstructed	Elkhorn (I-5)	Auburn (I-80)	0.000	0.000	1964		1959	
US 101	Los Angeles (I-5/SR 60)	Oregon (US 101)	808.111	1,300.529 ^[7]	1964		1910-1947	
SR 100 unconstructed	Santa Cruz (SR 1)	Santa Cruz (SR 1/SR 17)	0.000	0.000	1964		1959	

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Number	South or West Terminus	North or East Terminus	Length (mi) ^{[3][4]}	(km)	Formed	Deleted	Became a State Highway ^[5]	Notes
SR 99	Wheeler Ridge (I-5)	Red Bluff (SR 36)	415.356	668.451 ^[6]	1964		1910-1959	Formerly U.S. Route 99 .
SR 98	Ocotillo (I-8)	Holtville (I-8)	56.858	91.504	1964		1933-1953	
US 97	Weed (I-5)	Oregon (US 97)	54.364	87.490	1964		1910-1931	
SR 96	Willow Creek (SR 299)	Hornbrook (I-5)	146.519	235.799	1964		1910-1933	
US 95	Arizona (I-10/US 95)	Nevada (US 95)	116.721	187.844 ^[6]	1964		1933	
SR 94	San Diego (I-5)	Boulevard (I-8)	63.324	101.910	1964		1933	
SR 93 unconstructed	Moraga (SR 77) formerly unconstructed: Alamo (I-680)	Richmond (I-580)	0.000	0.000	1964		1959	
SR 92	Half Moon Bay (SR 1)	Hayward (SR 185/SR 238) unconstructed: Castro Valley (I-580)	27.769	44.690	1964		1933-1959	
SR 91	Redondo Beach (SR 1)	Riverside (I-215/SR 60)	59.047	95.027 ^[7]	1964		1931-1933	

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Number	South or West Terminus	North or East Terminus	Length (mi) ^{[3][4]}	(km)	Formed	Deleted	Became a State Highway ^[5]	Notes
SR 90	Los Angeles (SR 1)	Anaheim (SR 91)	12.119	19.504 ^{[7][8]}	1964		1933-1959	
SR 89	Coeville (US 395)	Mount Shasta (I-5)	243.091	391.217 ^{[6][7]}	1964		1911-1933	
SR 88	Stockton (SR 99)	Nevada (SR 88)	122.255	196.750 ^[6]	1964		1910-1959	
SR 87	San Jose (SR 85)	San Jose (US 101) unconstructed: San Jose (SR 237) formerly unconstructed: San Francisco (I-280) via SR 230 , I-280	9.220	14.838	1964		1959-1961	
SR 86S	Oasis (SR 86)	Indio (I-10)	20.840	33.539	1964 ^{as} SR 86		1916	
SR 86	Calexico (SR 111)	Indio (SR 111)	91.803	147.743	1964		1916-1931	
SR 85	San Jose (US 101)	Mountain View (US 101)	24.043	38.693	1964		1933-1959	
SR 84	San Gregorio (SR 1)	West Sacramento (I-80)	87.812	141.320 ^{[6][7][8]}	1964		1933-1984	

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Number	South or West Terminus	North or East Terminus	Length (mi) ^{[3][4]}	(km)	Formed	Deleted	Became a State Highway ^[5]	Notes
SR 83	Chino Hills (SR 71)	Upland unconstructed: Upland (SR 210)	13.998	22.528	1964		1933	
SR 82	San Jose (US 101)	San Francisco (I-280) formerly San Francisco (I-280/SR 230) via I-280	52.176	83.969	1964		1910	
SR 81 unconstructed	Riverside (I-215)	Devore (I-15)	0.000	0.000	1964		1959	
I-80	San Francisco (US 101) formerly unconstructed: San Francisco (SR 1)	Nevada (I-80)	207.554	334.026	1964		1909-1959	
SR 79	Descanso (I-8)	Beaumont (I-10)	106.731	171.767 ^[6]	1964		1933-1959	
SR 78	Oceanside (I-5)	Blythe (I-10)	193.584	311.543 ^[6]	1964		1931-1959	
SR 77	Oakland (I-880)	Oakland unconstructed: Lafayette	0.353	0.568	1964		1953-1959	Not sed

Appendix L

Number	South or West Terminus	North or East Terminus	Length (mi) ^{[3][4]}	(km)	Formed	Deleted	Became a State Highway ^[5]	Notes
		(SR 24) formerly unconstructed: Concord (SR 242)						
SR 76	Oceanside (I-5)	Lake Henshaw (SR 79)	52.628	84.697	1964		1933	
SR 75	San Diego (I-5) formerly unconstructed: San Diego (SR 125) via SR 905	San Diego (I-5)	13.306	21.414	1964		1933-1967	
SR 74	San Juan Capistrano (I-5)	Palm Desert (SR 111) unconstructed: Thousand Palms (I-10)	111.471	179.395 ^[6]	1964		1931-1965	
SR 73	Mission Viejo (I-5) formerly Corona del Mar (SR 1)	Costa Mesa (I-405) formerly Santa Ana (I-5)	17.764	28.588	1964		1933-1983	
SR 72	La Habra	East Los Angeles	7.204	11.594 ^[7]	1964		1910	

Appendix L

Number	South or West Terminus	North or East Terminus	Length (mi) ^{[3][4]}	(km)	Formed	Deleted	Became a State Highway ^[5]	Notes
	(SR 39) formerly Anaheim (I-5)							
SR 71	Corona (SR 91) formerly Anza (SR 74) via SR 371 , SR 79 , I-15	San Dimas (I-10/SR 57)	16.560	26.651	1964		1931	
SR 70	Sacramento (SR 99)	Beckwourth Pass (US 395)	178.528	287.313 ^[6]	1964		1910-1949	
SR 69 deleted	Exeter (SR 198)	Dunlap (SR 180)	42	68	1964	1972 (SR 245)	1933	
SR 68	Pacific Grove	Salinas (US 101)	21.995	35.398 ^[6]	1964		1933-1959	
SR 67	El Cajon (I-8)	Ramona (SR 78)	23.827	38.346	1964		1933	
SR 66	La Verne (SR 210)	San Bernardino (I-215)	32.321	52.016 ^[7]	1964		1910	Formerly U.S. Route 66 .
SR 65	Bakersfield (SR 99)	Olivehurst (SR 70) unconstructed: Yuba City (SR 99)	94.217	151.628 ^[8]	1964		1910-1959	
SR 64 unconstructed	Malibu (SR 1)	San Fernando (I-5/SR 170)	0.000	0.000	1964		1959	

Appendix L

Number	South or West Terminus	North or East Terminus	Length (mi) ^{[3][4]}	(km)	Formed	Deleted	Became a State Highway ^[5]	Notes
SR 63	Tulare (SR 137)	Squaw Valley (SR 180) formerly Auckland (SR 245)	38.043	61.224 ^[6]	1964		1933-1965	
SR 62	White Water (I-10)	Arizona (SR 95S)	151.438	243.716	1964		1933-1970	
SR 61	San Leandro (SR 112) unconstructed: Newark (SR 84)	Alameda (SR 260) unconstructed: Albany (I-580)	6.970	11.217	1964		1947-1965	Also signed along SR 260
SR 60	Los Angeles (I-5/I-10/US 101)	Beaumont (I-10)	70.280	113.105 ^[6]	1964		1910-1933	
SR 59	El Nido (SR 152)	Snelling	33.556	54.003 ^[6]	1964		1933	
SR 58	Santa Margarita (US 101)	Barstow (I-15)	235.075	378.317 ^[6]	1964		1919-1933	
SR 57	Santa Ana (I-5/SR 22) Unconstructed: Huntington Beach (SR 1)	Glendora (I-210/SR 210)	23.936	38.521 ^[6]	1964		1931-1959	
SR 56	San Diego	San Diego	9.210	14.822	1964		1959	

Appendix L

Number	South or West Terminus	North or East Terminus	Length (mi) ^{[3][4]}	(km)	Formed	Deleted	Became a State Highway ^[5]	Notes
	(I-5)	(I-15) unconstructed: Ramona (SR 67)						
SR 55	Newport Beach (SR 1)	Anaheim (SR 91)	17.807	28.658	1964		1931	
SR 54	National City (I-5)	El Cajon (I-8)	11.795	18.982 ^{[7][8]}	1964		1959	
SR 53	Lower Lake (SR 29)	Clearlake (SR 20)	7.445	11.982	1964		1919	
SR 52	San Diego (I-5)	Santee (SR 67)	14.449	23.253	1964		1959	
SR 51 deleted	Santa Ana (I-5)	Santa Ana (I-5)	3	5	1964	1965	1910	
SR 51	Sacramento (US 50/SR 99)	Sacramento (I-80/SR 244)	8.535	13.736	1981 (I-80)		1910-1933	Signed as Business 80
US 50	West Sacramento (I-80)	Nevada (US 50)	108.624	174.813	1964		1895-1915	
SR 49	Oakhurst (SR 41)	Vinton (SR 70)	295.065	474.861 ^[6]	1964		1910-1965	
SR 48 unconstructed	Lancaster (SR 14/SR 138)	Barstow (SR 122)	0.000	0.000	1964		1959	

Appendix L

Number	South or West Terminus	North or East Terminus	Length (mi) ^{[3][4]}	(km)	Formed	Deleted	Became a State Highway ^[5]	Notes
	formerly Gorman (SR 138) via SR 138							
SR 47	San Pedro (I-110)	Compton (SR 91) unconstructed: Los Angeles (I-10)	3.078	4.954 ^{[7][8]}	1964		1949-1959	
SR 46	Cambria (SR 1)	Famoso (SR 99)	110.696	178.148 ^[6]	1964		1916-1933	
SR 45	Knights Landing (SR 113)	Hamilton City (SR 32)	70.069	112.765 ^[6]	1964		1933-1959	
SR 44	Redding (SR 273/SR 299)	Susanville (SR 36)	106.750	171.797	1964		1933-1959	
SR 43	Taft (SR 119)	Selma (SR 99)	97.919	157.585 ^[6]	1964		1933-1961	
SR 42 deleted	Inglewood (SR 1)	Anaheim (SR 91)	31	50 ^[9]	1964	1968 (I-105/SR 90)	1933	
SR 41	Morro Bay (SR 1)	Yosemite National Park	185.594	298.685 ^[6]	1964		1933	
I-40	Barstow (I-15)	Arizona (I-40)	154.623	248.842	1964		1919-1925	

Appendix L

Number	South or West Terminus	North or East Terminus	Length (mi) ^{[3][4]}	(km)	Formed	Deleted	Became a State Highway ^[5]	Notes
SR 39	Huntington Beach (SR 1)	Islip Saddle (SR 2)	50.017	80.495 ^{[7][8]}	1964		1919-1933	
SR 38	Redlands (I-10)	Big Bear City (SR 18)	59.041	95.017 ^[6]	1964		1917-1933	
SR 37	Novato (US 101) unconstructed: Nicasio (SR 251)	Vallejo (I-80)	21.494	34.591	1964		1910-1959	
SR 36	Fortuna (US 101)	Susanville (US 395) formerly unconstructed: Terro (US 395)	248.856	400.495	1964		1907-1933	
SR 35	Redwood Estates (SR 17)	San Francisco (SR 1)	54.056	86.995 ^[6]	1964		1919	
SR 34	Oxnard (SR 1) formerly Port Hueneme	Somis (SR 118)	13.368	21.514	1964		1933	
SR 33	Ventura (US 101)	Tracy (I-5) formerly Tracy (I-205)	289.699	466.225 ^[6]	1964		1933-1955	
SR 32	Orland (I-5)	Chester (SR 36/SR 89)	74.387	119.714	1964		1919-1933	
SR 31 deleted	Corona (I-15/SR 91)	Ontario (I-10) unconstructed:	13	21	1964	1974 (I-15)	1933-1959	

Appendix L

Number	South or West Terminus	North or East Terminus	Length (mi) ^{[3][4]}	(km)	Formed	Deleted	Became a State Highway ^[5]	Notes
		Devore (I-15/I-215)						
SR 30 deleted	Glendora (I-210/SR 57)	Redlands (I-10) formerly Running Springs (SR 18) via SR 330	41	66	1964	1998 (SR 210)	1910-1933	
SR 29	Vallejo (I-80)	Upper Lake (SR 20)	105.648	170.024	1964		1910-1984	
SR 28	Tahoe City (SR 89)	Nevada (SR 28)	10.943	17.611	1964		1915	
SR 27	Topanga Beach (SR 1)	Chatsworth (SR 118)	19.974	32.145	1964		1933	
SR 26	Stockton (SR 99) formerly Stockton (SR 4)	Pioneer (SR 88)	62.162	100.040 ^[6]	1964		1933-1970	
SR 25	Priest Valley (SR 198)	Gilroy (US 101)	74.632	120.109	1964		1933	
SR 24	Oakland (I-580/I-980) formerly Oakland (I-880) via I-980	Walnut Creek (I-680) unconstructed: Pittsburg (SR 4)	13.492	21.713	1964		1931-1959	
SR 23	Malibu (SR 1)	Fillmore (SR 126)	32.030	51.547 ^[6]	1964		1933	
SR 22	Long Beach (SR 1)	Orange	14.725	23.698 ^[6]	1964		1933	

Appendix L

Number	South or West Terminus	North or East Terminus	Length (mi) ^{[3][4]}	(km)	Formed	Deleted	Became a State Highway ^[5]	Notes
		(SR 55) formerly Irvine Regional Park						
SR 21 deleted	Benicia (I-680/I-780)	Cordelia (I-80)	12	19	1964	1976 (I-680)	1910-1953	
SR 20	Fort Bragg (SR 1)	Emigrant Gap (I-80)	211.882	340.991 ^[6]	1964		1910-1953	
SR 19	Long Beach (SR 1)	Pico Rivera (I-210)	8.719	14.032 ^[7]	1964		1933	Also signed along SR 164
SR 18	San Bernardino (SR 210) unconstructed: San Bernardino (I-10)	Pearblossom (SR 138)	114.402	184.112 ^[6]	1964		1917-1959	
SR 17	Santa Cruz (SR 1)	San Jose (I-280/I-880) formerly San Rafael (US 101) via I-880, I-580 formerly unconstructed: Point Reyes Station (SR 1) via SR 251	26.502	42.651	1964		1910	
SR 16	Rumsey (SR 20)	Drytown (SR 49)	81.808	131.657 ^[6]	1964		1919-1933	

Appendix L

Number	South or West Terminus	North or East Terminus	Length (mi) ^{[3][4]}	(km)	Formed	Deleted	Became a State Highway ^[5]	Notes
I-15 / SR 15	San Diego (I-5)	Nevada (I-15)	293.644	472.574	1964		1916-1959	SR 15 becomes I-15 at I-8
SR 14	Santa Clarita (I-5) unconstructed: Santa Monica (SR 1)	Inyokern (US 395)	116.645	187.722	1964		1910-1959	
SR 13	Oakland (I-580) unconstructed: San Leandro (SR 61)	Berkeley (I-80/I-580) unconstructed: Berkeley (SR 61)	9.727	15.654	1964		1935-1959	
SR 12	Sebastopol (SR 116) unconstructed: Valley Ford (SR 1)	San Andreas (SR 49)	115.450	185.799 ^[6]	1964		1910-1959	
SR 11 deleted	San Pedro	Pasadena	33	53	1964	1981 (I-110/SR 110)	1933-1935	
SR 11 unconstructed	Mexico	San Diego (SR 125/SR 905)	0.000	0.000	1994		1994	
I-10	Santa Monica (SR 1)	Arizona (I-10/US 95)	241.595	388.809 ^[6]	1964		1916-1933	
SR 9	Santa Cruz (SR 1)	Los Gatos (SR 17)	38.497	61.955	1964		1913-1933	
I-8	San Diego	Arizona (I-8)	171.856	276.575	1964		1910-1959	

Appendix L

Number	South or West Terminus	North or East Terminus	Length (mi) ^{[3][4]}	(km)	Formed	Deleted	Became a State Highway ^[5]	Notes
SR 7 deleted	Long Beach (SR 1) formerly San Pedro (I-110) via SR 47, I-710 (partly unconstructed)	Pasadena (I-210/SR 134)	22	35 ^[8]	1964	1984 (I-710)	1933-1959	
SR 7	Mexico	El Centro (I-8)	7	11	1990		1990	
US 6	Bishop (US 395)	Nevada (US 6)	40.505	65.186	1964		1931	
I-5	Mexico	Oregon (I-5)	796.432	1,281.733	1964		1910-1957	
SR 4	Hercules (I-80)	Markleeville (SR 89)	189.650	305.212 ^[6]	1964		1910-1933	
SR 3	Peanut (SR 36)	Montague	146.369	235.558 ^[6]	1964		1907-1959	
SR 2	Santa Monica (I-10/SR 1)	Wrightwood (SR 138)	79.867	128.533 ^{[6][7]}	1964		1919-1933	
SR 1	San Juan Capistrano (I-5)	Leggett (US 101)	655.843	1,055.477 ^[6]	1964		1910-1951	