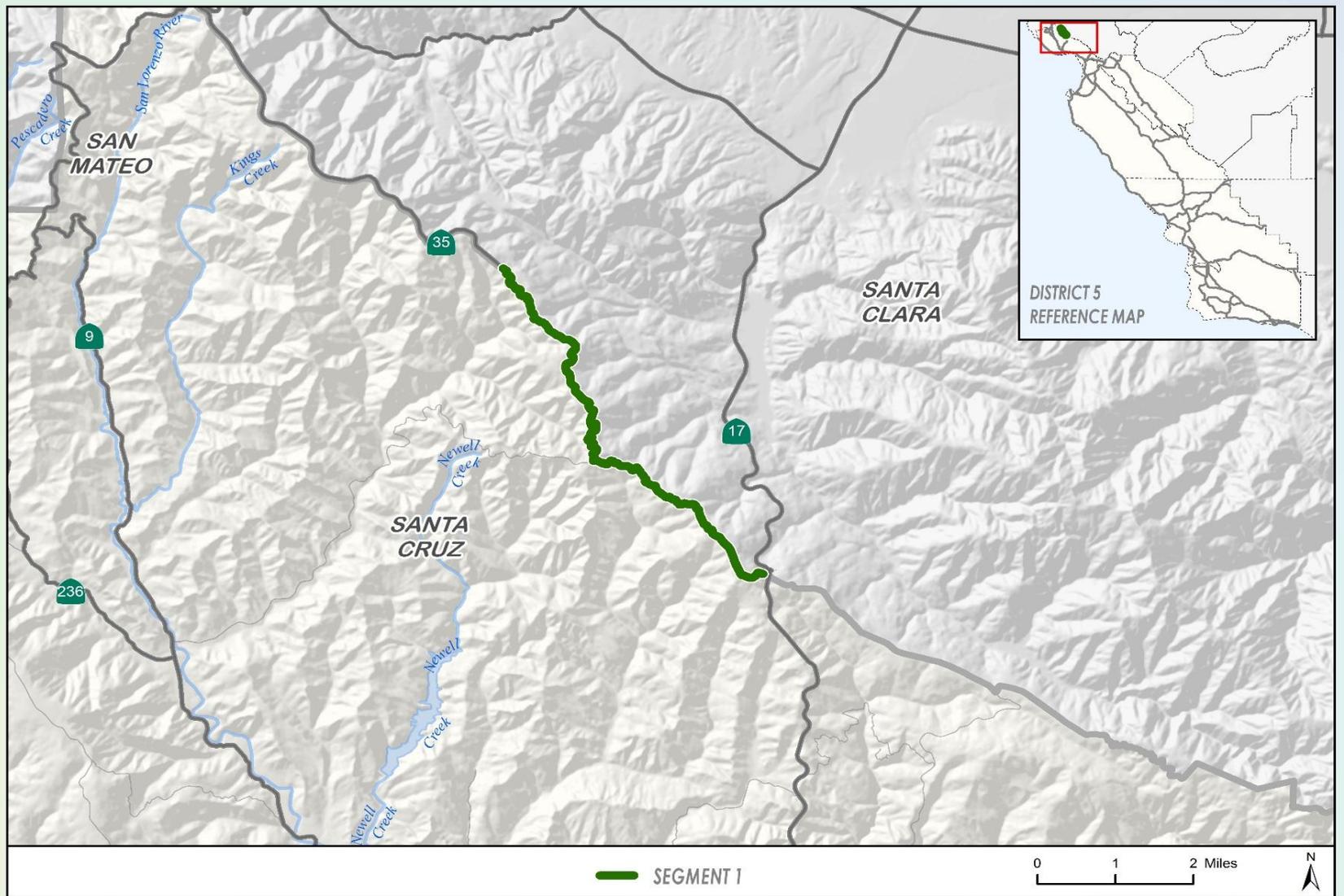


# 4 CORRIDOR DATA SHEET STATE ROUTE 35



CONTENT:	TRAFFIC DATA	PLANNING DATA	APPENDICES
<ul style="list-style-type: none"> <li>- Daily Traffic Data</li> <li>- Peak Hour Traffic Data</li> <li>- Historic AADT by Year</li> <li>- Historic AADT by Location</li> <li>- 2013 Peak Hour Congestion Maps</li> <li>- 2040 Peak Hour Congestion Maps</li> </ul>	<ul style="list-style-type: none"> <li>- Location Description</li> <li>- Highway Type and Designations</li> <li>- Highway Characteristics</li> <li>- Modal</li> <li>- Intelligent Transportation Systems</li> <li>- Freight</li> <li>- Cultural &amp; Scenic</li> <li>- Environmental</li> </ul>	<ul style="list-style-type: none"> <li>- Appendix A: Pavement Conditions</li> <li>- Appendix B: Traffic Performance</li> <li>- Appendix C: Historic AADT Details</li> <li>- Appendix D: Glossary and References</li> </ul>	



# SR 35 Corridor Data Sheet

Prepared by District 5 Transportation Planning

Inputs: AM Peak Hour Analyzed  
Base Year 2013  
Horizon Year 2040  
AMBAG Regional Model 2014

<u>Section:</u>	<u>Page:</u>	<u>Section:</u>	<u>Page:</u>
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Last Saved: 1/30/2015

The information and data contained in this document are for planning purposes only and should not be relied upon for final design of any project. Any information in this TCR is subject to modification as conditions change and new information is obtained. Although planning information is dynamic and continually changing, the District 5 System Planning Division makes every effort to ensure the accuracy and timeliness of the information contained in the TCR. The information in the TCR does not constitute a standard, specification, or regulation, nor is it intended to address design policies and procedures and shall not be used as a substitute for project specific analysis, including but not limited to, traffic impact studies, that pertain to any private or public development proposal.

# Segment 1 Traffic Data: SR 35

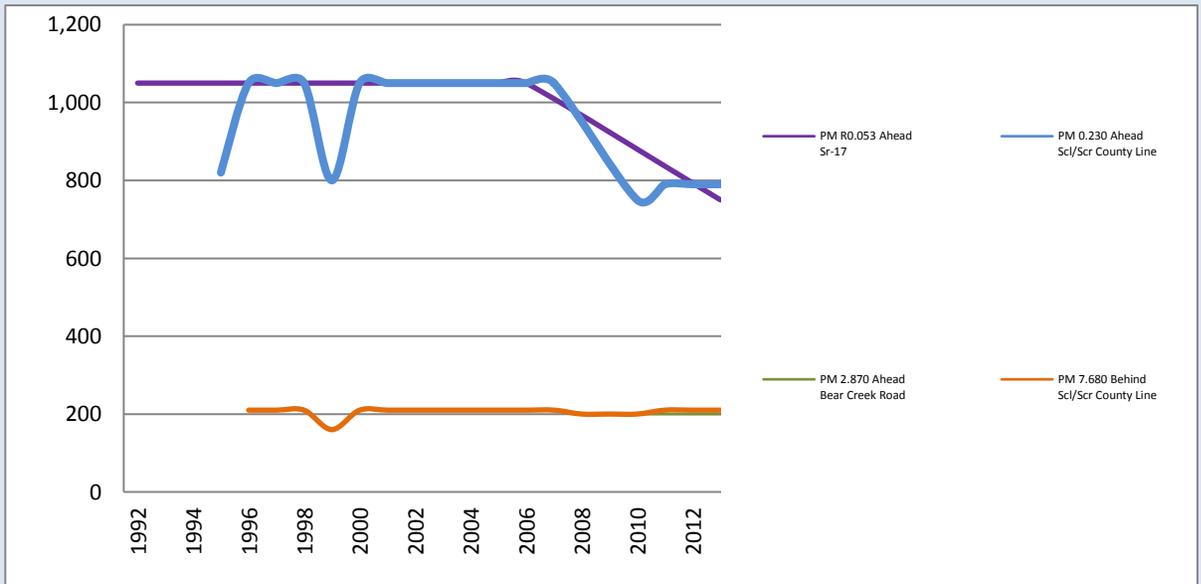
## Daily Traffic Data

AADT Base Year 2013	210 to 750
AADT Horizon Year 2040	60 to 790
AADT: Growth Rate (Vehicles/Year)	-10 to
VMT Base Year 2013	2,990
VMT Horizon Year 2040	2,370

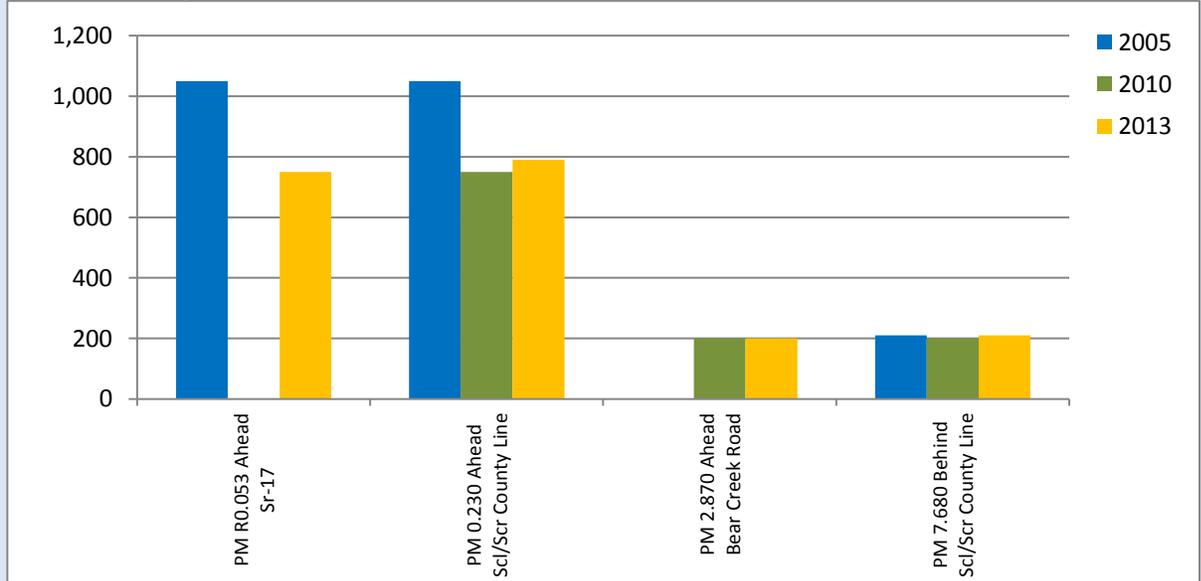
## AM Peak Hour Traffic Data

	Northbound	Southbound
Segment Length (Miles)	7.653	
PM Peak Hour Directional Split Base Year 2013	14.2% to 22.7%	77.3% to 85.8%
PM Peak Hour Directional Split Horizon Year 2040	7.1% to 8.2%	91.8% to 92.9%
PM Peak Hour Volume	20 to 70	
Base Year 2013	20 to 20	10 to 10
PM Peak Hour Volume Horizon Year 2040	40 to 120	
	00 to 10	40 to 110
PM Peak Hour Growth Rate (vehicles/year)	1 to 2	
PM Peak Hour VMT Base Year 2013	50	230
PM Peak Hour VMT Horizon Year 2040	40	490
PM Peak Hour VHT Base Year 2013	02	09
PM Peak Hour VHT Horizon Year 2040	02	18
PM Peak Hour V/C Base Year 2013	0.004 to 0.010	0.014 to 0.060
PM Peak Hour V/C Horizon Year 2040	0.003 to 0.010	0.040 to 0.107
PM Speed (mph) Base Year 2013	25.0 to 29.2 mph	25.0 to 29.2 mph
PM Speed (mph) Horizon Year 2040	25.0 to 29.2 mph	25.0 to 29.2 mph

## Historic AADT by Year

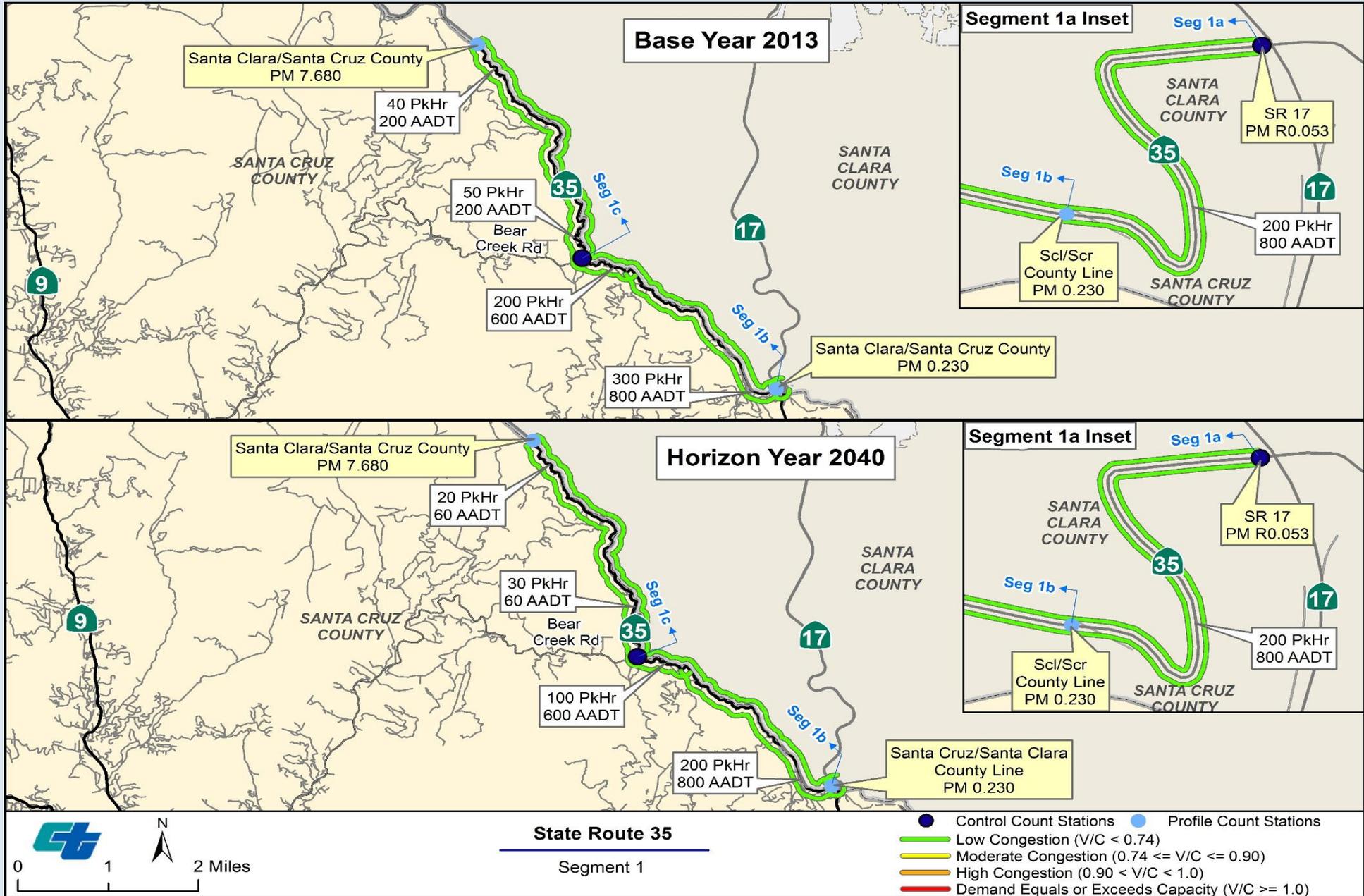


## Historic AADT by Location



# Segment 1 Traffic Data: SR 35

AM Peak Hour Congestion\*\*



\*\*Last Modified: 2/4/2015 9:43:06 AM

# Segment 1 Planning Data: SR 35

## Location Description

Segment Description	From SR 17 to Santa Clara County Line
Urban/Rural	Rural
Local Planning Jurisdiction	SCCRTC/AMBAG
County	Santa Cruz/Santa Clara
City	N/A
Prevalent Land Use	Low Density Residential

## Highway Type

Freeway/Expressway System	No
Facility Type	Conventional
Functional Classification	Major Collector

## Highway Designations

National Highway System	No
Interregional Road System	No
Scenic Highway	Eligible

## Highway Characteristics

Number of Lanes	2
Pavement Condition Right	Major/Minor
Pavement Condition Left	Major/Minor
Shoulder Width Right (ft)	0
Shoulder Width Left (ft)	0

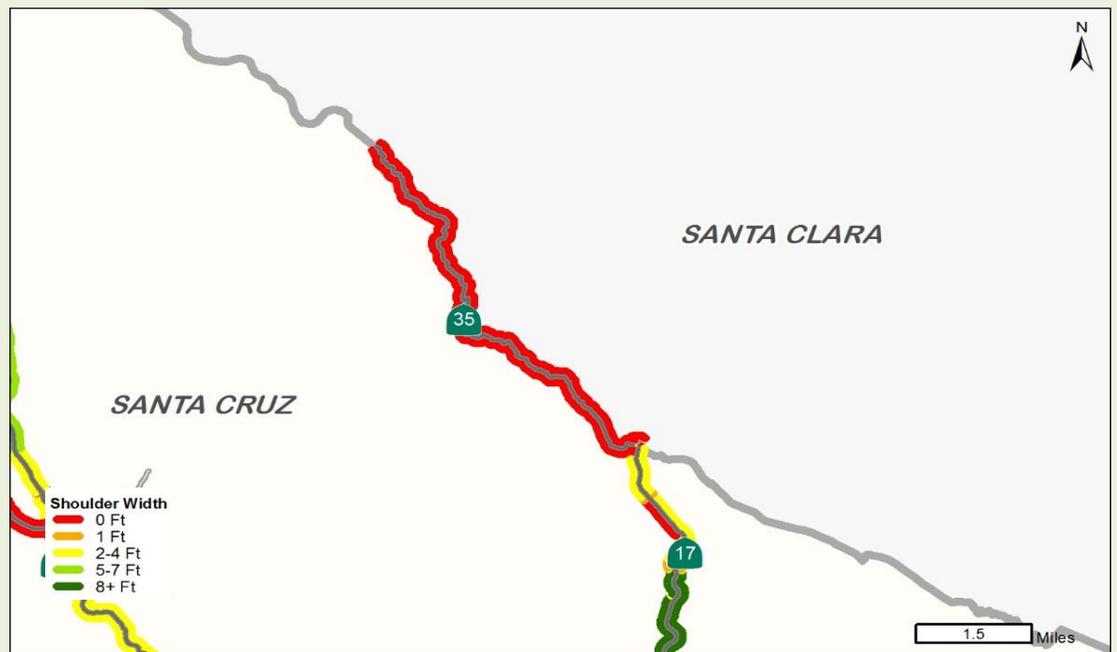
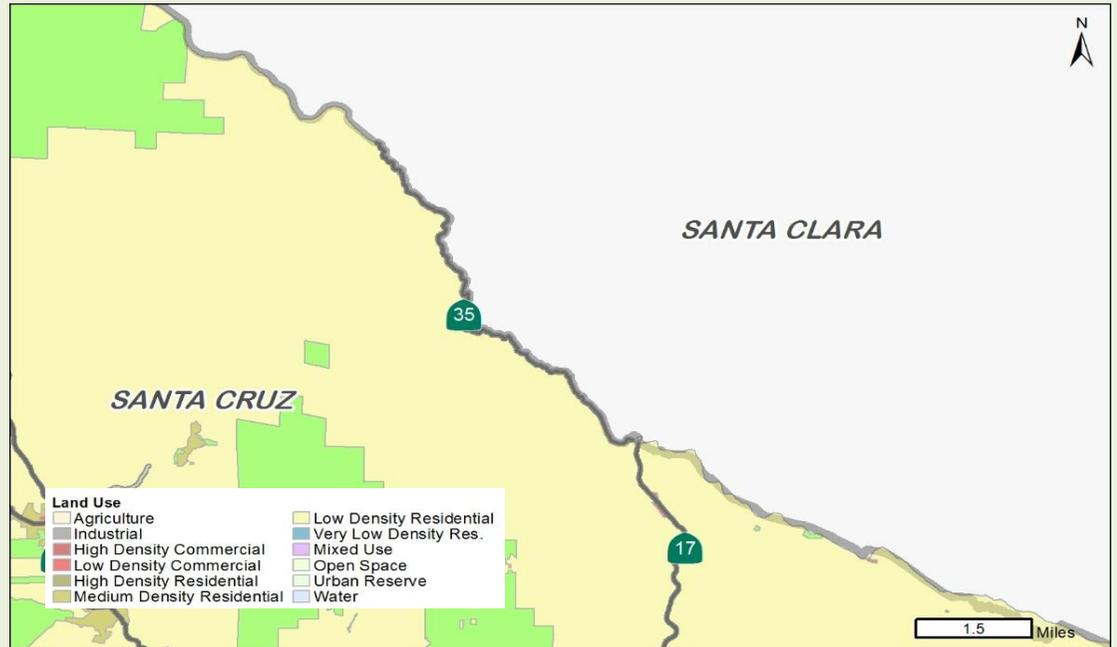
## Modal

Airports Served	N/A
Bicycle Access	Open
AMTRAK Bus Stations	N/A
AMTRAK Rail Stations	N/A
AMTRAK Thruway Bus	No
Other Adjacent/Near Facilities	No
Rail/SHS Crossings	No
Rail Crossing Description	N/A

## Intelligent Transportation Systems

Signals/Mile	0
Other Features: N/A	

## Land Use



Shoulder Width

# Segment 1 Planning Data: SR 35

## Freight

Percent Trucks	N/A
Key Freight Highway	No
California Truck Network	Advised KPRA is less than 30 ft.
Annual Freight Tonnage	0 - 5,000,000
Freight VMT	0 - 10,000
Reported Freight Issues:	N/A

## Cultural & Scenic

Historic Bridges	No
Lighthouses	No
Vista Points	No
Parks	Sanborn Skyline County Park
Federal Lands	No
Landmarks	N/A

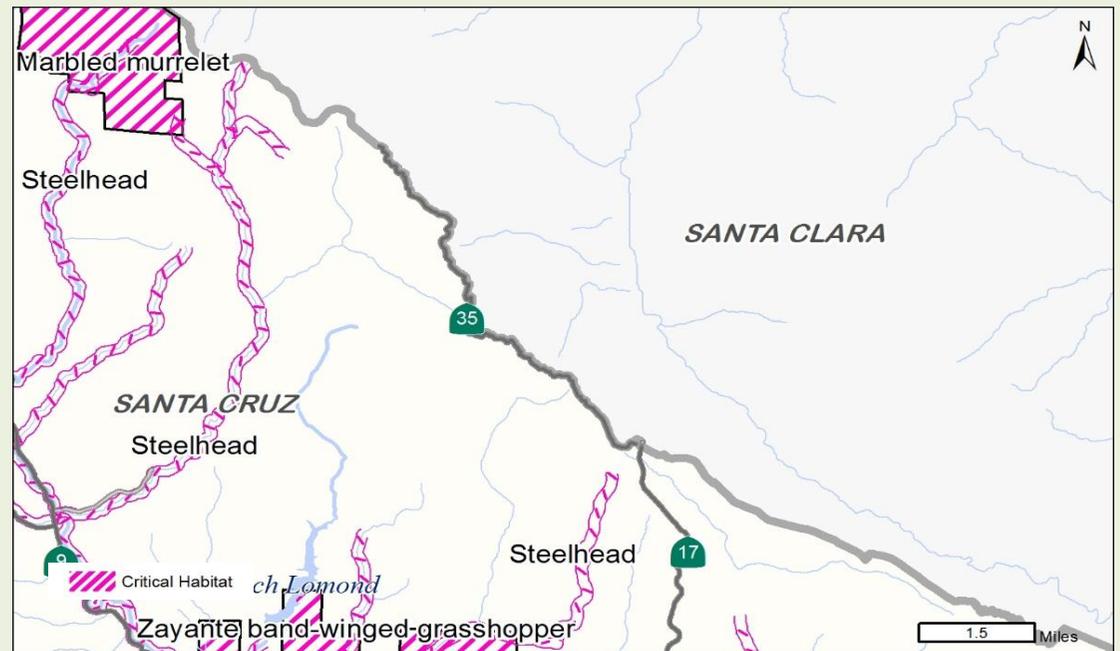
## Environmental

Surrounding Vegetation	Coastal Oak/Montane Hardwood
Coastal Zone	No
Water Crossing Description	N/A
Flood Zone	No
Critical Habitat	N/A

## Air Quality Standards: Monterey Bay Unified APCD

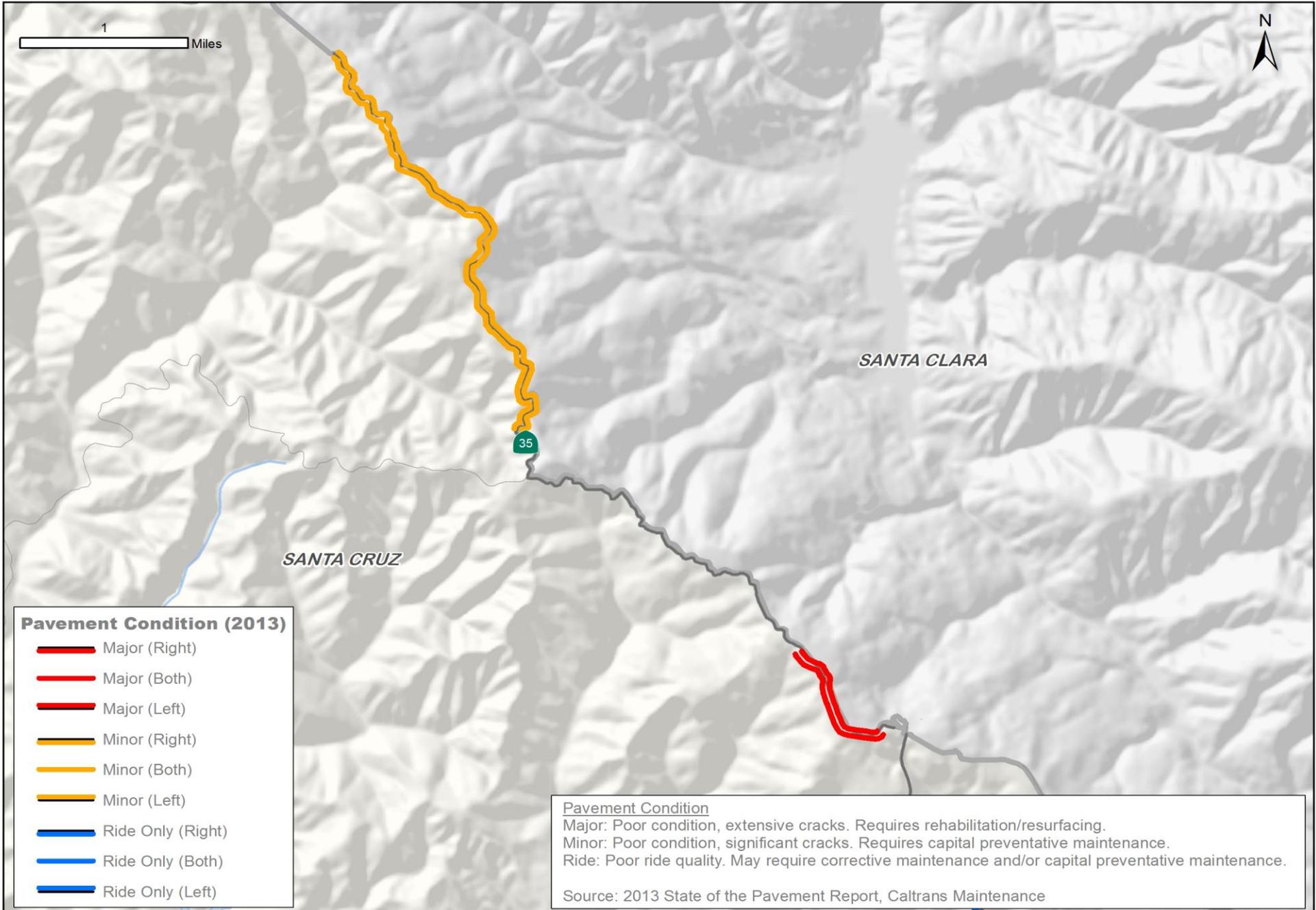
Criteria Pollutant	State	Federal
Ozone	Nonattainment	Unclassified/Attain.
Carbon Monoxide	Unclassified/Attain.	Unclassified/Attain.
Nitrogen Dioxide	Attainment	Unclassified/Attain.
Sulfur Dioxide	Attainment	Attainment
Particulate Matter (10)	Nonattainment	Attainment
Particulate Matter (10)	Attainment	Unclassified/Attain.
Lead	Attainment	Unclassified/Attain.

## Freight



Critical Habitat

Appendix A: Pavement Conditions



## Appendix B: Traffic Performance

Segment Label	Begin Co	Rte	Begin PM	End PM	Begin Name	End Name	2013 ADT Volume	2013 Daily Truck %	2013 Daily VMT	2013 AM Volume	2013 AM NB Volume	2013 AM SB Volume	2013 AM Peak Direction	2013 AM VMT	2013 AM NB VMT	2013 AM SB VMT	2013 AM NB Adjusted Capacity	2013 AM SB Adjusted Capacity	2013 AM NB VC	2013 AM SB VC	2013 AM NB LOS	2013 AM SB LOS	2013 AM NB Model Based Speed	2013 AM SB Model Based Speed	2013 AM VHT (Model)	2013 AM NB VHT (Model)	2013 AM SB VHT (Model)
AMBAG 2014 SCS Model Growth Rates and Splits																											
1a	SCL	35	R0.053	0.230	Sr-17	Scr/Scr County Line	750	21.6%	152	69	21	60	SB	14	2	12	1,000	1,000	0.01	0.06	A	A	25.0	25.0	1	0	0
1b	SCR	35	0.230	2.870	Scr/Scr County Line	Bear Creek Road	700	21.6%	1,848	65	21	55	SB	171	25	146	994	994	0.01	0.06	A	A	25.0	25.0	7	1	6
1c	SCR	35	2.870	7.680	Bear Creek Road	Scr/Scr County Line	205	21.6%	986	19	18	15	SB	91	21	71	1,037	1,037	0.00	0.01	A	A	29.2	29.2	3	1	2

**Sources:**

- Base Year Peak Hour Volumes - Caltrans Traffic Data Branch and TSN
- Growth Rates - AMBAG Regional Model 2014
- Directional Splits - Model

## Appendix B: Traffic Performance

Segment Label	Begin Co	Rte	Begin PM	End PM	Begin Name	End Name	AM Growth Rate	ADT Growth Rate	2040 ADT Volume	2040 Daily VMT	2040 AM Volume	2040 AM NB Volume	2040 AM SB Volume	2040 AM Peak Direction	2040 AM VMT	2040 AM NB VMT	2040 AM SB VMT	2040 AM NB Adjusted Capacity	2040 AM SB Adjusted Capacity	2040 AM NB VC	2040 AM SB VC	2040 AM NB LOS	2040 AM SB LOS	2040 AM NB Model Based Speed	2040 AM SB Model Based Speed	2040 AM VHT (Model)	2040 AM NB VHT (Model)	2040 AM SB VHT (Model)
AMBAG 2014 SCS Model Growth Rates and Splits																												
1a	SCL	35	R0.053	0.230	Sr-17	ScI/Scr County Line	2	1	786	160	117	10	107	SB	24	2	22	1,000	1,000	0.01	0.11	A	A	25.0	25.0	1	0	1
1b	SCR	35	0.230	2.870	ScI/Scr County Line	Bear Creek Road	2	1	735	1,941	111	9	102	SB	293	24	269	994	994	0.01	0.10	A	A	25.0	25.0	12	1	11
1c	SCR	35	2.870	7.680	Bear Creek Road	ScI/Scr County Line	1	-5	57	274	44	3	41	SB	212	15	197	1,037	1,037	0.00	0.04	A	A	29.2	29.2	7	1	7

**Sources:**

Base Year Peak Hour Volumes - Caltrans Traffic Data Branch and TSN

Growth Rates - AMBAG Regional Model 2014

Directional Splits - Model

### Appendix C: Historic AADT Details

AADT	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Segment 1																						
PM R0.053 Ahead Sr-17	1,050	1,050	1,050	1,050	1,050	1,050	1,050	1,050	1,050	1,050	1,050	1,050	1,050	1,050	1,050							750
PM 0.230 Ahead Scl/Scr County Line				820	1,050	1,050	1,050	800	1,050	1,050	1,050	1,050	1,050	1,050	1,050	1,050			750	790	790	790
PM 2.870 Ahead Bear Creek Road																	200	200	200	200	200	200
PM 7.680 Behind					210	210	210	160	210	210	210	210	210	210	210	210	200	200	200	210	210	210

## Appendix D: Glossary and References

**100-YEAR FLOOD** – Areas of 1-percent-annual-chance flooding. Source: FEMA Digital Flood Insurance Rate Map, 2010. [www.fema.gov/msc](http://www.fema.gov/msc)

**500-YEAR FLOOD** – Areas of 0.2-percent-annual-chance flooding. Source: FEMA Digital Flood Insurance Rate Map, 2010. [www.fema.gov/msc](http://www.fema.gov/msc)

**AIR QUALITY STANDARDS** – Designations in relation to the California standards and National standards Source: California Air Resource Board (ARB), 2013. [www.arb.ca.gov/desig/desig.htm](http://www.arb.ca.gov/desig/desig.htm)

**AM/PM PEAK** – The part of day when most traffic congestion occurs. Source: Caltrans Historical Counts.

**ANNUAL AVERAGE DAILY TRAFFIC (AADT)** – Total volume of vehicle traffic for a year divided by 365 days. Source: Caltrans Traffic Operations, 2012. <http://traffic-counts.dot.ca.gov/>

**ANNUAL FREIGHT TONNAGE** – Tons per year. Source: Freight Analysis Framework, 2007. [www.ops.fhwa.dot.gov/freight/freight\\_analysis/faf/](http://www.ops.fhwa.dot.gov/freight/freight_analysis/faf/)

**ATTAINMENT** – Air quality in the area meets the standard. Source: California ARB, 2013. [www.arb.ca.gov/desig/desig.htm](http://www.arb.ca.gov/desig/desig.htm)

**ATTAINMENT/UNCLASSIFIED** – An Environmental Protection Agency (EPA) designation which, in terms of planning implications, is essentially the same as Attainment. Source: California ARB, 2013. [www.arb.ca.gov/desig/desig.htm](http://www.arb.ca.gov/desig/desig.htm)

**BASE YEAR** – The initial year of the forecast period. Source: Caltrans Historical Counts.

**FREEWAY/EXPRESSWAY SYSTEM** – Concept of how the route is managed as defined in the Streets and Highways Code §250-257. Source: Caltrans, 2014. [www.leginfo.ca.gov/.html/shc\\_table\\_of\\_contents.html](http://www.leginfo.ca.gov/.html/shc_table_of_contents.html)

**FREIGHT VMT** – Truck Vehicle Miles Traveled. Source: Freight Analysis Framework, 2007. [www.ops.fhwa.dot.gov/freight/freight\\_analysis/faf/](http://www.ops.fhwa.dot.gov/freight/freight_analysis/faf/)

**FUNCTIONAL CLASSIFICATION** – System by which roads are grouped according to the type of service and amount of traffic the facility carries. Used to determine design standards of roads and determines Federal Aid funding eligibility. Source: FHWA, 2012. [http://dot.ca.gov/hq/tsip/hseb/func\\_clas.html](http://dot.ca.gov/hq/tsip/hseb/func_clas.html)

**GROWTH RATE** – The forecasted change in vehicles per year from the base year to the horizon year. Source: AMBAG Regional Model 2014.

**HIGH EMPHASIS ROUTE** – Route with high interregional importance. Source: Caltrans Interregional Transportation Strategic Plan, 2013. [www.dot.ca.gov/hq/tpp/offices/oasp/itsp.html](http://www.dot.ca.gov/hq/tpp/offices/oasp/itsp.html)

**HORIZON YEAR – 2040** - The future forecast year used in the long range model. Source: AMBAG Regional Model 2014.

**INTERREGIONAL ROAD SYSTEM** – Subset of State Highway System that provides connectivity among all California's regions. Source: Caltrans Interregional Transportation Strategic Plan, 2013. [www.dot.ca.gov/hq/tpp/offices/oasp/itsp.html](http://www.dot.ca.gov/hq/tpp/offices/oasp/itsp.html)

**CALIFORNIA LEGAL** – Trucks up to 65 feet are allowed on the SHS except where otherwise prohibited. Source: Caltrans Traffic Operations, 2013. [www.dot.ca.gov/hq/traffops/engineering/trucks/](http://www.dot.ca.gov/hq/traffops/engineering/trucks/)

**CALIFORNIA TRUCK NETWORK** – California Vehicle Code sections related to trucks, summarized here at the planning level only. Note: Caltrans is not responsible for authorizing commercial trucks, other than issuing permits for oversize or overweight loads. Source: Caltrans Traffic Operations, 2013. [www.dot.ca.gov/hq/traffops/engineering/trucks/](http://www.dot.ca.gov/hq/traffops/engineering/trucks/)

**CRITICAL HABITAT** – Critical habitat for threatened and endangered species. Source: US Fish and Wildlife Service, 2014. [www.fws.gov/gis/data/national/index.html](http://www.fws.gov/gis/data/national/index.html)

**DISTRICT KEY FREIGHT HIGHWAY FACILITY** – Route key to freight operations. Source: California Central Coast Commercial Flows Study, 2012. [www.dot.ca.gov/dist05/planning/goods\\_movement.htm](http://www.dot.ca.gov/dist05/planning/goods_movement.htm)

**FACILITY TYPE** – Description of existing operations. Source: Caltrans TSN, 2011.

**FLOOD ZONE** – Special flood hazard areas. Source: FEMA Digital Flood Insurance Rate Map, 2010. [www.fema.gov/msc](http://www.fema.gov/msc)

**FOCUS ROUTE** – Highest priority routes for completion to minimum facility concept standards Source: Caltrans Interregional Transportation Strategic Plan, 2013. [www.dot.ca.gov/hq/tpp/offices/oasp/itsp.html](http://www.dot.ca.gov/hq/tpp/offices/oasp/itsp.html)

## Appendix D: Glossary and References

**MAJOR (PAVEMENT CONDITION)** – Poor condition, extensive cracks. Requires rehabilitation/resurfacing. Source: Caltrans Pavement Condition Survey, 2013. [http://dot.ca.gov/hq/maint/Pavement/Offices/Pavement\\_Management/index.html](http://dot.ca.gov/hq/maint/Pavement/Offices/Pavement_Management/index.html)

**MINOR (PAVEMENT CONDITION)** – Poor condition, significant cracks. Requires capital preventative maintenance. Source: Caltrans Pavement Condition Survey, 2013. [http://dot.ca.gov/hq/maint/Pavement/Offices/Pavement\\_Management/index.html](http://dot.ca.gov/hq/maint/Pavement/Offices/Pavement_Management/index.html)

**NATIONAL HIGHWAY SYSTEM** – The national system designated by Congress that includes the Interstate Highway System and other nationally significant highways and thoroughfares used for interstate and interregional travel, national defense, intermodal connection, and interstate commerce. Source: Caltrans Highway System Engineering, 2013. <http://dot.ca.gov/hq/tsip/hseb/map21nhs.html>

**NATIONAL NETWORK** – Allows for conventional tractor/semitrailer combinations. Source: Caltrans Traffic Operations, 2013. [www.dot.ca.gov/hq/traffops/engineering/trucks/](http://www.dot.ca.gov/hq/traffops/engineering/trucks/)

**NONATTAINMENT** – Air quality in the area fails to the applicable standard. Source: California ARB, 2013. [www.arb.ca.gov/desig/desig.htm](http://www.arb.ca.gov/desig/desig.htm)

**PAVEMENT CONDITION** – Measurement of surface characteristics including roughness, cracking, and faulting (Caltrans, 2013). Source: Caltrans Pavement Condition Survey, 2013. [http://dot.ca.gov/hq/maint/Pavement/Offices/Pavement\\_Management/index.html](http://dot.ca.gov/hq/maint/Pavement/Offices/Pavement_Management/index.html)

**PEAK HOUR DIRECTIONAL SPLIT** – The percent of traffic volume in the predominant direction of flow as determined from the regional travel model. Source: AMBAG Regional Model 2014.

**PEAK HOUR TRAFFIC VOLUME** – Represents an estimate of the heaviest traffic flow during the peak hour. Source: Caltrans Traffic Operations, 2012. <http://traffic-counts.dot.ca.gov/>

**PERCENT TRUCKS** – Rounded percentage of truck counts. Source: Caltrans Traffic Operations, 2012. <http://traffic-counts.dot.ca.gov/>

**PREVALENT LAND USE** – California County and local government existing land use designations. Source: UC Davis Information Center for the Environment, 2007. [http://ice.ucdavis.edu/projects/land\\_use](http://ice.ucdavis.edu/projects/land_use)

**RAIL/SHS CROSSINGS** – At-grade crossings. Source: National Transportation Atlas Database, 2011. <http://www.rita.dot.gov/bts/>

**RIDE (PAVEMENT CONDITION)** – Poor ride quality. May require corrective maintenance and/or capital preventative maintenance. Source: Caltrans Pavement Condition Survey, 2013. [http://dot.ca.gov/hq/maint/Pavement/Offices/Pavement\\_Management/index.html](http://dot.ca.gov/hq/maint/Pavement/Offices/Pavement_Management/index.html)

**RURAL** – Areas outside urban land uses. Source: US Census, 2000). <http://www.census.gov/>

**SCENIC HIGHWAY PROGRAM** – Program to protect and enhance the natural scenic beauty of California highways and adjacent corridors, through special conservation treatment. Source Caltrans Landscape Architecture, 2014. [http://www.dot.ca.gov/hq/LandArch/scenic\\_highways/scenic\\_hwy.htm](http://www.dot.ca.gov/hq/LandArch/scenic_highways/scenic_hwy.htm)

**SERVICE ACCESS** – National Network trucks may travel up to one mile from the off ramp to obtain services. Source: Caltrans Traffic Operations, 2013. [www.dot.ca.gov/hq/traffops/engineering/trucks/](http://www.dot.ca.gov/hq/traffops/engineering/trucks/)

**SURROUNDING VEGETATION** – Land cover dataset. Source: US Forest Service & California Department of Forestry and Fire Protection, 1979. [http://frap.fire.ca.gov/data/frapgisdata-land\\_cover.php](http://frap.fire.ca.gov/data/frapgisdata-land_cover.php)

**TERMINAL ACCESS** – National Network trucks may exit and travel on these SHS routes. Source: Caltrans Traffic Operations, 2013. [www.dot.ca.gov/hq/traffops/engineering/trucks/](http://www.dot.ca.gov/hq/traffops/engineering/trucks/)

**UNCLASSIFIED** – Insufficient data to designate area, or designations have not been made. Source: California ARB, 2013. [www.arb.ca.gov/desig/desig.htm](http://www.arb.ca.gov/desig/desig.htm)

**URBAN** - Represent densely developed territory and encompass residential, commercial, and other non-residential urban land uses. Source: US Census, 2000. <http://www.census.gov/>

**VEHICLE HOURS OF TRAVEL (VHT)** – A statistic representing the total number of vehicles multiplied by the total number of hours vehicles are traveling.

**VEHICLE MILES TRAVELED (VMT)** – Number of miles vehicles travel. Can be calculated for the peak hour and/or the entire day.

**VOLUME TO CAPACITY RATIO (V/C)** – The ratio of demand volume to capacity.

# **ROUTE CONCEPT REPORT**

**ROUTE 35**



**FEBRUARY 1986**

**TRANSPORTATION PLANNING  
DEPARTMENT OF TRANSPORTATION**

**DISTRICT 4**

**FINAL**  
**FEB 28 1986**

**SUMMARY**

**ROUTE CONCEPT REPORT**  
**ROUTE 35**

**SCL R0.053 - SF 3.163**

This report defines the development concept for Route 35 in District 4, over a 20 year planning period (1985-2005).

**ROUTE CONCEPT:**

**SEGMENT A:**

SCL R0.053	-	0.230	Route 17	-	SCR Co. Line	B-40	2-Lane Conventional
SCR 0.230	-	7.680	SCL Co. Line	-	SCL Co. Line	B-40	2-Lane Conventional
SCL 7.680	-	17.121	SCR Co. Line	-	SM Co. Line	B-40	2-Lane Conventional

**SEGMENT B:**

SM 0.000	-	23.037	SCL Co. line	-	Route 92 West	D-35	2-Lane Conventional
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**SEGMENT C:**

SM 23.037	-	L21.720	Route 92 West	-	Route 92 East		-Break In Route-
SM L21.720	-	L22.760	Route 92 East	-	Route 280 So.	D-35	4-Lane Conventional
SM L22.760	-	R23.037	Route 280 So.	-	Route 280 No.		-Break In Route-

**SEGMENT D:**

SM R23.037	-	R28.271	Route 280 North	-	So. of Rte 1	D-35	4-Lane Expressway
SM R28.271	-	R28.724	South of Rte 1	-	No. of Rte 1	D-40	4-Lane Freeway
SM R28.724	-	31.537	North of Rte 1	-	SF Co. Line	D-35	4-Lane Expressway

**SEGMENT E:**

SF 00.000	-	01.830	SM/SF Co. line	-	Sloat Blvd	D-35	4-Lane Conventional
SF 01.830	-	03.164	Sloat Blvd	-	Route 1	D-35	6-Lane Conventional

**CONCEPT RATIONALE:**

Route 35 serves as a commuter route, and to a lesser degree as a recreational route in San Francisco and northern San Mateo Counties. It serves mainly as a recreational route on the southern portions in Santa Cruz, Santa Clara and southern San Mateo Counties.

**AREAS OF CONCERN:**

As the traffic volumes on Route 280 increase, Route 35 will become a viable parallel route for short commute trips along the northern quarter of the route. Also as the predominantly recreational usage of the southern part of the route increases, upgrading of the roadway will be necessary. Bicyclists and joggers use Skyline Blvd south of Route 92 for recreational purposes.

## SUMMARY

### ROUTE CONCEPT REPORT ROUTE 35

SCL R0.053 - SF 3.163

#### PROBLEM LOCATIONS:

SM	35	10.533	Congestion at the Route 84/35 intersection
SM	35	24.349 - 26.860	AM and PM congestion.
SM	35	30.270 - 31.537	AM, PM and weekend congestion.
SF	35	00.000 - 01.830	AM, PM and weekend congestion.

#### IMPROVEMENTS:

The following are the improvements needed to achieve the proposed concept for Route 35:

The reconstruction of the Route 35/84 junction (PM SM 10.52).

The reconstruction of the Route 35/92 West junction (PM SM 23.03).

The reconstruction of the Route 35/92 East junction (PM SM L21.72).

The widening and realignment of the two lane conventional highway to a four lane divided conventional highway between the Route 35/92 East junction (PM SM L21.72) and the Route 280/Bunker Hill Drive interchange (PM SM L22.76).

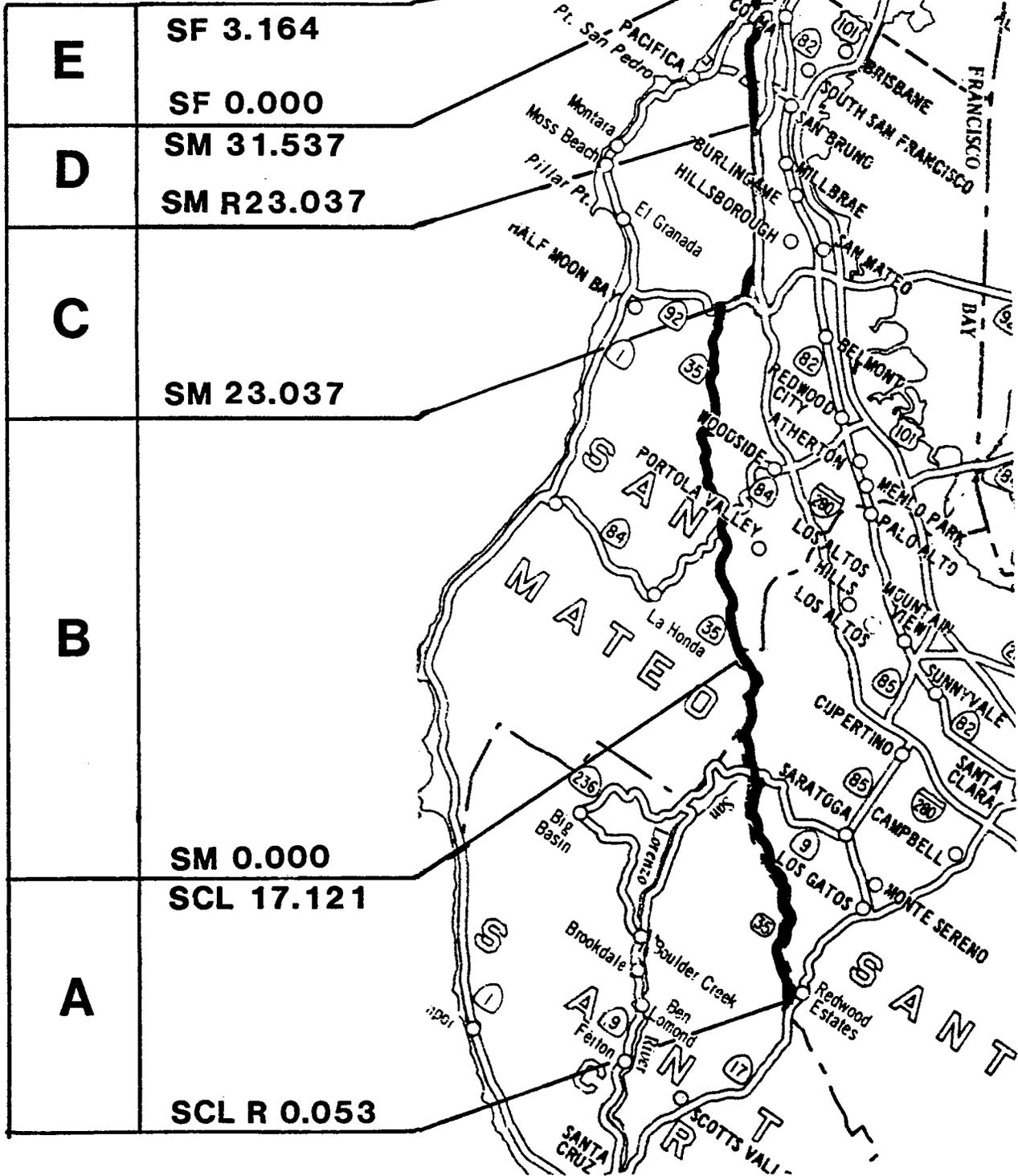
The widening and reconstruction of the two lane conventional highway to a four lane expressway from the end of the split alignment at the Route 280 freeway entrance (PM SM T23.37) to San Bruno Avenue (Post Mile SM 24.30).

The widening and reconstruction of the two to four lane conventional highway to a four lane expressway from Sneath Lane (PM SM 24.85) to south of the Route 1 interchange (PM SM R28.27).

The reconstruction of the Route 35/Great Highway intersection (Post Mile SF 1.450).

# LOCATION MAP

Route 35





## STATEMENT OF PLANNING INTENT

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

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

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

## ROUTE CONCEPT REPORT

### ROUTE 35

SCL R0.053 - SF 3.163

#### I ROUTE DESCRIPTION:

Route 35 is approximately 52 miles long and is completely within District 4 boundaries. The route begins at Route 17 in Santa Clara County and continues north to Route 1 in San Francisco. The route traverses four counties: Santa Cruz, Santa Clara, San Mateo and San Francisco. There are two breaks in the route. One break occurs along Route 92, and the other break occurs along Route 280. South of Route 92 in San Mateo County, Route 35 follows the ridge line of the coastal hills, roughly paralleling Routes 1 and 280. This region is sparsely populated, yet the proximity of the route to the populated Route 280 corridor and the less populated yet well traveled Route 1 corridor makes Route 35 a popular route for weekend travelers driving to the coast, and for weekday commuters using the route as an alternative to Route 1.

Future development along this route is unlikely because of the mountainous terrain, and the proximity to state and county parks and environmentally sensitive areas. Development along the Route 1, Route 280 and Route 101 corridors will have the greatest impact on Route 35.

North of Route 92, Route 35 is located in a more populated area, and thus is used primarily as a commuter route for the San Francisco suburbs in Northern San Mateo County. The route comes within a mile of the coastline, so it is also used as an access route to the beaches during weekends.

Rail service is not available along this route. However, the San Francisco MUNI Metro has a stop near the end of the route at Sloat Blvd and West Portal Avenue in San Francisco.

The Daly City BART Station is located approximately two miles from Route 35, near the Route 1/280 interchange. BART does not serve the Route 35 corridor. However, there are plans to extend BART south of Daly City, closely paralleling Route 82. It has not been determined if such an extension would relieve congestion on Route 35 north of Route 280.

Route 35 is one of the few routes in District 4 which receives snow at regular intervals, about once every winter. Thus, the route is subject to occasional closures along Skyline Blvd in Southern San Mateo County

Route 35 is classified Federal Aid Secondary from Route 9 to north of Alpine Road, and from Route 84 to Route 92. The Route is classified Federal Aid Urban from north of Alpine Road to Route 84 and from Route 280 to the end of the route at Route 1. The route break along Route 92 is classified Federal Aid Primary, and the route break along Route 280 is classified Federal Aid Interstate. The section from the beginning of the route to Route 9 is a Minor Collector, and the section between Route 92 and Route 280 is not in the Federal Aid Highway System.

The route break along Route 280 is a designated Surface Transportation Assistance Act (STAA) route for oversized trucks. The section of Route 35 from Route 9 in Santa Clara County to the Route 35/Great Highway intersection in San Francisco, is a suggested bicycle route. The section between Route 280 and Route 1 in Daly city is in the State Freeway and Expressway System. The entire route is designated as a scenic highway.

The legislative description of Route 35 is as follows:

Route 35 is from:

- (a) Rte 17 to Rte 92 via Skyline Blvd.
- (b) Rte 92 to Rte 280 at Bunker Hill Drive.
- (c) Rte 280 via Skyline Blvd to Rte 1 in San Francisco.

## II PURPOSE OF ROUTE

Route 35 serves as both a commuter and a recreational/tourist route. North of Route 92, the route serves as an alternate route to Route 1 for both commuters and tourists traveling between the Route 1 corridor and Route 280 corridor. North of Route 92, the route serves as a commuter access route to Route 1 and Route 280.

## III ROUTE SEGMENTS

### A. Segment A:

(04-SCL-35, PM R0.053 - 17.121)  
(Route 17 - San Mateo County Line)

Segment A begins at the Route 17/35 interchange near Redwood Estates and proceeds northwest along the Santa Cruz/Santa Clara county line via Summit Road. At Bear Creek Road Route 35 follows Skyline Blvd, past the intersection with Route 9 at Saratoga Gap, to the Santa Clara/San Mateo county line at Post Mile (PM) 17.121. This two lane rural mountain road serves primarily as a recreational route leading to several state parks.

Route 35 crosses the Santa Clara/Santa Cruz county line twice in this segment, but the roadway remains mostly in Santa Clara County. Approximately 7.5 miles is in Santa Cruz County. In order to remain consistent with the California Highway Log and the Route Segment Report, which do not restart the post mile at the county lines, this segment will be treated as though it were entirely within the County of Santa Clara.

The land use along segment A is mainly open space, with several state and county parks located nearby. The route is in a sparsely populated rural region.

1. Existing facilities

a) Highway facilities

Segment A is a two lane conventional highway with a total traveled way width varying from 16 to 24 feet. Shoulder widths vary from 0 to 6 feet, and there is no median. The terrain is mountainous. The grade is moderate and is greater than 6% in some locations.

b) Current (1985) STIP

There are no projects planned for Segment A of Route 35 in the 1985 STIP.

c) Public Transit

Public Transit is not available along this segment.

d) Bicycles

The portion of the segment from Route 9 to the end of the segment at the San Mateo county line is a suggested bicycle route.

e) Park and Ride

There are no Park and Ride facilities along this segment.

f) Rail Transit

Rail transportation is not available along this segment.

2. Current Operating Conditions

The 1982 Annual Average Daily Total (AADT) ranges from a low of 200 at Black Road to a high of 2,000 north of the Route 9 Junction. The AM peak hour volumes range from 30 northbound and 20 southbound at Black Road to 300 northbound and 200 southbound north of the Route 9 junction. The Volume to Capacity ratio (V/C) ranges from .04 to .38. The Level of Service (LOS) is B-40 throughout this segment.

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

There were 61 accidents with 59 injuries and four fatalities along this segment. The total accident rate of 3.95/MVM (Million Vehicle Miles) was above the statewide average total accident rate of 3.73/MVM for similar highway facilities. The fatality rate of .194/MVM was above the statewide average fatality rate of .100/MVM.

4. Future Operating Conditions (1995 and 2005)

The projected AADT for 1995 (2005) ranges from 300 (300) at Black Road to 3,000 (3,000) north of the Route 9/35 junction. The AM peak hour traffic volumes are projected to range from 30 (40) northbound and 20 (20) southbound at Black Road to 400 (500) northbound and 200 (200) southbound north of the Route 9/35 junction.

The 1995 Demand to Capacity ratio (D/C) is projected to range from .04 (LOS of B-40) at Black Road to .50 (LOS of B-40) north of Route 9. The 2005 D/C ratio is projected to range from .05 (LOS of B-40) to .63 (LOS of C-35) at these respective locations.

5. Route Concept

The concept for segment A of Route 35 is a two lane conventional highway along the entire segment, with wide paved shoulders to accommodate bicyclists north of Route 9. The conceptual LOS is B-40.

6. Improvements (Post 1985 STIP)

The following are the improvements needed to achieve the proposed concept for Segment A of Route 35:

The widening of the paved shoulders between Route 9 (PM 14.10) and the San Mateo county line (PM 17.12).

7. Concept Concerns

The section of highway north of the Route 9 Junction will not meet the target LOS of "B" for rural roads. However, since the route is in an environmentally sensitive area, it should remain as a two lane conventional highway. The majority of the segment will meet the target LOS of "B" for rural highways.

The Route is a popular bicycle route. Due to narrow shoulder widths, bicyclists ride in the roadway itself. The paved shoulders along the portion of the route that is a suggested bicycle route should be widened to accommodate the bicyclists.

Due to the narrow roadway width and low traffic volumes on Route 35 along Summit Road, a study should be undertaken to determine the possibility of relocating Route 35 between Skyline Blvd and Route 17 to an existing local road. Both Bear Creek Road and Black Road are wider and more traveled roads than Summit Road, so either roadway could serve as a better state highway route. The majority of traffic on Route 35 along Skyline Blvd uses Bear Creek Road rather than Summit Road to access Route 17, so the traffic patterns indicate such a relocation may be warranted.

The Santa Cruz County Transportation Commission has expressed concern over the possible impact on the County's road maintenance program, should Route 35 be relocated. The Commission should be contacted whenever serious consideration of the route relocation is initiated.

B. SEGMENT B

(04-SM-35, PM 00.000 - 23.037)  
(Santa Clara County Line - Route 92)

This segment begins at Post Mile (PM) SM 00.000 on the Santa Clara/San Mateo county line and runs northwesterly via Skyline Blvd, past the junction with Route 84, and ends at the Route 35/92 West junction. The roadway traverses the Santa Clara/San Mateo county line several times until Post Mile 2.121, where the roadway enters San Mateo County for the remainder of the segment. This rural section of the highway serves as a recreational route connecting to routes leading to coastal beaches, and serves as an access route from the smaller communities to the developed areas further east. Bicyclists enjoy using the entire segment, and joggers enjoy using the roadway in the more urban areas. The region is sparsely populated yet urban due to the proximity to the Route 280 corridor. Residences and small roadside cafes are located intermittently along the entire segment.

1. Existing Facilities

a) Highway Facility

This is a two lane conventional highway with a total traveled way width of 24 feet. The shoulder width varies from 1 to 4 feet. There is no median. The terrain is mountainous, with a grade generally varying from 3 to 6% with a grade greater than 6% in some locations.

b) Current (1985) STIP

There are no projects planned for Segment B of Route 35 in the 1985 STIP.

c) Public Transit

Public Transit is not available along this segment.

d) Bicycles

The entire segment is a suggested bicycle route. Due to the narrow shoulder widths, bicyclists ride on the traveled way portion of the highway.

e) Park and Ride

There are no Park and Ride facilities along this segment.

f) Rail Transit

Rail transportation is not available along this segment.

2. Current Operating Conditions

The 1982 Annual Average Daily Total (AADT) ranges from 2,000 throughout most of the segment, to 3,000 at the Route 84/35 and Route 92/35 junctions. The AM peak hour traffic volumes range from 300 northbound and 200 southbound at Alpine Road to 500 northbound and 200 southbound at the Route 84/35 and Route 92/35 junctions. The Volume to Capacity ratio (V/C) varies from a low of 0.38 at Alpine Road to a high of 0.50 at the Route 84 junction. The Level of Service (LOS) is B-40 throughout the entire segment.

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

There were 206 accidents with 214 injuries and eight fatalities along this segment. The total accident rate of 3.74/MVM was above the statewide average total accident rate of 2.91/MVM for similar highway facilities. The fatality rate of .127/MVM was above the statewide average fatality rate of .069/MVM.

4. Future Operating Conditions (1995 and 2005)

The projected AADT for 1995 (2005) ranges from 3,000 (3,000), throughout most of this segment, to 4,000 (5,000) at the Route 35/84 and Route 35/92 junctions. The AM peak hour volumes range from 400 (500) northbound and 200 (200) southbound at Alpine Road to 700 (900) northbound and 300 (300) southbound at the Route 84/35 and Route 92/35 junctions.

The 1995 Demand to Capacity ratio (D/C) is projected to range from .50 (LOS of B-40) south of Alpine Road, to .75 (LOS of C-35) north of Alpine Road. The 2005 D/C is projected to range from .63 (LOS of C-35) south of Alpine Road to .75 (LOS of C-35) throughout the remainder of the segment.

5. Route Concept

The concept for Segment B of Route 35 is a two lane conventional highway, with wide shoulders to accommodate bicyclists, from the Santa Clara/San Mateo county line to Route 92. The concept also includes the improvement of the Route 84 and Route 92 junctions. The conceptual LOS is D-35.

6. Improvements (Post 1985 STIP)

The following are the improvements needed to achieve the proposed concept for segment B of Route 35:

The widening of the paved shoulders to accommodate bicyclists along the entire segment (PM 0.0 to PM 23.03).  
The improvement of the Route 84/35 junction (PM 10.52).  
The improvement of the Route 92/35 junction (PM 23.03).

## 7. Concept Concerns

Some portions of the segment will not meet the target LOS of "B" for rural roads. However, since the route is in an environmentally sensitive area, it should remain as a two lane conventional highway. The majority of the segment is in an urban area and will meet the target LOS of D-35 for urban conventional highways.

The Route is a popular bicycle route. Because of the narrow shoulders, bicyclists must ride on the traveled way portion of the highway. In order to accommodate the recreational and serious bicyclist, the paved shoulders should be widened.

The concept is consistent with Section 12.9 of the San Mateo County Draft General Plan.

## C. SEGMENT C

(04-SM-35 PM 23.037 - R23.037)  
(Route 92 West Jct - Route 280/Skyline Blvd. Interchange)

Segment C begins at the Route 35/92 West junction. A route break begins at this location with Route 35 signed along Route 92 to the Route 35/92 East junction, where the route break ends. See the Route Concept Report for Route 92 for this portion of the highway.

From the Route 35/92 East junction, Route 35 proceeds north through the San Francisco Fish and Game Refuge to the Route 280/Bunker Hill Drive interchange. This section of the route is a two lane conventional highway, and is a popular bicycle route. This section of the route also serves as an access route for traffic traveling to northbound Route 280 from eastbound Route 92, and to westbound Route 92 from southbound Route 280.

Another route break begins at the Route 280/Bunker Hill Drive interchange, with Route 35 signed along Route 280 to the Skyline Blvd/Route 280 interchange, where the route break terminates. See the Route 280 Route Concept Report for this part of the highway. Segment C ends at the Route 280/Skyline Blvd interchange.

1. Existing Facilities

a) Highway Facilities

The section of Segment C between the Route 92/35 East junction (PM L21.72) and the Route 280/Bunker Hill interchange (PM L22.76) is a two lane conventional highway. The total traveled way width is 24 feet and the shoulders vary from 1 to 8 feet in width. The terrain is moderate and the grade is rolling (3 to 6 percent). There is no signed speed limit along this section.

b) Current (1985) STIP

There are no projects planned in the 1985 STIP for Segment C of Route 35.

c) Public Transit

SamTrans operates several bus lines along Route 92. The 90H bus line runs between the city of San Mateo and Half Moon Bay, along Bunker Hill Drive, Route 35 and Route 92.

d) Bicycles

Except for the route break along Route 280, the entire segment is a suggested bicycle route. Bicycles are prohibited on Route 280, except for a short portion between Trousdale Drive and Hillcrest Blvd where bicycles are permitted on the shoulders of the freeway. Skyline Blvd, which parallels the freeway, is a suggested bicycle route. The Sawyer Camp Bicycle Trail is a popular scenic bicycle route which parallels Route 280 between Crystal Springs Road near the city of Hillsborough, and Hillcrest Blvd, near the city of Millbrae.

The Roadway between Route 92 and Route 280 is a popular bicycle route. The narrow shoulders along most of this section requires bicyclists to ride on the traveled way portion of the highway.

e) Park and Ride

There are no Park and Ride facilities along this segment. However, commuters use a dirt area adjacent to the Route 35/92 East junction as a car pool parking lot.

f) Rail Transit

Rail transportation is not available along this segment. However, CalTrain serves the Route 101 corridor to the east.

2. Current Operating Conditions

There are no traffic figures available for the section of Route 35 between Route 92 and Route 280. See the Route 92 and Route 280 Route Concept Reports for the current operating conditions along the respective route breaks.

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

There were 23 accidents with 20 injuries and two fatalities along this segment. The total accident rate of 7.39/MVM was above the statewide average total accident rate of 2.61/MVM for similar highway facilities. The fatality rate of .643/MVM was above the statewide average fatality rate of .073/MVM.

4. Future Operating Conditions (1995 and 2005)

There are no traffic projections for the section of Route 35 between Route 92 and Route 280. See the Route 92 and Route 280 Route Concept Reports for future operating conditions along the respective route breaks.

5. Route Concept

The concept for Segment C of Route 35 between the Route 35/92 East junction and the Route 280 interchange at Bunker Hill Drive is a four lane divided conventional highway, with a separate bicycle trail adjacent to the facility. The conceptual LOS is D-35.

6. Improvements (Post 1985 STIP)

The following are the improvements needed to achieve the proposed concept for Segment C of Route 35:

The reconstruction and improvement of the Route 35/92 East junction (PM L21.72).

The reconstruction and partial realignment of the two lane conventional highway to a four lane divided conventional highway, with a separate bicycle trail, between the Route 35/92 East junction (PM L21.72) and the Bunker Hill Road/Route 280 interchange (PM L22.76).

## 7. Concept Concerns

Segment C of Route 35 serves as a major connector between Route 280 and Route 92. As traffic demand increases along Route 92, demand along this section of Route 35 will increase as well. It is expected that the present highway, with its curves and narrow shoulders, will not be able to handle the increase in demand attributed to traffic accessing Route 280 from Route 92.

The highway also serves as a popular bicycle route. Because of the narrow shoulders, bicyclists must ride in the traveled way portion of the highway. In order to meet the needs of both the motorist and the bicyclist, it is necessary to realign the highway and construct a separate bicycle facility. The bicycle facility could serve as a southern part of the Sawyer Camp Bicycle Trail.

Should future traffic projections indicate an increase in demand, beyond what the facility can adequately handle, it may become necessary to reevaluate the concept for this segment of Route 35. Since this segment is an important access route between Route 280 and Route 92, it may be necessary to construct a Route 280 southbound to Route 92 westbound connector and a Route 92 eastbound to Route 280 northbound connector at the Route 280/92 interchange. However, since the interchange is within the San Francisco Fish and Game Refuge, Section 4f of the Department of Transportation Act may preclude any improvements to the interchange.

### D. SEGMENT D

(04-SM-35 PM R23.037 - 31.537  
(Route 280 - San Mateo/San Francisco County Line)

Segment D begins at the Route 280/Skyline Blvd interchange and proceeds north via Skyline Blvd, through the cities of San Bruno, Pacifica and South San Francisco to the San Mateo/San Francisco county line in Daly City. Route 35 is a two to four lane conventional highway, a four lane expressway, and a four lane freeway along this segment. This segment of Route 35 serves as an access route to residential neighborhoods and serves as a commuter access route to Route 280 and Route 1. The land use is residential, with no major developments planned for the immediate area. Parking is not allowed along this segment, and there are few driveways or intersecting cross-streets.

1. Existing Facilities

a) Highway Facilities

The section of Segment D from Route 280 (PM R23.03) to the end of the split alignment/ freeway entrance (PM R23.24) is a four lane expressway, with a total traveled way width of 48 feet. The shoulder widths are 8 feet and the median width ranges from greater than 100 feet at Route 280, to 4 feet at the end of the split alignment. The terrain is rolling with a grade between 0 and 3%. This section serves as the Route 280 freeway entrance. The signed speed limit is 50 MPH.

The section of Segment D from the end of the split alignment/ freeway entrance (PM R23.24) to just south of Route 1 (PM R28.27) is a two to four lane conventional highway. The total traveled way width ranges from 24 to 48 feet, the shoulder widths vary from 6 to 10 feet. There is a 4 foot wide striped and paved median between Sneath Lane and Sharp Park Road. The terrain is rolling with a grade between 0 and 3%. The signed speed limit is 40 to 50 MPH.

The section from south of Route 1 (PM R28.27) to north of Route 1 (PM R28.72) is a four lane freeway with a total traveled way width varying from 48 to 72 feet. The shoulder width is 13 feet, and the median width is 46 feet. The terrain is rolling, with a grade between 3 and 6%. The signed speed limit is 55 MPH.

The section of the segment from north of Route 1 (PM R28.72) to the end of the segment at the San Mateo/ San Francisco county line (PM 31.53) is a four lane expressway with a total traveled way width varying from 48 to 58 feet. The shoulder width is 8 feet and the median width is 46 feet. Terrain is rolling, with a grade between 3 and 6%. The signed speed limit is 50 to 55 MPH.

b) Current (1985) STIP

The following are the projects listed in the 1985 STIP, for segment D of Route 35:

FY	Budget Not Awd	0.6 mile north of Route 280 to
PM	L23.6 - 24.3	San Bruno Ave.
		A.C. Overlay.

FY	86/87	San Bruno Avenue to Sneath Lane
PM	24.3 - 24.9	Widen 2 lane Highway to 4 lane
		Expressway.

c) Public Transit

SamTrans operates several bus lines along the segment. The 2S bus runs along Route 35 between San Bruno and Daly City and continues to downtown San Francisco. Bus lines 20J, 30B, 1A, and 1L are local bus lines which operate along short portions of the route, serving the cities of South San Francisco, San Bruno, Pacifica, Colma, and Daly City. The 2S, 20J, 1A and 1L bus lines all serve the Daly City BART station.

d) Bicycles

The entire segment is a suggested bicycle route. Bicycles are permitted on the shoulders of the freeway portion of Route 35 at the Route 1 interchange.

e) Park and Ride

There are no Park and Ride facilities along this segment.

f) Rail Transit

Rail transportation is not available along this segment. However, the Daly City BART station is located approximately two miles to the east, near the Route 1/280 interchange. Caltrain serves the Route 101 corridor to the east.

There are plans to eventually extend BART south of the Daly City, with stations located in the cities of Colma and South San Francisco. These stations would be located near Route 82, and within two miles of Route 35.

2. Current Operating Conditions

The 1982 AADT ranges from 23,000 at Sneath Lane to 13,000 at Route 1. The 1982 AADT at John Daly Blvd is 23,000. The AM peak hour traffic Volumes are 2,000 northbound and 800 southbound at Sneath Lane, 1,100 northbound and 500 southbound at the Route 1 interchange, and 1,800 northbound and 700 southbound at John Daly Blvd. The V/C ratio ranges from 1.00 (LOS of F-20) between San Bruno Avenue and Sneath Lane to .31 (LOS of A-55) at Route 1. The V/C ratio at John Daly Blvd is .60 (LOS of C-45). Truck traffic accounts for only 1% of the total traffic along this segment.

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

There were 295 accidents with 190 injuries and three fatalities along this segment. The total accident rate of 1.85/MVM was below the statewide average total accident rate of 2.39/MVM for similar highway facilities. The fatality rate of .018/MVM was below the statewide average fatality rate of .024/MVM.

4. Future Operating Conditions (1995 and 2005)

The projected AADT for 1995 (2005) ranges from 31,000 (37,000) at Sneath Lane and John Daly Blvd., to 17,000 (20,000) at Route 1. The AM peak hour traffic volumes are projected to be 2,700 (32,000) northbound and 1,100 (1,400) southbound at Sneath Lane, 1,500 (1,800) northbound and 600 (800) southbound at Route 1 and 2,400 (2,900) northbound and 1,000 (1,200) southbound at John Daly Blvd.

The 1995 D/C ratio is projected to be 1.00 (LOS of E-30) at Sneath Lane, 1.26 (F-20) at Sharp Park Road, and .42 (LOS of B-50) at Route 1, and .80 (LOS of C-45) at John Daly Blvd. The 2005 D/C ratio is projected to be 1.19 (LOS of F-20) at Sneath Lane, 1.48 (LOS of F-15) at Sharp Park Road, and .50 (LOS of B-50) at Route 1, and .97 (LOS of E-25) at John Daly Blvd.

5. Route Concept

The concept for Segment D of Route 35 is a four lane expressway/freeway with a separate bicycle trail adjacent to the facility. The conceptual LOS is D-35

6. Improvements (Post 1985 STIP)

The following are the improvements needed to achieve the proposed concept for Segment D of Route 35:

The widening and reconstruction of the two lane conventional highway to a four lane expressway between the end of the split alignment at the Route 280 freeway entrance (PM T23.37) to San Bruno Avenue (PM 24.30).

The construction of a bicycle trail along the planned expressway (1985 STIP) from San Bruno Avenue (PM 24.36) to Sneath Lane (PM 24.85).

The widening and reconstruction of the two to four lane conventional highway to a four lane expressway, with a separate bicycle trail, from Sneath Lane (PM 24.85) to south of Route 1 (PM 28.27).

The construction of a separate bicycle trail adjacent to the existing freeway and expressway facility from south of Route 1 (PM 28.27) to the end of the segment at the San Francisco/San Mateo county line.

## 7. Concept Concerns

Traffic projections indicate a four lane expressway will not be sufficient in meeting the projected demand along the entire segment. A six lane expressway will be needed to meet the demand along some sections. The conceptual "LOS D-35" is based upon the assumption that improvements in public transportation and the implementation of TSM measures will provide for the excess demand. If these assumptions are not realized, the concept will need to be reassessed.

The entire segment is a suggested bicycle route. In order to accommodate both the motorist and bicyclist, as well as encourage alternative transportation use, it is proposed that a bicycle trail, separate from the expressway, be constructed along the entire segment. There is sufficient right of way and open space adjacent to the route to accommodate such a bicycle facility. The bicycle trail could serve as a northern section of the popular Sawyer Camp Bicycle Trail.

### E. Segment E

(04-SF-35, PM 0.000 - 3.163)  
(San Francisco County Line - Route 1)

This segment begins at the San Mateo / San Francisco county line, and proceeds north via Skyline Blvd to Sloat Blvd. It then proceeds east along Sloat Blvd to its terminus at the junction with Route 1 at 19th street in San Francisco. Skyline Blvd serves primarily as a commuter route into San Francisco, and Sloat Blvd is an urban residential city street. On-street parking is allowed along Sloat Blvd. Due to the proximity of the route to Harding Park, the San Francisco Zoo and the Pacific Ocean, it also serves as a recreational route.

The land use is open space along Skyline Blvd, and residential along Sloat Blvd.

#### 1. Existing Facilities

##### a) Highway Facility

The section of segment E from the San Francisco/ San Mateo county line to Sloat Blvd is a four lane conventional highway with a total traveled way width varying from 48 to 60 feet. The shoulders are 6 to 8 feet wide, and the median width ranges from 44 feet at the San Mateo county line to 4 feet at the Great Highway junction. There is no median between the Great Highway junction and Sloat Blvd. The terrain and grade are rolling (3 to 6%), with a section less than .4 mile long having a grade greater than 6%. The signed speed limit is 45 to 50 MPH.

The section along Sloat Blvd between Skyline Blvd and Route 1 is a 6 lane divided conventional highway with a total traveled way width of 76 feet. The median is 20 feet wide and there are no shoulders. The terrain and grade are flat (0 to 3%). The signed speed limit is 40 MPH.

b) Current (1985) STIP

There are no projects planned in the 1985 STIP for Segment E of Route 35.

c) Public Transit

The San Francisco MUNI operates the 18 bus line along Skyline Blvd between John Muir Drive and Sloat Blvd, and bus line 10 along Sloat Blvd. The 18 bus line serves the western part of San Francisco, and the 10 bus runs between the Pacific Ocean and Bernal Heights to the east. The MUNI Metro has a stop near the end of the route at Sloat Blvd and West Portal Avenue.

d) Bicycles

The section of Route 35 between the San Mateo county line and the Great Highway is a suggested bicycle route. There is a bicycle/jogging path adjacent to the route between John Muir Drive and Sloat Blvd. This path circles lake Merced and is located within Harding Park.

e) Park and Ride

There are no Park and Ride facilities along this segment.

f) Rail Transit

There is no rail service along this segment. However, the Daly City BART station is located within two miles of the segment, near the junction of Route 1 and Route 280. The MUNI Metro runs near the end of the route along West Portal Avenue.

2. Current Operating Conditions

The 1982 AADT ranges from 24,000 between John Muir Drive and the Great Highway to 11,000 at the Skyline Blvd/Sloat Blvd intersection. The AM peak hour traffic volumes range from 2,100 northbound and 900 southbound, between John Muir Drive and The Great Highway to 900 northbound and 400 southbound at the Skyline Blvd/Sloat Blvd intersection. The V/C ratio ranges from 0.70 (LOS of C-40) at John Muir Drive to 0.38 (LOS of A-40) at the Sloat Blvd intersection.

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

There were 40 accidents with 53 injuries and two fatalities along this segment. The total accident rate of .61/MVM was below the statewide average total accident rate of 3.39/MVM for similar highway facilities. The fatality rate of .030/MVM was above the statewide average fatality rate of .022/MVM.

4. Future Operating Conditions (1995 and 2005)

The projected AADT for 1995 (2005) ranges from 34,000 (41,000) just south of the Great Highway intersection to 15,000 (19,000) at the Skyline/Sloat Blvd intersection. The AM peak hour traffic volumes range from 2,900 (3,400) northbound and 1,200 (1,500) southbound south of the Great Highway intersection to 1,300 (1,500) northbound and 500 (700) southbound at the Skyline/Sloat Blvd intersection.

The 1995 D/C ratio is projected to range from .97 (LOS of E-30) south of The Great Highway intersection to .43 (LOS of B-40) at the Skyline/Sloat Blvd intersection. The 2005 D/C ratio is projected to range from 1.13 (LOS of F-20) to .63 (LOS of C-35). at these respective locations

5. Route Concept

The concept for the section of segment E of Route 35 between the San Francisco/ San Mateo county line to Sloat Blvd is a four lane divided conventional highway, with a separate bicycle trail adjacent to the highway facility between the San Mateo county line and the Great Highway junction. The conceptual LOS is D-35.

The concept for the section of segment E of Route 35 between Sloat Blvd and Route 1 is a six lane divided conventional highway. The conceptual LOS is D-35

6. Improvements (Post 1985 STIP)

The following are the improvements needed to achieve the proposed concept for Segment E of Route 35:

The construction of a bicycle trail between the San Francisco/San Mateo county line (PM 0.00) and John Muir Drive (PM 0.80).

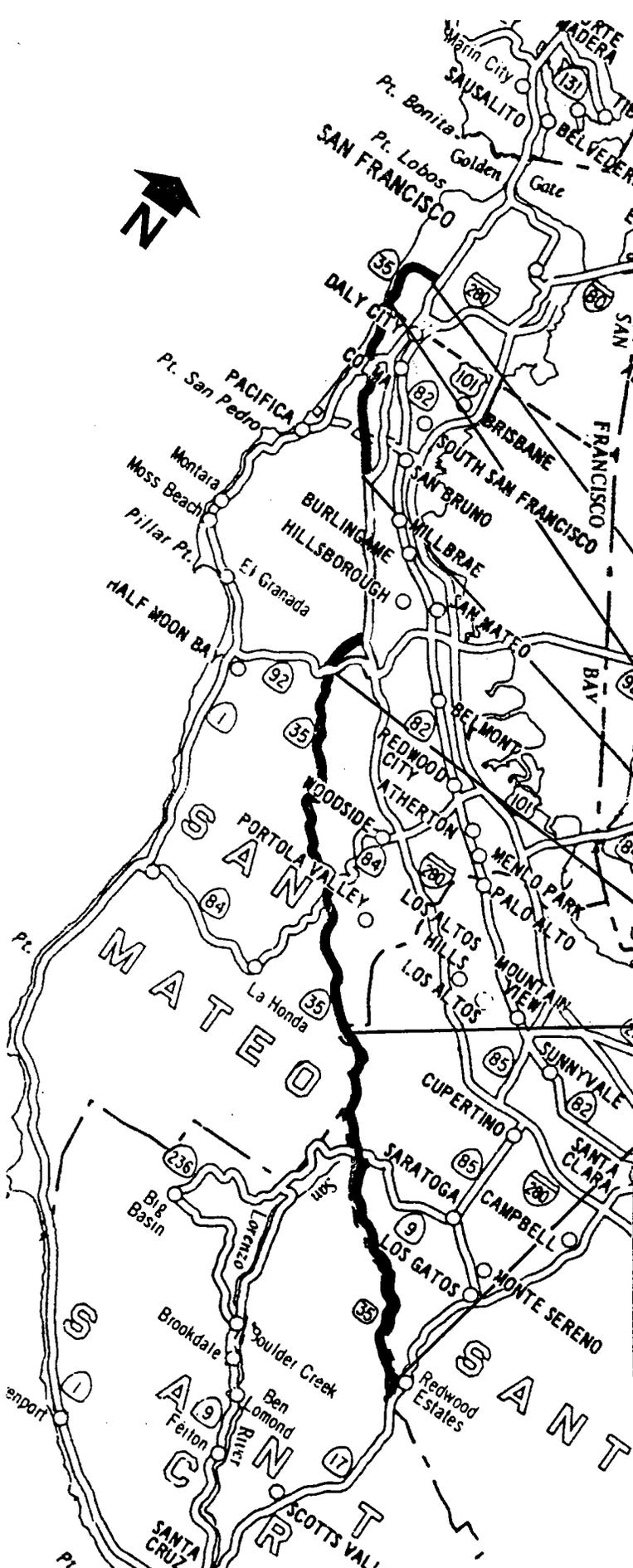
The reconstruction of the Route 35/Great Highway intersection to handle the additional traffic volumes.

## 7. Concept Concerns

Traffic projections indicate a six lane divided highway is needed between John Muir Drive and the Great Highway. However, improving the capacity of highways entering San Francisco is not consistent with the Transportation Element of the Comprehensive Plan for the City and County of San Francisco. To be consistent with the Comprehensive Plan, the section of Route 35 between John Muir Drive and the Great Highway will remain a four lane highway.

The conceptual LOS of D-35 is based upon the assumption that improvements in public transportation and the implementation of TSM measures will provide for the excess in demand.

The section of Route 35 between the San Mateo county line and The Great Highway is a suggested bicycle route. In order to accommodate both the motorist and the bicyclist, as well as encourage alternative transportation use, it is proposed that a bicycle trail, separate from the expressway, be constructed between the San Mateo county line and John Muir Drive. There is sufficient right of way and open space adjacent to the route to accommodate such a bicycle facility. There is presently a bicycle/jogging path adjacent to the Route between John Muir Drive and Sloat Blvd.



SEGMENT	NO. OF LANES	LEVEL OF SERVICE	TERRAIN	GRADES	ACTUAL	
					Accidents Per MVM	Fatalities Per MVM
E	SF 3.164	4-6C	R	0-3%	0.61	.030
	SF 0.000	4-6C				
	SM 31.537	2-4C, 4E,4F				
D	SM R23.037	2-4C, 4E,4F	R	3-6%	1.85	.018
	SM 23.037	2-4C, 4E,4F				
	SM 0.000	2-4C, 4E,4F				
C	SCL 17.121	2C	M	3-6%	7.39	.643
	SCL R0.053	2C				
	SM 0.000	2C				
B	SM 0.000	2C	M	3-6%	3.74	.127
		2C				
		2C				
A	SM 0.000	B-40	M	3-6%	3.95	.194
		B-40				
		B-40				

**EXHIBIT A**

## EXPLANATION TO EXHIBIT A

### LEVEL OF SERVICE

The Level of Service (LOS) on a roadway is a measure of the speed, travel time, traffic interruptions, freedom to maneuver, safety, driving comfort, convenience, and operating cost. A roadway designed for a certain level of service will actually operate at different levels throughout the day. The level of service on a roadway varies inversely as some function of the traffic volume. The level of service indicated in Exhibit A represents the level of service during the morning (AM) peak hour. The level of service in this report is followed by the minimum operating speed.

### TERRAIN

Terrain describes the adjacent topography as to its effect on construction cost. (F-Flat, R-Rolling, M-Mountainous) Flat reflects minor grading; rolling reflects moderate grading; mountainous reflects heavy grading as economic considerations. (Note that terrain is a measure of construction cost while grade is a measure of operating cost as used in this report.)

### GRADES

Grade line, a generalization of the grades along the center line of the highway. Four types of codes are used. They are:

F - Flat grade, 0-3 percent upgrades and downgrades.

R - Rolling, 3-6 percent upgrades and downgrades and sustained grades less than 1/4 mile.

M - Moderate, grades greater than 6 percent for one-half or less of the segment length and sustained grades 1/4 to 3/4 mile in length.

S- Steep, grades greater than 6 percent for more than one-half the segment length and sustained grades greater than 3/4 mile in length.

### ACCIDENTS PER MVM

The number of accidents per million vehicle miles driven along the segment.

### FATALITIES PER MVM

The number of fatalities per million vehicle miles driven along the segment.



## EXPLANATION TO EXHIBIT B

### AADT

Annual Average Daily Traffic (In Thousands) in both directions.

### P.H.V.

Peak Hour Vehicles (In Hundreds). Number of vehicles in one direction during the morning (AM) Peak Hour.

### AVE HWY SPEED

The Average Highway Speed is the weighted average of the design speeds within a highway section. (Design speed is a speed selected to establish specific minimum geometric design elements for a particular section of highway.) On non-engineered roads the average highway speed has been estimated.

### OPERATING SPEED

A computed value based on the V/C ratio and the average highway speed. Basically, it represents the present operating speed during the present design hour volume of traffic on existing highway geometric. For segments of highway controlled by traffic signals, an "S" replaces the operating speed and generally represents speeds of 15 to 30 MPH.

### V/C

Ratio of Volume to Capacity. Volume represents the number of vehicles per hour that want to travel the highway as represented by the present design hour volume. Capacity represents the maximum number of vehicles per hour the highway can carry as indicated in the Highway Capacity Manual.

### D/C

Ratio of Demand to Capacity. Demand represents the projected number of vehicles per peak hour that will want to travel the highway. Capacity represents the maximum number of vehicles per hour the highway can carry.  
(Projected Peak Hour Demand/Design Capacity).

ROUTE 35 EXISTING FACILITIES

EXHIBIT C

ROUTE SEGMENT	COUNTY	FROM PM	TO PM	LENGTH	TOTAL TRAVELED WAY WIDTH (FEET)	NUMBER OF LANES	OUTSIDE SHOULDER WIDTH (FEET)	MEDIAN WIDTH (FEET)
A	SCL	R 0.053	17.121	17.068	16-24	2C	0-6	0
B	SM	0.000	23.037	23.037	24	2C	1-4	0
C	SM	23.037	R23.037	1.040	24	2C	1-8	0
D	SM	R23.037	31.537	8.500	24-72	2-4C,4E,4F	6-13	0-46
E	SF	0.000	3.164	3.164	48-76	4-6C	0-8	0-44



ROUTE 35

ACCIDENT REPORT BETWEEN 1-81 AND 12-83

EXHIBIT E

LOCATION PM	SEGMENT	TOTAL	NO. OF ACCIDENTS			PERSONS KILLED	PERSONS INJURED	ACCIDENT RATE*		STATEWIDE RATE**			
			FATAL	INJ	F+I			FATAL	F+I	FATAL	F+I	TOTAL	TOTAL
SCL R0.053 -	A	61	3	35	38	4	59	.194	2.46	3.95	.100	2.02	3.74
SM 00.000 -	B	206	7	139	146	8	214	.127	2.65	3.74	.069	1.45	2.91
SM L21.720 -	C	23	2	12	14	2	20	.643	4.50	7.39	.073	1.34	2.61
SM L22.761 -	D	295	3	119	122	3	190	.018	.76	1.85	.024	.94	2.39
SF 0.000 -	E	40	2	27	29	2	53	.030	.44	.61	.022	1.31	3.39

\* RATES ARE PER MVM (MILLION VEHICLE MILES)

\*\* STATEWIDE AVERAGES FOR THIS TYPE OF FACILITY

EXHIBIT F

TRAFFIC TABLE

ROUTE 35

S E G	CO MILE	POST MILE	TRUCK%	1982			1995			2005																	
				AA DT	AM-PK AH BK L	NO V/C L	LN S	CAP	AA DT	AM-PK AH BK L	NO D/C L	LN S	AA DT	AM-PK AH BK L	NO D/C L	LN S											
A	SCL	0.05		ROUTE 17																							
			15	12	1	1	1	0.13	B	1	800	1	2	2	1	0.25	B	1	2	2.3	2.3	1	0.29	B	1		
A	SCL		12	9	0.4	0.6	1	0.08	B	1	800	1	0.5	0.7	0.7	1	0.09	B	1	0.6	0.8	0.8	1	0.10	B	1	
A	SCL	2.87	9	6	1.4	2	2	1	0.25	B	1	800	1	3	3	1	0.38	B	1	2	3	3	1	0.38	B	1	
A	SCL		7	4	0.2	0.3	0.2	1	0.04	B	1	800	1	0.3	0.3	0.2	1	0.04	B	1	0.3	0.4	0.2	1	0.05	B	1
A	SCL	7.70	5	2	0.3	0.5	0.3	1	0.06	B	1	800	1	0.4	0.7	0.3	1	0.09	B	1	0.5	0.8	0.3	1	0.10	B	1
A	SCL		3	1	0.5	1	0.5	1	0.13	B	1	800	1	0.7	2	1	1	0.25	B	1	0.8	2	1	1	0.25	B	1
A	SCL	14.10	1	1	2	3	2	1	0.38	B	1	800	3	4	2	1	0.50	B	1	3	5	2	1	0.63	C	1	
B	SM	0.00	1	1	2	3	2	1	0.38	B	1	800	3	4	2	1	0.50	B	1	3	5	2	1	0.63	C	1	
B	SM	3.21	1	1	2	3	2	1	0.38	B	1	800	3	6	2	1	0.75	C	1	3	6	2	1	0.75	C	1	
B	SM		1	1	3	5	2	1	0.42	B	1	1200	4	7	3	1	0.58	C	1	5	9	3	1	0.75	C	1	
B	SM	10.52	4	2	2	4	1	1	0.50	B	1	800	3	5	2	1	0.63	C	1	3	6	2	1	0.75	C	1	
B	SM		3	1	2	4	1	1	0.50	B	1	800	3	5	2	1	0.63	C	1	3	6	2	1	0.75	C	1	
B	SM	16.22	2	1	2	4	1	1	0.50	B	1	800	3	5	2	1	0.63	C	1	3	6	2	1	0.75	C	1	
B	SM		1	1	3	5	2	1	0.42	B	1	1200	4	7	3	1	0.58	C	1	5	9	3	1	0.75	C	1	
B	SM	23.04																									

JCT ROUTE 92 WEST



EXPLANATION TO TRAFFIC VOLUME TABLES

COLUMN	DESCRIPTION
SEG	Route Segment
CO	County Abbreviations
POST MILE	Post Mile in County
AADT	Annual Average Daily Traffic (Thousands)
AM-PK	Morning Peak Hour Traffic
AH	Volume - Ahead Direction (Hundreds)
BK	Volume - Back Direction (Hundreds)
NO L	Number of Lanes (Existing) - One Direction
V/C	Volume/Capacity: Ratio of Peak Hour Volume to Maximum Number of Vehicles per Hour for Peak Direction During Peak Hour (Peak Hour Volume/Capacity)
D/C	Demand/Capacity: Ratio of Volume of Projected Demand to Maximum Number of Vehicles per Hour (Projected Peak Hour Demand/Design Capacity)
LOS	Level of Service According to Functional Classification of the Route Relative to the Terrain and Facility
LN	Number of Lanes Needed to Meet the Conceptual LOS
CAP	Capacity of Facility (Capacity per Lane)

<u>Facility</u>	<u>Vehicles per Hour per Lane</u>
	Expected Pk Hr Capacity
Freeway	2000
Expressway or Divided/ One-Way Arterial	1500
Other Type of Arterial	1350
Rural Road	1200
City Street or Mountainous Road	800

% TRUCK AADT	Truck Percent of the Average Annual Daily Traffic Count
% TRUCK PK HR	Truck Percent at Peak Hour

ROUTE 35 FACILITY TABLE

EXHIBIT G

SEGMENT	COUNTY	POST MILES		LOCATION	DESCRIPTION	1982		1995		2005		2005		2005	
		BEGIN	END			-PRESENT- LOS FACILITY	-STIP- LOS FACILITY	-NO BUILD- LOS FACILITY	-ROUTE CONCEPT- LOS FACILITY	TARGET -NEED- LOS FACILITY					
A	SCL	R00.053	- 0.230	ROUTE 17 - SCR COUNTY LINE		B-40	2C	B-40	2C	B-40	2C	B-40	2C	B-40	2C
	SCL	0.053	- 7.680	SCL COUNTY LINE - SCL COUNTY LINE		B-40	2C	B-40	2C	B-40	2C	B-40	2C	B-40	2C
	SCL	7.680	- 17.121	SCR COUNTY LINE - SM COUNTY LINE		B-40	2C	B-40	2C	B-40	2C	B-40	2C	B-40	2C
B	SM	0.000	- 3.213	SCL COUNTY LINE - ALPINE ROAD		B-40	2C	C-35	2C	C-35	2C	D-35	2C	B-40	4C
	SM	3.213	- 10.520	ALPINE ROAD - ROUTE 84		B-40	2C	C-35	2C	C-35	2C	D-35	2C	D-35	2C
	SM	10.520	- 23.037	ROUTE 84 - ROUTE 92 WEST		B-40	2C	C-35	2C	C-35	2C	D-35	2C	D-35	2C
C	SM	23.037	- L21.720	ROUTE 92 WEST - ROUTE 92 EAST		-BREAK IN ROUTE-	-BREAK IN ROUTE-	-BREAK IN ROUTE-	-BREAK IN ROUTE-	-BREAK IN ROUTE-	-BREAK IN ROUTE-	-BREAK IN ROUTE-	-BREAK IN ROUTE-	-BREAK IN ROUTE-	-BREAK IN ROUTE-
	SM	L21.720	- L22.760	ROUTE 92 EAST - ROUTE 280 SOUTH		NA	2C	NA	2C	NA	2C	D-35	4C	D-35	NA
	SM	L22.760	- R23.037	ROUTE 280 SOUTH - ROUTE 280 NORTH		-BREAK IN ROUTE-	-BREAK IN ROUTE-	-BREAK IN ROUTE-	-BREAK IN ROUTE-	-BREAK IN ROUTE-	-BREAK IN ROUTE-	-BREAK IN ROUTE-	-BREAK IN ROUTE-	-BREAK IN ROUTE-	-BREAK IN ROUTE-
D	SM	R23.037	- 24.349	ROUTE 280 NORTH - SAN BRUNO AVENUE		C-45	2C	E-30	2C	F-20	2C	D-40	4E	D-40	4E
	SM	24.349	- 24.852	SAN BRUNO AVENUE - SNEATH LANE		F-20	2C	C-45	4E	E-30	4E	D-35	4E	D-40	6E
	SM	24.852	- R28.271	SNEATH LANE - SOUTH OF ROUTE 1		C-45	2C-4C	E-30	2C-4C	F-20	2C-4C	D-35	4E	D-40	6E
	SM	R28.271	- R28.724	SOUTH OF ROUTE 1 - NORTH OF ROUTE 1		A-55	4F	B-50	4F	B-50	4F	D-40	4F	D-40	4F
	SM	R28.724	- 31.537	NORTH OF ROUTE 1 - SF COUNTY LINE		C-45	4E	C-45	4E	E-25	4E	D-35	4E	D-40	6E
E	SF	0.000	- 1.830	SM COUNTY LINE - SLOAT BLVD		C-40	4C	E-30	4C	F-20	4C	D-35	4C	D-40	6C
	SF	1.830	- 3.164	SLOAT BLVD - ROUTE 1		A-40	6C	B-40	6C	C-35	6C	D-35	6C	D-35	6C

ROADWAY LEVEL OF SERVICE

EXPLANATION

LEVEL OF SERVICE A VOLUME/CAPACITY RATIO = .00 - .40

Free flow conditions  
Low volumes  
High operating speed  
Uninterrupted flow  
No restriction on maneuverability  
Drivers maintain desired speeds  
Little or no delays

LEVEL OF SERVICE B VOLUME/CAPACITY RATIO = .41 - .58

Stable flow conditions  
Operating speeds beginning to be restricted

LEVEL OF SERVICE C VOLUME/CAPACITY RATIO = .59 - .80

Stable flow but speed and maneuverability  
restricted by higher traffic volumes  
Satisfactory operating speed for urban conditions  
Delays at signals

LEVEL OF SERVICE D VOLUME/CAPACITY RATIO = .81 - .90

Approaching unstable flow  
Low speeds  
Major delays at signals  
Little freedom to maneuver

LEVEL OF SERVICE E VOLUME/CAPACITY RATIO = .91 - 1.00

Lower operating speeds  
Volumes at or near capacity  
Unstable flow  
Major delays and stoppages

LEVEL OF SERVICE F VOLUME/CAPACITY RATIO = 1.01 OR MORE

Forced flow conditions  
Low speeds  
Volumes below capacity, may be zero  
Stoppages for long periods because of  
downstream congestion

## RELATIONSHIP OF LEVEL OF SERVICE TO OPERATING SPEED

Level of Service	Facility Type	Minimum Operating Speed	Assigned Operating Level of Service
B	Freeways, Expressways, or Multi-Lane Divided Conventional Highways	55 MPH	B-55
B	Two-Lane Conventional Highways	50 MPH	B-50
C	Freeways or Expressways	50 MPH	C-50
C	Multi-Lane Conventional Highways	45 MPH	C-45
C	Two-Lane Conventional Highways	45 MPH	C-45
C	Two-Lane Conventional Highways	40 MPH	C-40
D	Freeways or Expressways	40 MPH	D-40
D	Conventional Highways	35 MPH	D-35
D	Conventional Highways with controlling traffic signals	15-30 MPH	D-35

The operating level of service on a roadway is a measure of the speed, travel time, traffic interruptions, freedom to maneuver, safety, driving comfort, convenience, and operating cost. A roadway designed for a certain level of service will actually operate at different levels throughout the day. The level of service on a roadway varies inversely as some function of the traffic volume.

In the Route Concept Report, the level of service is followed by the minimum operating speed.

\* Not all conditions are represented by this chart.

## TRAVEL DEMAND PROJECTIONS METHODOLOGY (ABSTRACT)

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

December 1983

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

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

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

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

1. Trip Generation: Based on ABAG projections per 34 MTC "superdistrict." Productions per MTC-observed person trips produced and households; attractions per employment (and housing), adjusted to observed attractions.
2. Trip Distribution: Based on zonal trips produced and attracted, distribution factors based on travel times, and calibration factors derived from MTC-observed vs. simulated 1980 trip interchanges.
3. Assignment: Based on zonal trip interchanges, "fastest path" criteria and experience of travel patterns.
4. Modal Split: Implies; it was assumed that, on the segment evaluated, modal percentages and occupancy rates would remain essentially unchanged.

**ASSUMPTIONS:** The following parameters would remain essentially unchanged between 1980 and 2005:

1. Trip production rates, as functions of the number of households and their superdistrict of location.
2. Trip attraction rates and adjustment factors, as functions of jobs, housing units and superdistrict of location.
3. Speeds: Change in corridor speeds may be proportional to regionwide speed changes, or may differ without significantly affecting distribution or assignment.
4. Time vs. Distribution Factor Functions, and Calibration Factors. Increased socio-economic densities vs. higher fleet efficiencies and/or real earnings would have compensatory effects on trip lengths.

EXPLANATION TO EXISTING FACILITIES (BRIDGES) TABLE

ROUTE SEGMENT:

Segment of route in which bridge is located.

BRIDGE NUMBER: Suffix, when used, is coded as follows:

- J - Outer Outer Left
- K - Left Outer Highway Structure
- L - Left Structure or Left Inner Structure
- C - Center Structure
- R - Right Structure or Right Inner Structure
- S - Right Outer Highway Structure
- T - Outer Outer Right
- Y - Structure or Grade Xing on State-owned and Maintained  
Connections not on main Highway (May be Closed)
- W - Drainage Pumping Station
- M - Buried Hazard or Miscellaneous Structure
- Z - Access to Private Property or Closed with no access
- E - Connector Structure
- F - Connector Structure
- G - Connector Structure
- H - Connector Structure

NAME OR DESCRIPTION:

May contain miscellaneous information. Additional miscellaneous information may be found on the same line under the heading "Structure Type or PUC number or Pump Data".

ROUTE:

State highway route.

POST MILE:

Prefixes of R, M, and N refer to realigned routes. The prefix C refers to commercial routing. The prefix L refers to section paralleling another route (Non-Add). Post miles are to 1/100 mile.

COUNTY:

County in which bridge is located (Caltrans "Alpha" Code).

CITY:

City in which bridge is located (Caltrans "Alpha" Code).

EXPLANATION TO EXISTING FACILITIES (BRIDGES) TABLE

STRUCTURE TYPE OR PUC NUMBER:

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

Coding 1st two columns of all three types:

LS - Log Stringer	QB - Cast in Place Prestressed Box Girder
TS - Timber Stringer	QG - Cast in Place Prestressed Girder (Not in Box)
TT - Timber Truss	QS - Cast in Place Prestressed Slab
TA - Timber Arch	QX - Precast Prestressed Box Girder
SP - Steel Pipe (Girder)	QI - Precast Prestressed "I" Girder
SS - Steel Stringer (Rolled Sections)	QJ - Precast Prestressed Double "T" Girder
SG - Steel Plate Girder	QK - Precast Prestressed "T" Girder
TB - Timber Slab (Laminated)	QT - Precast Prestressed Inverted "T" Girder
SB - Steel Box Girder	QU - Precast Prestressed Inverted "U" Girder
ST - Steel Truss	QW - Precast Prestressed Inverted "W" Girder
SA - Steel Arch	QA - Precast Prestressed Slab
CS - Concrete Slab	SU - Suspension
PS - Precast Concrete Slab	MP - CMP or Multi Plate
PB - Precast Concrete Box Girder	TU - Tunnel
CA - Concrete Arch	MA - Masonry Arch
CB - Concrete Box Girder	CT - Combination Truss (Steel and Timber)
CC - Concrete Box Culvert	TW - Timber Retaining Wall
CG - Concrete Girder	CW - Concrete Retaining Wall
CP - Concrete Pipe	SW - Steel Retaining Wall
CU - Concrete Arch Culvert	CD - Concrete Dam
PG - Precast Concrete Girders	ED - Earth Dam
	SLS - Seal Slab
	FER - Ferry Boat

Third Column is coded, where it applies, as follows:

A - Welded	C - Continuous
B - Welded Continuous	E - Continuous with Std. Cantilevered Ends (No Abuts.)
T - Through	W - Sidewalk
L - Through Continuous	K - Pier or Tower Span
D - Deck	I - Continuous over Inclined Bents
H - Deck Continuous	Q - Prestressed (Use Other Coding if Possible)
P - Pony	S - Stayed
O - Open Spandrel	R - Orthotropic
F - Earth Fill	
B - Box (Box Girder)	

PUC Number (For Railroad Grade Crossing).

EXPLANATION TO EXISTING FACILITIES (BRIDGES) TABLE

WID. OR EXT. TYPE:

Latest widening or extension.  
See code explanation under STRUCTURE TYPE OR PUC NUMBER.

LENGTH (PROT):

Total bridge length (Feet) or grade crossing protection.  
Main type of signal only coded as follows:

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

WIDTH:

Bridge width (in feet).

ROUTE CONCEPT REPORT

ROUTE 35

SCL 0.053 to SF 3.163

Prepared under the direction of:

Recommended Approval:

Cecil L. Smith 2/4/86  
CECIL L. SMITH, Chief Date  
Transportation Planning  
District 4

John Vostrez 2-6-86  
JOHN VOSTREZ Date  
Deputy District Director  
Planning and Programming

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

Approved:

Approved:

Burch C. Bachtold 2/7/86  
BURCH C. BACHTOLD Date  
District Director  
District 4

D. L. Wieman 4-20-86  
D. L. WIEMAN, Chief Date  
Division of Transportation  
Planning

Approved:

Approved:

Allan Hendrix 4/10/86  
ALLAN HENDRIX, Chief Date  
Division of Highways  
and Programming

Vince Paul 4/24/86  
VINCE PAUL, Chief Date  
Division of Project  
Development