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- Go to Table of Contents, select and click on the page you want to view.
- To go back to the Table of Contents page, go to Bookmarks on the left sidebar and select/click on Table of Contents bookmark Or select Alt+left arrow

System Metrics Group, Inc.

in association with
CDM Smith, Iteris, Inc, and Delcan

District 3 Goods Movement Study Final Report

February 27, 2015



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- Go to Table of Contents, select and click on the page you want to view.
- To go back to the Table of Contents page, go to Bookmarks on the left sidebar and select/click on Table of Contents bookmark Or select Alt+left arrow

Table of Contents

Table of Contents.....	i
List of Exhibits	iv
Executive Summary.....	ES-1
Key Definitions	ES-1
Goods Movement Facilities	ES-3
Railroads.....	ES-3
Airports	ES-3
Port of West Sacramento.....	ES-4
Truck Parking Facilities.....	ES-4
Winter Operations	ES-4
Socioeconomic Trends	ES-4
Population.....	ES-5
Income	ES-5
Consumption-Related Employment.....	ES-5
Goods-Producing Employment	ES-6
Major Goods Movement Trip Generators	ES-6
Commodity Tonnage and Value Trends.....	ES-8
Commodity Flows	ES-8
Goods Movement Modal Shares	ES-10
Heavy-Duty Truck Travel Characteristics	ES-12
Freight Rail Travel Characteristics.....	ES-13
Air Cargo Travel Characteristics	ES-13
Waterborne.....	ES-14
Gap Analysis.....	ES-14
Goods Movement Project Identification	ES-16
1. Introduction	1
1.1 Purpose and Need.....	1
1.2 Background	1
1.3 Key Definitions	2
2. Description of the Region	5
3. Goods Movement Facilities	8
3.1 Highways.....	8

3.2	Railroads.....	8
3.3	Airports	11
3.4	Seaports	12
3.5	Truck Parking Facilities.....	12
3.6	Winter Operations Facilities	15
3.7	Intelligent Transportation Systems (ITS).....	15
4.	Socio-Economic Trends	17
4.1	Population.....	17
4.2	Income	18
4.3	Consumption-Related Employment.....	20
4.4	Goods-Producing Employment	21
4.5	Major Goods Movement Trip Generators	22
5.	Commodity Trends.....	25
5.1	Commodity Tonnage and Value Trends.....	25
5.2	Commodity Flow Trends	27
6.	Modal Shares and Travel Characteristics.....	32
6.1	Modal Shares and Trends	32
6.2	Modal Travel Characteristics.....	35
6.2.1	Truck.....	35
6.2.2	Rail.....	41
6.2.3	Air Cargo.....	43
6.2.4	Waterborne.....	45
7.	Prioritization Methodology.....	47
7.1	Overall Prioritization Approach	47
7.2	Gap Analysis Measures and Criteria	49
7.2.1	Mobility	49
7.2.2	Accessibility/Connectivity	50
7.2.3	System Preservation	51
8.	Gap Analysis Results	53
8.1	Mobility.....	53
8.1.1	Existing Conditions.....	53
8.1.2	Future Conditions.....	53
8.2	Bridges	58

8.2.1	Vertical Clearance	58
8.2.2	Over-Weight Permit Loads.....	58
8.3	System Preservation	58
8.3.1	Distressed Lane-Miles of Pavement.....	58
8.3.2	Distressed Bridges.....	58
8.4	Other Regional Issues and Needs	63
9.	Goods Movement Projects	68
10.	Implementation Strategy	70
10.1	Building and Maintaining Consensus.....	70
10.1.1	Working with Regional Partners	70
10.1.2	Private Sector	71
10.1.3	Internal to Caltrans	71
10.2	On-Going Project List Updates.....	72
10.2.1	Need for Continuous Updates	72
10.2.2	Revisit Benefit/Cost Analysis (BCA) for Goods Movement	73
10.3	Identify Freight Project Funding Sources.....	75
10.3.1	Federal and State	75
10.3.2	Regional Partner Funding.....	76

APPENDIX A: LIST OF FREIGHT NETWORK TRANSPORTATION CONCEPT REPORT (TCR) SEGMENTS

APPENDIX B: LIST OF DEFICIENT BRIDGES ON GOODS MOVEMENT FREIGHT NETWORK

APPENDIX C: GOODS MOVEMENT PROJECT LIST

APPENDIX D: CALTRANS DISTRICT 3 TRUCK NETWORKS MAP

APPENDIX E: CALTRANS DISTRICT 3 TRUCK MAP LEGEND TRUCK LENGTHS & ROUTES

APPENDIX F: GLOSSARY

APPENDIX G: LIST OF ACRONYMS

APPENDIX H: ADDITIONAL RESOURCES

List of Exhibits

<i>Exhibit ES-1: District 3 Goods Movement Study Freight Network</i>	ES-2
<i>Exhibit ES-2: Transportation-Dependent Employment Density (2010)</i>	ES-7
<i>Exhibit ES-3: 2011 Commodity Flow Tonnage and Value Schematics</i>	ES-9
<i>Exhibit ES-4: Overall Mode Share 2011</i>	ES-11
<i>Exhibit ES-5: Heavy Duty Truck Count Station Volumes 2011</i>	ES-12
<i>Exhibit ES-6: Outcome Areas and Gap Analysis Measures</i>	ES-15
<i>Exhibit ES-7: Illustrative Projects by HDT Demand</i>	ES-16
<i>Exhibit ES-8: Mobility Deficiency Priorities (2012 Base Year)</i>	ES-17
<i>Exhibit ES-9: Mobility Deficiency Priorities (2032 No-Build Forecast)</i>	ES-17
<i>Exhibit ES-10: Bridge Extralegal Vertical Clearance Priorities</i>	ES-18
<i>Exhibit ES-11: Bridge Extralegal Weight Priorities</i>	ES-18
<i>Exhibit ES-12: Pavement Condition Survey</i>	ES-19
<i>Exhibit ES-13: Distressed Bridge Priorities</i>	ES-19
<i>Exhibit 1-1: Major Intermodal Connectors and Facilities</i>	3
<i>Exhibit 1-2: District 3 Goods Movement Study Freight Network</i>	4
<i>Exhibit 2-1: Caltrans District 3 Geography</i>	6
<i>Exhibit 2-2: District 3 Population, Employment and Distinguishing Characteristics</i>	7
<i>Exhibit 3-1: District 3 Goods Movement Facilities</i>	9
<i>Exhibit 3-2: Potential Truck Parking Facilities and Drive Times</i>	14
<i>Exhibit 4-1: Population by County 2002-2032</i>	18
<i>Exhibit 4-2: Real Average per Capita Income 2002-2032 (2012\$)</i>	19
<i>Exhibit 4-3: Consumption-Related Employment by County 2002-2032</i>	20
<i>Exhibit 4-4: Goods-Producing-Related Employment by County 2002-2032</i>	22
<i>Exhibit 4-5: Transportation-dependent Employment Density (2010)</i>	24
<i>Exhibit 5-1: District 3 Commodities by Ton (2011)</i>	26
<i>Exhibit 5-2: District 3 Commodities by Value (2011)</i>	26
<i>Exhibit 5-3: Origin-Destination Commodity Flows in District 3</i>	27
<i>Exhibit 5-4: 2011 Commodity Flow Origin-Destination Tons (in millions)</i>	28
<i>Exhibit 5-5: 2011 Commodity Flow Tonnage Schematic</i>	29
<i>Exhibit 5-6: 2011 Commodity Flow Origin-Destination Value (in billions 2007\$)</i>	30
<i>Exhibit 5-7: 2011 Commodity Flow Value Schematic</i>	30
<i>Exhibit 6-1: Overall Mode Share 2011</i>	33
<i>Exhibit 6-2: Driving Distances from District 3</i>	35
<i>Exhibit 6-3: Heavy Duty Truck (HDT) Vehicle-Miles Traveled by County 2012-2032</i>	37
<i>Exhibit 6-4: Heavy Duty Truck (HDT) Count Station Volumes 2011</i>	38
<i>Exhibit 6-5: Over-height permit Load (>14 Feet) Origins-Destinations 2013/14</i>	40
<i>Exhibit 6-6: Over-weight Permit Load Origins-Destinations 2013/14</i>	40
<i>Exhibit 6-7: Train Volumes vs. Train Capacity 2007</i>	42
<i>Exhibit 6-8: Sacramento International Airport Tonnages (2003-2040)</i>	44
<i>Exhibit 6-9: Mather Sacramento Airport Tonnages (2003-2040)</i>	45
<i>Exhibit 6-10: Port of West Sacramento Tonnages (FY07/08 – FY15/16)</i>	46
<i>Exhibit 7-1: Outcome Areas and Gap Analysis Measures</i>	47
<i>Exhibit 7-2: Illustrative Tiered Projects by HDT Demand</i>	48
<i>Exhibit 7-3: Level of Service Descriptions</i>	50
<i>Exhibit 7-4: Pavement Condition States</i>	52
<i>Exhibit 8-1: Mobility Deficiencies for 2012 Base Year</i>	54

<i>Exhibit 8-2: Mobility Priorities for 2012 Base Year</i>	<i>55</i>
<i>Exhibit 8-3: Mobility Deficiencies for 20-Year No-Build Forecast</i>	<i>56</i>
<i>Exhibit 8-4: Mobility Priorities for 20-Year No-Build Forecast.....</i>	<i>57</i>
<i>Exhibit 8-5: Bridge Extralegal Vertical Clearance Deficiencies</i>	<i>59</i>
<i>Exhibit 8-6: Bridge Extralegal Weight Deficiencies</i>	<i>60</i>
<i>Exhibit 8-7: Pavement Condition</i>	<i>61</i>
<i>Exhibit 8-8: Distressed Bridge Priority Level.....</i>	<i>62</i>
<i>Exhibit 9-1: Goods Movement Project Summary by County and Programming Status.....</i>	<i>68</i>
<i>Exhibit 9-2: Potential Mitigations for Segments with Unaddressed Goods Movement Mobility Deficiencies.....</i>	<i>69</i>
<i>Exhibit 9-3: Examples of Recently Completed (or Underway) Projects</i>	<i>69</i>
<i>Exhibit 10-1: District 3 MTP/RTP Update Schedules</i>	<i>73</i>
<i>Exhibit 10-2: Illustrative BCA Results for I-5 Pocket Rd to Florin Rd Auxiliary Lane</i>	<i>74</i>

Executive Summary

Caltrans District 3, a geographically diverse, 11-county area in northern Central California, is a crossroads for freight moving into and out of California. The Sacramento Metropolitan area is in the southern part of the District, which includes the interior coastal range to the west, flat agricultural land across the valley, and foothills, river canyons, the Sierra Nevada Mountains, and the Lake Tahoe Basin.

This District 3 Goods Movement Study is a critical component in improving the efficiency of goods movement in the District and throughout California. This study also supports federal efforts to address freight needs. The Moving Ahead for Progress in the 21st Century Act (MAP-21) established freight movement and economic vitality as one of seven national goals for the Federal-Aid Highway Program to improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.

The study identifies challenges and opportunities for improving how freight travel modes are considered and addressed from a local, regional, and District-wide perspective. Information about goods movement has traditionally been lacking in the planning process, and methodologies to identify and prioritize transportation investments that address goods movement issues have not been fully developed and incorporated into District planning processes. In recent years, there has been a growing need to better coordinate goods movement planning among the various stakeholders in the District.

The Goods Movement Study addresses those issues, and this Final Report summarizes the work conducted as part of that effort. The study resulted in a methodology for the District to apply in its planning practices to identify goods movement deficiencies (listed in Appendices A and B of this report). The study also resulted in a list of 116 priority projects to improve goods movement in the District (listed in Appendix C).

Key Definitions

This section summarizes key definitions that were the basis for the methodology to identify system deficiencies and to prioritize projects. A District 3 Freight Project is defined as:

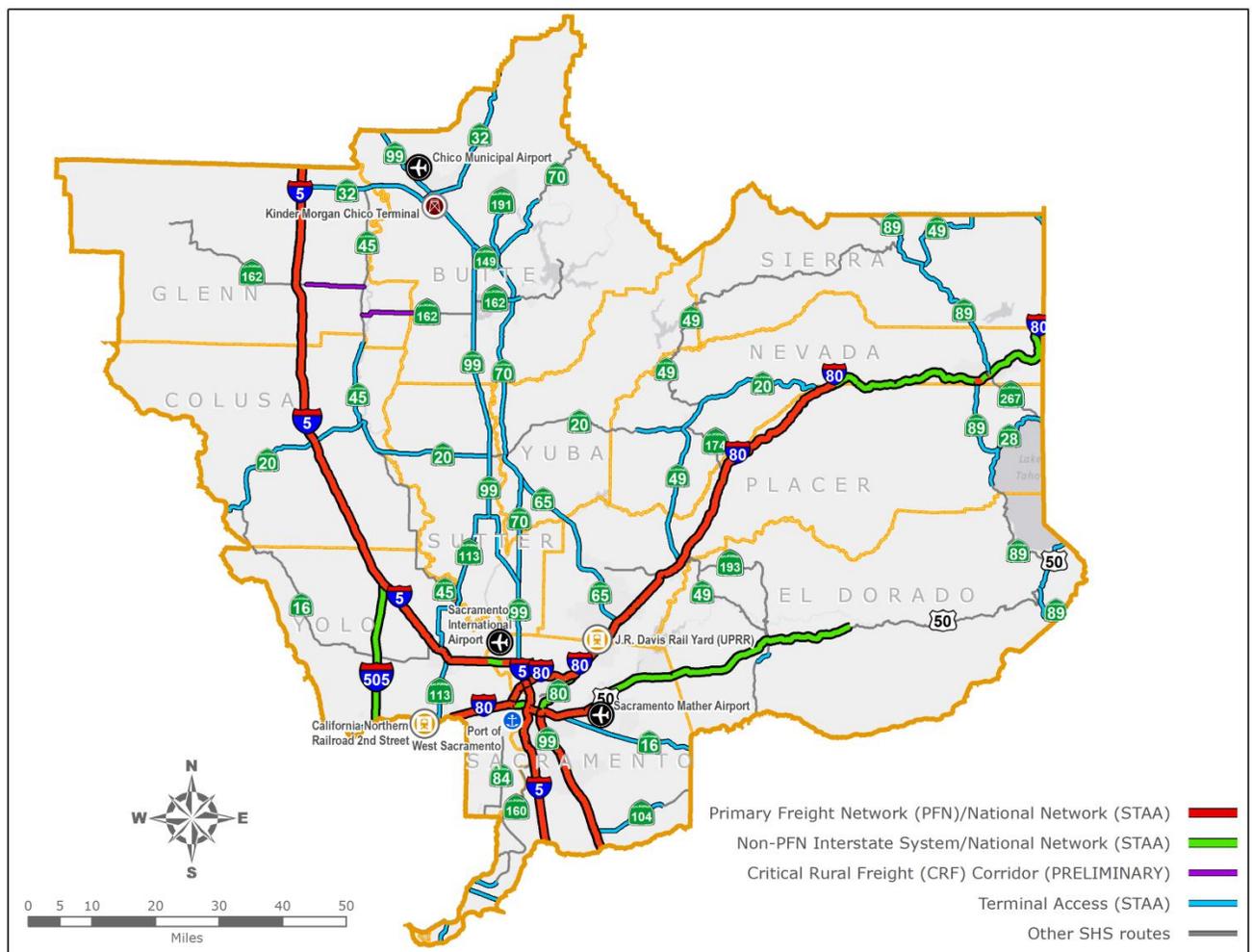
A capital or operational improvement project aimed to directly improve freight performance conditions for all goods movement industries within District 3 or passing through District 3.

This definition includes all freight modes (air, maritime, rail, truck), but the evaluation and prioritization of projects for this study were limited to the California State Highway System (SHS) and connectors to the major intermodal facilities defined for this study and shown in Exhibit ES-1. The study considered

the federally designated Primary Freight Network (PFN), potential Critical Rural Freight (CRF) Corridors and Surface Transportation Assistance Act (STAA) routes.¹

For this first District 3 goods movement study, the District is focusing on the SHS routes with the highest existing heavy duty truck (HDT) volumes as reported in the Caltrans *Annual Average Daily Truck Traffic on California State Highways*. An HDT is defined for this study as any truck having five or more axles. The study also established a minimum average daily traffic threshold of 350 HDT (the median number of reported HDT traffic in the District). This threshold was selected to help ensure regional equity by accommodating SHS routes in rural areas that would have been overlooked if a higher value were used. This analysis approach is flexible to accommodate a different threshold as may be needed in the future.

Exhibit ES-1: District 3 Goods Movement Study Freight Network



¹ The designation of the primary freight network is based on an inventory of national freight volumes conducted by the Federal Highway Administration, in consultation with stakeholders, including system users, transport providers, and States. The Surface Transportation Assistance Act of 1982 allows large trucks, referred to as STAA trucks, to operate on routes that are part of the National Network. Note that the Primary Freight Network has not been finalized by the U.S Department of Transportation.

Goods Movement Facilities

District 3 has 1,516 centerline miles of state highways (shown in Exhibit ES-1 above), 1,167 bridges maintained by the state, the largest rail yard in the western United States, two of the top ten air cargo-carrying airports in California, and an ocean shipping port. In addition, there are numerous intermodal facilities located throughout the District.

Railroads

Four freight railroad systems operate in District 3:

Union Pacific Railroad (UPRR)—the largest Class I freight railroad in the U.S., it operates 3,267 miles of track in California. The J. R. Davis Yard, located in the City of Roseville in Placer County, is the largest classification yard on the West Coast.

BNSF Railway—the largest Class I intermodal container carrier in North America and the largest grain-hauling railroad in the U.S. In California, BNSF operates over 2,130 miles of track—1,155 miles of which are owned by BNSF with 975 miles of through trackage rights.

Sierra Northern Railway (SERA)—the Class III regional railroad operates between Woodland and the Port of West Sacramento and interchanges with BNSF and UPRR. Typical commodities hauled include wood products, bulk commodities, agricultural and food products, as well as chemicals and steel.

California Northern Railroad (CFNR)—the Class III short-line railroad operates two lines on UPRR tracks in District 3: between Davis in Yolo County and Tehama in Tehama County (District 2), and between Wyo and Hamilton City in Glenn County. CFNR carries mostly food-related commodities along with some stone, petroleum products, and chemicals.

Airports

Sacramento International Airport and Sacramento Mather Airport are among the top ten air cargo-carrying airports in the state.

Sacramento International Airport (SMF)—is located 12 miles northwest of downtown Sacramento on Interstate (I)-5. In 2012, SMF had an estimated 4,718 annual freighter operations and handled over 68,500 metric tons of cargo. Federal Express (FedEx) operates wide-body and feeder aircraft through SMF.

Sacramento Mather Airport (MHR)—is approximately 14 miles east of downtown Sacramento south of US-50 and is Sacramento County's designated airport to capture regional air cargo growth. MHR had an estimated 4,741 freighter operations and handled almost 43,000 metric tons of cargo in 2012. United Parcel Service operates a 20,000-square-foot facility at MHR. The airport has 66 acres of existing and designated land for additional warehouse, office, auto parking, and trucking operations areas.

Port of West Sacramento

This inland bulk port is located 4.7 miles west of downtown Sacramento near US-50 in Yolo County. The Sacramento Deep Water Ship Channel (DWSC) runs 43 miles from Antioch (in Contra Costa County) near the mouth of the Sacramento River, ending at the harbor of West Sacramento. The Port can accommodate five ships at berth simultaneously. North Terminal cargo facilities are currently leased and operated by SSA Marine. There are over 300 acres of vacant, developable property surrounding the North Terminal that is currently managed by the Port.

Truck Parking Facilities

Caltrans operates 11 roadside rest areas in the District with 153 parking spaces to accommodate HDTs. The Caltrans Landscape Architecture Program identified truck parking deficiencies at California rest areas, with the following District roadside rest areas were identified with future parking deficiencies:

- Maxwell on northbound I-5 in Colusa County with one additional truck parking space needed by 2030. Southbound has no identified deficiency.
- Dunnigan in both directions on I-5 in Yolo County (twelve total truck parking spaces needed, but no available land for expansion)
- Donner Summit in both directions on I-80 in Nevada County (eight total truck parking spaces needed, but no available land for expansion in the westbound direction).

Winter Operations

District 3 is responsible for snow removal operations on approximately 1,330 lane miles of highway over ten routes in seven counties including I-80 over Donner Pass and US-50 over Echo Summit. I-80 has 565 lane miles above 4,000 feet and US-50 over Echo Summit has 164 lane miles above 3,000 feet that both typically receive snow.

During winter storms, Caltrans operates truck screens at several locations to ensure that all trucks are properly equipped with traction control devices and are advised of current road conditions. Caltrans has defined chain control designations for various road conditions during snow storms. Acceptable traction control devices depend on chain control conditions determined by Caltrans. Caltrans also operates a “pusher” truck program to assist any trucks having trouble making it over the summit.

Caltrans is an active participant in the I-80 Winter Operations Coalition, which integrates and coordinates winter maintenance operations and provides consistent traveler information in California, Nevada, Utah, Wyoming, and Nebraska.

Socioeconomic Trends

To better understand goods movement and trends in the District, one can look at trends in consumption and production. From a consumption perspective, three variables, population, income, and employment, are considered proxies for the overall consumption of goods. Employment in industries

that are associated with the production of goods can provide an indication for potential of the agriculture or manufacturing sectors.

Population

According to data from the California Department of Finance, counties in District 3 are expected to grow from 2.73 million inhabitants in 2012 to more than 3.42 million by 2032 (a change of approximately 25 percent, or approximately 1.1 percent per year). This exceeds the statewide average growth rate, which is expected to be 19 percent over the twenty-year period (0.9 percent per year).

Sacramento County houses over one-half of the District's residents and is expected to grow from just over 1.44 million in 2012 to around 1.75 million residents by 2032 (approximately 21 percent, or 1.0 percent per year). Placer County is forecast to grow from nearly 359,000 residents to just over 453,000 by 2032 (26 percent, or 1.2 percent per year). Sutter and Yuba counties are expected to lead District-wide growth rates, with each increasing by approximately 1.9 percent per year. Nevada and Sierra counties are expected to grow slower than the statewide average, with Nevada County growing by 18 percent (0.8 percent per year) and Sierra County by 1.5 percent (0.1 percent per year).

Income

Income is correlated with educational attainment and age of a population. Higher wages are typical of professional jobs that can generate higher consumption levels. Lower level incomes may indicate a lower potential for consumption, but also reflect that there is a labor pool available to agriculture, manufacturing and warehousing types of jobs.

District 3 average incomes have historically lagged those of the State, and this gap may increase in the future. In 2012, for example, the \$40,800 District 3 average per capita income was 10 percent lower than the statewide average of nearly \$45,000. By 2032, the District-wide average is expected to grow to more than \$54,000, but will remain 13 percent below the statewide average at that time.

Colusa, El Dorado, Nevada, and Placer counties all have average incomes that are comparable to or exceed the statewide average. El Dorado County has the highest current income in the District with slightly more than \$52,000 per year. Yuba, Sutter, Glenn, and Butte counties have the lowest per capita incomes in the district. Only El Dorado and Nevada Counties are forecast to exceed or be on par with statewide growth, growing by \$18,600 (36 percent) and \$17,750 (37 percent), respectively. Though lower in absolute real income growth, Sierra and Butte Counties are expected to grow by 40 percent and 36 percent, respectively.

Consumption-Related Employment

Employment in consumer-related sectors, such as wholesale and retail trade, is another proxy for goods movement potential. In 2012, District 3 had approximately 163,000 people employed in these sectors.

In line with population growth, total District consumption-related employment is expected to grow to 241,000 (48 percent) by 2032, outpacing the statewide average growth of 20 percent. Though comprising only three percent of District employment, the transportation and utilities sector is forecast to be the fastest growing, with the construction and mining sectors also forecast to grow significantly.

Sacramento County is forecast to experience employment growth from 82,000 to 117,000 (43 percent). The fastest-growing counties are Placer and Yolo (greater than 60 percent), with Sierra County expected to grow slower than the statewide average. Several counties had fewer employees in 2012 than in 2002, which was due to the economic recession between 2007 and 2009.

Goods-Producing Employment

The resource-intensive, goods-producing industries such as agriculture, manufacturing, and construction are a primary driver of HDT trips, and in 2012, the District had approximately 111,000 people employed in these industries, representing five percent of the statewide total employment in this category. Employment dropped by 24 percent from 2002 to 2012, from 146,300 in 2002, largely due to the economic recession.

Most of these jobs in 2012 were located in Sacramento County (47,500, or 43 percent of total goods-producing jobs in 2012). Placer County had 17,400 jobs (16 percent of the total), while Yolo County employed 13,800 (12 percent) in these sectors. No other county had greater than a 10 percent share in total District employment.

This employment is expected to grow District-wide to around 144,500 by 2032 (30 percent, or 1.2 percent per year), outpacing statewide average growth of 22 percent. Sacramento County is expected to reach 64,600 employees by 2032 (36 percent growth, or 1.6 percent per year), but will have fewer employees in this sector than in 2002 due to the economic downturn. Placer County is anticipated to add an additional 7,000 jobs between 2012 and 2032, growing to 24,300 jobs (39 percent, or 1.7 percent per year). The fastest-growing county in the District, El Dorado, is expected to grow by more than 60 percent over the twenty-year period to reach nearly 8,000 jobs.

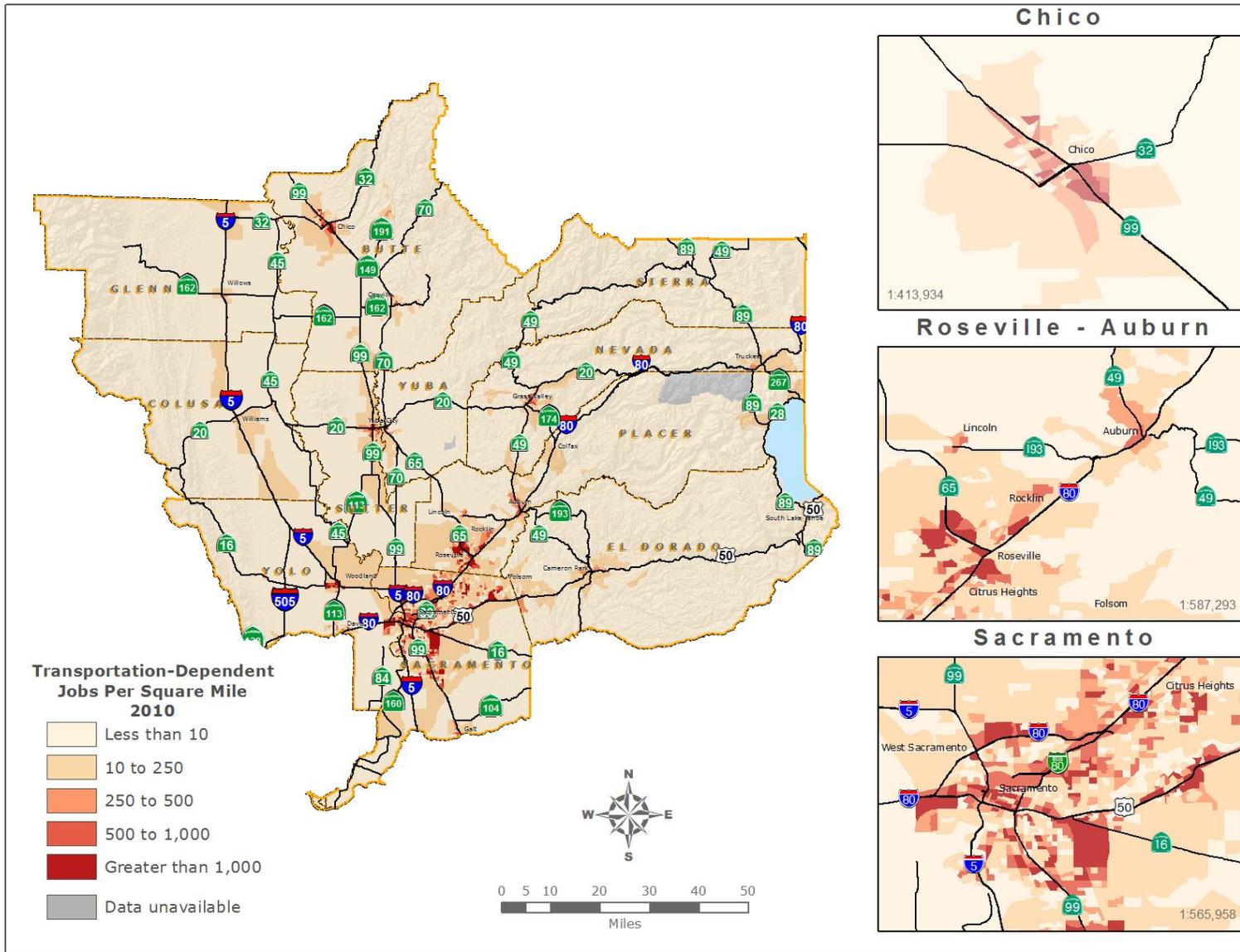
Major Goods Movement Trip Generators

Economic sectors such as manufacturing, construction, wholesale and retail trade, transportation and warehousing, agriculture, and other resource-based industries are strongly linked to HDT trips. Exhibit ES-2 shows the employment density for these sectors.

These jobs represent nearly 27 percent of all employment in the District, accounting for up to 50 percent in rural areas such as Colusa and Glenn counties. The Greater Sacramento Area houses the greatest concentration of transportation-dependent jobs; however, Chico also has tracts with high concentrations of this employment.

Approximately 87 percent of transportation-dependent employment lies within one mile of the SHS. This percentage is higher in rural areas, with virtually all employment in Colusa and Sierra counties adjacent to a state route, while Sacramento County has 80 percent of transportation-dependent employment near the SHS. In southeast Sacramento, many job locations in the vicinity of the Florin Fruitridge Industrial Park and the former Sacramento Army Depot are more than a mile from US-50. Similarly, some locations in or near the Southgate Industrial Park (on La Grand Boulevard near Franklin Boulevard) lie more than a mile from SR-99.

Exhibit ES-2: Transportation-Dependent Employment Density (2010)



Source: SMG analysis of U.S. Census Bureau, Longitudinal Employer-Household Dynamics (LEHD) Origin-Destination Employment Statistics dataset for 2010.

Commodity Tonnage and Value Trends

A few commodities make up 75 percent of all tons produced in the District. Of the nearly 123 million annual tons produced, heavy, high-density natural resources such as stone, sands, and gravel make up 35 percent of all tons produced in the District. Grains and other agricultural products comprise an additional 23 percent, and no other individual commodity type makes up more than 10 percent of the total weight of goods produced in the District.

Nearly 55.9 million of the 123 million tons produced in the District are consumed in the District, with 66.8 million tons being exported. An additional 36.8 million tons are imported. The District is a net importer of coal/petroleum, waste and scrap, and other miscellaneous commodities. No individual commodity comprises more than 20 percent of the total tonnage delivered to the District.

When measured by value, the District produced \$73.6 million worth of goods in 2011. Of those, approximately half were consumed in the District and half were exported. Approximately one-third of the produced value was split between machinery, mixed freight/unknown commodities, or food products. Petroleum products produced in the District-made up 10 percent of total value, but no other individual commodity produced more than a 10 percent share in value.

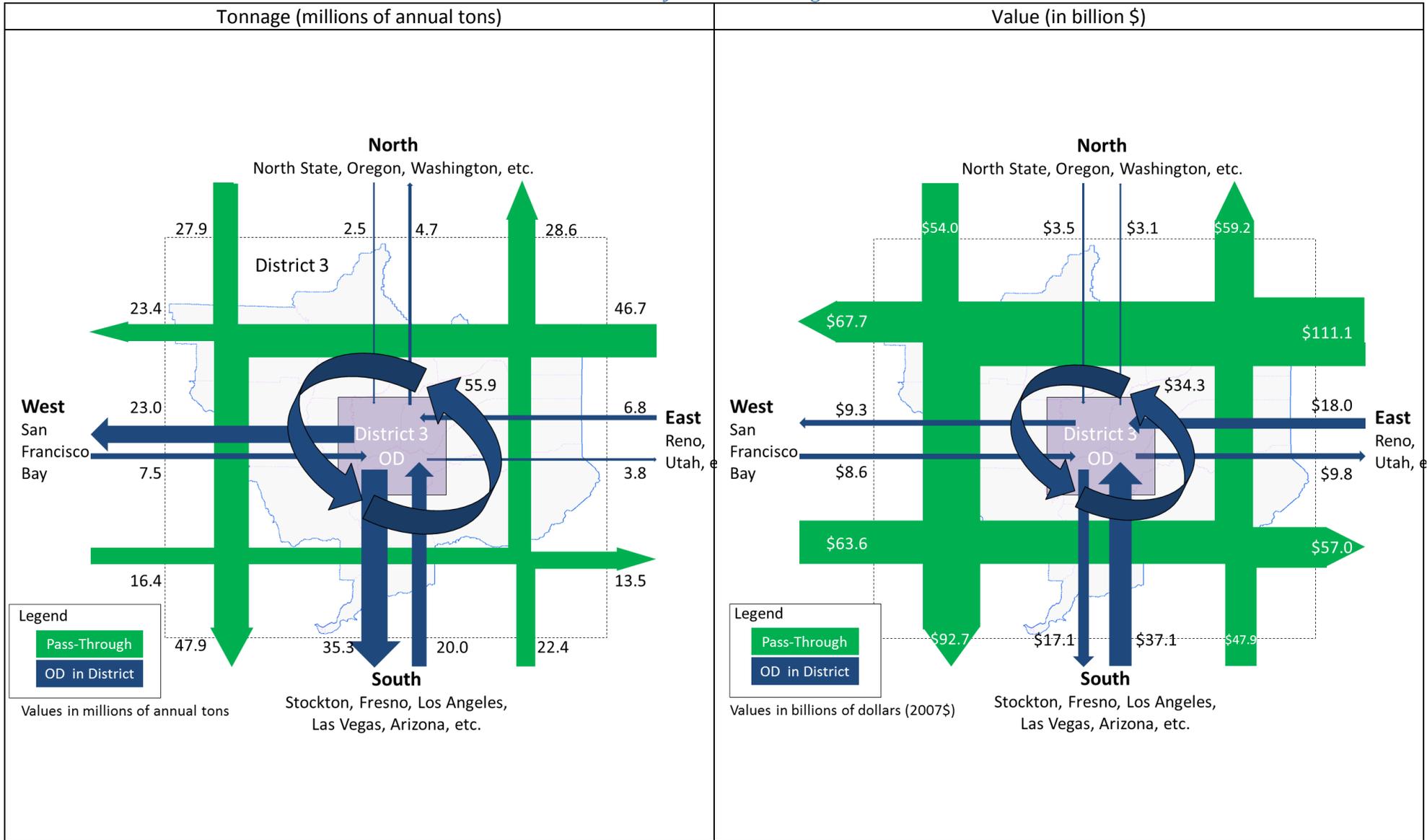
The District imported \$67.2 million worth of goods, and the single largest commodity by dollar value was pharmaceuticals. The District houses several major pharmaceutical distribution centers such as McKesson (West Sacramento), Cardinal Health (West Sacramento), and AmerisourceBergen (North Sacramento). Combined, these three distributors make up over 90 percent of the pharmaceutical distribution industry in the U.S. The District was a net exporter of prepared foods, agricultural products, and chemical products.

Commodity Flows

A high-level estimate of the directionality of these commodity movements was developed by summarizing data from the FHWA Freight Analysis Framework version 3.4 database (FAF34).

Exhibit ES-3 provides a visual illustration of 2011 commodity flows (in millions of tons and in billions of dollars) from, to, and through District 3. Around 55.9 million tons (20 percent of all tons that move in the District) are produced and consumed in the District. Another 35.3 million tons (13 percent) are produced in the District and are shipped out of the District in a southerly direction. The third-highest flows are from origins north of the District passing through the District toward the south, with 26.9 million annual tons (10 percent). There are also significant tonnages shipped from east of the District to the San Francisco Bay Area and to destinations south.

Exhibit ES-3: 2011 Commodity Flow Tonnage and Value Schematics



Source: SMG Analysis of the Federal Highway Administration Freight Analysis Framework version 3.4 (FAF34).

Nearly 123 million tons originate in District 3, with other flows into the District being fairly evenly distributed among other origins. The gateway with the highest tonnage of goods is the eastern gateway over the Sierra Nevada Mountains (with the vast majority of these tons traveling by truck or rail along the I-80 corridor), with 53.5 million tons. Another 42.5 million originate south of the District primarily entering the District along I-5 and SR-99. Around 92.7 million annual tons have a destination in the District. The biggest single gateway from the District is to the south, with 83.3 million tons traveling toward the San Joaquin Valley and Southern California, primarily along the I-5 and SR-99 corridors. These findings are consistent with truck volume data on the SHS and the locations of Class I railroad lines in the District.

Exhibit ES-3 also shows the economic value of the commodities that flow through the District. In terms of dollar value, pass-through commodities moving along an east-west axis predominate in the District. Nearly \$67.6 billion (16 percent of all value flowing within the District) moves east from the San Francisco Bay Area over the Sierra Nevada Mountains to destinations east of California. Around \$53.8 billion (13 percent) moves in the opposite direction. In total, \$196 billion annually moves over the Sierra Nevada Mountains from, to, and through the District.

This pattern is followed closely by goods moving over the southern gateway from San Joaquin County to the District, with nearly \$195 billion traveling over that gateway. Around \$52.5 billion travels from north to south and \$46.1 billion travels in the opposite direction. An examination of 2035 FAF data indicates that these directional flow patterns are not anticipated to change significantly in the future although they are expected to grow as described above. The findings of heavy flows toward the south and east of the District are supported by two other regional efforts.

The I-80 Winter Operations Coalition strategic planning effort, of which Caltrans is an active participant, included an evaluation of goods movement from California, through Nevada, Utah, and Wyoming, and Nebraska. The I-80 Coalition Freight Report indicates that approximately one-third of all freight traffic on the corridor consists of higher-value, perishable food and agricultural products from California.

The Sacramento Area Council of Governments (SACOG) Rural-Urban Connections Strategy (RUCS) is examining rural regional investment opportunities to meet growth and sustainability objectives. The RUCS work to date has identified a disconnect between local production and processing that contributes to trucks moving agricultural products in and out of the SACOG region (and it can be assumed that this is true for the other District 3 counties not in the SACOG region) south to large-scale processors in the San Joaquin Valley.

Goods Movement Modal Shares

The various modes of transportation of goods include trucks, rail, pipeline, water, and air. The primary mode for goods movement travel in District 3 is by truck, and this trend is expected to continue into the future. Overall, nearly 68 percent of the 273 million tons traveling through the District in 2011 are carried by trucks, as shown in Exhibit ES-4. Another 11 percent were carried by rail and seven percent by pipeline. Other modes, including water and air, comprised the remaining 14 percent of goods carried.

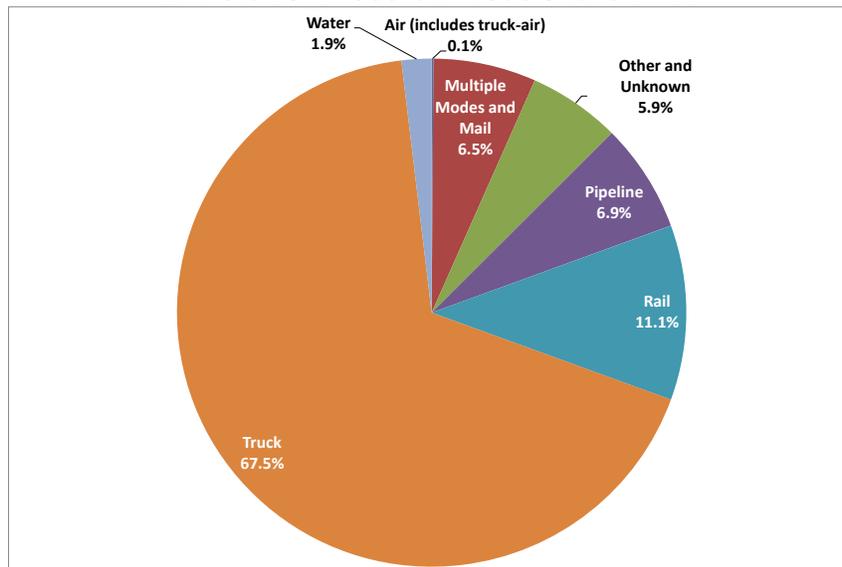
Mode shares, however, change dramatically when broken down by the type of travel within the District. Trucks carry virtually all goods (96 percent) that both originate and are consumed in the District, with the remainder carried by other or unknown modes, which are also likely to involve truck travel at some point on their journey. This is because trucks are considered the most cost-competitive and flexible mode for relatively short hauls within the District.

Similarly, 78 percent of commodity tons produced in the District but destined for other areas (most commonly to the San Francisco Bay Area or south toward Stockton) move by truck. Nearly 19 percent travel by other modes or by multiple modes, which most likely include trucks. Just under three percent of goods from the District are shipped by rail (mostly fertilizers, cereal grains, waste, and scrap) with less than one percent by water (mostly rice and cement).

A similar profile exists for commodities shipped into the District, with trucks carrying 76 percent of these commodities. Rail and pipelines bring in approximately nine percent and eight percent, respectively. The vast majority of goods shipped by rail both to and from the District are with states east of California.

Pass-through commodity travel modes differ dramatically from other shipment destinations. Only 45 percent of pass-through tons travel on trucks, while 22 percent travel by rail, 14 percent by pipeline, and the remainder by other modes.

Exhibit ES-4: Overall Mode Share 2011



Source: SMG analysis of FAF34 and North State Economic Development Study databases.

Future truck mode shares are expected to increase modestly relative to other modes due to the cost, available capacity, speed, and reliability of trucks compared to other modes, particularly for just-in-time logistics and for farm-to-market trips due to the fragile and perishable nature of many agricultural products. Over time, shifts in the mix of commodities being shipped are also changing to lighter and higher-cost goods. Economic trends, such as the re-shoring of manufacturing and distribution, may continue to reduce the length of haul of some commodities, further increasing the reliance on trucks.

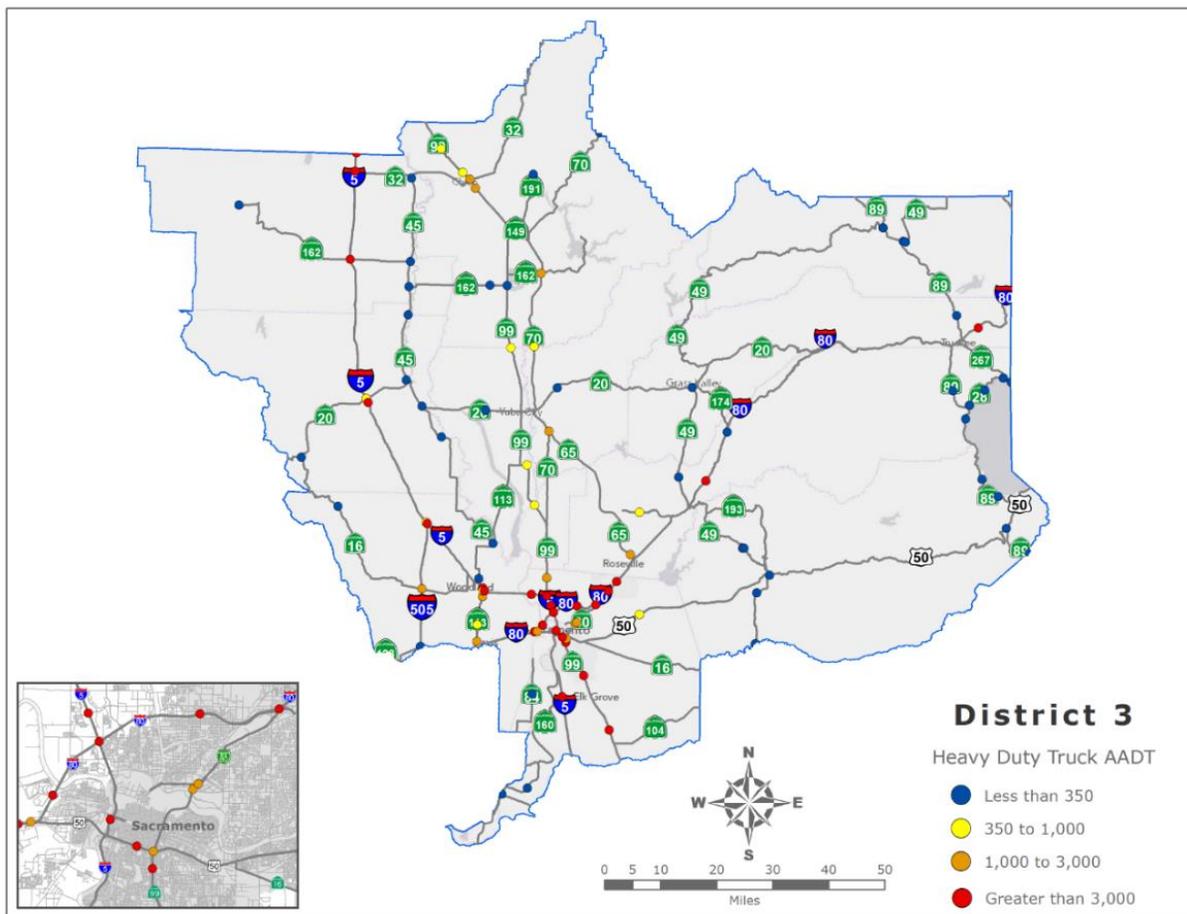
Heavy-Duty Truck Travel Characteristics

The California Air Resources Board (ARB) provides county-level estimates of daily truck vehicle-miles traveled (VMT) for various truck classes. In 2012, ARB data estimated that more than 2.2 million HDT VMT were traveled in District 3. This VMT is anticipated to grow by 2.5 percent annually between 2012 and 2032 (which is slightly lower than the statewide average rate of 2.7 percent per year). This growth rate is consistent with the growth rates for commodity tons described in the previous section.

Sacramento County represents 29 percent of all HDT VMT in the District, followed by its neighbor, Placer County, with 16 percent. Butte, Sutter, and Yolo counties each comprise around 10 to 13 percent of total VMT, with the remaining counties contributing a combined total of 20 percent.

Exhibit ES-5 shows estimated daily HDT (5+ axle trucks) in 2011 from select Caltrans vehicle count stations. The Caltrans volume data shows that the four highest HDT volume locations are all in Sacramento County on I-5, with the highest-volume location being at “I” Street in downtown Sacramento. I-5 count locations north of downtown make up the remainder of the top four locations. Other locations reporting very high HDT volumes include State Route (SR)-65 in Placer County, SR-99 in Sacramento County, and I-80 in Yolo County.

Exhibit ES-5: Heavy Duty Truck Count Station Volumes 2011



Source: Caltrans Annual Average Daily Truck Traffic on California State Highways 2011. <http://traffic-counts.dot.ca.gov/>

Freight Rail Travel Characteristics

According to the FAF34 database, rail tonnages traveling through the District are expected to grow from just over 30 million annual tons in 2011 to nearly 48 million tons by 2035 (approximately two percent per year). Freight railroad traffic is difficult to forecast, and the major Class I carriers that operate in the District, UPRR and BNSF, generally do not forecast traffic growth beyond the short term and may consider forecasts to be proprietary. A 2007 study by the Association of American Railroads (AAR) to evaluate the condition of national rail freight infrastructure and capacity found that both the UPRR and BNSF railroads in District 3 operate at generally good levels of service, but without improvements, several segments could experience degraded operability, particularly the UPRR trackage from Roseville north to the California/Oregon State Line and over the Donner Pass in the Lake Tahoe region.

Air Cargo Travel Characteristics

In July 2013, Caltrans sponsored and completed a study, California Air Cargo Groundside Needs Study, to evaluate ground-side access issues at California air cargo airports, including the Sacramento International and Mather Airports in District 3. This section briefly summarizes findings from that effort for those two airports.

Sacramento International Airport (SMF)

Sacramento International Airport shares cargo activity with Mather, but growth at SMF is currently constrained by adjacent environmentally sensitive habitats and high land-development costs. Sacramento County has decided to focus air passenger growth at SMF and move air cargo activities to Mather when possible. The growing trend of moving freight as belly cargo in the holds of passenger aircraft may limit the amount of air cargo expected to be shipped from Mather.

FedEx operates out of SMF because it has an advanced navigation system that allows FedEx to avoid air traffic control delays at other northern California airports such as San Francisco International or Oakland International. The county has indicated that FedEx will relocate to Mather once an advanced air traffic control system is implemented there. FedEx is increasingly using the belly holds of passenger airliners to ship parcels with a lower time sensitivity, which may influence a decision to relocate to Mather.

Air cargo volumes at SMF remained relatively flat between 2003 and 2012, with approximately 68,591 metric tons of domestic freight or mail processed at this facility in 2012. Air cargo is expected to grow to 89,900 metric tons in 2040 (approximately one percent per year). Freighter operations are forecast to increase from an estimated 4,718 in 2012 to 6,183 in 2040. It is anticipated that vans will be the primary vehicle used to deliver goods to the airport, with larger trucks used for some deliveries. The airport is forecast to receive 47 delivery vans and six heavier trucks per day by 2040.

Sacramento Mather Airport (MHR)

Sacramento County wants to focus regional air cargo growth at MHR given that there are no anticipated significant operational or environmental constraints to growth. UPS currently operates a 20,000-square-foot facility at MHR, and a 43-acre campus has been designated for future cargo development primarily to accommodate the potential transfer of FedEx operations from SMF. Primary SHS access is via US-50, which has historically been able to accommodate cargo activity, which operates largely during the off-peak commute periods.

Air cargo volumes at MHR declined from 65,446 metric tons in 2003 to 38,371 tons in 2011. Most of the reduction occurred due to the economic recession between 2007 and 2009. Volumes are anticipated to resume at the pre-recession growth rate of 1.7 percent per year, growing from 42,705 metric tons in 2012 to 68,500 metric tons in 2040. Freighter operations are forecast to increase from an estimated 4,741 in 2012 to 7,605 in 2040.

Waterborne

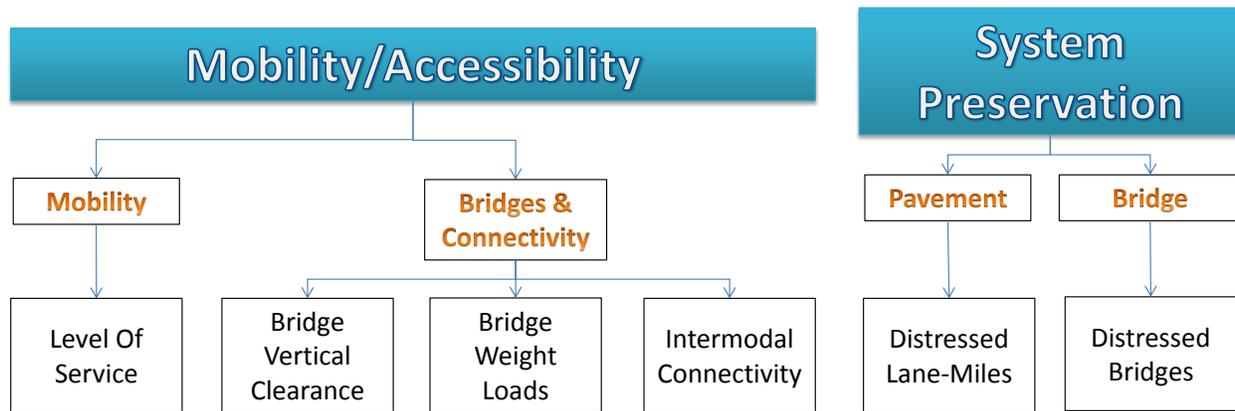
In recent years, throughput at the Port of West Sacramento has been declining, and by 2011, the port handled just under 265,000 tons of commodities, over 97 percent being either bagged or bulk rice for export. Some “project cargo,” primarily wind turbine components for the Shiloh Wind Power Project in Solano County, came through the port. A 2008 study of port infrastructure indicated that the port could handle more than 2.5 million annual tons based on facility size, storage capacity, length and configuration of rail tracks, product dwell time, and seasonal peaking factors. Most goods accessing the port arrive by truck along US-50 in Yolo County.

Rice will continue to be the predominant commodity in the future, with the port handling approximately 80 percent of California’s rice export market. Cement imports are one of the port’s base cargos with the highest potential for new growth. Forecasts for the near term indicate that the port has potential to diversify its market, primarily through increased cement handling, but also by adding new customers moving scrap metals and other bulk cargos. If the port reaches its full potential growth of existing commodities and prospective new commodities, it could handle up to 1.2 million tons by the end of FY 2015/16, with more conservative estimates indicating that the port will handle at least 450,000 tons annually by the end of the forecast period. North Terminal cargo facilities, as of July 1, 2013, are leased and operated by SSA Marine.

Gap Analysis

A prioritization methodology was developed to identify system gaps and to prioritize freight projects for the District 3 Goods Movement Study. Safety was not evaluated as part of this study. Caltrans places a premium on the identification and full mitigation of safety issues, which are being conducted by other ongoing efforts in the District. The prioritization methodology uses two general outcome areas, as illustrated in Exhibit ES-6 and summarized below.

Exhibit ES-6: Outcome Areas and Gap Analysis Measures



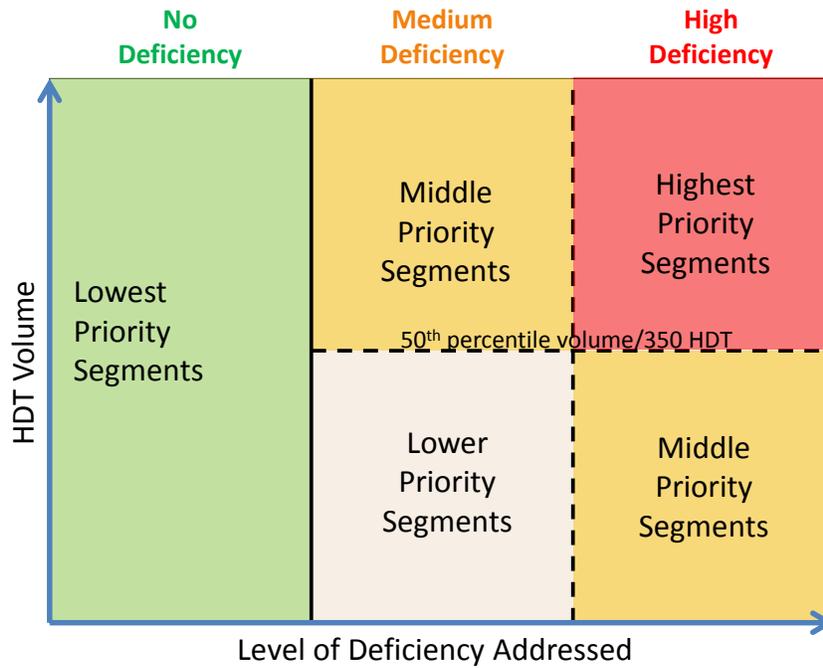
Mobility represents how fast goods can move on the SHS and was evaluated using the well-known transportation planning measure of level of service (LOS). Accessibility measures how effectively goods can reach their destination and was evaluated by identifying intermodal connectivity issues including bridge vertical clearance and bridge weight capacity issues.

Vertical clearances under structures that cannot accommodate the 14 foot legal height for loads, or structures that cannot handle over-weight permit loads can prevent extralegal loads from accessing their destinations using the shortest possible route. Intermodal connectivity from the SHS to major intermodal facilities can be impacted by ramps or intersections that were not designed to accommodate the turning radii of interstate STAA trucks or California Legal trucks (See Appendix E for definitions of these truck types). Where identified by stakeholders, there may be the potential to upgrade some SHS California Legal routes to STAA routes to accommodate longer trucks.

System preservation is focused on pavement and bridge conditions. Pavement was assessed by the severity of distressed pavement present on that segment. Goods movement–related bridge structural deficiencies were identified by Caltrans staff as part of their continual efforts to monitor and identify bridge structural issues.

For each of these measures, deficient TCR segments were prioritized based on the level of deficiency and the number of HDTs that traversed the segment. For this analysis, the highest 50th percentile HDT volume (approximately 350+/- HDTs per day) was used, which covers routes in every county in the District to ensure regional equity. The prioritization approach is summarized in Exhibit ES-7. The segments with the highest priority for deficiency mitigation are those that have high HDT volumes and a high level of deficiency (e.g., for mobility a LOS of “E” or “F” now or in the future represents a high mobility deficiency). The following sections summarize the results of this analysis.

Exhibit ES-7: Illustrative Projects by HDT Demand



Goods Movement Project Identification

Using the previously described gap analysis approach, goods movement mobility and connectivity deficiencies were identified. Exhibit ES-8 is a map showing the mobility deficiency findings for the 2012 base year, and Exhibit ES-9 shows the 20-year no-build mobility priorities. Bridge vertical clearance and bridge over-weight permit loads were also evaluated for the 2012 base year. Exhibit ES-10 shows the bridge vertical clearance priorities on the District 3 freight network, while Exhibit ES-11 shows the bridge over-weight permit priorities.

System preservation deficiencies were also identified using distressed lane miles of pavement and distressed bridge data provided by the District. Pavement deficiencies were identified by using the latest available data from the Caltrans annual Pavement Condition Survey (PCS) (shown in Exhibit ES-12). Bridge structural deficiencies were identified by Caltrans staff and prioritized according to the HDT criteria and are summarized in Exhibit ES-13.

Appendix A details the findings for each TCR segment, and Appendix B is a list of bridges with their deficiencies identified for vertical clearance, over-weight permit, and distress.

To address the deficiencies, this study identified 116 conceptual, planned, and programmed projects that may potentially mitigate deficiencies, which are described in section 9 and listed in Appendix C.

Exhibit ES-8: Mobility Deficiency Priorities (2012 Base Year)

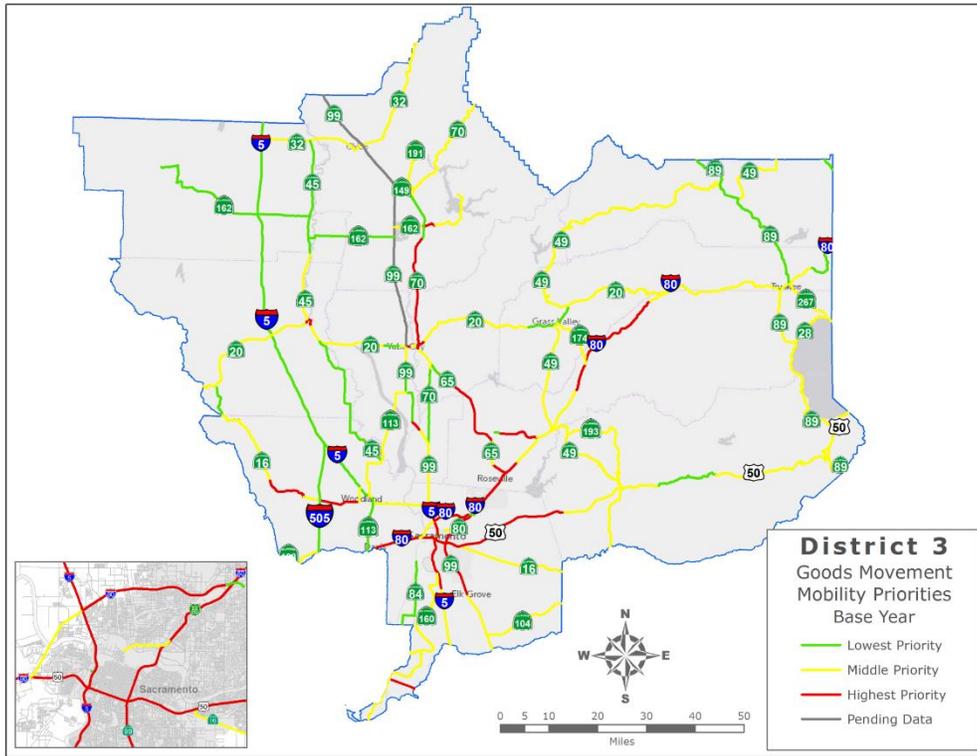


Exhibit ES-9: Mobility Deficiency Priorities (2032 No-Build Forecast)

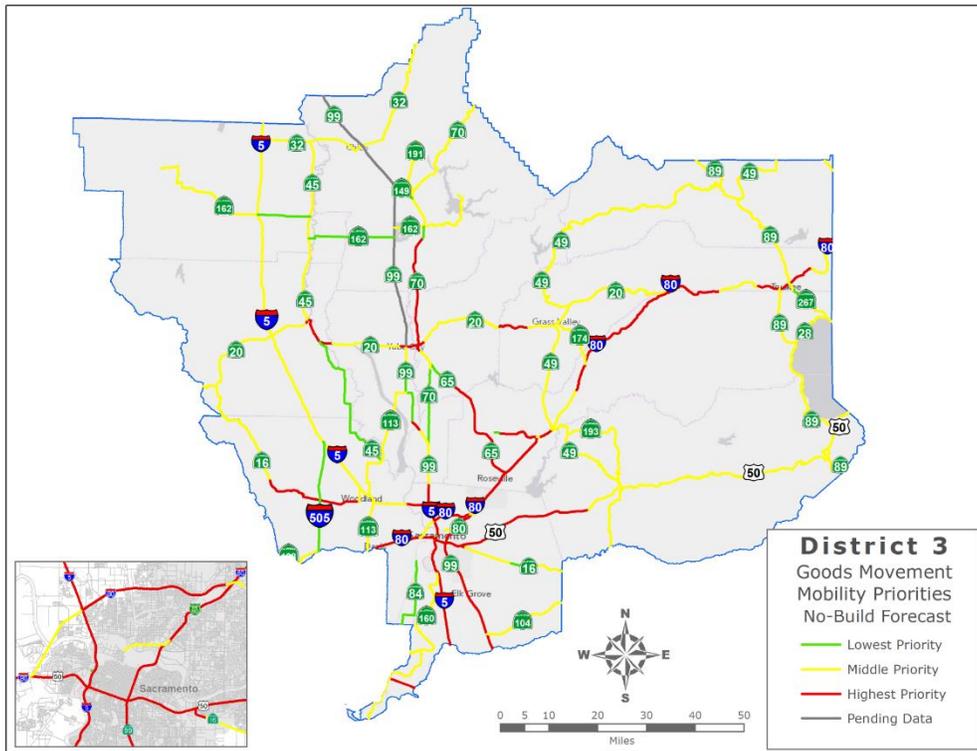


Exhibit ES-10: Bridge Extralegal Vertical Clearance Priorities

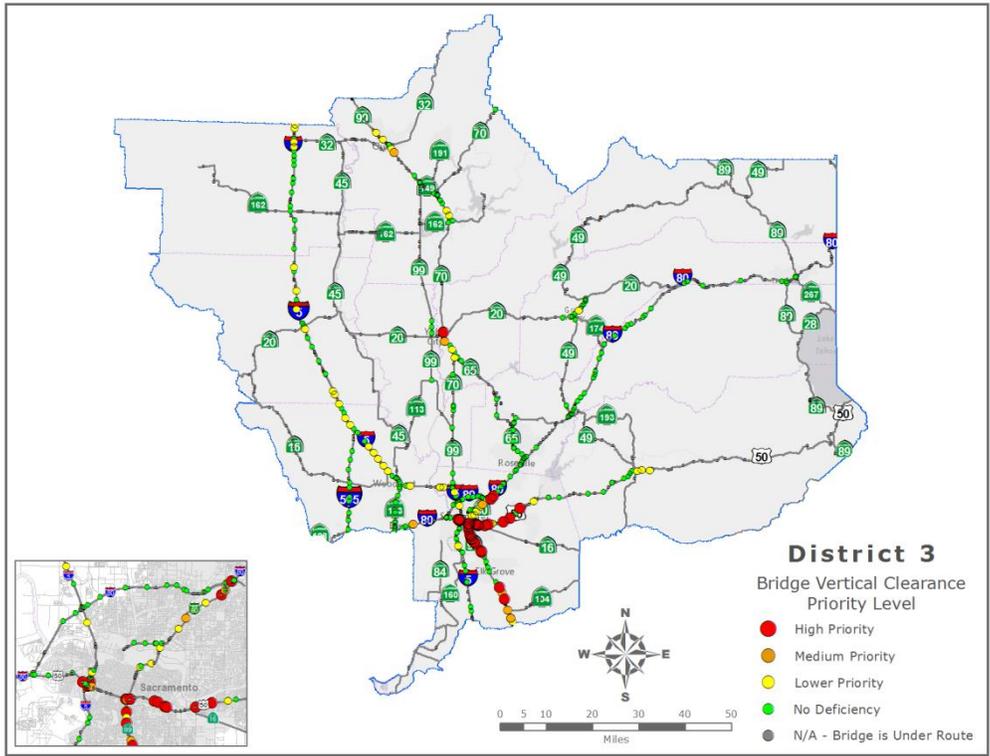


Exhibit ES-11: Bridge Extralegal Weight Priorities

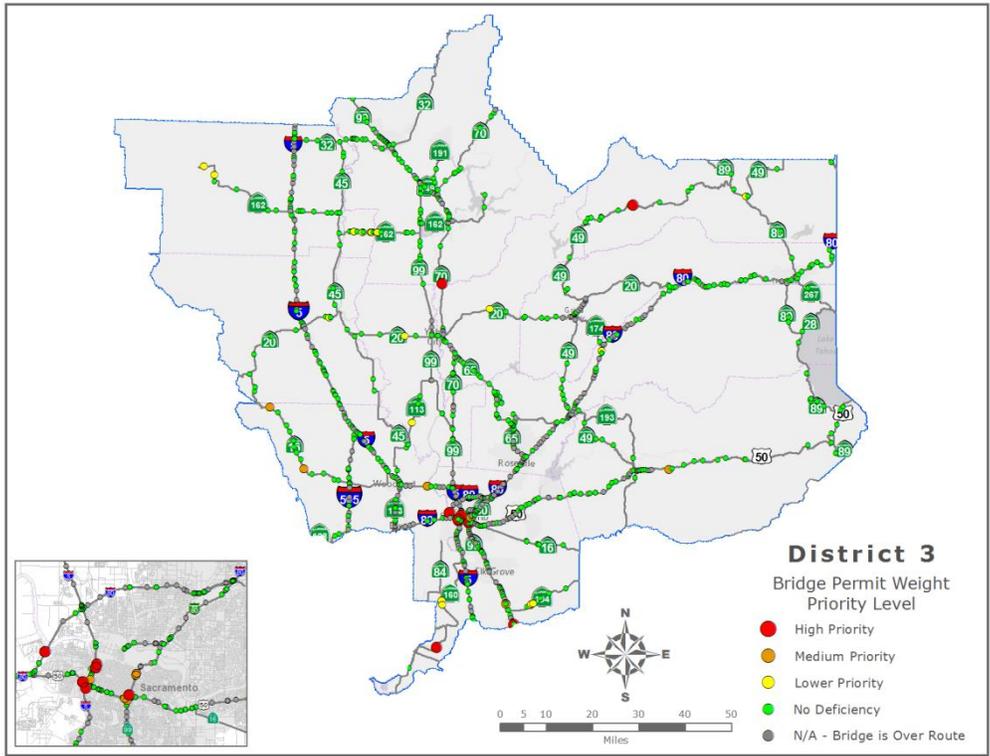


Exhibit ES-12: Pavement Condition Survey

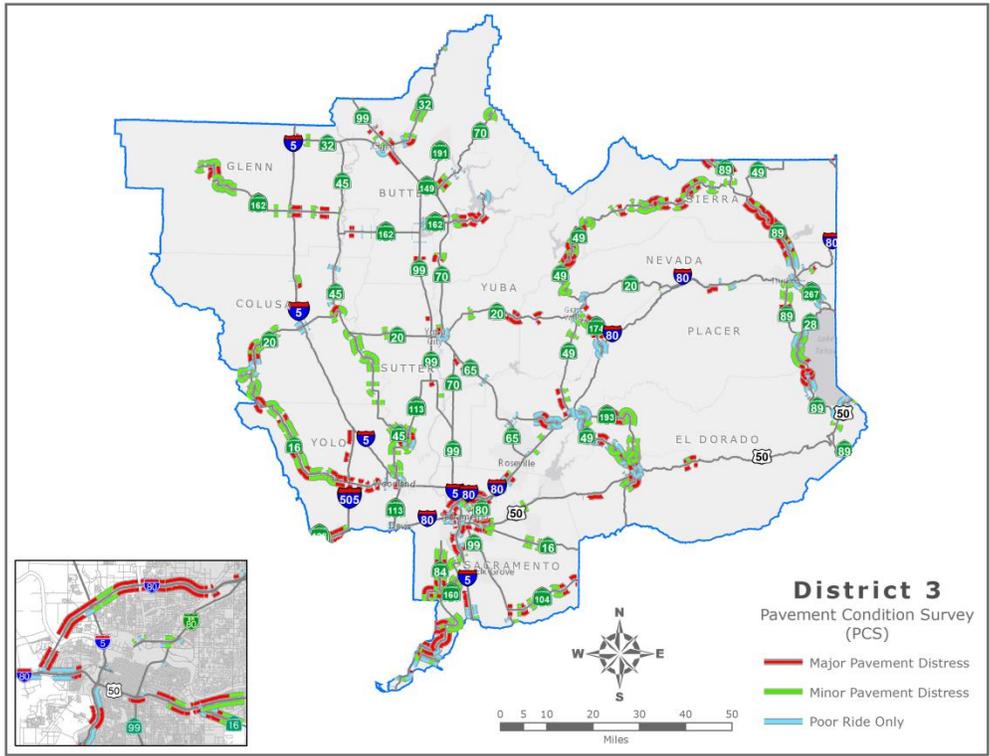
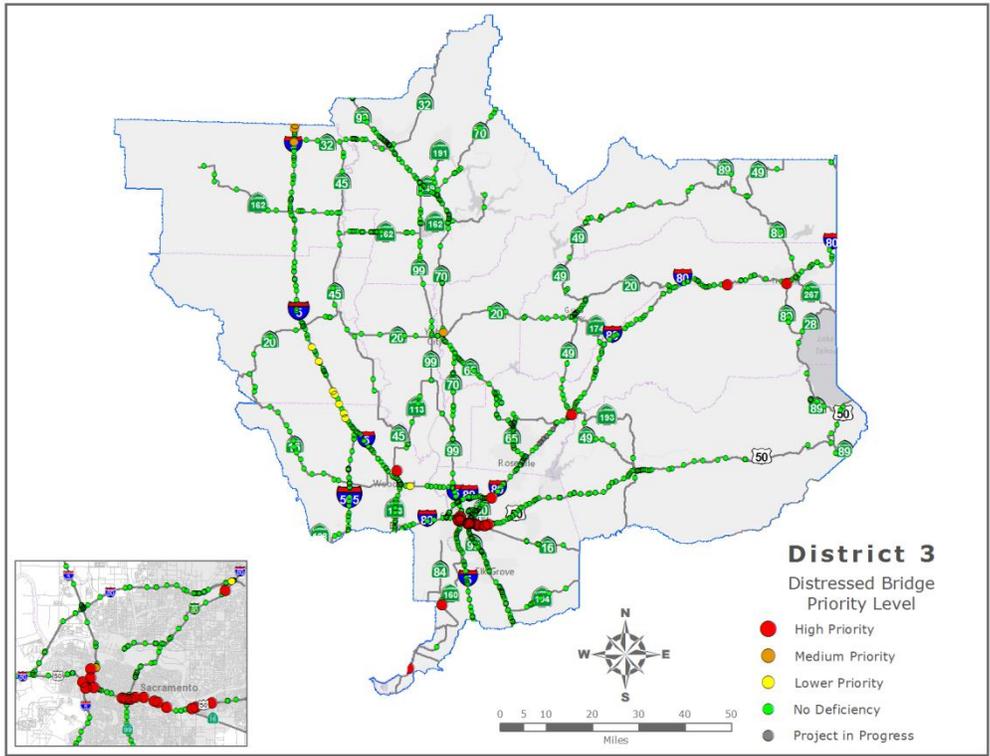


Exhibit ES-13: Distressed Bridge Priorities



1. Introduction

The Caltrans District 3 Goods Movement Study identifies the growing challenges and opportunities to improve how freight travel modes are considered and addressed from a local, regional, and District-wide perspective. This Study resulted in a list of prioritized goods movement projects.

1.1 Purpose and Need

Information about goods movement has traditionally been lacking in the planning process, and methodologies to identify and prioritize transportation investments that address goods movement issues have not been fully developed and incorporated into District planning processes. In recent years, there has been a growing need to better coordinate goods movement planning among the various stakeholders in the District including the eleven counties, the three Metropolitan Planning Organizations (MPOs), and the private sector that provides goods movement services into and through the District.

The Goods Movement Study addresses those issues, and this Final Report summarizes the work conducted as part of that effort. The study resulted in methodology that the District can apply to its planning practices to identify goods movement deficiencies. The study also resulted in a list of priority projects to improve goods movement in the District.

1.2 Background

The District is a critical crossroads for freight moving into and out of California. With 11 counties and three MPOs, District 3 is one of the most geographically and jurisdictionally diverse regions in the State. The District also lies at the intersection of interregional freight traveling between other regions of the State and states east and north of California.

The District 3 Goods Movement Study is a critical component in improving the efficiency of goods movement in the District and throughout California. The California Freight Mobility Plan (CFMP) outlines a vision to guide the State in maintaining its status as a global leader in innovation and trade while meeting aggressive goals for reducing emissions and for providing a sustainable future:

“As the national gateway for international trade and domestic commerce, California enhances economic competitiveness by collaboratively developing and operating an integrated, multimodal freight transportation system that provides safe, sustainable freight mobility. This system facilitates the reliable and efficient movement of freight and people while ensuring a prosperous economy, social equity, and human and environmental health.”

This study also supports federal efforts to address freight needs. The Moving Ahead for Progress in the 21st Century Act (MAP-21), a federal funding and reauthorization bill, established freight movement and economic vitality as one of seven national goals for the Federal-Aid Highway Program to improve the national freight network, strengthen the ability of rural communities to access national and

international trade markets, and support regional economic development. The District intends to position itself to meet both state and federal goods movement needs, but has identified several challenges in addressing them:

- Information about existing and future conditions for goods movement has been lacking
- Gaps and challenges in moving freight on the State Highway System (SHS) and major road connectors had not been adequately identified
- No established methodologies existed to identify and prioritize goods movement improvement projects for SHS routes and important intermodal connectors
- Goods movement needs had historically not been sufficiently considered in local, regional, and District-wide transportation planning and project programming processes
- Coordination among regional stakeholders and the private sector had not been coordinated.

This study is an important component in addressing those needs and will be available for use by the District and its partner agencies, such as the MPOs and the regional transportation planning agencies (RTPAs). Study findings were incorporated into the 2014 California Freight Mobility Plan.

1.3 Key Definitions

This section summarizes some of the definitions used in this Final Report, which were used as the basis for developing the methodology used to identify system deficiencies and to prioritize projects. More details on these key definitions can be found in the *District 3 Goods Movement Study Prioritization Methodology* Final Report².

District 3 Freight Project – A capital or operational improvement project aimed to directly improve freight performance conditions for all goods movement industries within District 3 or passing through District 3.

This definition includes all freight modes (air, maritime, rail, truck), but the evaluation and prioritization of projects for this study were limited to the California SHS and connectors to major intermodal facilities. For this first goods movement study, the District is focusing on the highest volume routes on the SHS and the most critical intermodal connectors to maximize the use of limited resources. These intermodal connectors are summarized in Exhibit 1-1.

² <http://www.dot.ca.gov/dist3/departments/planning/goodsmovement.htm>

Exhibit 1-1: Major Intermodal Connectors and Facilities

Major Connectors	City	County	Facility Type	Facility Served
Airport Rd	Sacramento	Sacramento	Airport	Sacramento International Airport
Mather Blvd/Old Placerville Rd/Sunrise Blvd	Mather	Sacramento	Airport	Mather Field
Jefferson Blvd/Harbor Blvd/Enterprise Blvd	West Sacramento	Yolo	Shipping	Port of West Sacramento
Cohasset Rd (other minor access roads)	Chico	Butte	Airport	Chico Municipal Airport
2nd St	Davis	Yolo	Railroad	California Northern Railroad
Atkinson St/PFE Rd/Foothills Blvd	Roseville	Placer	Railroad	J.R. Davis Rail Yard (UP)
Hegan Ln/Midway Rd	Chico	Butte	Tank Farm	Kinder Morgan Chico Terminal

Heavy Duty Truck (HDT) – Any truck having five or more axles (5+ axles) as reported in the Caltrans *Annual Average Daily Truck Traffic on California State Highways* report. This definition is consistent with the reporting requirements of the Caltrans *Transportation Concept Report (TCR) Guidelines* as well as definitions used in MAP-21. In MAP-21, the Critical Rural Freight Corridor criteria establishes an HDT as a vehicle in Federal Highway Administration (FHWA) vehicle class 8 or higher, with vehicle classes 9 or higher being 5+ axle vehicles. The study established a 350 average daily HDT traffic minimum threshold for SHS segments evaluated as part of this effort.³ This threshold was selected in order to ensure regional equity and to accommodate SHS routes in rural areas that may be overlooked should a higher threshold be used. The analysis was designed to be flexible enough to adjust the threshold as needed.

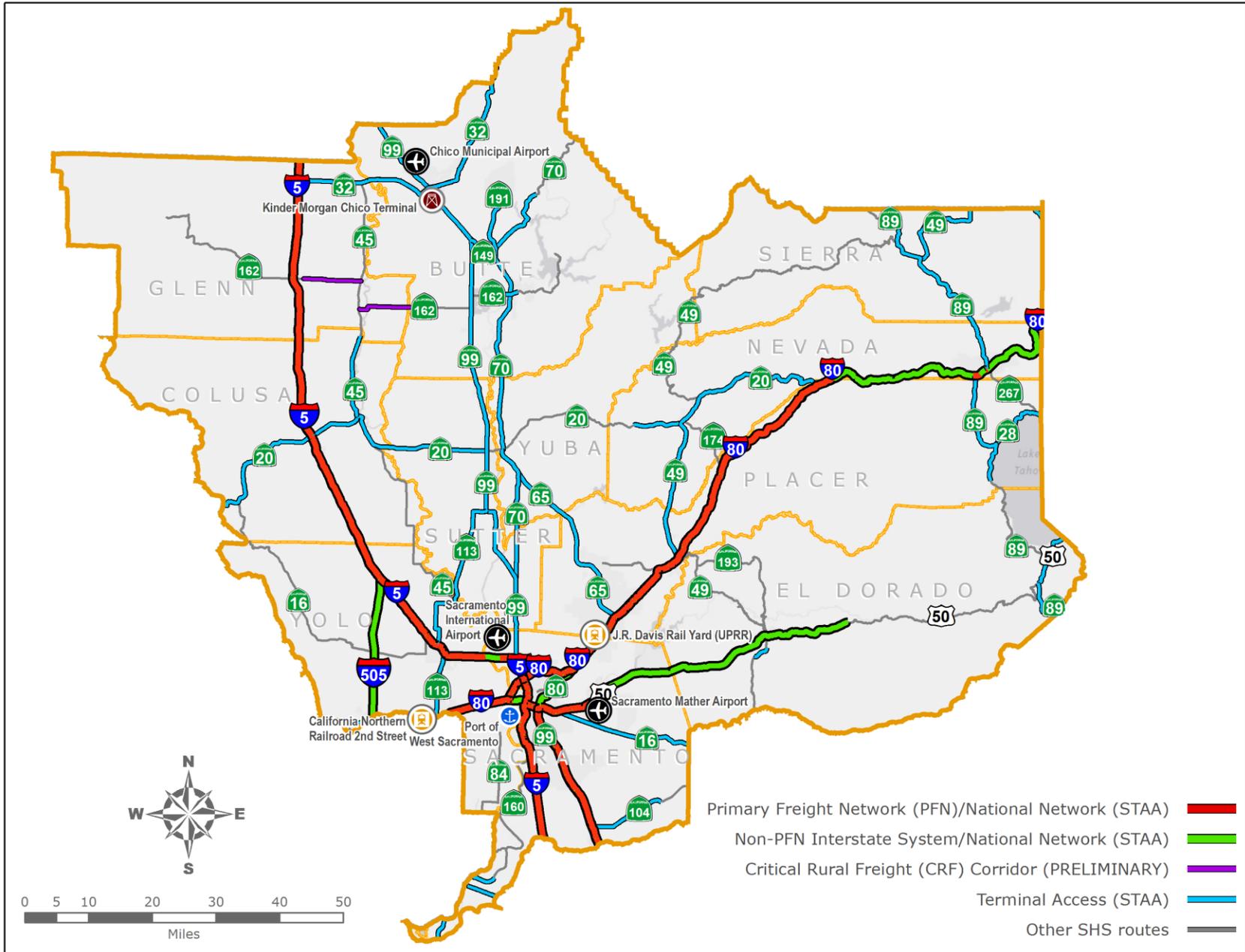
Goods Movement Study Freight Network – The selected network for this initial goods movement study are SHS truck routes shown in Exhibit 1-2 that include the following defined routes:

- MAP-21 National Freight Network (NFN):
 - Draft Primary Freight Network (PFN) developed by FHWA
 - Critical Rural Freight (CRF) Corridors
 - Note: preliminarily estimated by consultant team for this effort. State designated corridors have not been developed
 - Interstate System not designated as part of the PFN
- Surface Transportation Assistance Act (STAA) routes⁴:
 - National Network (NN)
 - Terminal Access (TA).

³ Threshold represents the 50th percentile 5+ axle volume for Caltrans District 3 truck count stations with verified counts performed within the past five years.

⁴ The Surface Transportation Assistance Act (STAA) of 1982 allows longer trucks to operate on the Interstate and certain primary routes collectively called the National Network. These trucks, referred to as STAA trucks, are longer than California legal trucks.

Exhibit 1-2: District 3 Goods Movement Study Freight Network



2. Description of the Region

The District covers a geographically diverse, 11-county area in the northern Central Valley. The Sacramento Metropolitan area is in the southern part of the District, the interior coastal range to the west, flat agricultural land across the valley, and foothills, river canyons, the Sierra Nevada Mountains, and the Lake Tahoe Basin on the east as shown in Exhibit 2-1. Counties in the District include: Butte, Colusa, El Dorado, Glenn, Nevada, Placer, Sacramento, Sierra, Sutter, Yolo, and Yuba.

There are three federally-mandated and funded MPOs in the District with their member counties as follows:

- Butte County Association of Governments (BCAG)
 - Butte County
- Sacramento Area Council of Governments (SACOG)
 - Sacramento, Sutter, Yolo, and Yuba counties
 - El Dorado County Transportation Commission (EDCTC) and the Placer County Transportation Planning Agency (PCTPA) representing these counties for the federally designated ozone non-attainment area west of the crest of Sierra Nevada Mountains
- Tahoe Metropolitan Planning Organization (TMPO)
 - El Dorado and Placer counties in the Lake Tahoe Basin.

Colusa, Glenn, Nevada, and Sierra counties are rural counties with county transportation commissions (CTCs) that are state-designated regional transportation planning agencies (RTPAs). An RTPA is a California designated transportation policy-making organization made up of representatives from local government and transportation authorities. An RTPA administers the state and federal transportation funding available to region and plans, programs, and implements transportation improvements and programs that address regional needs and statewide transportation goals.

Exhibit 2-2 summarizes some key features of each county in the District. Sacramento County houses over half of the District's population with more than 1.44 million residents (52 percent). It also represents a higher proportion of total employment with more than 550,000 jobs (56 percent) indicating that Sacramento County is a regional destination for commuters. Yolo County, which lies just west of Sacramento, is the only other county with a higher proportion of jobs than residents indicating a commuter destination. At the other extreme, Sierra County has 3,100 residents and 767 jobs.

Exhibit 2-2: District 3 Population, Employment and Distinguishing Characteristics

County	MPO	Population (2012)	% of District	Total Wage & Salary Employment (2012)	% of District	Distinguishing Goods Movement Characteristics
Butte	BCAG	221,400	8.1%	71,100	7.3%	Varied terrain with 14% of the land federally-owned. Most freight is generated by online retail, canning business, and fruit and vegetable growers.
Colusa		21,700	0.8%	8,400	0.9%	Primarily agricultural with rice and almonds as the main crops.
El Dorado	SACOG/TMPO	182,100	6.7%	47,400	4.8%	Primary economic activity is tourism (e.g., Lake Tahoe skiing, summer activities). Agriculture and logging are dominant goods producing industries.
Glenn		28,300	1.0%	7,900	0.8%	Primarily agricultural with rice, almonds, milk products, prunes, and livestock being the primary commodities.
Nevada		98,400	3.6%	28,600	2.9%	Cattle livestock accounted for one-third of the county's agriculture production value in 2010. Pasture/rangeland, wine grapes, timber, and manufacturing are other major economic generators.
Placer	SACOG/TMPO	361,300	13.2%	127,800	13.1%	The Union Pacific J. R. Davis Yard, the largest rail yard on the West Coast, is located in Roseville. The county attracts many technical software and manufacturing companies such as Hewlett-Packard and Oracle.
Sacramento	SACOG	1,443,500	52.8%	550,300	56.2%	Center of State government. Sacramento International and Mather Airports are located there. Other major employment centers are in the healthcare industry.
Sierra		3,100	0.1%	767	0.1%	Primary economic drivers are construction and wood products.
Sutter	SACOG	96,200	3.5%	26,900	2.7%	Primarily agricultural with 13% of the employment centered on farming, with rice as the predominant crop.
Yolo	SACOG	203,300	7.4%	94,500	9.7%	Primarily agricultural, but also includes warehousing, distribution, and food processing. The Port of West Sacramento is located in the county, as is the University of California, Davis.
Yuba	SACOG	72,900	2.7%	15,400	1.6%	Home to Beale Air Force Base, the county's main industries involve steel and wood product manufacturing and publications.
District 3 Totals		2,732,200	100.0%	979,067	100.0%	

Source: 2013 Caltrans California Economic Forecast; California Freight Mobility Plan Sacramento Valley Factsheet. Caltrans.

3. Goods Movement Facilities

Exhibit 3-1 shows the District 3 goods movement infrastructure and facilities. The District has 1,516 centerline miles of state highways, 1,167 bridges maintained by the state, the largest rail yard in the western United States, two of the top ten air cargo-carrying airports in California, and an ocean shipping port. In addition, there are numerous intermodal facilities located throughout the District.

3.1 Highways

Trucks are the primary mode used to move goods within the District and currently haul approximately 68 percent of all District commodity tons moving through the District and over 95 percent of all goods with an origin or a destination in the District. As shown in Exhibit 3-1, there are several major state routes in the District, including the following designated “Goods Movement Priority Corridors”:

- I-5 Seattle, Portland, Los Angeles and serving Sacramento International Airport.
- I-80 Salt Lake City, Reno, San Francisco Bay Area.
- SR-99 San Joaquin and Upper Sacramento Valleys.

Other regional freight corridors included:

- SR-20 (“Ocean to Mountains”)
- US-50 (serving Mather Field and South Lake Tahoe).

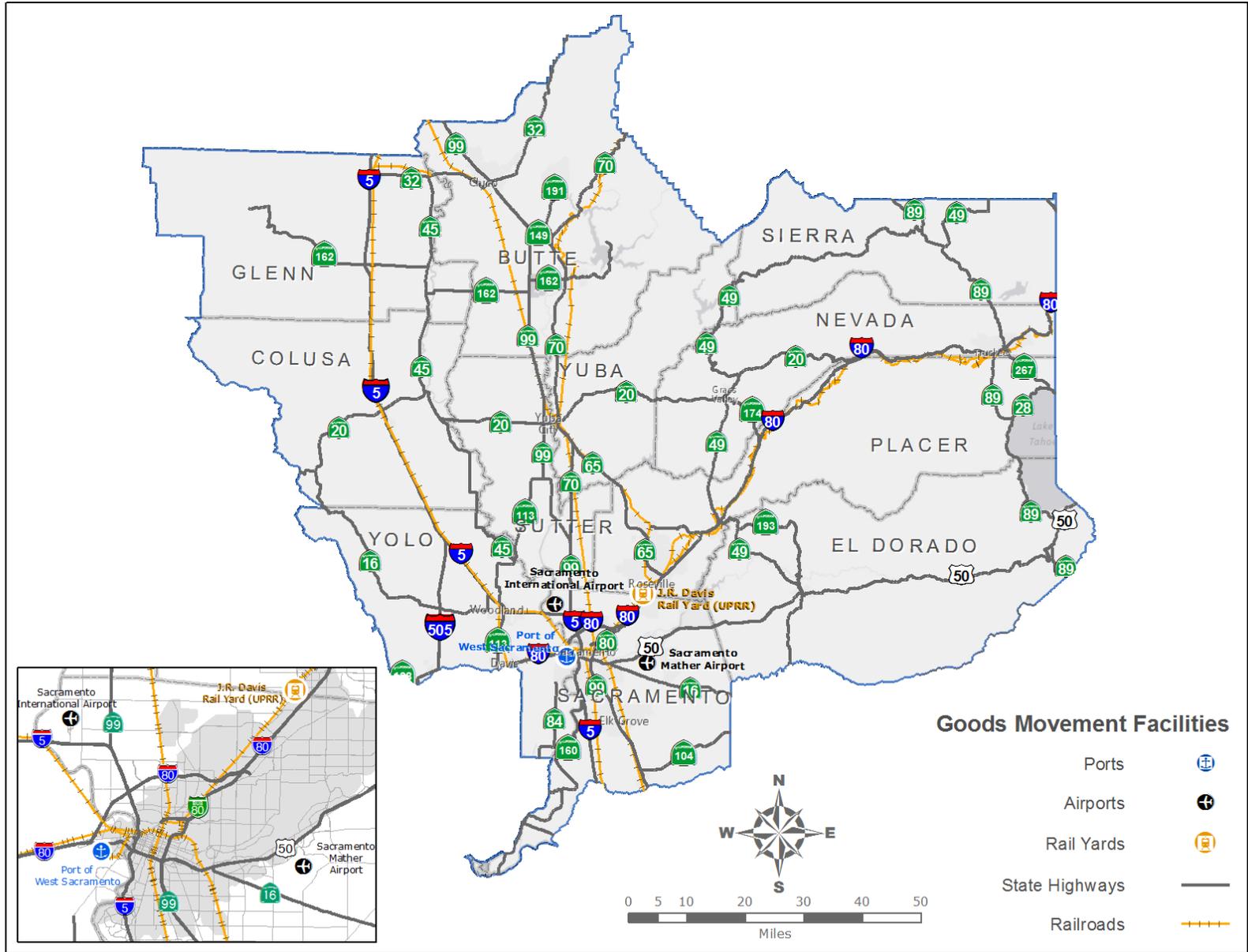
3.2 Railroads

The freight railroad system in District 3 consists of two large Class I railroads and two Class III railroads. The U.S. Department of Transportation (USDOT) administered Surface Transportation Board (STB) regulations use an inflation adjusted revenue-based definition to classify railroads as follows:

- Class I – freight-haul freight railroad with an annual operating revenue of \$433.2 million or more for at least three consecutive years
- Class II (regional railroads) - freight-haul railroad with an annual operating revenue between \$34.7 million and \$433.2 million for at least three consecutive years
- Class III (short-line railroads) - rail company with an annual operating revenue of less than \$34.7 million for at least three consecutive years and includes all switching and terminal companies regardless of operating revenues.

Four railroad companies within District 3 are described in more detail following Exhibit 3-1.

Exhibit 3-1: District 3 Goods Movement Facilities



Union Pacific Railroad

The largest freight railroad in the United States, the Class I Union Pacific Railroad (UPRR) operates 3,267 miles of track in California, with two Northern California UPRR intermodal facilities in Oakland and Stockton. The “Interstate (I)-5/State Route (SR)-99 Corridor” offers north-south freight service in California, Oregon, and Washington with connections to east-west corridors at Portland, Oregon; Oakland, California; and Los Angeles, California. The UPRR railroad ships a significant volume of intermodal freight and is the largest shipper of chemicals in the country.

The J.R. Davis Yard, located in the City of Roseville in Placer County, is the largest classification yard (where railroad cars are separated to different tracks) on the West Coast. Approximately 98 percent of all UPRR traffic in Northern California is moved through this yard. The Davis Yard encompasses 915 acres with 50 miles of track for bulk and container trains, with a 6,500 daily rail car capacity (1,800 to 2,300 cars per day classification ability) and eight receiving and departure tracks. Yard operations include a hump yard (using a hill or hump over which locomotives push rail cars to roll by gravity onto their destination tracks), a locomotive repair and service facility, an arrival yard, a departure yard, a city yard for local trains, and a regional Maintenance of Way⁵ supply and equipment facility.

Trains depart and arrive at the Yard from various locations along the following lines:

- Northern California and the Pacific Northwest (Valley Subdivision main line)
- California’s Central Valley (Fresno Subdivision main line)
- San Francisco Bay Area (Martinez Subdivision main line)
- East of California (Donner Pass main lines and the Feather River Canyon Subdivision main line).

Amtrak passenger trains and Amtrak-California Capitol commuter trains also pass through the yard.

BNSF Railway

The Class I BNSF Railway is North America’s largest intermodal carrier and is the largest grain-hauling railroad in the country. In California, BNSF operates over 2,130 miles of track – 1,150 miles of which are owned by BNSF and 975 miles of through trackage rights (rights of one railroad to operate on another’s tracks). In District 3, BNSF does not own any tracks, but has rights on the UPRR lines.

Sierra Northern Railway

The Sierra Railroad merged with the former Yolo Shortline Railroad in 2003 to form the Sierra Northern Railway (SERA). SERA is a Class III regional railroad that operates approximately 75 miles of track in northern California, handling approximately 6,000 carloads annually. Typical commodities hauled include lumber, particle board, wallboard, wood chips, bulk gypsum, bulk limestone, bulk plastics, canned goods, tomato paste, frozen fruits/vegetables, chemicals, steel, grain and grain products, ethanol, and propane.

SERA serves a number of industrial areas in California and interchanges with both BNSF and UPRR at West Sacramento in Yolo County. From the West Sacramento interchange, SERA operates along a 17-

⁵ The maintenance of the railway and track with rail specific maintenance equipment.

mile line between West Sacramento and Woodland that includes access to the Port of West Sacramento.

California Northern Railroad

The California Northern Railroad (CFNR) is a Class III short-line railroad that operates 261 miles of track in California, moving over 50,000 carloads per year. In July 2013, Genesee & Wyoming Inc. (GWI) purchased RailAmerica, Inc. which owned the California Northern Railroad (CFNR). The CFNR carries mostly food-related commodities including tomato products, olives, rice, cheese, frozen foods, beer, wine and wheat with some stone, petroleum products, and chemicals.

The CFNR interchanges with the Napa Valley Railroad Company (NVR), Northwestern Pacific Railroad Network (NWPRR), and UPRR. CFNR operates six lines on UPRR tracks under a long-term lease agreement with two of the lines operating in District 3 including:

- West Valley Line - 110.7 miles of north-south track between Davis in Yolo County and Tehama in Tehama County (District 2)
- Hamilton Line - 11.4 miles of east-west track between Wyo and Hamilton City in Glenn County.

3.3 Airports

Sacramento International Airport and Sacramento Mather Airport are among the top ten air cargo-carrying airports in the State.⁶ Information about both these facilities is presented in the sections below.

Sacramento International Airport

Sacramento International Airport (SMF), located 12-miles northwest of downtown Sacramento on I-5, is one of two airports in the Sacramento County Airport System, sharing cargo activity with the Sacramento Mather Airport. SMF has two runways, the longest measuring over 8,600 feet in length. SMF handled 4,718 freighter operations in 2012 providing lift for over 68,500 metric tons of cargo. FedEx operates at SMF and runs wide-body aircraft through the airport, along with a number of small feeder aircraft that connect to other airports. Most air cargo is carried in the belly cargo holds of commercial passenger airliners. The United States Postal Service (USPS) has a mail facility at the airport, and SMF has warehouse, office, auto parking, and trucking operations that cover 30 acres of airport property.

Sacramento Mather Airport

Sacramento Mather Airport (MHR), just under 14-miles east of downtown Sacramento south of US-50, is Sacramento County's designated airport to capture regional air cargo growth. It has two runways, with one 11,300 foot runway that can handle international wide-body traffic. Currently, United Parcel Service (UPS) operates a 20,000 square foot facility at MHR. The airport has additional warehouses, offices, auto parking, and trucking operations areas that comprise 23 acres and has a 43 acre campus designated for future cargo development. MHR handled almost 43,000 metric tons of cargo in 2012 and operated 4,741 freighter flights.

⁶ California Department of Transportation. (2012). California Air Cargo Ground-Side Needs Study. Sacramento.

3.4 Seaports

The Port of West Sacramento in Yolo County is an inland bulk port located 4.7 miles west of downtown Sacramento near US-50. The Sacramento Deep Water Ship Channel (DWSC) runs 43-miles from Antioch near the mouth of the Sacramento River ending at the harbor of West Sacramento. The DWSC is 30 feet deep and 200 to 300 feet wide, and has the capacity to expand to 40 feet deep and 300 feet wide in all sections. The existing depth can accommodate 40 percent of the world’s cargo fleet, and there are plans to increase the depth to 35 feet in order to expand access to 75 percent of the international fleet.

The upper eight miles of the DWSC and the Port’s harbor and turning basin have a depth of 35 feet from the first two phases of a six phase channel deepening process. Port-owned terminal facilities surrounding the harbor include three wharves, two piers, and five berths. The Port can accommodate five ships at berth at one time, though the number of ships at the Port varies.

3.5 Truck Parking Facilities

The trucking industry has identified a need for states to address safe truck parking for commercial truck drivers. “Jason’s Law” provisions, included in MAP21, are to address the shortage of long-term parking for commercial motor vehicles on the National Highway System to improve the safety of motorized and non-motorized users and for commercial motor vehicle operators. Given the sizes and weights of HDTs, finding parking places for drivers to stop to meet federal or state rest requirements or to wait for a loading dock to become available is a difficult challenge. To address motorist safety and commercial vehicle driver personal security concerns, MAP-21 addresses the need for more truck parking by making truck parking eligible under the National Highway Performance Program (NHPP), Surface Transportation Program (STP), and Highway Safety Improvement Program (HSIP). There are several project types identified in MAP-21 eligible to receive funding, including:

- Constructing safety roadside rest areas with truck parking
- Constructing truck parking areas adjacent to commercial truck stops and travel plazas
- Opening existing State-owned facilities to truck parking, including inspection and weigh stations.
- Promoting availability of publicly or privately-provided truck parking on the NHS
- Construction of turnouts along the NHS for commercial motor vehicles
- Capital improvements to public truck parking facilities closed on a seasonal basis to allow year-round operation
- Improving the geometric design of interchanges on the NHS to improve access to truck parking facilities.

Federal hours of service (HOS) rules for commercial drivers for vehicles weighing more than 10,000 pounds may impact the location of potential parking areas for commercial trucks. These rules include:

- 14-hour work day limit (which includes time spent waiting for loading and unloading and other non-driving activities)
- 11-hour daily driving limit
- 30-minute break during the first eight hours of a shift.

Exhibit 3-2 shows the location of State-owned rest areas and commercial vehicle enforcement facilities (CVEFs). It also shows “Alternative Stopping Opportunities” (ASOs)⁷ categorized by the availability of overnight parking at that facility.

For reference, the estimated truck drive times from various major trip generators to the District are included based on the HOS rules. Trucks traveling from Portland, Oregon; Mexico; Las Vegas, Nevada; or Salt Lake City, Utah can expect to reach the 11-hour daily driving limit within the District boundaries.

In 2011, the Caltrans Landscape Architecture Program published the *Caltrans Safety Roadside Rest Area Master Plan* that identified current and 2030 forecast automobile and truck parking deficiencies at California rest areas. Two rest areas were identified as having a projected need for additional spaces, and with available land for additional spaces at the facility:

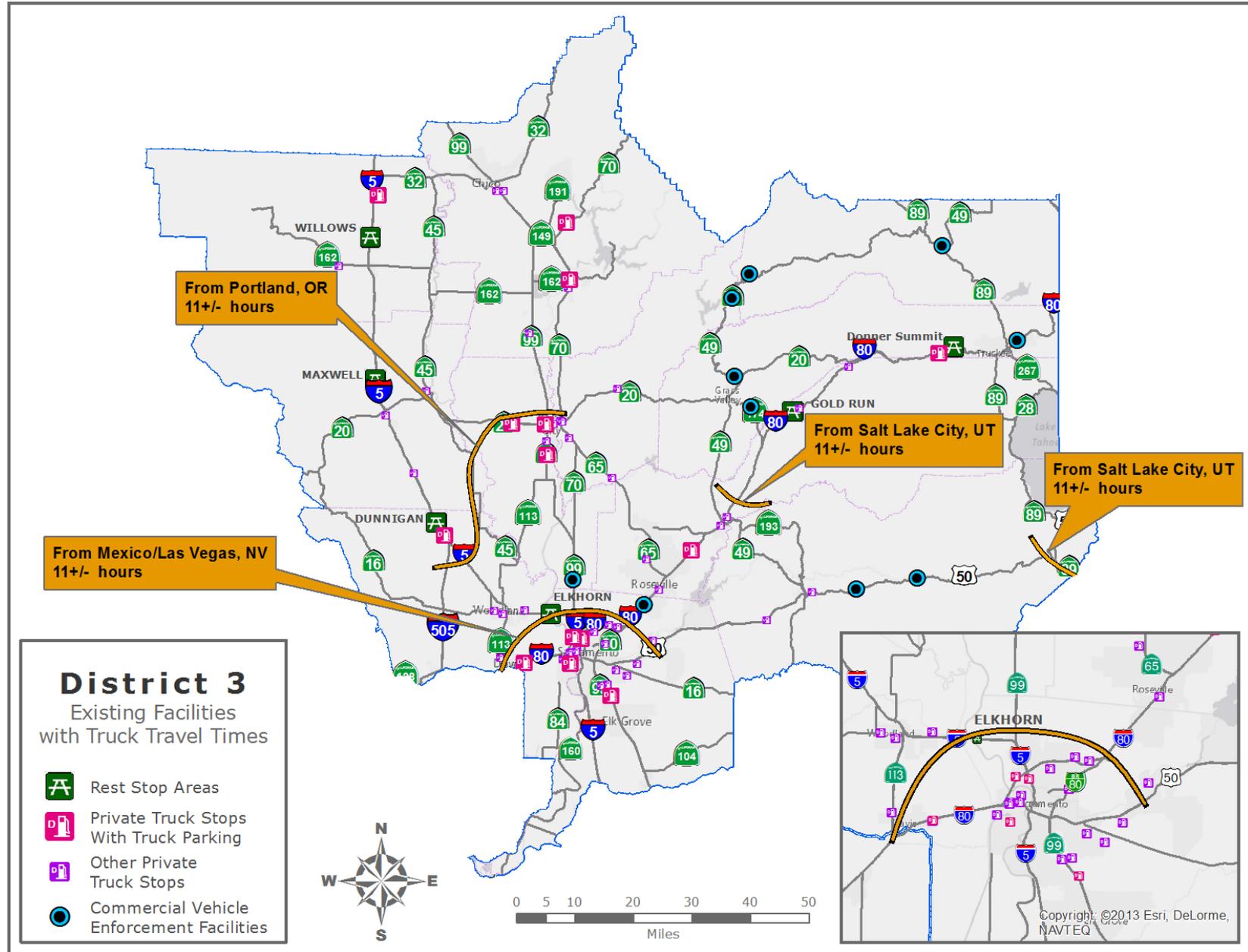
- Maxwell on northbound I-5 in Colusa County (one additional truck parking space needed by 2030)
- Donner Summit on eastbound I-80 in Nevada County (two additional truck parking spaces needed by 2030).

Two rest areas were identified as having a need for additional truck parking, but did not have adjacent land available for development. These locations include:

- Dunnigan in both directions on I-5 in Yolo County (eight southbound and four northbound truck parking spaces needed by 2030)
- Donner Summit on westbound I-80 in Nevada County (six westbound truck parking spaces needed by 2030).

⁷ Privately-owned enterprises providing food/beverage, fuel, and other traveler related services to the trucking industry.

Exhibit 3-2: Potential Truck Parking Facilities and Drive Times



Sources: SMG analysis of truck stop database and the Caltrans 2011 Safety Roadside Rest Area Master Plan. dot.ca.gov/hq/LandArch/srra/index.htm.

3.6 Winter Operations Facilities

Caltrans District 3 is responsible for snow removal operations on approximately 1,330 lane miles of highway over ten routes in seven counties. Among these are I-80 over Donner Pass and US-50 over Echo Summit. Within the District, I-80 has 565 lane miles of travel way above 4,000 feet in elevation that typically receive snow with an average annual snowfall on Donner Pass exceeding 429 inches. US-50 over Echo Summit has 164 lane miles of travel way above 3,000 feet that typically receive an average snowfall of 412 inches. Echo Summit also experiences snow avalanches requiring control efforts.

Each winter, there are several days that experience bad weather; with the intensity, timing and duration of storm systems being very difficult to predict. The Donner Pass Area snow removal operation is responsible for clearing a 90-mile long section from the Town of Newcastle to the California/Nevada State Line out of four Caltrans Maintenance Stations – Auburn, Whitmore, Kingvale, and Truckee.

During storms, Caltrans operates truck screens at Applegate eastbound and at Mogul (near Verdi, Nevada) westbound to ensure that all trucks crossing Donner Summit are properly equipped with traction control devices and are advised of current road conditions. Caltrans also meters vehicles at Applegate, Truckee, and Gold Ranch when heavy traffic volumes combine with chain control. During storms with extremely heavy traffic volumes, trucks may be held at the truck screening locations to facilitate the movement of passenger vehicles and light trucks. During the winter months, approximately \$5.5 to \$7.6 million dollar value per ton per hour are lost when trucks are delayed from passing over Donner Pass. Caltrans also operates a “pusher” truck program to patrol the summit to assist any trucks having trouble making it over the summit.

Caltrans is an active participant in the I-80 Winter Operations Coalition that also includes the Nevada, Utah, Wyoming, and Nebraska Departments’ of Transportation. The goal of the Coalition is to integrate and coordinate winter maintenance operations and to provide consistent traveler information. The Coalition was awarded funding under the Multistate Corridor Operations and Management (MCOM) program to help execute an operations platform to allow multiple states access to real-time and operational winter travel information, distribute multistate road impact information to truckers, and enhance corridor coalition partnering and activities.

3.7 Intelligent Transportation Systems (ITS)

The freight industry has embraced Intelligent Transportation System (ITS) technologies as a way to reduce costs, increase competitiveness, and mitigate impacts to communities and the environment. ITS technologies allow California’s freight infrastructure to increase its efficiency and capacity by enabling the value and volume of freight and freight movement to increase while reducing demands on the system. ITS technologies are versatile in that they can be applied to the vast transportation infrastructure of highways, streets, bridges, tunnels, railways, seaports, and airports, as well as associated vehicles, including cars, buses, trucks, trains, aircraft, and maritime vessels. ITS can also be applied to mobile freight handling equipment, such as cranes, forklifts, and conveyor belts as well as the shipping containers used to transport goods can have ITS applications.

District 3 recently completed the *Caltrans District 3 Intelligent Transportation Systems/Operational Improvement Plan* that provides critical guidance to identify and manage ITS and other operational strategies that yields a very high return on investment and benefit-to-cost. This Plan developed an inventory of prioritized projects, a process for continuous updating of the inventory, and a collaborative approach to integrate the SHS with ITS sponsored by cities, counties, transit agencies, and others. The Plan incorporates technology.

The District 3 Goods Movement Study project list in Appendix C includes goods movement enabling ITS elements including the following:

- Weigh-In-Motion (WIM) technologies are used in California to track vehicle weights to help improve safety and minimize damage to pavement and structures. WIM systems can improve highway system performance by eliminating or reducing truck stop times at static weight-controlling stations. California has one of the most extensive WIM systems in the United States, with most, although not all, of the WIM installations operated by the California Highway Patrol. Vehicles must be equipped with the automated PrePass® system that allows heavy vehicles that are registered in the program to legally bypass open weigh stations. When CHP enforcement facilities are unmanned by CHP officers, the WIM systems are used to collect traffic census data rather than enforcement purposes.
- Changeable Message Signs (CMS) play increasingly important roles in improved operations, highway safety, and use of existing facilities. CMS's have been used to provide advanced warning of major highway incidents and route diversion information including fog and chain control information in District 3.
- Highway Advisory Radio (HAR) stations (sometimes referred to as Travelers' Information Stations [TIS]) allow Caltrans to broadcast important messages about traffic, weather and roadway conditions to motorists and truck drivers.
- Road Weather Information System (RWIS) consists of networks of weather monitoring stations that collect weather condition data on roadways. The information is used by transportation officials to determine when de-icing, snow plow or other maintenance operations are required, and can also be used for traffic control and traveler advisory purposes.

4. Socio-Economic Trends

To better understand goods movement within the District, one can look at trends in production, consumption, and through traffic. From a consumption perspective three variables: population, income, and employment, are commonly considered proxies for the overall consumption of goods.

Population and income both impact goods movement by driving the demand for the production, warehousing, and distribution of wholesale and retail consumer products as well as increased need for housing construction and waste removal. Employment, which is correlated with population and income, can indicate the types of industries related to goods movement.

Employment in economic sectors that affect goods movement on the SHS, particularly for heavy duty trucks, can be forecast to identify the potential for increased freight travel on the District's transportation infrastructure. Goods movement dependent industries are those that rely on transportation as a key component of how they do business. These can be further broken down into two categories: consumption-related or production-related as shown below:

- | Consumption-Related | Production-Related |
|---|---|
| <ul style="list-style-type: none">• Transportation and Warehousing• Utilities• Wholesale and Retail Trade | <ul style="list-style-type: none">• Agriculture• Mining• Construction• Manufacturing |

Service industries, such as education and health care, also generate goods movement, but these industries do not generally depend on large shipments of unprocessed or manufactured goods that are carried by heavy duty trucks. Service related industries do drive a need for package delivery services provided by firms such as FedEx, UPS, DHL and others. These types of deliveries are often made by smaller trucks or vans. The following sections present key population, income, and employment trends for District 3.

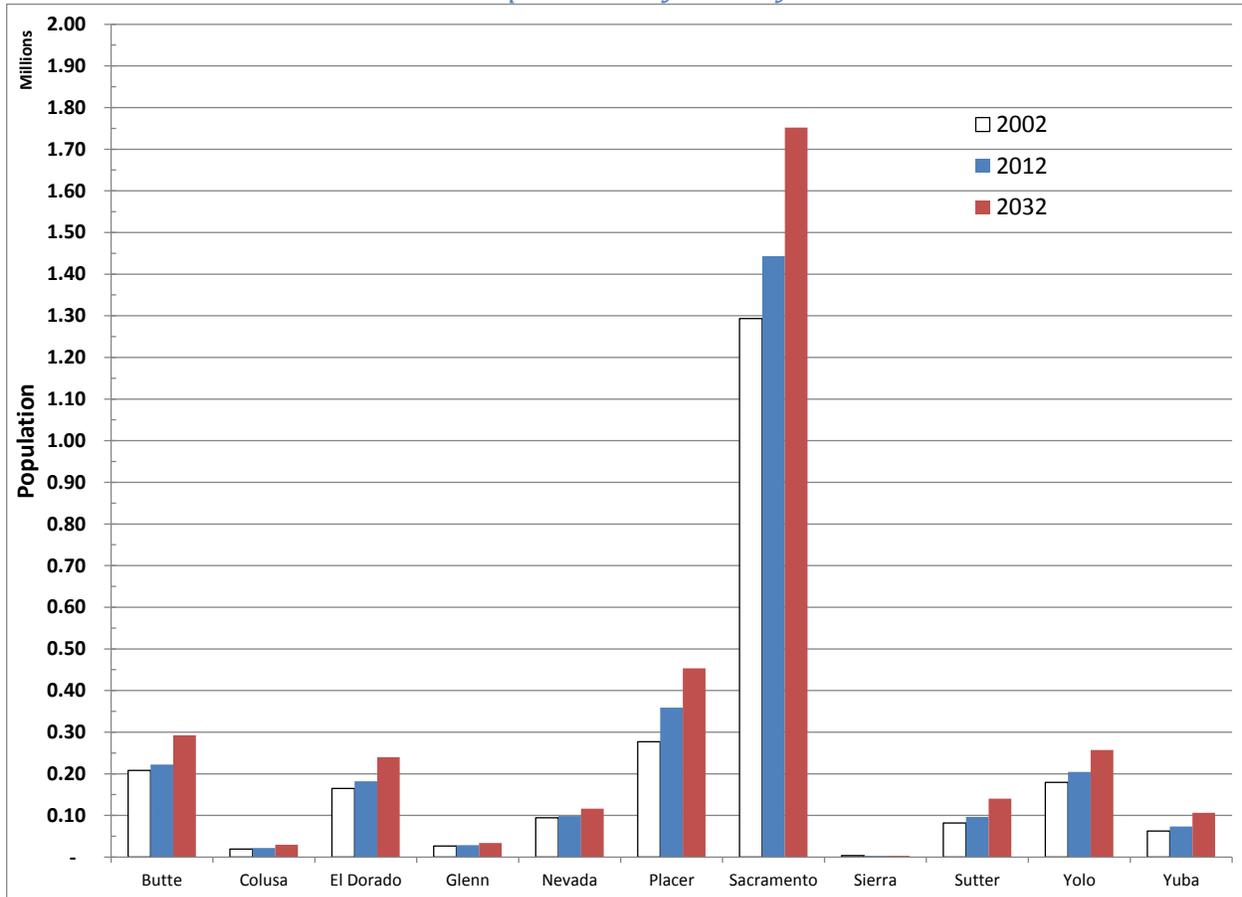
4.1 Population

Population is a major driver of regional consumption that impacts goods movement by increasing the demand for the production, distribution, warehousing, and end waste of consumer products. Exhibit 4-1 shows District 3 population trends from 2002 through 2032. The District is expected to grow from 2.73 million inhabitants in 2012 to more than 3.42 million by 2032 (a change of 25 percent or approximately 1.1 percent per year). This exceeds the statewide average growth rate, which is expected to grow by 19 percent over the twenty year period (0.9 percent per year).

Sacramento County, the largest county in the District with over one-half of the District's residents, is expected to grow from an estimated 1.44 million in 2012 to nearly 1.75 million residents by 2032 (approximately 21 percent or 1.0 percent per year). Placer County to the northeast of Sacramento is forecast to grow from nearly 359,000 residents to just over 453,000 by 2032 (26 percent or 1.2 percent

per year). Sutter and Yuba counties are expected to lead District-wide growth rates, with each increasing by approximately 1.9 percent per year. Nevada and Sierra counties are expected to grow slower than the statewide average, with Nevada County growing by 18 percent (0.8 percent per year) and Sierra County by 1.5 percent (0.1 percent per year).

Exhibit 4-1: Population by County 2002-2032



Source: California Dept. Finance, Report P-1 (County): State and County Total Population Projections, 2010-2060. Jan. 2013. E-4 Population Estimates for Cities, Counties, and the State, 2001-2010, with 2000 & 2010 Census Counts. Nov. 2012

4.2 Income

Income is another major driver of consumption-related goods movement and is correlated to educational attainment and age of a population. Higher wages are typical of professional jobs that can generate higher consumption levels. Lower income levels in a geographic area may indicate a lower potential for consumption, but also means that there is a labor pool available to agriculture, manufacturing and warehousing types of jobs.

Exhibit 4-2 shows District 3 average real per capita income levels for 2002, 2012, and 2032 for each county in the District as well as for District-wide and statewide averages. District 3 average incomes have historically lagged those of the State, and this gap may increase in the future. In 2012, for example, the \$40,800 District 3 average per capita income was 10 percent lower than the statewide average of

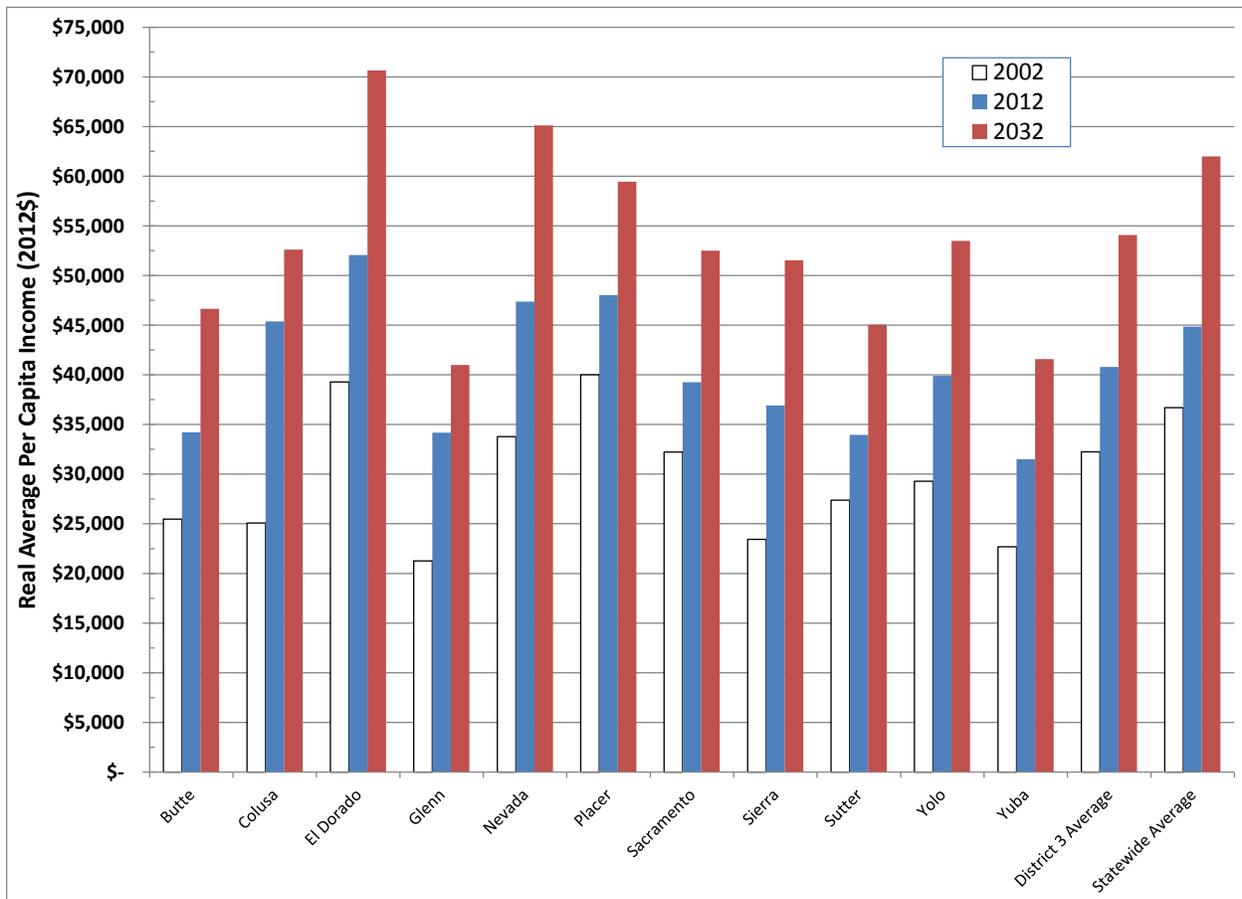
nearly \$45,000. By 2032, the District-wide average is expected to grow to more than \$54,000, but will remain 13 percent below the statewide average at that time.

Colusa, El Dorado, Nevada, and Placer counties all have average incomes that are comparable to or exceed the statewide average. El Dorado County has the highest current income in the District with slightly more than \$52,000 per year. Yuba, Sutter, Glenn, and Butte counties have the lowest per capita incomes in the district.

In the future, growth in income in the District is not expected to keep pace with the state as a whole, growing by 33 percent over the 20-year period compared to 38 percent for the state in real terms. Only El Dorado and Nevada Counties are forecast to exceed or be on par with statewide growth, growing by \$18,600 (36 percent) and \$17,750 (37 percent), respectively. Though lower in absolute real income growth, Sierra and Butte Counties are expected to grow by 40 percent and 36 percent, respectively.

Colusa and Glenn Counties are expected to experience the lowest real income growth, by adding only \$6,830 (20 percent), and \$7,230 (16 percent), respectively.

Exhibit 4-2: Real Average per Capita Income 2002-2032 (2012\$)



Source: SMG analysis of Caltrans California County-Level Economic Forecast 2012 - 2040. Oct. 2012.

4.3 Consumption-Related Employment

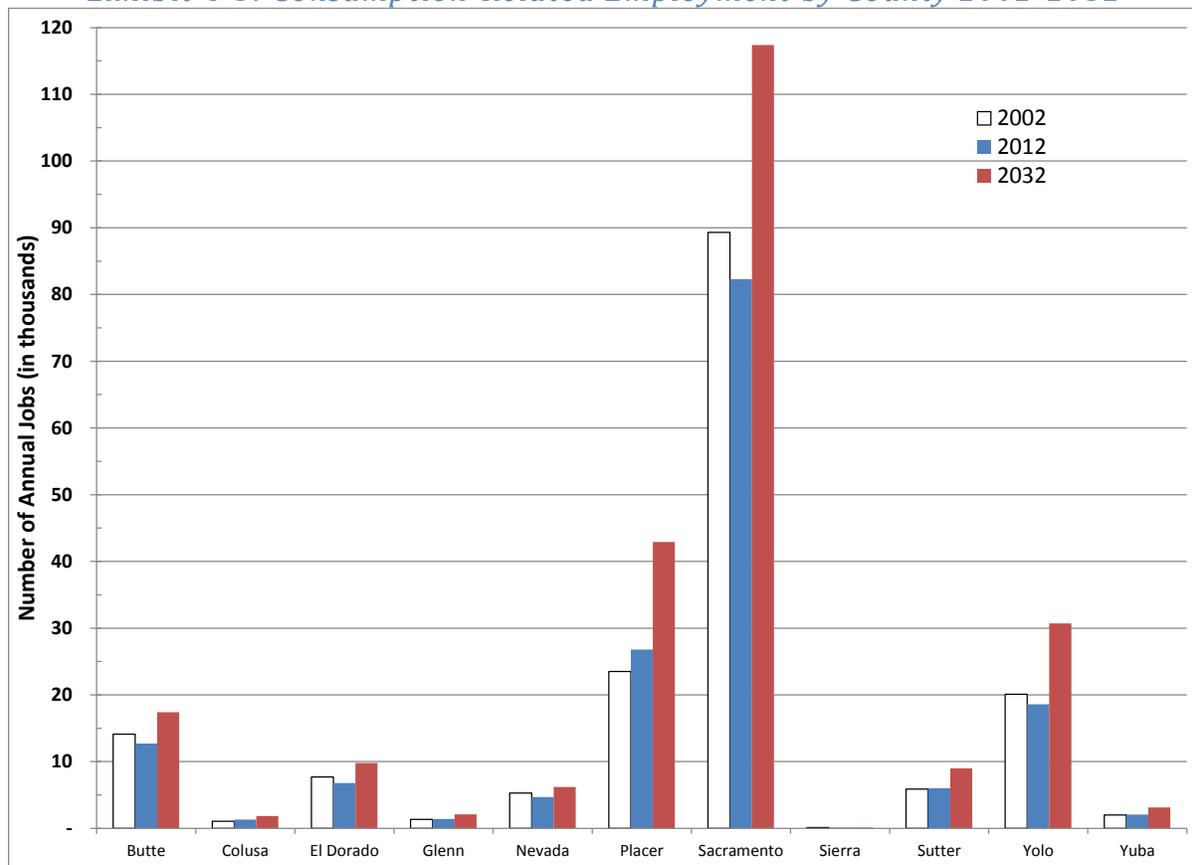
Employment in consumer related sectors, such as wholesale and retail trade, is another proxy for goods movement potential. In 2012, District 3 had approximately 163,000 people employed in these sectors, as shown in Exhibit 4-3.

In line with population growth, total District consumption-related employment is expected to grow to 241,000 (48 percent) by 2032, outpacing the statewide average growth of 20 percent over the same period. Though comprising only three percent of total employment in the District, the transportation and utilities sectors are forecast to be the fastest growing with the construction and mining sectors also forecast to grow significantly over the coming twenty years.

Sacramento County is forecast to experience employment growth from 82,000 to 117,000 (43 percent). The fastest growing counties are Placer and Yolo, which are expected to grow by 60 percent and 65 percent, respectively. In the District, only Sierra County grows slower than the statewide average.

Note that several counties had fewer employees in 2012 than in 2002. This was due to the economic recession between 2007 and 2009.

Exhibit 4-3: Consumption-Related Employment by County 2002-2032



Source: SMG analysis of Caltrans California County-Level Economic Forecast 2012 - 2040. Oct. 2012.

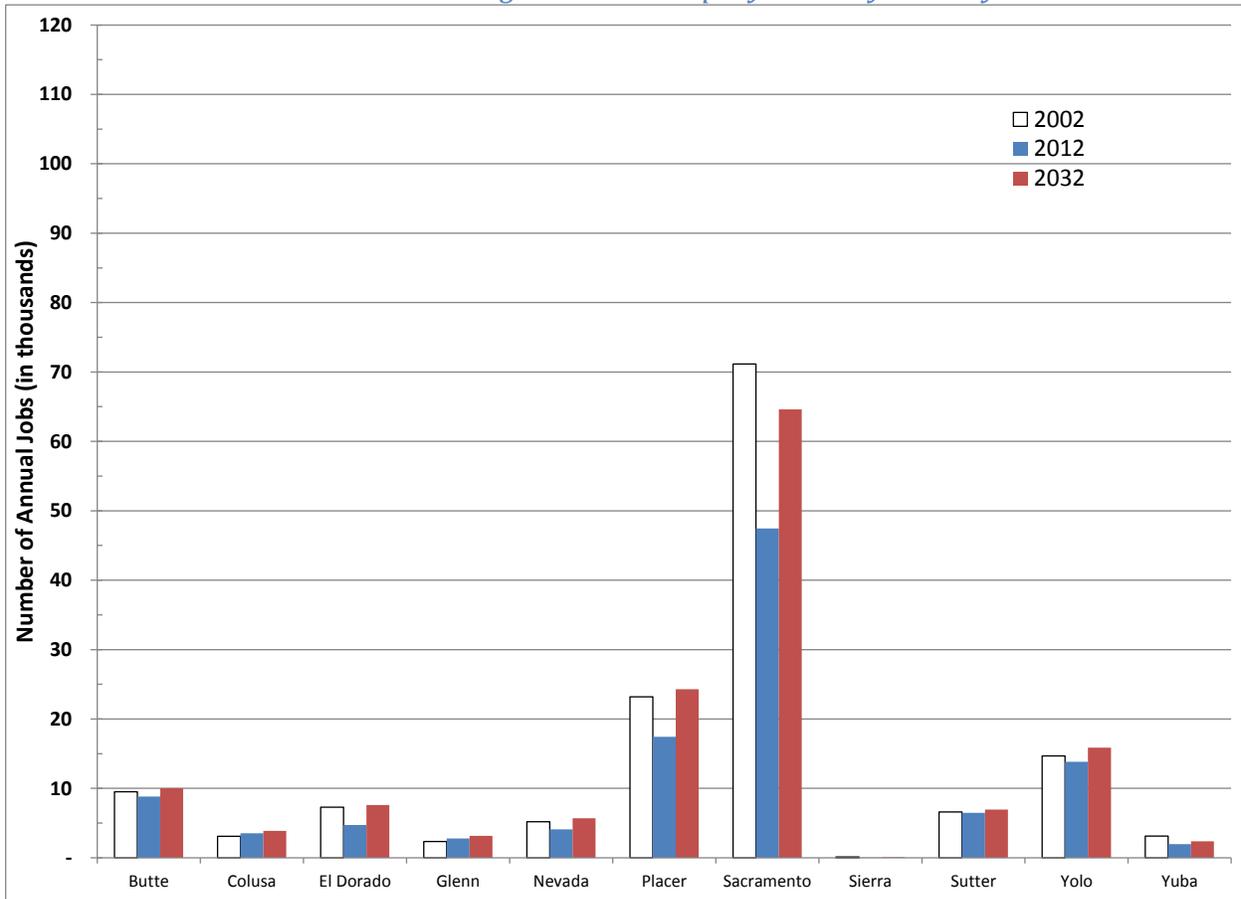
4.4 Goods-Producing Employment

The resource intensive, goods-producing industries such as agriculture, manufacturing, and construction are a primary driver of HDT trips. Exhibit 4-4 shows the employment in these sectors between 2002 and 2032 for each District 3 county. In 2012, the District had approximately 111,000 people employed in goods-producing industries, representing five percent of the statewide total employment in this category. Employment dropped by 24 percent from 2002 to 2012 from 146,300 in 2002, largely due to the economic recession between 2007 and 2009.

Most of these jobs in 2012 were located in Sacramento County (47,500 or 43 percent of total goods-producing jobs). Placer County had 17,000 jobs in 2012 (16 percent of the total), while Yolo County employed 14,000 (12 percent) in these sectors. No other county had greater than a 10 percent share in total District employment.

Goods-producing employment is expected to grow District-wide to around 145,500 by 2032 (30 percent or 1.2 percent per year), which outpaces the statewide average growth of 22 percent over the same period. Most of this growth is expected to occur in the mining and construction economic sector, with manufacturing and farm employment showing significantly less growth. Sacramento County is expected to reach 64,600 employees by 2032 (36 percent or 1.6 percent per year), but will have fewer employees than in 2002 due to the economic downturn. Placer County will add an additional 7,000 jobs between 2012 and 2032, growing to 24,000 jobs (39 percent or 1.7 percent per year). The fastest growing county in the District, El Dorado, is expected to grow by more than 60 percent over the twenty-year period to reach nearly 8,000 jobs.

Exhibit 4-4: Goods-Producing-Related Employment by County 2002-2032



Source: SMG analysis of Caltrans California County-Level Economic Forecast 2012 - 2040. Oct. 2012.

4.5 Major Goods Movement Trip Generators

One way to identify locations where goods movement trips may be generated is to spatially examine the types of economic activity that generate trips. Certain economic sectors, such as manufacturing, construction, wholesale and retail trade, transportation and warehousing, agriculture, and other resource-based industries are strongly linked to goods movement trips. Knowing where these “transportation-dependent” sectors are concentrated can provide insight as to where goods movement trips may occur.

All types of economic activity can produce goods movement trips (e.g., a hospital or large school requiring deliveries by HDT). High-density urban areas, such as downtown Sacramento, have higher demand for parcel pick-up and deliveries (e.g., FedEx, UPS) than for the economic sectors identified above. However, HDT trips are more commonly associated with those traditional sectors.

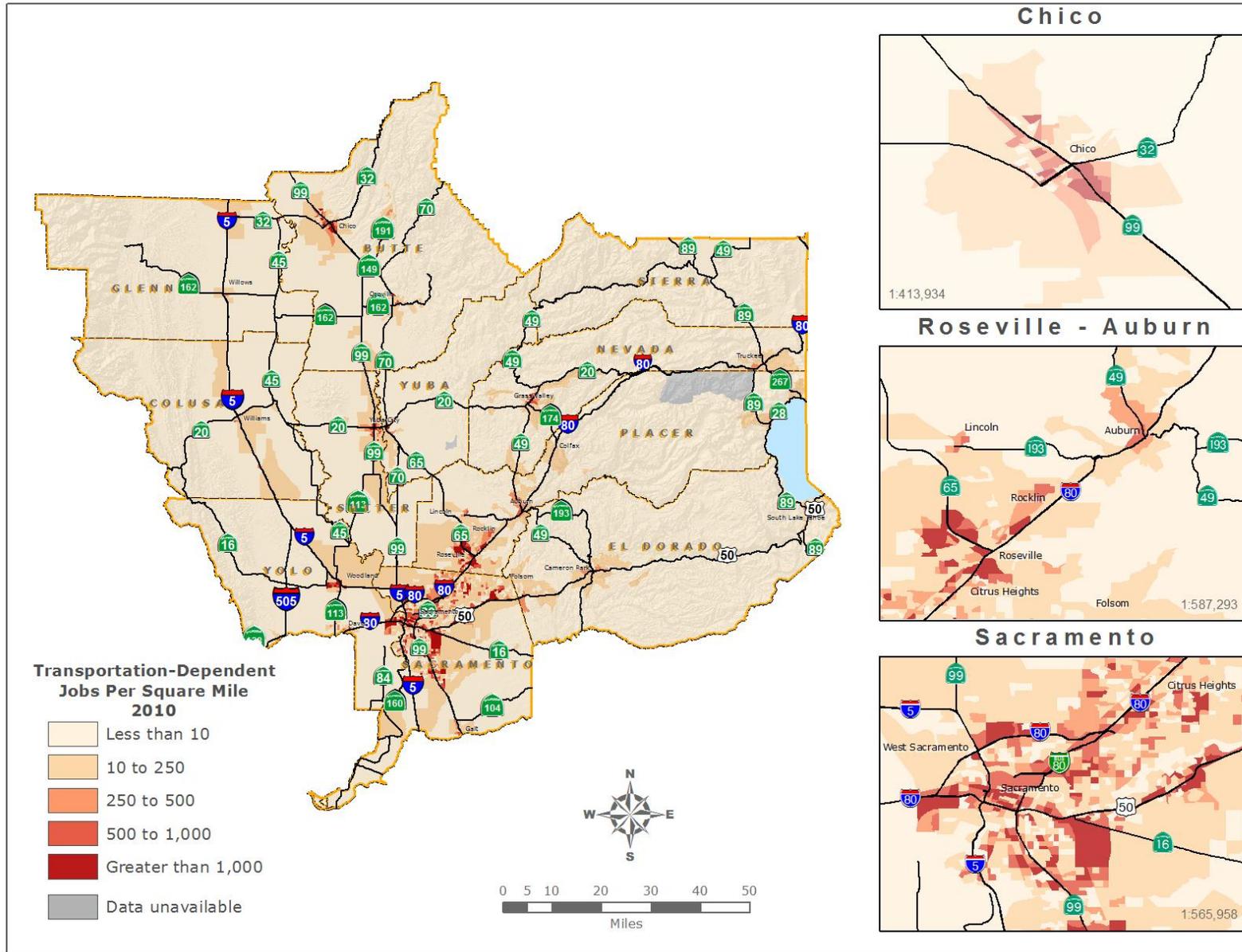
Exhibit 4-5 is a map showing the employment density in jobs per square mile for the transportation-dependent sectors described above. These jobs represent nearly 27 percent of all employment in the District. In rural areas, this percentage exceeds 50 percent of all employment (e.g., Colusa and Glenn counties). As can be expected, the Greater Sacramento Area houses the greatest concentration of

transportation-dependent jobs in the District; however Chico also has tracts with high concentrations of this employment.

Approximately 87 percent of transportation-dependent employment lies within one-mile of the SHS. This percentage is higher in rural areas with virtually all employment in Colusa and Sierra counties adjacent to an SHS route. Sacramento County has only 80 percent of transportation-dependent employment near the SHS. In southeast Sacramento, for example, many job locations in the vicinity of the Florin Fruitridge Industrial Park and the former Sacramento Army Depot are more than a mile from US-50. Similarly, some locations in or near the Southgate Industrial Park lie more than a mile from SR-99.

Nearly 40,000 transportation-dependent jobs are within one-mile of US-50, followed by nearly 35,000 jobs not near an SHS route. Other SHS routes with significant transportation-dependent employment include I-5, I-80, and SR-99. US-50 in Sacramento County had the highest employment nearby. Most of these jobs are located in southeast Sacramento as described above.

Exhibit 4-5: Transportation-dependent Employment Density (2010)



Source: SMG analysis of U.S. Census Bureau, Longitudinal Employer-Household Dynamics (LEHD) Origin-Destination Employment Statistics dataset for 2010

5. Commodity Trends

The Federal Highway Administration Freight Analysis Framework version 3.4 (FAF34) database was used to examine commodity movements and modal shares in District 3. FAF34 integrates data from a variety of sources to create a comprehensive picture of freight movement among states and major metropolitan areas by all modes of transportation.

The FAF34 database is based on goods movement survey data and subject to statistical variations that are associated with any survey, and the data does not capture empty truck movements, shipments from distribution centers to local destinations, local construction material shipments, or other secondary good movements. These other trip activities are a significant percentage of truck movements, but can only be more accurately estimated through resource intensive origin-destination surveys of shippers and carriers. FAF34 forecasts also are based on economic models and do not consider any infrastructure or other capacity constraints in the transportation network that may limit growth in commodities.

5.1 Commodity Tonnage and Value Trends

A few commodities make up 75 percent of all tons produced in the District, as shown in Exhibit 5-1. Of the nearly 123 million annual tons produced, heavy, high-density natural resources such as stone, sands, and gravel, make up the highest tonnages, representing 35 percent of all tons produced in the District. Grains and other agricultural products comprise an additional 23 percent. No other individual commodity type makes up more than 10 percent of the total weight of goods produced in the District.

Nearly one-half of commodities produced in the District are consumed in the District, though the District is a net exporter of commodities both domestically and internationally. Of the 123 million tons produced, 55.9 million were consumed in the District and 66.8 million were exported. An additional 36.8 million tons were imported. The District is a net importer of petroleum products, waste and scrap, and other miscellaneous commodities. These commodities represent a wider range of commodity types, with no individual commodity comprising more than 20 percent of the total tonnage delivered to the District.

Exhibit 5-1: District 3 Commodities by Ton (2011)

Commodity	Tons Produced in District 3 (million)			Imported to District 3
	Total Produced	Consumed in District	Exported from District	
Stone, sands, gravel, etc.	43.1	15.5	27.6	1.4
Grains and other agricultural products	28.6	11.5	17.1	6.5
Coal and petroleum products, etc.	11.8	9.8	2.0	5.0
Nonmetallic mineral products	9.5	5.4	4.1	3.6
Waste and scrap	6.0	3.2	2.8	4.0
Prepared foods, alcohol and tobacco	7.4	2.0	5.3	3.2
All other commodities	16.4	8.6	7.8	13.1
Total Tons	122.7	55.9	66.8	36.8

Source: SMG analysis of FAF34 and North State Economic Development Study databases.

Exhibit 5-2 shows commodity production as measured by dollar value carried by all modes. The District produced \$73.6 billion worth of goods in 2011. Of those, approximately half were consumed in the District and half were exported. Approximately one-third of the produced value was split between machinery, mixed freight/unknown commodities, or food products. Petroleum products produced in the District made up 10 percent, but no other individual commodity produced more than a 10 percent share in value produced.

The District imported \$67.2 billion worth of goods and the single largest commodity by dollar value was pharmaceuticals. The District houses several major pharmaceutical distribution centers such as McKesson (West Sacramento), Cardinal Health (West Sacramento) and Amerisource Bergen (North Sacramento). Combined, these three distributors make up over 90 percent of the pharmaceutical distribution industry in the country. The District was a net exporter of prepared foods, agricultural products, and chemical products.

Exhibit 5-2: District 3 Commodities by Value (2011)

Commodity	Produced in District 3 (\$billions)			Imported to District 3
	Total Value Produced	Consumed in District	Exported from District	
Machinery	\$ 9.7	\$ 7.6	\$ 2.1	\$ 3.5
Mixed freight/unknown	\$ 9.3	\$ 3.8	\$ 5.5	\$ 6.8
Prepared foods, alcohol & tobacco	\$ 8.6	\$ 2.5	\$ 6.2	\$ 4.3
Coal & petroleum products, etc.	\$ 7.4	\$ 6.4	\$ 1.0	\$ 2.9
Electronics, etc.	\$ 6.4	\$ 1.4	\$ 5.0	\$ 7.3
Grains & other Agricultural products	\$ 6.3	\$ 2.2	\$ 4.1	\$ 3.6
Chemical products, etc.	\$ 5.2	\$ 1.6	\$ 3.6	\$ 3.1
Motorized vehicles, etc.	\$ 2.8	\$ 2.0	\$ 0.8	\$ 6.5
Misc. manufactured products	\$ 2.1	\$ 0.8	\$ 1.3	\$ 4.4
Pharmaceutical products	\$ 2.4	\$ 0.5	\$ 1.9	\$ 10.3
All other commodities	\$ 13.3	\$ 5.5	\$ 7.8	\$ 14.7
Total Value	73.6	34.3	39.3	67.2

Source: SMG analysis of FAF34 and North State Economic Development Study databases.

5.2 Commodity Flow Trends

Identifying where these products originate and are destined is critical to understanding how goods movement impacts the SHS. This section discusses how these commodities move through the District. Exhibit 5-3 summarizes those patterns.

From the previous section of this report, 122.7 million tons were produced in the District, with 66.8 million being exported and 55.9 million being consumed internally. An additional 36.8 million tons originating outside of the District had a destination within the District.

In total, 159.5 million tons either had an origin or a destination in the District. Combined with the 113.5 million tons passing through the District, approximately 273 million tons of freight moved through District 3 in 2011.

By 2035, this total tonnage is expected to grow by 78 percent, exceeding 485 million annual tons. This growth will be led by goods coming into to the District from outside and by consumption within the District.

Exhibit 5-3: Origin-Destination Commodity Flows in District 3

	2011 Tons	2035 Tons	Difference	Annual Growth Rate
Exported from District	66.8	109.5	42.7	2.1%
Internal to District	55.9	105.9	50.0	2.7%
Imported to District	36.8	70.4	33.6	2.7%
Total OD in District	159.5	285.8	126.3	2.5%
Total Pass-Through Tons	113.5	199.5	86.0	2.4%
Total Tons Moving In District	273.0	485.3	212.3	2.4%

Source: SMG analysis of FAF34 and North State Economic Development Study databases.

A high-level estimate of the directionality of these commodity movements was developed based on the approximate location of the origin-destination (OD) for each commodity using the FAF database. For example, a goods with an origin in Oregon and a destination somewhere in the San Francisco Bay Area, would be designated as traveling on a north-to-west direction through the District. The directionality to other FAF ODs was based on a shortest path analysis using Google Maps between major metropolitan area ODs for states adjacent to California, or to other states if not adjacent to California.

This provides a high-level estimate of where goods may travel in District 3, but there are caveats to this analysis since there are many factors that determine how freight moves once it is loaded onto a particular mode of travel. Truckers may prefer to use a particular route to avoid adverse weather requiring chain controls, structures with weight or vertical clearance issues, locations with known traffic congestion, or backups at California Highway Patrol commercial vehicle enforcement facilities. Goods moving by rail will be moved along the route provided by the carrier, which may or may not be in the

immediate direction of travel. Air cargo may transship through an intermediate airport (e.g., FedEx packages moving through the FedEx hub in Memphis, Tennessee before heading to their ultimate destination), while all sea cargo must travel along the Sacramento Deep Water Ship Channel to the San Francisco Bay regardless of ultimate destination.

Exhibit 5-4 is a table showing 2011 commodity flow OD tonnages. Exhibit 5-5 visually shows the commodity flows from, to, and through the District. Around 122.7 million tons (45 percent) of the 273 million tons that move in District are produced in District 3, with 55.9 million tons of the total (20 percent) also being consumed in the District. Another 35.3 million tons (13 percent) are produced in the District and are shipped in a southerly direction over the San Joaquin County line with 23 tons being shipped to the Bay Area in the west.

The third highest OD flow, 26.9 million annual tons (10 percent), are from north of District 3 and passing through the District to the south, also over the San Joaquin County line. There are also significant tonnages shipped from east of the District to the San Francisco Bay Area and to destinations south.

When evaluating the “gateways” to the District, most goods enter the District from the east over the Sierra Nevada Mountains along the I-80 corridor (53.5 million tons) with another 42.5 million entering from the southern gateway over the San Joaquin County line (I-5, SR-99 corridors). A total of 83.3 million tons pass over the southern gateway (I-5, SR-99 corridors), with 46.4 million tons exiting toward the west (I-80 corridor). These findings are consistent with truck volume data on the SHS and the locations of Class I railroad lines in the District.

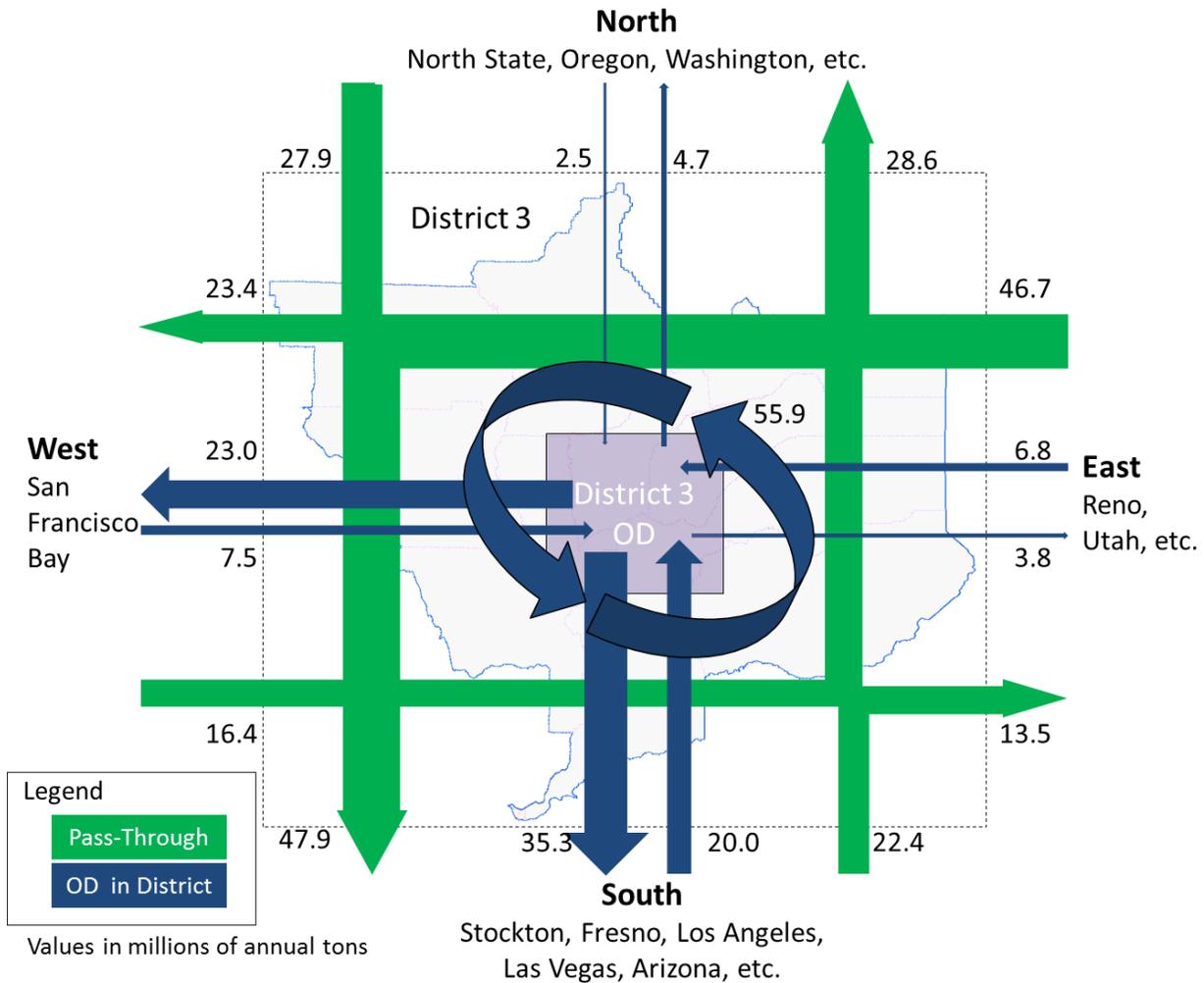
Exhibit 5-4: 2011 Commodity Flow Origin-Destination Tons (in millions)

From Origin \ To Destination						Total Tons From District Origin to External	Total Pass-Through Tons From Origin	Total Tons from Origin
	in District 3	East of District	West of District	South of District	North of District			
in District 3	55.9	3.8	23.0	35.3	4.7	66.8	n/a	122.7
East of District	6.8		23.2	21.0	2.5	n/a	46.7	53.5
West of District	7.5	11.0	Does Not Pass Through District		5.5		16.4	23.9
South of District	20.0	1.8			20.7		22.4	42.5
North of District	2.5	0.8	0.2	26.9			27.9	30.4
Total External Tons to District Destination	36.8	n/a						
Total Pass-Through Tons To Destination	n/a	13.5	23.4	47.9	28.6		113.5	
Total Tons To Destination	92.7	17.3	46.4	83.3	33.3			273.0

Values in millions of tons

Source: SMG analysis of FAF34 and North State Economic Development Study databases.

Exhibit 5-5: 2011 Commodity Flow Tonnage Schematic



Source: SMG analysis of FAF34 and North State Economic Development Study databases.

Another way to examine flows is by the economic value of the goods. Exhibit 5-6 is similar to Exhibit 5-4, but shows the annual 2011 commodity values (in billions of 2007 dollars). Exhibit 5-7 shows the general directionality of the flows, similar to Exhibit 5-5

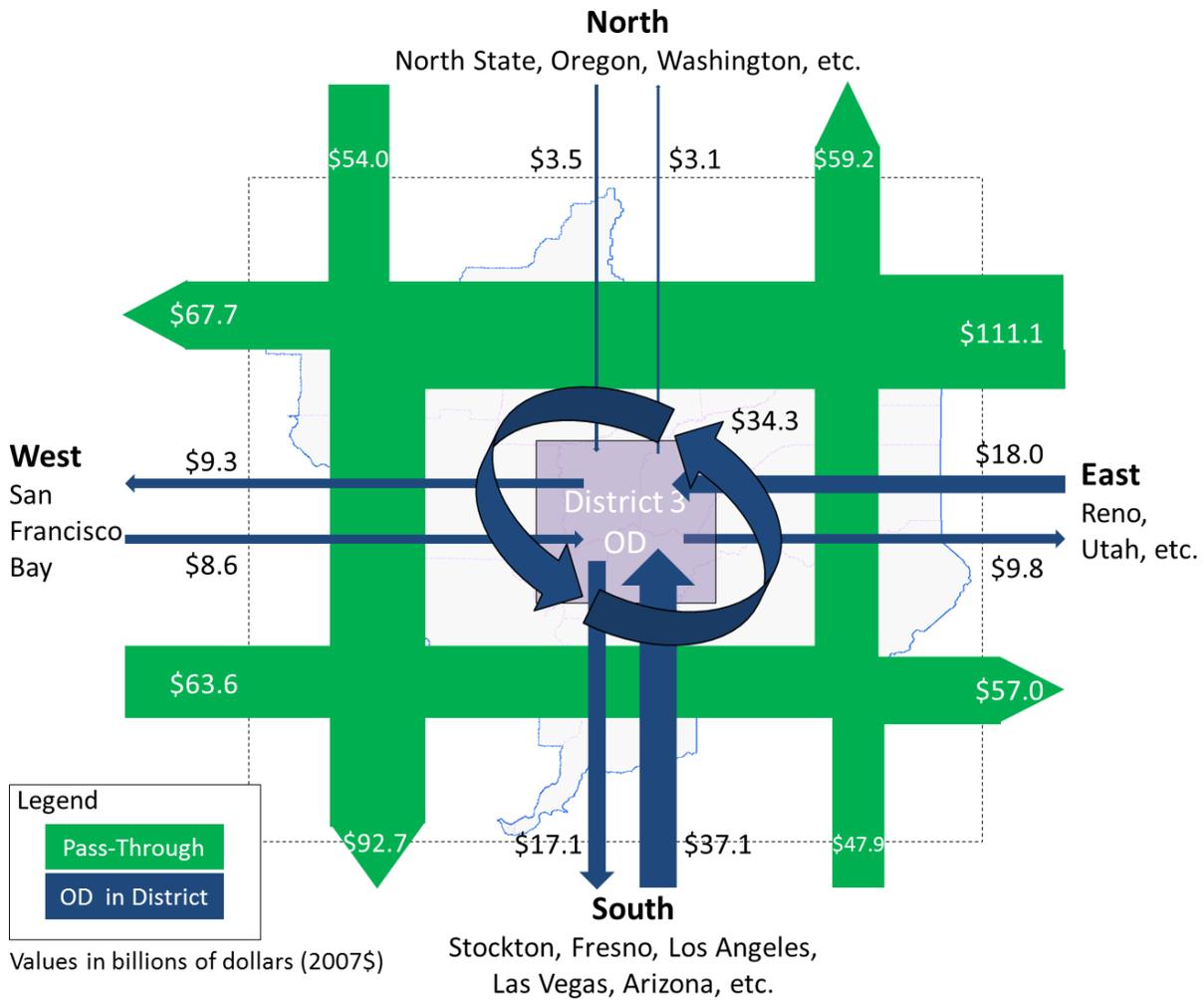
In terms of dollar value, pass-through goods moving along an east-west axis predominate (along the I-80 corridor). Nearly \$67.6 billion (16 percent of all value flowing in the District) moves west over the Sierra Nevada Mountains from origins east of California to the San Francisco Bay Area with \$53.8 billion (13 percent) moving in the opposite direction. Another \$52.5 billion move from north to south, followed by another \$46.1 billion moving from south to north through the District (along the I-5 or SR-99 corridors).

In looking at gateways from or to District 3, over \$196 billion annually moves over the Sierra Nevada Mountains (\$129.1 billion from the east and \$66.9 billion to the east) along the I-80 corridor. This is followed closely by over \$194.8 billion in goods moving over the San Joaquin County line along the I-5 or SR-99 corridors (\$109.8 billion to the south and \$85 billion from the south).

Exhibit 5-6: 2011 Commodity Flow Origin-Destination Value (in billions 2007\$)

From Origin \ To Destination						Total \$ From District Origin to External	Total Pass-Through \$ From Origin	Total \$ from Origin
	in District 3	East of District	West of District	South of District	North of District			
in District 3	\$ 34.3	\$ 9.8	\$ 9.3	\$ 17.1	\$ 3.1	\$ 39.3	n/a	\$ 73.6
East of District	\$ 18.0		\$ 67.6	\$ 40.2	\$ 3.3	n/a	\$ 111.1	\$ 129.1
West of District	\$ 8.6	\$ 53.8	Does Not Pass Through District		\$ 9.8		\$ 63.6	\$ 72.2
South of District	\$ 37.1	\$ 1.9	\$ 0.1	\$ 52.5	\$ 46.1		\$ 47.9	\$ 85.0
North of District	\$ 3.5	\$ 1.4	\$ 0.1	\$ 52.5			\$ 54.0	\$ 57.5
Total External \$ to District Destination	\$ 67.2	n/a						
Total Pass-Through \$ To Destination	n/a	\$ 57.0	\$ 67.7	\$ 92.7	\$ 59.2		\$ 276.6	
Total \$ To Destination	\$ 101.5	\$ 66.9	\$ 77.1	\$ 109.8	\$ 62.2			\$ 417.5

Exhibit 5-7: 2011 Commodity Flow Value Schematic



An examination of 2035 FAF data indicates that these directional flow patterns are not anticipated to change significantly in the future although they are expected to grow as described in Exhibit 5-3. The findings of heavy flows toward the south and east of District are supported by two other regional efforts.

The I-80 Winter Operations Coalition strategic planning effort, of which Caltrans is an active participant, included an evaluation of goods movement on I-80 through California, Nevada, Utah, Wyoming, and Nebraska. The I-80 Coalition Freight Report indicates that approximately one-third of all freight traffic on the corridor consists of higher-value, perishable food and agricultural products from California.⁸

The SACOG Rural-Urban Connections Strategy (RUCS) is examining rural regional investment opportunities to meet growth and sustainability objectives. The RUCS work to date has identified a disconnect between local production and processing that contributes to trucks moving agricultural products in and out of the SACOG region toward the south to large-scale processors in the San Joaquin Valley.⁹ The loss of processing also affects cropping patterns as seen in dramatic reductions in tomato and peach production after canneries were closed in the 1990s. With agriculture as the main rural industry, these changes in processing and cropping affect rural economic development and job opportunities. The growth in agritourism (e.g., wine tasting); rural casinos; and plans for new tourism opportunities create trips on roads originally designed for low traffic volumes. These increased traffic volumes often coincide with the late summer/fall harvest season.

⁸I-80 Winter Operations Coalition. Draft I-80 Coalition Freight & Goods Movement Issues Overview. May 2010.

⁹SACOG. Sacramento Region Local Market Assessment: Current Conditions and Innovations Summary. May, 2010.

6. Modal Shares and Travel Characteristics

This section discusses the overall modal shares and travel characteristics for goods movement travel in District 3. The various modes of transportation of goods include trucks, rail, pipeline, water, and air. Modal share for trucks versus other modes and how the various modes travel through the District are described in more detail below.

6.1 Modal Shares and Trends

The primary mode for goods movement travel in District 3 is by truck, and this trend is expected to continue into the future. Overall, nearly 68 percent of the 273 million tons traveling through the District in 2011 are carried by trucks, as shown in Exhibit 6-1. Another 11 percent are carried by rail and seven percent by pipeline. Other modes, including water and air, comprise the remaining 14 percent of goods carried.

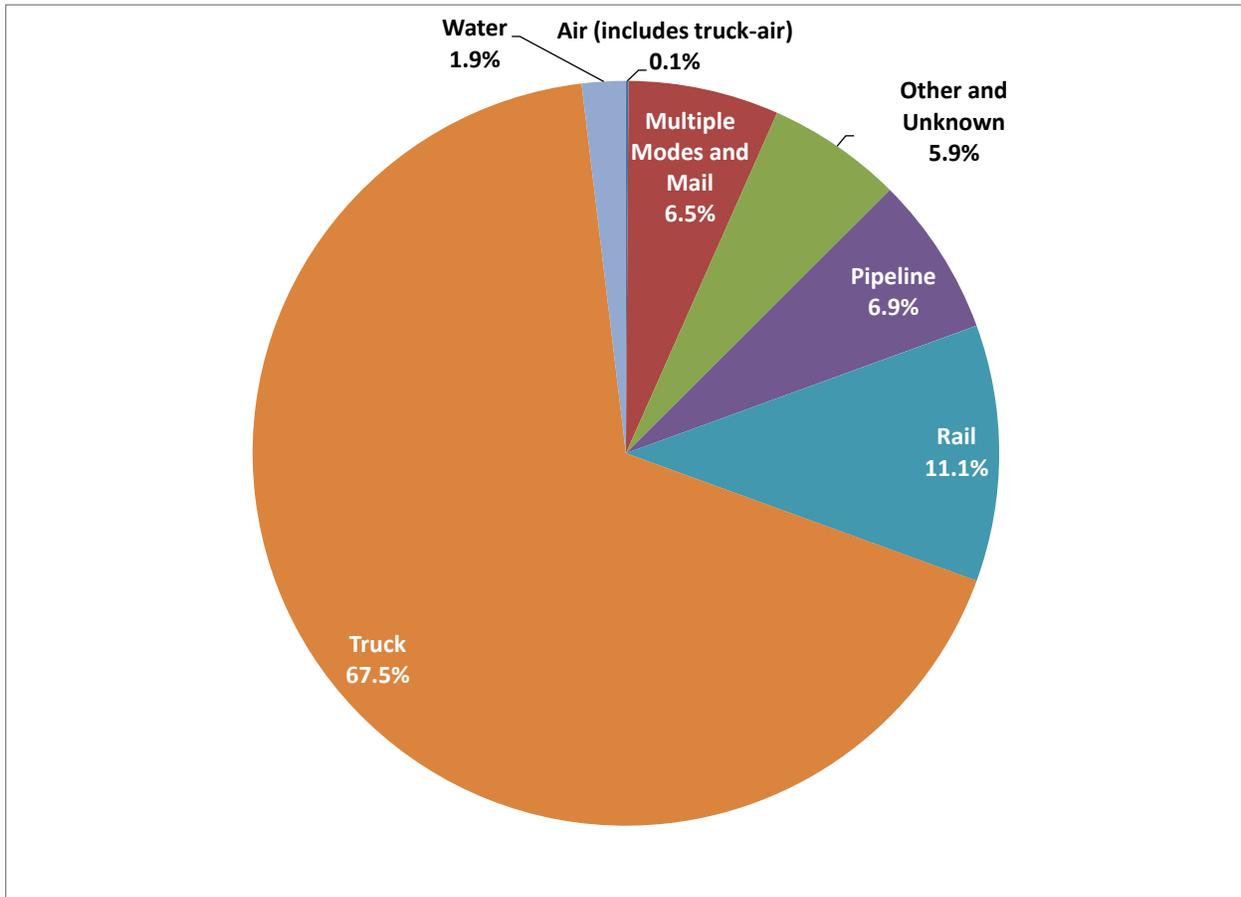
Mode shares, however, change dramatically when broken down by the type of travel in the District. Trucks carry virtually all goods (96 percent) that both originate and are consumed in the District, with the remainder carried by other or unknown modes, which are also likely to involve truck travel at some point on the journey. This is because trucks are considered the most cost competitive and flexible mode for relatively short-hauls within the District.

Similarly, just under 78 percent of commodity tons produced in the District, but destined for other areas (most commonly to the San Francisco Bay area or south toward Stockton) move by truck.

A similar profile exists for commodities shipped into the District, with trucks carrying 76 percent of these commodities. Rail and pipelines bring in approximately nine percent and eight percent, respectively. The vast majority of goods shipped by rail both to and from the District are from states east of California.

Pass-through commodity travel modes differ dramatically from other shipment destinations. Only 45 percent of pass-through tons travel on trucks, while 22 percent travel by rail, 14 percent by pipeline, and the remainder by other modes.

Exhibit 6-1: Overall Mode Share 2011



Source: SMG analysis of FAF34 and North State Economic Development Study databases.
Note: Values may not total to 100% due to rounding.

Truck mode shares in the District are expected to increase modestly in relation to other modes in the future, and there are several reasons why trucks will continue to be the dominant mode of choice in the future in the District.¹⁰

The cost, available capacity, speed, and reliability of trucks compared to other modes account for the predominance of this mode for shippers. The reliability of trucks is particularly important for just-in-time logistical processes, which aim to reduce inventory costs by timing shipments. Farm-to-market trips are also more readily carried by truck due to the fragile and perishable nature of many agricultural products. Over time, shifts in the mix of commodities being shipped are also changing to lighter and higher-cost goods. Economic trends, such as the re-shoring¹¹ of manufacturing and distribution, may continue to reduce the length of haul of some commodities, further increasing the reliance on trucks.

¹⁰ FAF34 is a demand-driven economic trend forecast that is not constrained by capacity or other emerging factors that may influence mode choice, such as efforts to curb greenhouse gases.

¹¹ Re-shoring or near-shoring is an emerging trend where manufacturing or other economic activities that were moved overseas for cost-cutting are returning to the United States (i.e., re-shoring) or to Mexico (i.e., near-shoring).

The I-80 Winter Operations Coalition, as previously discussed, identified trucks as the predominant mode for moving along the I-80 corridor noting that approximately one-third of all freight traffic on the corridor are refrigerated trucks, and the vast majority of that traffic is comprised of high-value, perishable food products from California. The RUCS effort also noted that agricultural commodity processing is largely performed by large-scale processors south of District 3 in the San Joaquin Valley, and these commodities travel almost exclusively by truck. The lack of processing capacity requires that small and medium-sized farming and ranching operations drive longer distances to markets and has been identified by SACOG as an issue that affects local growers' ability to offer greater diversity of products in the marketplace. Developing a new infrastructure of processing facilities to serve the region's local marketplace has been recommended by SACOG as a strategy that could increase and extend the market viability of these value-added products and reduce truck VMT.¹²

Rail can be used as a short-haul substitute for trucks for heavy, dense shipments of commodities such as gravel that make up a significant percentage of tons originating in the District. Very light, high-value goods traveling very long distances can move by air, but this potential air cargo also has to travel by truck to access the airport.

Exhibit 6-2 shows highway driving distances from Sacramento to various destinations in the western United States. As a general rule, trucks are the most competitive mode for hauls under 500 miles, and the exhibit shows that most of California is well within this range. Increases in fuel prices may make rail a more competitive option for shippers at distances lower than this 500-mile distance.

According to FAF34 data, the average distance for goods with an origin in District 3 is approximately 380 miles; well within the 500-mile rule-of-thumb for truck competitiveness. Goods destined for the District travel an average of 733 miles when all modes are considered (air, pipeline, rail, and truck).

¹²SACOG. Sacramento Region Local Market Assessment: Current Conditions and Innovations Summary. May, 2010

Exhibit 6-2: Driving Distances from District 3



6.2 Modal Travel Characteristics

The previous sections discussed how population, economic, and commodity trends may impact goods movement in the District. This section describes how the various modes travel through the District.

6.2.1 Truck

This section discusses truck travel in District 3. A general overview of county-level VMT forecasts is followed by a presentation of existing truck volume information on the SHS. Finally, truck height and weight permit loads is addressed.

Truck Vehicle Miles Traveled (VMT)

One way to get a picture of how trucks move in the District is to examine vehicle-miles traveled (VMT) trends over time. The California Air Resources Board (ARB) EMFAC2011 Mobile Source Emission Inventory tool provides county-level estimates of daily truck VMT for 51 vehicle classes including 29 classes of ARB-defined medium and heavy duty truck. The EMFAC VMT estimates were developed by ARB in consultation with regional agencies using a combination vehicle registration and regional travel demand model data. Vehicle-registration data indicates where vehicles are registered and may not

reflect where the vehicles primarily operate. For this analysis, 19 vehicle classes were assumed to represent the HDT definition used in this study (ARB-classified non-single unit, medium or heavy duty trucks with gross vehicle weight exceeding 26,000 pounds).

In 2012, ARB data shows more than 2.2 million HDT VMT were traveled in District 3. This VMT is anticipated to grow by 2.5 percent annually between 2012 and 2032, as shown in Exhibit 6-3, which is slightly slower than the statewide average rate of 2.7 percent per year. This growth rate is consistent with the growth rates for commodity tons described in the previous section.

Sacramento County HDT VMT represents 29 percent of all HDT VMT in the District in 2012, followed by its neighbor, Placer County, with 16 percent. Butte, Sutter, and Yolo Counties each comprise around 10 to 13 percent of total VMT, with the remaining counties contributing a total of 20 percent.

Sacramento County will add more than 372,000 HDT VMT by 2032, growing from more than 629,600 daily VMT in 2012 to more than one million (2.3 percent per year). This growth is followed by Placer County, which is expected to add nearly 230,000 daily VMT. Butte, Sutter, and Yolo Counties are also expected to add significant VMT to the District by 2032.

Exhibit 6-3: Heavy Duty Truck (HDT) Vehicle-Miles Traveled by County 2012-2032

County	2012 HDT VMT	Percent of Total District HDT VMT 2012	2032 HDT VMT	Percent of Total District HDT VMT 2032	Difference 2012-2032	Annual Percent Change
Butte	273,055	12.6%	445,908	12.7%	172,852	2.5%
Colusa	118,515	5.5%	194,578	5.5%	76,062	2.5%
El Dorado	26,478	1.2%	45,395	1.3%	18,917	2.7%
Glenn	95,319	4.4%	156,289	4.5%	60,971	2.5%
Nevada	167,289	7.7%	282,755	8.1%	115,466	2.7%
Placer	351,607	16.3%	581,578	16.6%	229,971	2.5%
Sacramento	629,695	29.2%	1,001,754	28.5%	372,058	2.3%
Sierra	2,571	0.1%	4,377	0.1%	1,806	2.7%
Sutter	258,385	12.0%	421,790	12.0%	163,405	2.5%
Yolo	217,333	10.1%	346,954	9.9%	129,621	2.4%
Yuba	19,310	0.9%	30,738	0.9%	11,428	2.4%
District 3 Totals	2,159,557	100.0%	3,512,115	100.0%	1,352,557	2.5%
Statewide	33,175,563		56,976,995		23,801,432	2.7%

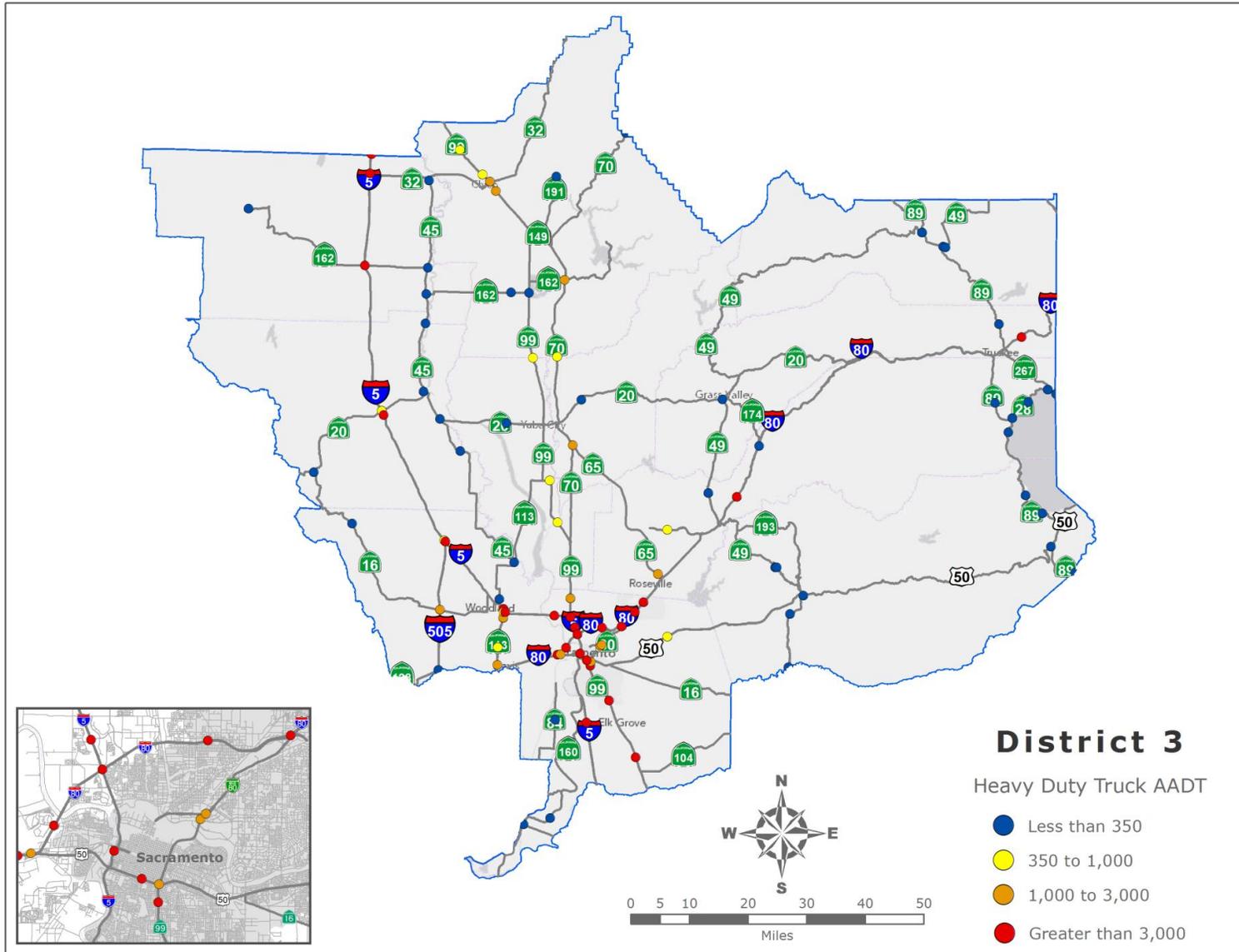
Source: SMG analysis of California Air Resources Board (ARB) EMFAC2011 data. 2013.

Truck Volumes on the State Highway System

Exhibit 6-4 shows average estimated daily HDT (5+ axle trucks) in 2011 from Caltrans vehicle count stations (showing only those count stations validated since 2005). Consistent with previous discussions on commodity flows, the Caltrans volume data shows that the highest daily volumes occur mostly on I-5, I-80, SR-99, and US-50 in and around the City of Sacramento.

The four highest HDT volume locations are all in Sacramento County on I-5, with the highest volume location being at “I” Street in downtown Sacramento. I-5 count locations north of downtown make up the remainder of the top four locations. Other locations reporting very high HDT volumes include SR-99 in Sacramento County, and I-80 in Yolo County and Sacramento County.

Exhibit 6-4: Heavy Duty Truck (HDT) Count Station Volumes 2011



Source: Caltrans Annual Average Daily Truck Traffic on California State Highways 2011. <http://traffic-counts.dot.ca.gov/>

Truck Permit Loads

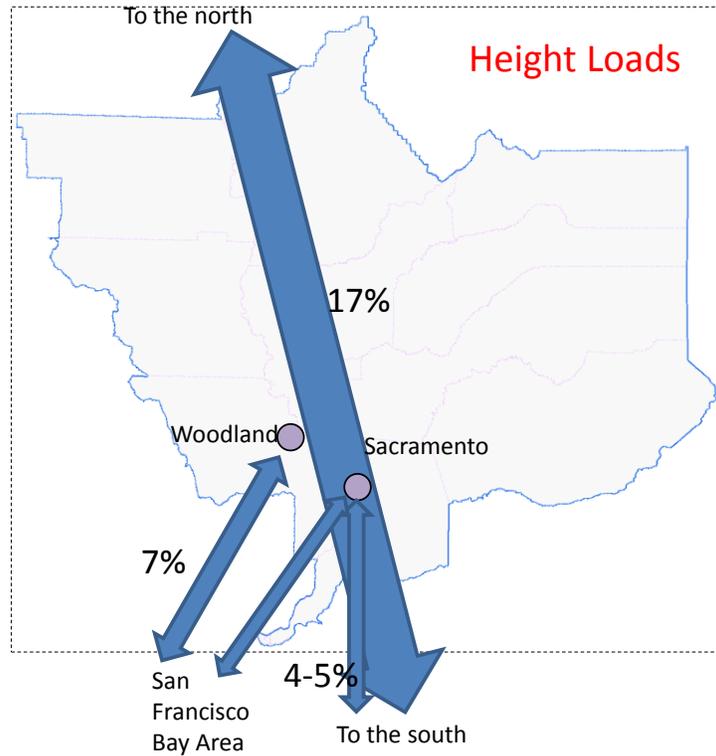
In addition to the overall HDT traffic (including both STAA and California Legal trucks), a high-level OD analysis for permit weight and height loads was performed using the Caltrans Transportation Permits Branch extralegal single-trip permit load database. An extralegal permit is required from Caltrans for a vehicle that carries a non-reducible load that exceeds the legal limit in width, height or weight. This data was used to prioritize the bridge height and weight deficiencies as part of the gap analysis.

One year of permit data between June 2013 and June 2014 was used for the analysis. During that period nearly 105,000 single-trip permits were issued (annual permits are also issued by Caltrans, but this data is not readily accessible). To protect the privacy of permit recipients, the detailed origins and destinations were removed and city to city pairs were used for the evaluation.

Exhibit 6-5 shows the highest major OD flows in the District for permits issued to vehicles with heights greater than 14 feet above the pavement. Approximately 17 percent of all permit loads traveling in the District were between locations south and north of District 3. Approximately seven percent of all loads were between Woodland in Yolo County and destinations in the San Francisco Bay Area. Between four and five percent of all reported loads began or ended their trip in the Sacramento area and traveled either to the San Francisco Bay Area locations or towards the south. The remaining over-height permit loads were to various other ODs in and through the District.

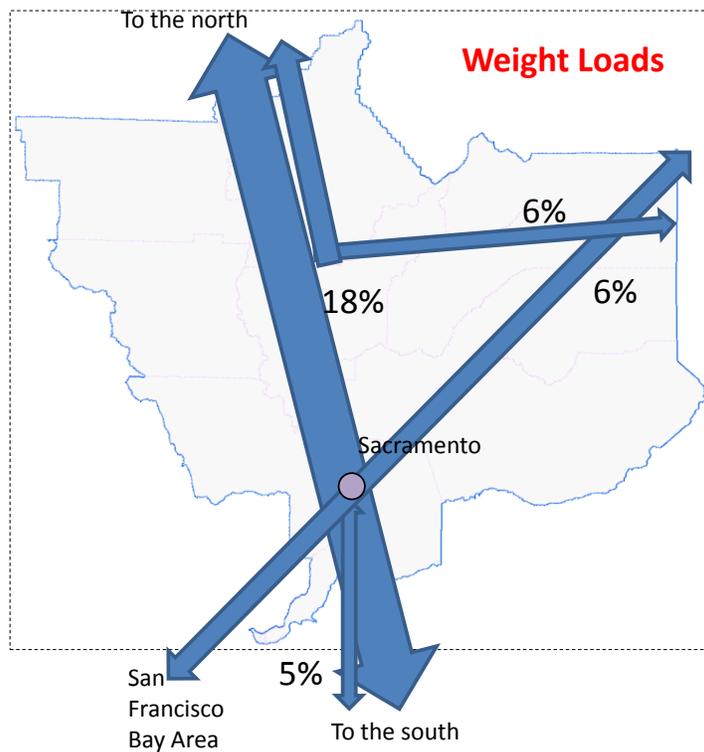
A similar pattern emerges when looking at over-weight permit loads in Exhibit 6-6. Around 18 percent of over-weight permits passed through the District between the south and the north. Another six percent traveled on an east-west axis between Nevada and the San Francisco Bay Area. Approximately six percent traveled between north District 3 and Nevada. The majority of these “north-east” loads were on US-395 along the far northeast corner of Sierra County between the Sierra Army Depot in Herlong, California (Lassen County) from/to destinations east of the California/Nevada State Line. Finally, around five percent of all loads were between Sacramento and destinations south. As with the over-height permit loads, the remaining weight loads were to various other ODs in and through the District.

Exhibit 6-5: Over-height permit Load (>14 Feet) Origins-Destinations 2013/14



Source: SMG analysis of Caltrans extralegal single-trip permit load database June 2013 to June 2014.

Exhibit 6-6: Over-weight Permit Load Origins-Destinations 2013/14



Source: SMG analysis of Caltrans extralegal single-trip permit load database June 2013 to June 2014.

6.2.2 Rail

According to the FAF34 database, rail tonnages traveling through the District are expected to grow from just over 30 million annual tons in 2011 to nearly 48 million tons by 2035 (approximately two percent per year). Freight railroad traffic is difficult to forecast, and the major Class I carriers that operate in the District, UPRR and BNSF, generally do not forecast traffic growth beyond the short-term and may consider forecasts to be proprietary.

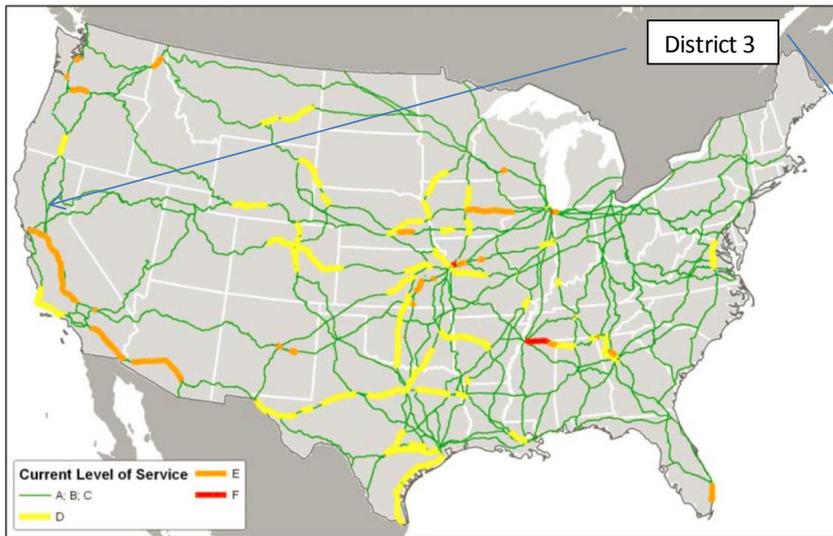
In 2007, the Association of American Railroads (AAR) commissioned a study to evaluate the condition of national rail freight infrastructure and capacity. The study used a level of service (LOS) grading system to identify freight rail deficiencies throughout the country as follows:

- LOS A, B, or C operate below capacity and carry train flows with sufficient unused capacity to accommodate maintenance work and recover quickly from incidents such as weather delays, equipment failures, and minor accidents.
- LOS D operates near capacity and carry heavy train flows with only moderate capacity to accommodate maintenance and recover from incidents
- LOS E operates at capacity and carry very heavy train flows and have very limited capacity to accommodate maintenance and recover from incidents without substantial service delays
- LOS F operates above capacity with unstable train flows and congestion and service delays that are persistent and substantial.

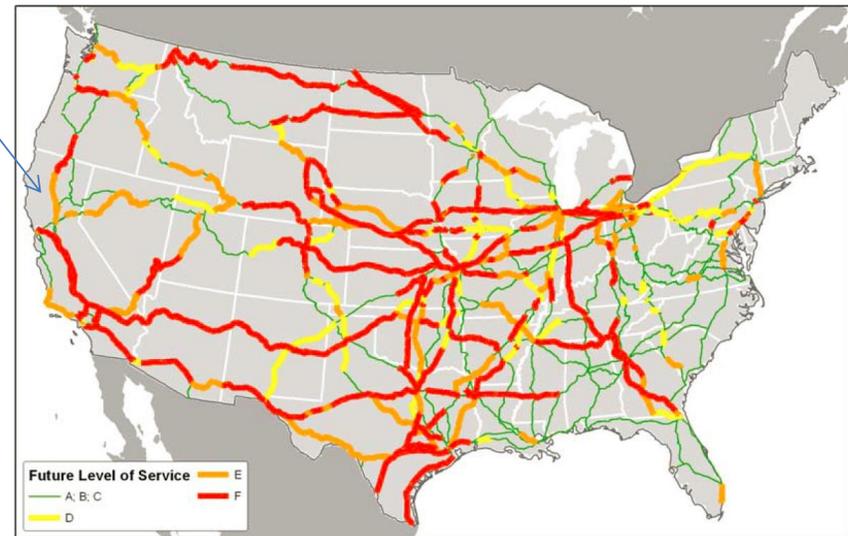
Exhibit 6-7 shows two national maps from that study showing existing and forecast LOS estimates for freight railroads in the United States. The maps indicate that both the UPRR and BNSF railroads in District 3 operated at LOS C or better in 2007. Without improvements, several segments could potentially operate at LOS E by 2035, particularly the UPRR trackage between Roseville and the California/Oregon State Line and over the Donner Pass in the Lake Tahoe region.

Exhibit 6-7: Train Volumes vs. Train Capacity 2007

2007 (Current)



2035 (without Improvements)



Source: National Rail Freight Infrastructure Capacity and Investment Study Final Report. Association of American Railroads. September 2007.

6.2.3 Air Cargo

Caltrans recently sponsored a study, California Air Cargo Groundside Needs Study, to evaluate ground-side access issues at California air cargo airports¹³, including the Sacramento International and Mather Airports in District 3. This section briefly summarizes findings from that effort for the two airports.

Sacramento International Airport (SMF)

Sacramento International shares cargo activity with Mather, but growth at SMF is currently constrained through the Williamson Act¹⁴ program restrictions to protect environmentally sensitive habitat. The airport is also constrained by high land development costs. Sacramento County has decided to focus air passenger growth at SMF and move air cargo activities to Mather when possible. The growing trend of moving freight as belly cargo in the holds of passenger aircraft may limit the amount of air cargo that will be shipped from Mather.

FedEx operates out of SMF because it has an advanced navigation system that allows FedEx to avoid air traffic control delays at other northern California airports such as San Francisco International or Oakland International. The County has indicated that FedEx will relocate to Mather in the future once an advanced traffic control system is implemented there. Currently, FedEx runs four daily wide-body aircraft through SMF, as well as a number of smaller feeder aircraft connecting to other regional airports.

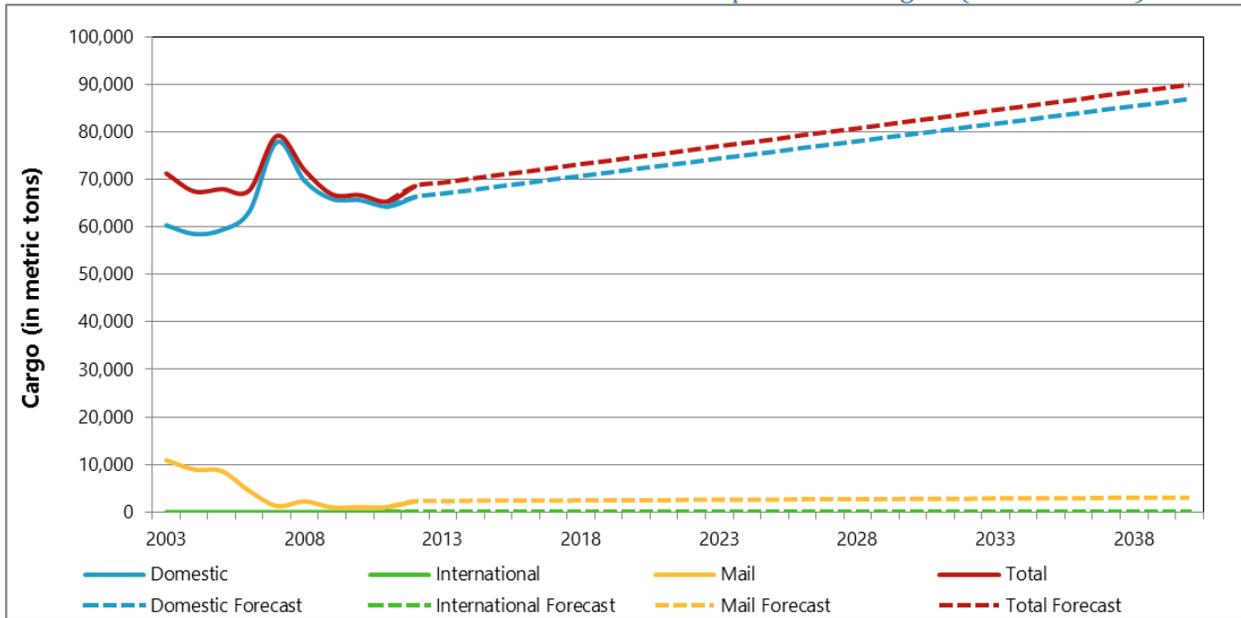
Air cargo volumes at SMF remained relatively flat between 2003 and 2012, with approximately 68,591 metric tons of domestic freight or mail processed at this facility in 2012. Exhibit 6-8 displays SMF historical volume trends from the ground side access study. From the exhibit, air cargo is expected to grow to 89,900 metric tons in 2040 (approximately one percent per year). Freighter operations are forecast to increase from an estimated 4,718 in 2012 to 6,183 in 2040.

It is anticipated that vans will be the primary vehicle used to deliver goods to the airport, with larger trucks used for some deliveries. The airport is forecast to receive 47 delivery vans and six heavier trucks per day by 2040.

¹³ California Air Cargo Groundside Needs Study
(www.dot.ca.gov/hq/tpp/offices/ogm/key_reports_files/Air_Cargo_Mode_Choice_&_Demand_Study_080210.pdf)

¹⁴ California Land Conservation Act of 1965 (“Williamson Act”)-enables local governments to enter into contracts with private landowners to restrict specific land parcels to agricultural or related open space use.

Exhibit 6-8: Sacramento International Airport Tonnages (2003-2040)



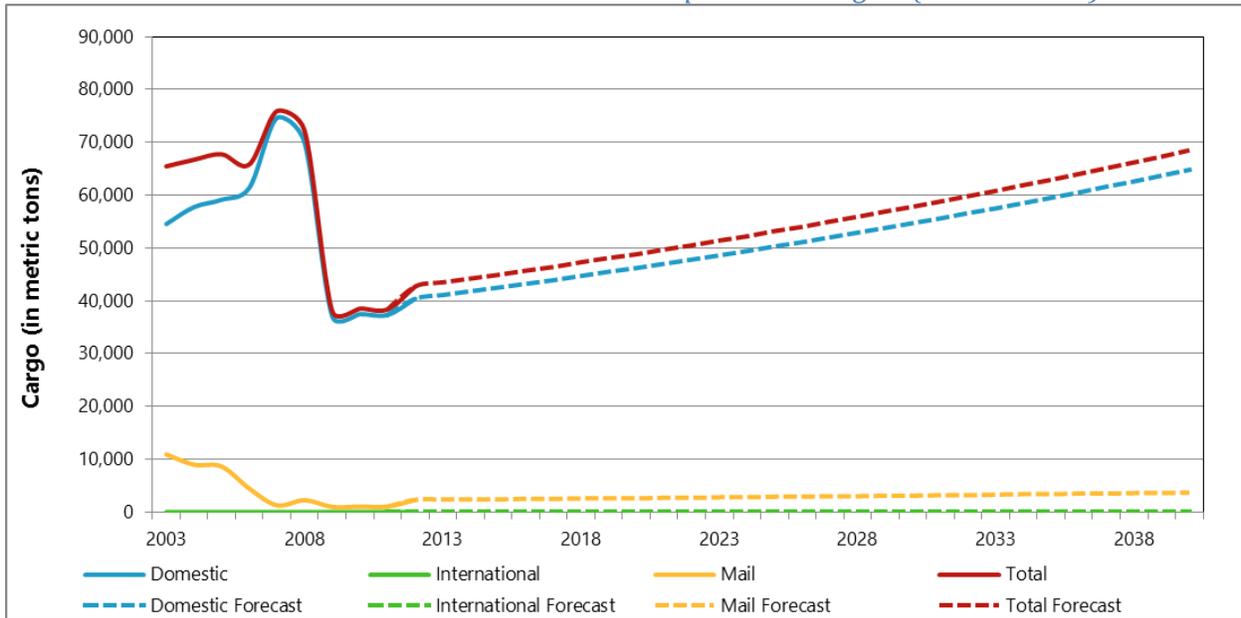
Source: Caltrans. California Air Cargo Ground-Side Needs Study. July 2013.

Sacramento Mather Airport (MHR)

Sacramento County wants to focus regional air cargo growth at MHR given that there are no anticipated significant operational or environmental constraints to growth. UPS currently operates a 20,000 square foot facility at MHR, and a 43-acre campus has been designated for future cargo development primarily to accommodate the potential transfer of FedEx operations from SMF. Primary SHS access is via US-50, which has historically been able to accommodate cargo activity which operates largely during the off-peak commute periods.

As shown in Exhibit 6-9, air cargo volumes at MHR declined from 65,446 metric tons in 2003 to 38,371 tons in 2011. Most of the reduction occurred due to the economic recession between 2007 and 2009. Volumes are anticipated to resume at the pre-recession growth rate of 1.7 percent per year, growing from 42,705 metric tons in 2012 to 68,500 metric tons in 2040. Freighter operations are forecast to increase from an estimated 4,741 in 2012 to 7,605 in 2040.

Exhibit 6-9: Mather Sacramento Airport Tonnages (2003-2040)



Source: California Air Cargo Ground-Side Needs Study. Caltrans. July 2013.

6.2.4 Waterborne

The Port of West Sacramento is a bulk cargo port that primarily serves agricultural industries in Northern California. As of July 1, 2013, SSA Marine leases and operates the Port's North terminal cargo facilities. The Port's major cargoes historically have been rice, wheat, woodchips, logs, and fertilizer, with cement added as a commodity between 2007 and 2010. However, in recent years throughput at the Port has been diminished and by 2011, the Port handled just under 265,000 tons of commodities, over 97 percent being either bagged or bulk rice for export. Some "project cargo," primarily wind turbine components for the Shiloh Wind Power Project in Solano County, has been shipped through the Port.

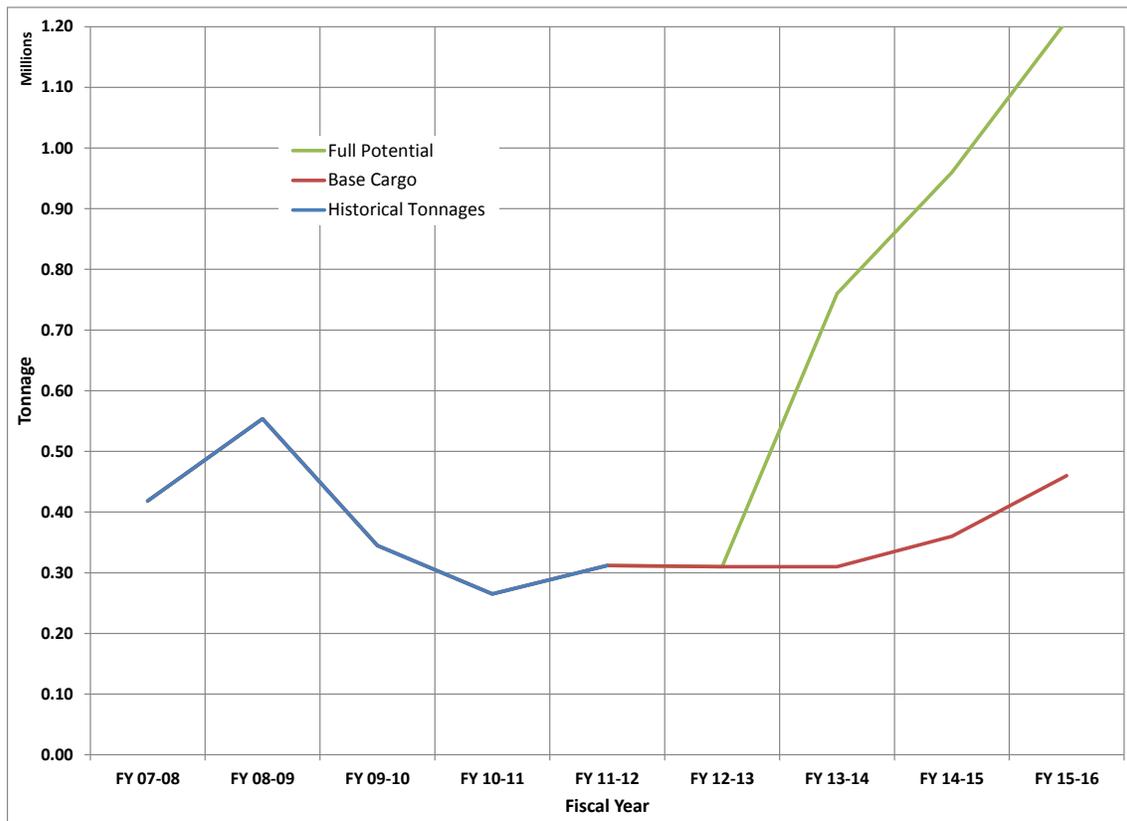
A 2008 study of Port infrastructure indicated that the Port could handle more than 2.5 million annual tons based on facility size, storage capacity, length and configuration of rail tracks, product dwell time, and seasonal peaking factors.

Rice will continue to be the predominant commodity into the future, with the Port handling approximately 80 percent of California's rice export market. Cement imports are one of the Port's base cargoes with the highest potential for new growth.

Forecasts for the near-term indicate that the Port has potential to diversify its market, primarily through increased cement handling, but also by adding new customers moving scrap metals and other bulk cargoes. If the Port reaches its full potential growth of existing commodities and prospective new commodities, it could handle up to 1.2 million tons by the end of FY 2015/16 as shown in Exhibit 6-10. More conservative demand forecasts developed by the Port indicate that if base cargoes grow as expected, the Port will handle at least 450,000 tons annually by the end of the forecast period.

To achieve these volumes, the Port has worked with the UPRR and Sierra Northern Railroads to identify track improvements required for unit train¹⁵ service to the Port. In partnership with Cemex, an international cement products company, the Port invested in a unit train landing track along Industrial Boulevard and upgraded trackage that links the Port to the UPRR main line. The Port also recently added a 100-ton mobile harbor crane used for heavy equipment handling. The ability of the Port to handle unit trains along with its warehouse and silo facilities have been cited as competitive strengths for the Port, but the shallow 30 foot channel depth and outdated conveyor systems make it less competitive than other bulk ports in Northern California such as Stockton and Richmond.

Exhibit 6-10: Port of West Sacramento Tonnages (FY07/08 – FY15/16)



Source: Port of West Sacramento Business Plan. City of West Sacramento. March 2013.

¹⁵ Rail cars from the same origin are shipped to the same destination, without being split up. It enables railways to compete more effectively with road and internal waterway transport systems. They often carry only one commodity.

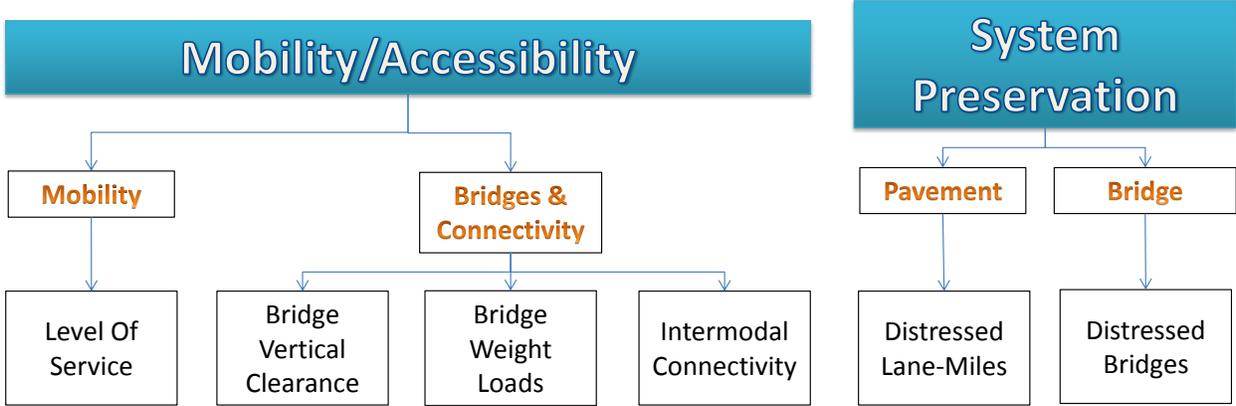
7. Prioritization Methodology

This section describes the methodology to identify system gaps and to prioritize freight projects for the District 3 Goods Movement Study. Following an overview of the prioritization approach, the section describes how the proposed evaluation criteria are applied. Note that key definitions used to guide the methodology are included in the introduction of the report.

7.1 Overall Prioritization Approach

Based on a review of evaluation measures (presented in a literature review conducted for this study), an assessment of available data, meetings with District staff, and feedback from regional stakeholders, a prioritization approach was developed. It is important to note that safety and health is the first goal of Caltrans’ mission to “provide a safe, sustainable, integrated, and efficient transportation system to enhance California’s economy and livability.” Caltrans places a premium on the identification and full mitigation of safety issues, which is performed by other on-going efforts in District 3 and will not be evaluated as part of this goods movement study. The prioritization methodology uses two general outcome areas illustrated in Exhibit 7-1 and summarized below.

Exhibit 7-1: Outcome Areas and Gap Analysis Measures



Mobility represents how fast goods can move on the SHS and was evaluated using the well-known transportation planning measure of level of service (LOS). Accessibility measures how effectively goods can reach their destination and was evaluated by identifying intermodal connectivity issues including bridge vertical clearance and bridge weight capacity issues.

Vertical clearances under structures that cannot accommodate the 14 foot legal height for loads, or structures that cannot handle over-weight permit loads can prevent extralegal loads from accessing their destinations using the shortest possible route. Intermodal connectivity from the SHS to major intermodal facilities can be impacted by ramps or intersections that were not designed to accommodate the turning radii of interstate STAA trucks or California Legal trucks (See Appendix E for definitions of

these truck types). Where identified by stakeholders, there may be the potential to upgrade some SHS California Legal routes to STAA routes to accommodate longer trucks.

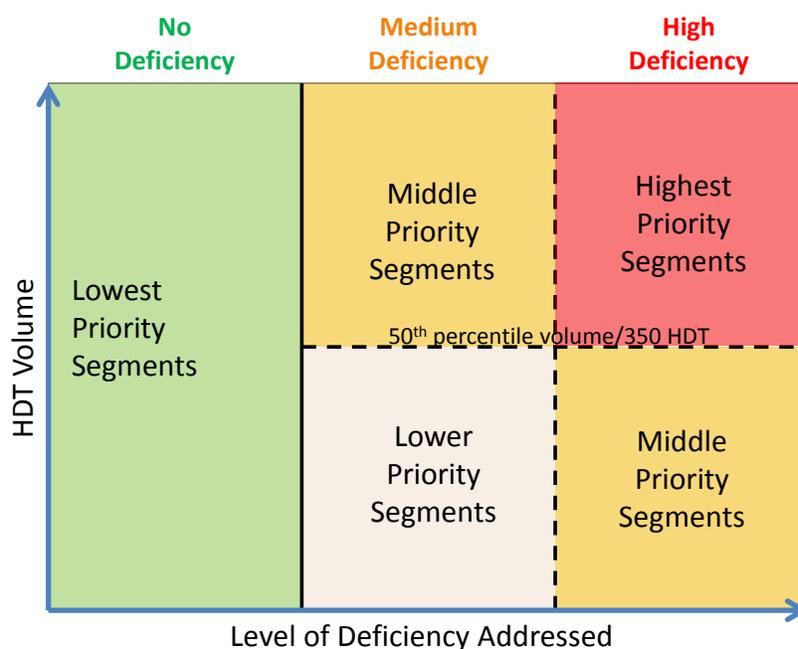
System preservation is focused on pavement and bridge conditions. Pavement was assessed by the severity of distressed pavement present on that segment using the most recently available 2011 Pavement Condition Survey (PCS) data. Bridge structural deficiencies that are related to goods movement were identified by Caltrans staff as part of their continual efforts to monitor and identify bridge structural issues.

A third evaluation step, **Regional Review** ensures that regional equity, system continuity, implementation efficiencies, or other needs of regional importance are addressed. The prioritization was conducted in four steps as summarized below:

- (1) *Gap Analysis* to identify freight deficiencies on the SHS using the measures described above. Segments were classified by the existence or extent of the deficiency. If a segment had no deficiency, then any projects on that segment were not prioritized as having an impact on goods movement. The outcome of this step was a list of priority “deficient” TCR segments that potentially may be addressed with proposed projects and a list of proposed projects. Exhibit 7-2 provides a general illustration of this approach.

For this analysis, the highest 50th percentile HDT volume is proposed (approximately 350+/- HDT per day), which covers routes in every county in the District. This threshold is designed to help ensure regional equity. However, the analysis approach is flexible enough to adjust the threshold as needed. For example, using the highest 25th HDT percentile represents just over 1,800 five or more axle trucks per day. Using the 25th percentile would capture the highest volume segments.

Exhibit 7-2: Illustrative Tiered Projects by HDT Demand



- (2) *Project Analysis* used existing project documentation to evaluate the potential of projects to address identified deficiencies on TCR segments. If no projects were proposed for a deficient segment, or if conceptual, planned or programmed projects, were not deemed by the study team to mitigate the deficiency, then that segment was flagged as having an unaddressed deficiency.
- (3) *Draft Prioritization* resulted in a list of projects classified by their potential to impact freight deficiencies on the SHS. This draft list was reviewed by Caltrans staff for consistency and to verify the freight projects.
- (4) *Regional Review* allowed Caltrans and its regional partners to review the draft list of projects in the previous step and to provide input to ensure that local, regional, and interregional concerns are addressed. This step resulted in a final project list.

7.2 Gap Analysis Measures and Criteria

The objective of the gap analysis is to identify deficiencies on SHS TCR segments using the two primary outcomes for mobility/accessibility and system preservation. Each measure used for the outcome areas was evaluated separately (e.g., a segment may have both a preservation deficiency and a mobility deficiency).

The outcome of this step was a list of deficient TCR segments, and a list of projects screened out because they did not impact a deficient segment. The following sections discuss the proposed evaluation criteria for mobility and system preservation in more detail.

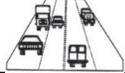
7.2.1 Mobility

Mobility was evaluated using the qualitative LOS grade for describing the operating conditions of a roadway from a user's perspective. Accessibility was evaluated for bridge height and weight deficiencies as well as for connectivity issues to major intermodal facilities.

The Highway Capacity Manual 2010 LOS calculation approach was used to be consistent with District 3's TCR planning process. Ideally, a truck-specific LOS methodology would be used for this analysis to capture the unique perceptions that commercial drivers experience when driving. However, there is no standard truck LOS evaluation system currently used in the United States, although research is being done to identify appropriate goods movement analysis approaches to arrive at LOS for trucks. Once developed and vetted by Caltrans, truck LOS measures may be incorporated into future analysis.

A benefit of using LOS when compared with other mobility measures such as vehicle-hours of delay is that segments in the rural areas of the District with limited data can be compared directly against urban segments that may have more robust traffic and congestion data available. Exhibit 7-3 from the Caltrans TCR Guidelines briefly describes the six general levels of roadway operations LOS.

Exhibit 7-3: Level of Service Descriptions

	LOS A describes free flowing conditions. Vehicular operation is virtually unaffected by the presence of other vehicles, and operations are constrained only by the geometric features of the highway.
	LOS B is also indicative of free-flow conditions. Average travel speeds are the same as in LOS A, but drivers have slightly less freedom to maneuver.
	LOS C the influence of traffic density on operations becomes marked. The ability to maneuver with the traffic stream is now clearly affected by the presence of other vehicles.
	LOS D - ability to maneuver is severely restricted because of the traffic congestion. Travel speed begins to be reduced as traffic volume increases.
	LOS E - operating at or near capacity and quite unstable. Because the limits of the level of service are approached, service disruptions cannot be damped or readily dissipated.
	LOS F a stop and go, low speed condition with little or poor maneuverability. Speed and traffic flow may drop to zero and considerable delays occur. For intersections, LOS F describes operations with delay in excess of 60 seconds per vehicle. This level, considered by most drivers unacceptable often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of the intersection.

The analysis reviews both the LOS for a base year and the Caltrans District 3 “No-Build” horizon year to identify the deficiency. The horizon year “No-Build” LOS is the service level that is expected to occur before the concept facility is developed in the horizon year. The following deficiency criteria are established to evaluate mobility:

- LOS “A” or “B” – No Deficiency
- LOS “C” or “D – Medium Deficiency
- LOS “E” or “F” – High Deficiency.

7.2.2 Accessibility/Connectivity

Two measures were examined as part of this analysis: Bridge vertical clearance and bridge over-weight permit loads. The third measure, intermodal connectivity was examined as part of the regional review process where local input provided connectivity issues. In the future, connectivity to county and city STAA and California Legal routes can be examined in more detail.

Bridge Vertical Clearance

Bridge vertical clearance was evaluated in three steps. The first step identifies the deficiency by using the following criteria recommended by Caltrans’ Office of Structure Maintenance & Investigations:

- Vertical Clearance ≥ 16.5 feet – No Deficiency
- ≥ 16 feet, but less than < 16.5 feet – Low Deficiency
- ≥ 15 feet, but less than < 16 feet – Medium Deficiency
- < 15 feet – High Deficiency.

The second step prioritized deficient bridges by the number of over-height permit loads that would not be able to travel under the bridge if the load were to move on that route using a shortest-time path. It should be noted that commercial truck drivers may choose to drive on a longer route depending on

other considerations such as to avoid known traffic congestion, low bridges in other Districts, backups at Commercial Vehicle Enforcement Facilities (CVEFs), or for other reasons.

These permit loads are identified by performing a high-level OD analysis for permit weight and height loads using the Caltrans Transportation Permits Branch extralegal single-trip permit load database as described in Section 6.2.1 above in the Truck Permit Load section.

The final step focused on the high and medium priority bridges. If a bridge was initially identified as being a high priority bridge, but that bridge is at an interchange with a basic diamond configuration for the off and on-ramps that would result in a minor route deviation, then that bridge is classified as having a medium priority. Otherwise, the bridge was given a high priority designation. In the analysis for this study, there were no interchanges identified that would readily accommodate a route deviation as previously described in Section 6.2.1 under Truck Permit Loads.

Bridge Over-Weight Permit Loads

Bridge over-weight permit load issues are based on Caltrans permit rating classifications from the April 2014 *California Log of Bridges on State Highways* (bridge log) for District 3. The permit rating is a color-classified system to identify extralegal maximum allowable weights on bridges. There are three colors used to classify permits: Orange (O), Green (G) and Purple (P). The permit rating code capacity for 9-axle vehicles from the bridge log was used as the basis for the geometrics and structures deficiency analysis as follows:

- P for 5-13 axle vehicles (PPPPP) – No Deficiency
- P for 5-9 axle vehicles (PPP___) – Lower Deficiency
- P for 5 axle vehicles (P____) – Medium deficiency
- <P for 5 axle vehicles - High Deficiency.

Similar to the approach for bridge height issues, the weight deficiencies are prioritized by the number of over-weight permit loads that may be expected to pass over a bridge if the shortest time path were taken. The analysis approach was summarized in Section 6.2.1 above.

7.2.3 System Preservation

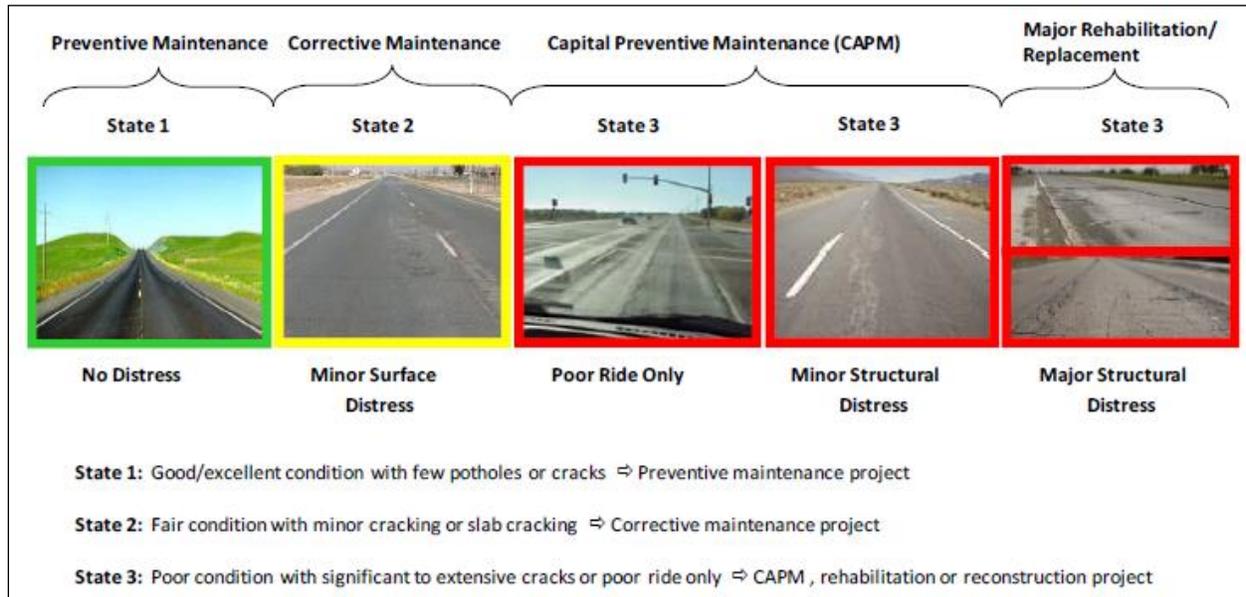
There are two system preservation measures: pavement condition for roadways, and bridge structural deficiencies discussed below.

Distressed Pavement

To evaluate roadway preservation, distressed lane-miles of pavement were identified by the latest available data from the Caltrans annual PCS. Distressed lane-miles help to distinguish between pavement segments that require only preventive or corrective maintenance at relatively low costs and segments that require major rehabilitation/replacement at higher costs.

The range of pavement condition is illustrated in Exhibit 7-4. The first two pavement conditions include roadways that provide adequate ride quality and are structurally adequate. The remaining three conditions are included in the calculation of distressed lane-miles.

Exhibit 7-4: Pavement Condition States



Source: Caltrans Division of Maintenance, 2013 State of the Pavement Report

There are three categories used for pavement conditions:

- No distressed pavement – No Deficiency
- State 3 Poor Ride Quality Only – Lower Deficiency
- State 3 Minor Structural Distress – Medium Deficiency
- State 3 Major Structural Distress – High Deficiency.

Distressed Bridges

Bridge structural deficiencies for bridges with outstanding work were identified by Caltrans staff as part of on-going engineering assessments of state-owned bridges. Bridge deficiencies that directly impact goods movement such as vertical clearance (and vertical clearance signage) and deck rehabilitation where truck lanes were specifically identified as being the focus of the project were identified for this study. Bridge deficiencies that affect all motorists such as seismic retrofits, vegetation clearance, or erosion mitigation are not considered goods movement deficiencies because they impact all motorists using the bridge and not trucks. The bridge deficiencies are prioritized as follows:

- Not distressed – No Deficiency
- Distressed and a project in SHOPP 10 year plan – Lower Deficiency
- Distressed and a programmed project – Medium Deficiency
- Distressed and proposed – High Deficiency.

8. Gap Analysis Results

The objective of the gap analysis was to identify deficiencies on SHS TCR segments using the primary outcomes of mobility/accessibility and system preservation.

8.1 Mobility

Mobility was evaluated following the deficiency criteria established in the previous chapter. Mobility deficiency analyses were conducted for both the 2012 base year and the 20-year horizon year no-build. The following sections discuss the results of these analyses, first for the base year existing conditions, followed by the no-build forecast future conditions.

8.1.1 Existing Conditions

Exhibit 8-1 is a map showing the mobility deficiency findings for the 2012 base year while Exhibit 8-2 shows the mobility priorities. The highest priority corridors are centered in the downtown Sacramento area along I-5, SR-99, I-80, and US-50. Exhibit 8-1 also shows the locations of existing bottlenecks identified as part of recent Corridor System Management Plan (CSMP) analysis performed by the District.

8.1.2 Future Conditions

Exhibits 8-3 and 8-4 show the mobility deficiencies and mobility priorities for the 20-year no-build forecast. As can be seen in Exhibit 8-3, all the corridors south of the I-5 and I-80 are expected to experience high mobility deficiency levels in the future no-build conditions with no changes to the mobility priorities.

Appendix A presents the findings for each TCR segment evaluated. Note that analysis is pending for SR-99 in Butte County.

Exhibit 8-1: Mobility Deficiencies for 2012 Base Year

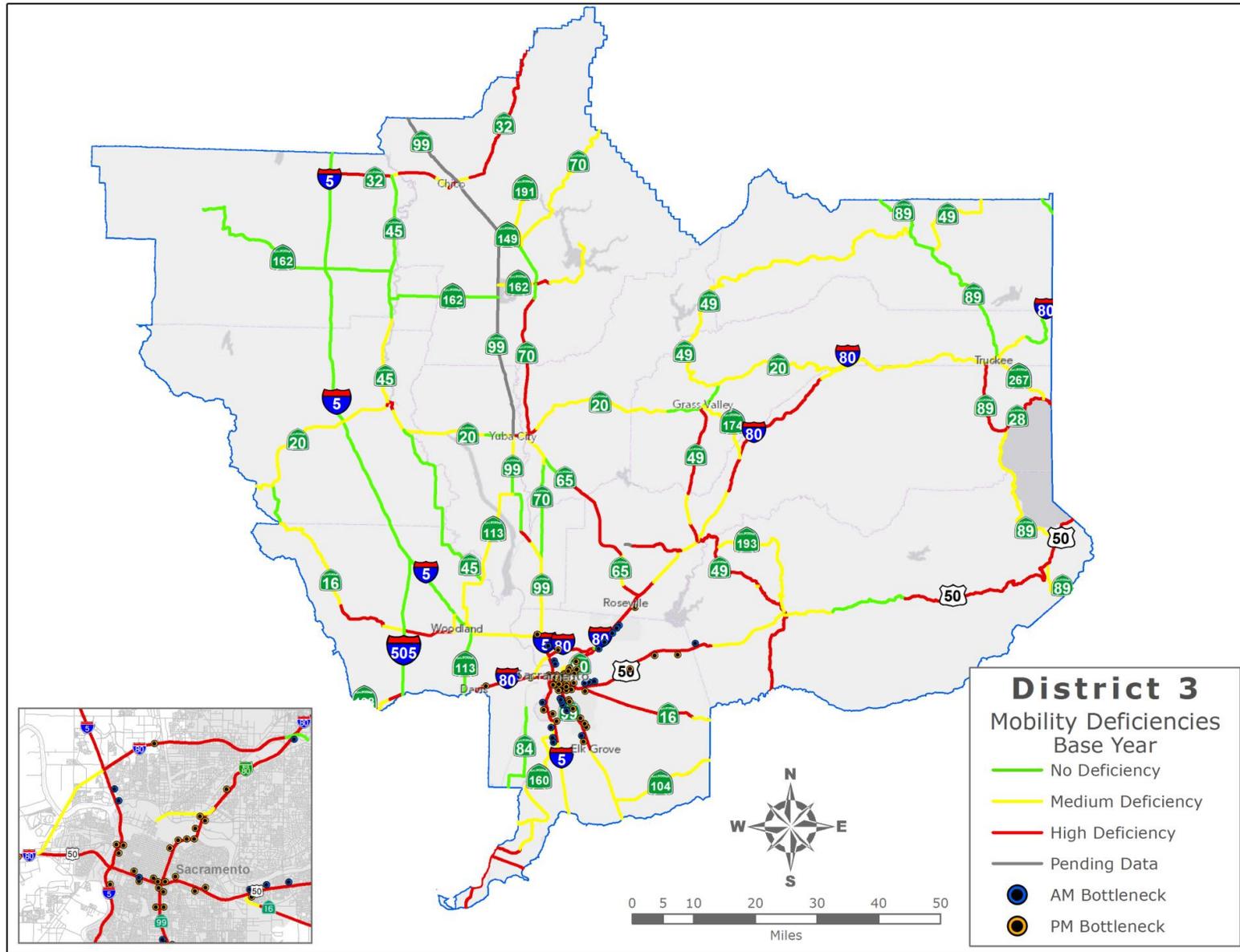


Exhibit 8-3: Mobility Deficiencies for 20-Year No-Build Forecast

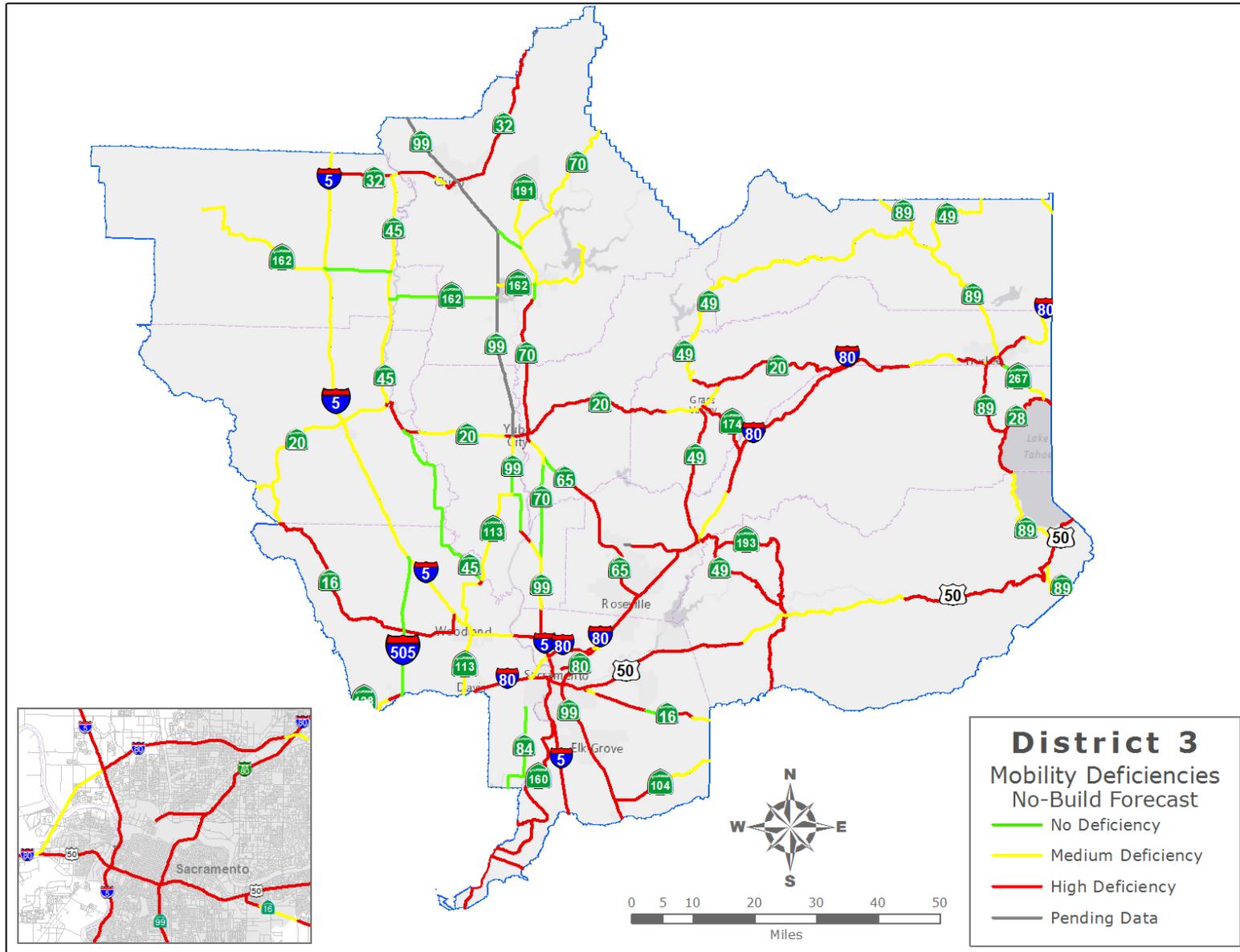
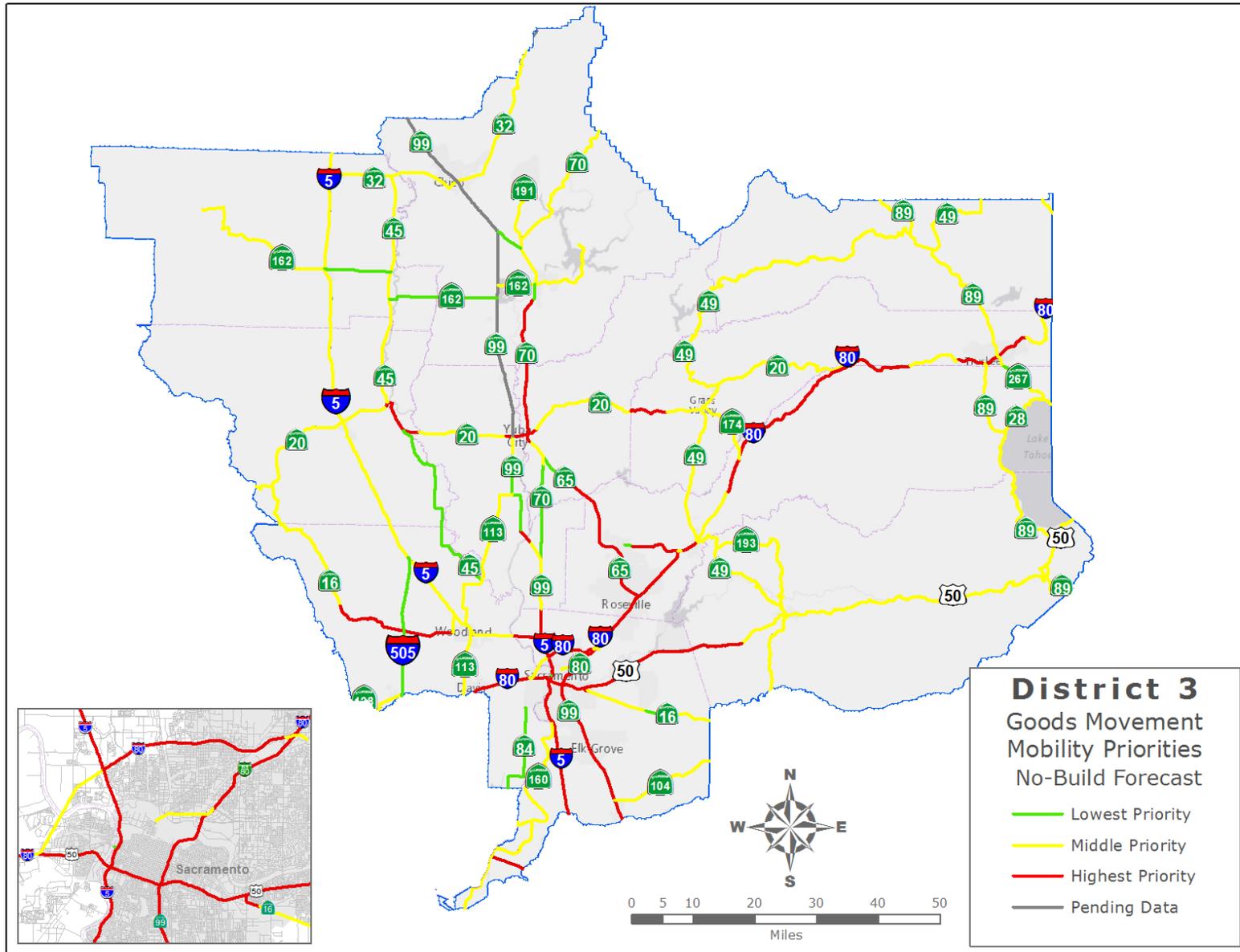


Exhibit 8-4: Mobility Priorities for 20-Year No-Build Forecast



8.2 Bridges

Bridge vertical clearance and bridge over-weight permit loads were analyzed. The intermodal connectivity was examined in more detail as part of the “regional review” process identified in the prioritization methodology following the review of projects. The bridge analyses were conducted only for the base year as forecast year data are not available. The analyses followed the criteria established in the prioritization methodology section in the previous chapter.

8.2.1 Vertical Clearance

Bridge vertical clearance was evaluated in three steps as previously discussed. The findings from this step of the analysis are also presented in Appendix B.

8.2.2 Over-Weight Permit Loads

Bridge weight deficiencies were prioritized by the number of over-weight permit loads that may be expected to pass over a bridge if the shortest time path were taken.

Exhibit 8-5 is a map showing the bridge vertical clearance status on the District 3 freight network. Exhibit 8-6 is a similar map that shows the bridge over-weight permit issues. Appendix A details the findings for each TCR segment evaluated, and Appendix B is a list of bridges on the goods movement study freight network with their deficiency category.

8.3 System Preservation

The two system preservation measures include pavement condition for roadways and bridge structural deficiencies.

8.3.1 Distressed Lane-Miles of Pavement

Distressed lane-miles of pavement are identified by the latest available data from the Caltrans annual PCS. Exhibit 8-7 shows the pavement conditions status.

8.3.2 Distressed Bridges

Bridge structural deficiencies were identified by Caltrans staff and prioritized according to the criteria discussed in the previous chapter. Exhibit 8-8 shows District bridges on the freight network along with their distressed condition status.

Exhibit 8-5: Bridge Extralegal Vertical Clearance Deficiencies

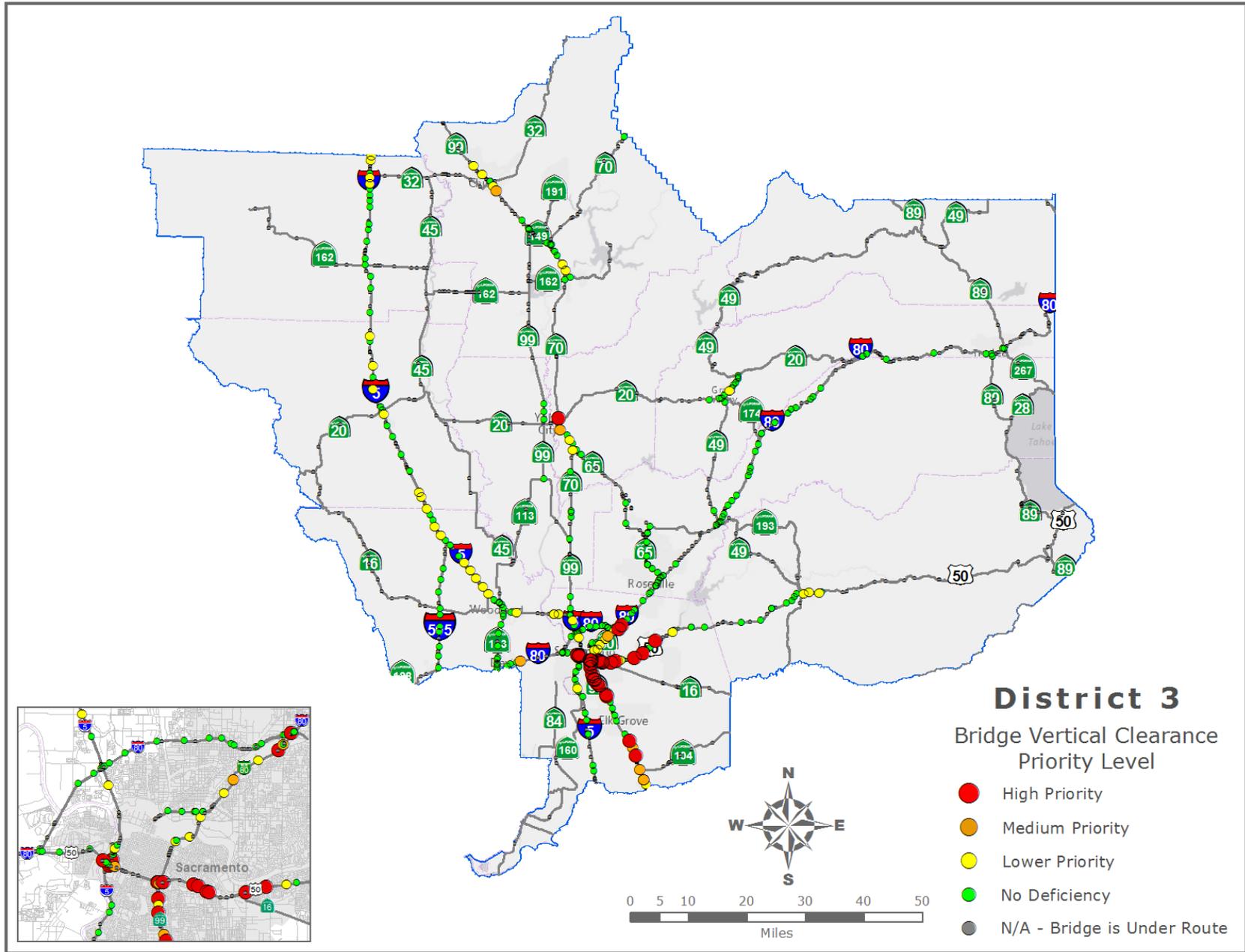


Exhibit 8-6: Bridge Extralegal Weight Deficiencies

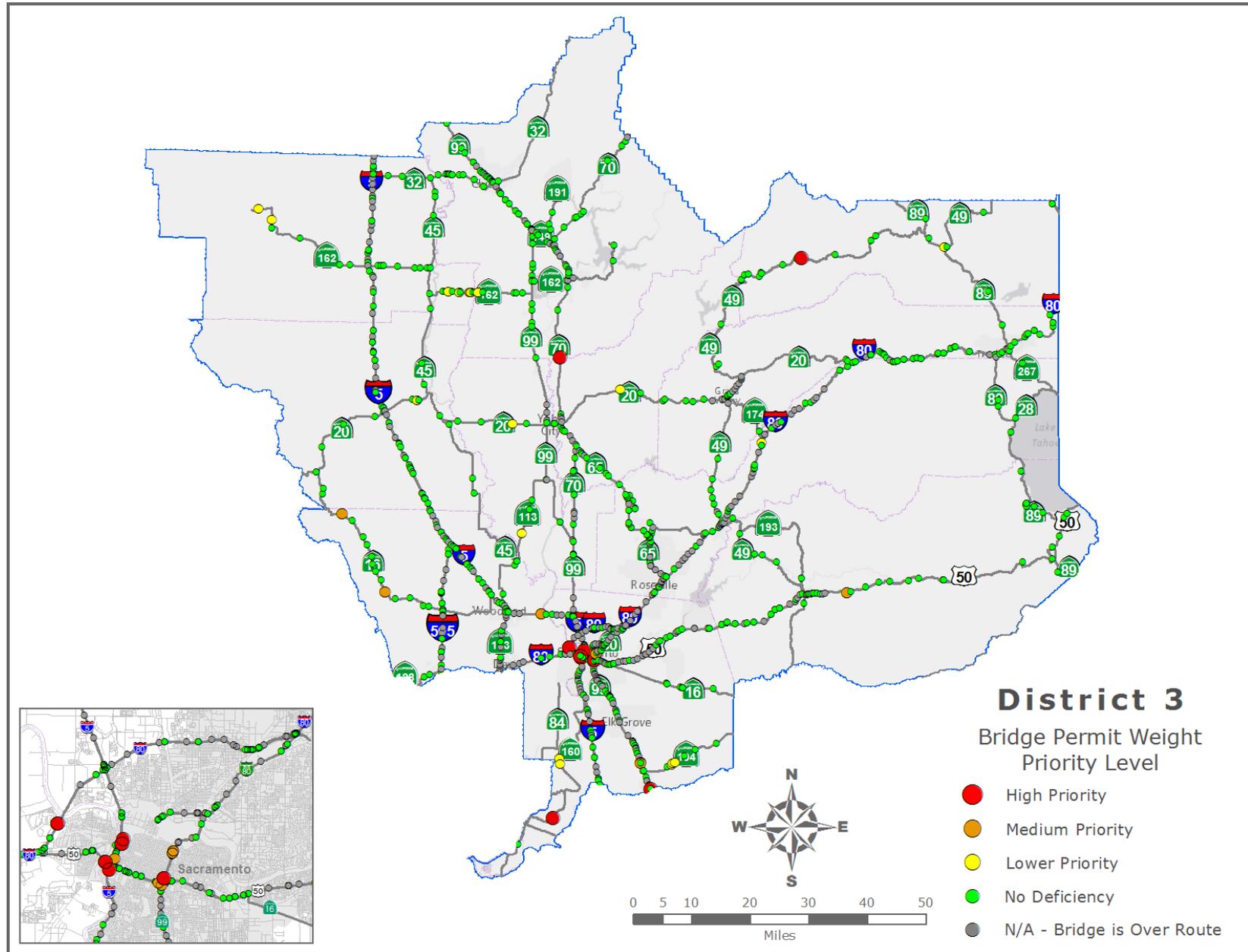


Exhibit 8-7: Pavement Condition

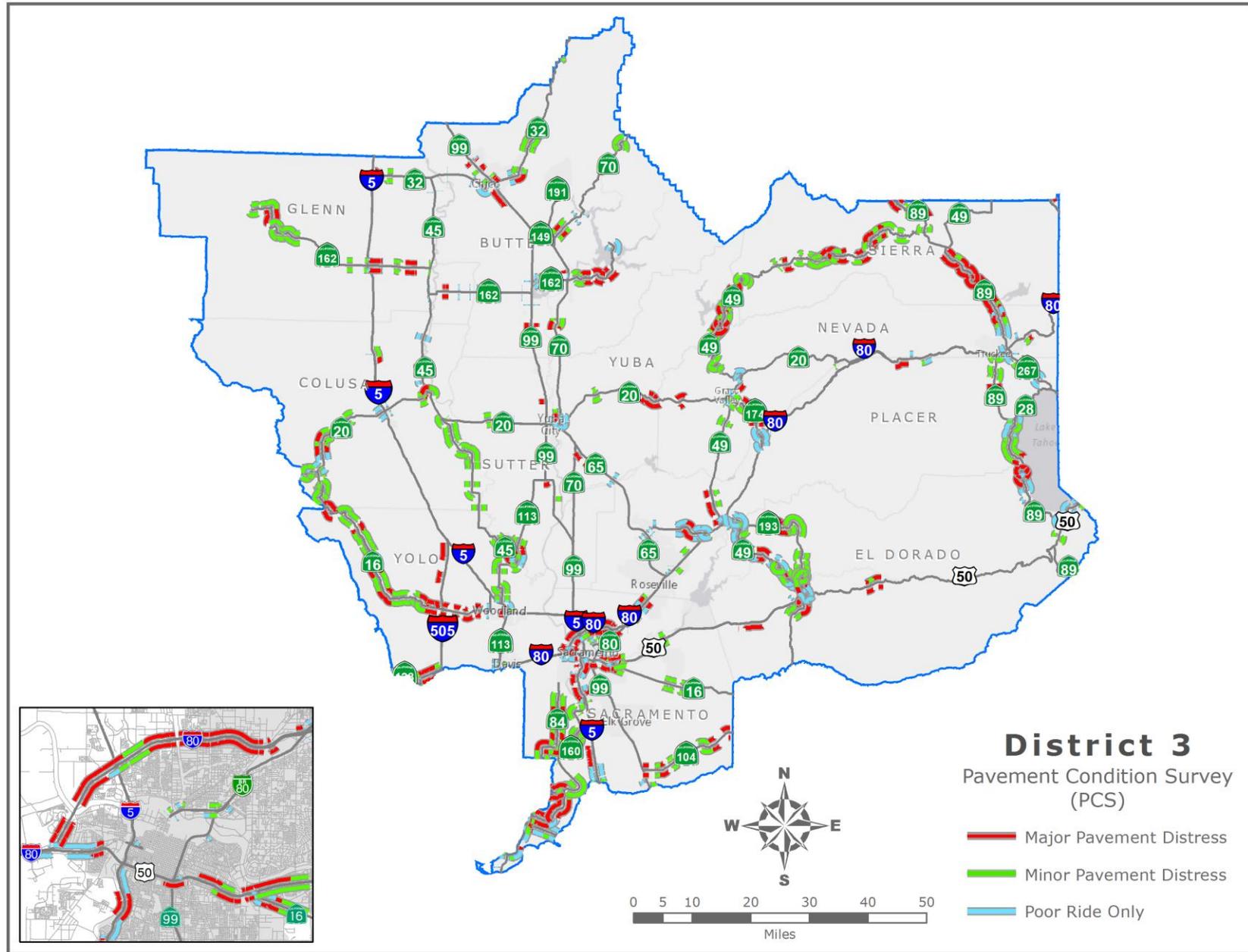
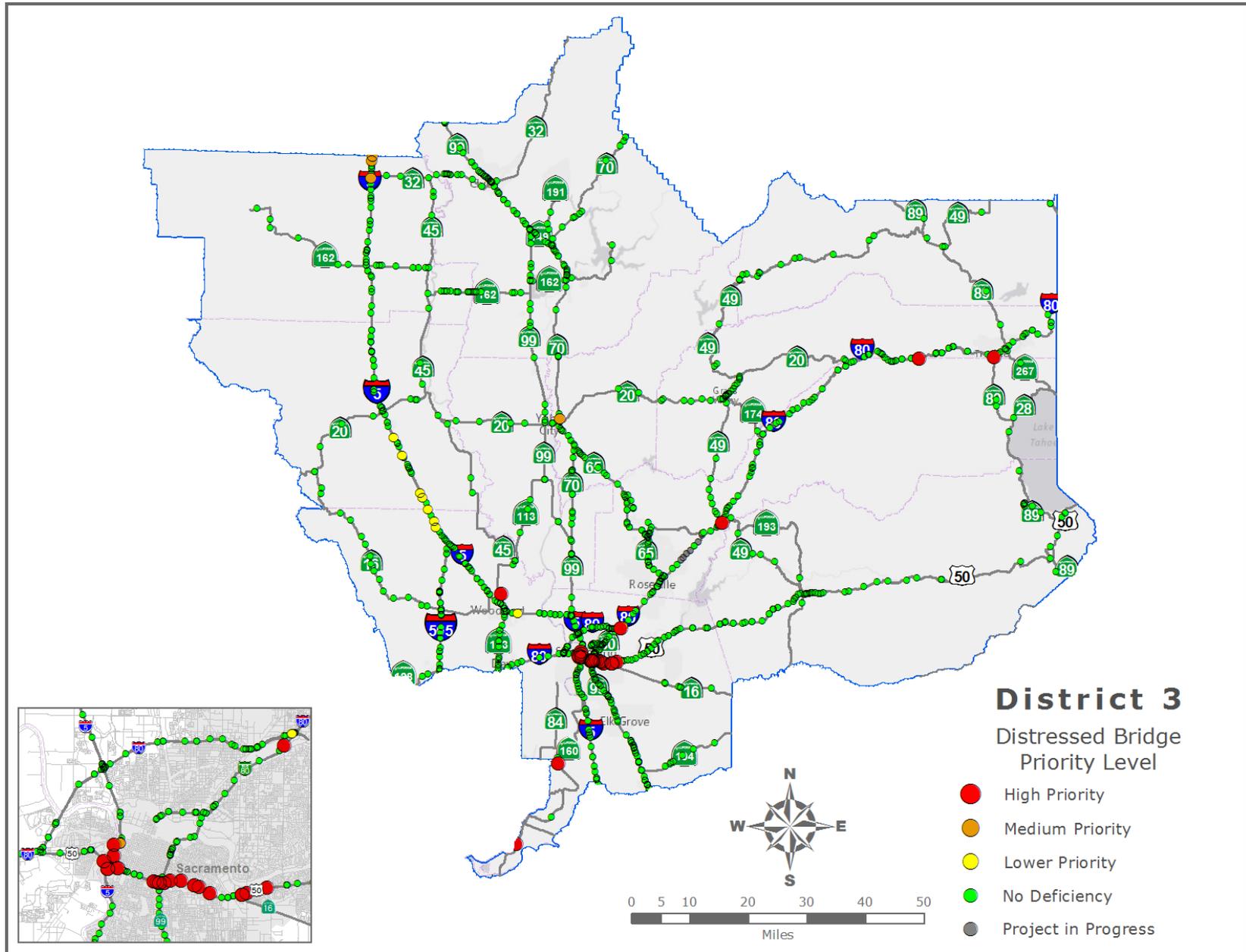


Exhibit 8-8: Distressed Bridge Priority Level



8.4 Other Regional Issues and Needs

This section identifies other potential issue areas that were identified from a review of existing plans and reports from District 3 and other regional partners. This section also includes input from stakeholder outreach conducted as part of this effort. Not all deficiencies are on the District 3 study network, but are documented here.

Butte County Metropolitan Transportation Plan/ Sustainable Communities Strategy¹⁶ (MTP/SCS) (2012)

- Lack of a continuous four-lane facility through the county is considered both a truck safety and mobility issue.
- Rail pedestrian conflicts in the vicinity of California State University, Chico. The university is on one side of the tracks and residential housing on the other.

Colusa County Regional Transportation Plan (2014)

- Additional passing lane on SR-20 is needed.
- SR-45 access improvements recommended by the Colusa Indian Community Council.
- Truck travel mixed with agricultural uses provides for roadway conditions that are substantively different during harvest seasons (late summer/fall) than non-agricultural counties, and will drive the future roadway restoration and maintenance needs.
- Weight limits on select local roads.
- Recommended employment of Caltrans' commercial vehicle operations (CVO) technologies to improve commercial and fleet operations.
- RTP reports high truck volumes on major state routes (i.e. SR 20, SR 45), maintenance, and congestion impacts to the local road system.

Glenn County Regional Transportation Plan Update (2009)

- Road systems with adequate structural strength to support large trucks on a regular basis.
- Road systems with acceptable LOS throughout the day for freight.
- Availability of adequate rail loading and unloading sites for freight and regular service to them.
- Airport facilities to support agricultural operations (crop dusting and limited freight and passenger movements in small, private planes).
- Some State Routes cited as having degraded LOS: SR-32 and SR-162.
- Connect County Road 27 with County Road P to become a truck route between I-5 and SR-32, east of the City of Orland to reduce truck traffic through the city.
- Road N is gravel between 25th and 27th and needs paving.
- Intersection at SR-99W and Wood Street has a very tight right turn for large trucks.
- Potential railroad freight depot in Orland may improve transportation options to Glenn County agrarian, forestry, and local businesses.

¹⁶ Sustainable Communities Strategy is the integration of land use, housing, and transportation to reduce greenhouse gases.

Interstate 80 Winter Operations Coalition

- Recommended by Utah Department of Transportation (UDOT), based on interviews with truck industry representatives, that a combined system of Changeable Message Signs (CMS) and Highway Advisory Radio (HAR) along with communicating directly with participatory trucking company dispatch centers would be the best system for getting road and traffic condition reports to truckers.
- Additional truck parking is needed during I-80 closures or winter weather truck restrictions near the California and Nevada State Line (Discussed in Section 3).
- Route specific “in advance of a decision point” information for weather/road closures needs to be provided near origin of travel for long-haul route decisions.

Lake Tahoe Regional Transportation Plan (2012)

- The US-50 South Shore Community Revitalization Project and SR-89/Fanny Bridge Community Revitalization Project would redirect truck traffic out of the heart of the Stateline and Tahoe City town center areas, allowing drivers to avoid high levels of pedestrian and bicycle traffic there.

Nevada County Regional Transportation Plan (2011)

- One of the high priority projects proposed is to widen the SR-89 UPRR grade crossing at the “Mousehole” in Truckee (Structure Number 17 0016).
- Oversized loads cannot pass through the 14’ 6” and 15’ vertical clearances under bridges in Nevada County.
- There are no rail freight loading and unloading facilities in Nevada County.
- Improvements identified in the SR 49 Corridor System Management Plan that improve capacity, operations, and safety, continue to be a top regional priority for future Statewide Transportation Improvement Program and SHOPP funding cycles. The Nevada County Transportation Commission intends to continue to partner with Caltrans by matching Regional Improvement Program funding with Interregional Improvement Program funds in the SR 49 corridor.

Port of West Sacramento Train Unit Implementation Project (2012)

- The City of West Sacramento is working with Sierra Northern Railroad to permanently strengthen the Washington Transfer located north of the Westgate Yard to allow unit trains to be able to travel at higher speeds without weight limits. The project is currently in the design stage and is programmed in the District 3 goods movement project list.
- The Pioneer Bluff Bridge construction project to connect South River Road is necessary to increase mineral exports that are expected to be shipped on the UPRR line directly to the Port. Without the bridge, unit trains from Utah and Nevada would cause traffic backups on Jefferson Boulevard. The new bridge would provide an alternative for vehicles to bypass the grade crossing. This project is programmed and is included in the goods movement project list.

Placer County 2035 Regional Transportation Plan (2010)

Rail transportation through Placer County is anticipated to grow given the growth of intermodal container¹⁷ freight from and to the Port of Oakland, which creates regional challenges including:

- Safety issues at local at-grade railroad crossings.
- Longer waits at railroad crossings on key arterials.
- Conflicts between freight and passenger rail services.
- Needed freight yard expansions and other capital improvements to accommodate this growth.

Sacramento Area Council of Governments (SACOG) 2035 MTP/SCS (2012)

- As businesses move to suburban areas with limited highway access, more intra-regional truck trips must use arterial roads. Existing industrial re-use areas are not typically alongside freeways, but located on arterials such as Power Inn Road and Watt Avenue in Sacramento and Sunrise Boulevard in Rancho Cordova. Regional and local agencies should identify opportunities to serve local truck traffic with arterial routes and regional connectors to free up freeway capacity for interregional traffic, especially along I-5 and I-80. The proposed Placer Parkway project may directly benefit interregional truck traffic, depending on its location and design.
- Significant need for improved truck access to points north and south of Mather Field.
- Truck friction with neighbors:
 - Truck and neighborhood conflicts, such as issues with truck volumes, noise and speed, and parking on major streets or arterials that front or abut residential areas.
 - Congestion issues: Trucks diverting onto arterials and rural roads to avoid congestion; trucks backing up traffic, especially on two-lane highways that act as rural main streets; heavily loaded trucks that accelerate slowly from signals or in congested traffic; and in some areas, truck volumes that can be a direct cause of congestion.
 - Geometric limitations: Many truck operators are moving toward longer vehicles for the efficiency they provide. These longer vehicles often encounter problems while negotiating the region's roadways, including the space needed for turning and for parking while delivering products on local roads.
 - Lack of overnight parking facilities for trucks (Discussed in Section 3).
- Lack of private sector information on goods movement:
 - Freight does not have the constituency of other modes (e.g., bicycle and pedestrian advocates, transit riders).
 - Difficult to identify routes where trucking industry is having problems with congestion, other vehicles, turning movements or lane departure issues.
 - Difficult to forecast truck demand.
 - Increases in truck weight limits and greater use by trucks of local routes have contributed to accelerated pavement deterioration.
- Modal Efficiencies for Goods Movement identified in SACOG's 2007 Regional Goods Movement Study identified opportunities to reduce truck VMT by:

¹⁷ A standardized reusable steel box container that can be moved from one mode of transport to another (from ship, to rail, to truck).

- Increasing cement imports through the Port of West Sacramento. As described above in Section 6, the Port partnered with Cemex to construct unit train facilities that connect to the UPRR main line, but highway access improvements and channel deepening is needed to accommodate larger vessels.
- Transloading¹⁸ inbound building materials at McClellan Airport (owned by Sacramento County but not part of the Sacramento County Airport System). The airport is located approximately six miles northeast of downtown Sacramento. Maximizing the benefit, however, may depend on good truck routes between McClellan and the various centers of demand as the construction industry rebounds.

Sierra County Regional Transportation Plan (2010)

- Potential need for future maintenance repairs on Westside Road/Beckwourth Calpine Road (A23).
- The Sierraville Dearwater Field Airport has no services, no fixed base operations, no snow removal and no hangars.

Caltrans Goods Movement Study Project Outreach and Other Regional Efforts

- California Trucking Association (CTA) Outreach:
 - Maintenance is a major issue because a lack of SHOPP funding.
 - Chain restrictions are more stringent on the California side of I-80 corridor. As an example, chains are sometimes required on Donner Summit when there is no snow.
 - SR-99 was cited for its short on-ramps and there are a few short ramps on I-5.
 - Need for safe truck parking. Parking needs to be safe. In the past, product has been stolen from trucks while parked.
 - Bottlenecks are a problem at I-80/Mace, I-80/US-50, and at the I-80/US-51 interchanges. The I-80 Causeway in Yolo County tends to be congestion in both directions.
 - District 3 roads were considered to be in better condition than those in other districts. North-south routes are adequate, but more east-west routes needed to connect Chico to I-5 over the Sacramento River.
 - Differential speed limit is a problem – trucks can only go 55 mph, while cars can go 65.
 - Need for more designated and signed STAA routes in Downtown Sacramento.
- District 3 is working with local partners to identify ramp turning radii solutions in the City of Colfax
- The American Association of State Highway and Transportation Officials (AASHTO) has mandated the revision of most of California's bridges for Load Capacity. This effort is approximately five percent complete and has shown to result in the significant reduction of permitting capacity for numerous bridges and will impact permit routing on several routes in District 3. Caltrans Structure Maintenance and Investigations recommends that a timely procedure for strengthening of these bridges as they are identified needs to be put into place.
- Unauthorized truck parking adjacent to ramps is not always enforced.

¹⁸ The process of transferring a shipment from one mode of transportation to another, typically involving the use of specialized equipment such as heavy lift cranes.

- I-5 in both directions approaching the “Boat Section” in downtown Sacramento (generally within the area north of Capital Mall and south of R Street) has signage that permits trucks in all lanes with the exception of the number 1 lane. This was approved by Caltrans to improve operations in this section, but HDT truck drivers have been merging prior to entering this approved area. Truck interference with higher traffic volumes on I-5 have resulted in degraded mobility.

9. Goods Movement Projects

This study identified 116 conceptual, planned, and programmed projects in the District that may potentially mitigate deficiencies identified in Section 7 of this report. This project list has been reviewed by the responsible MPO or RTPA for completeness. Exhibit 9-1 summarizes the number of goods movement projects and their programming status by county. The Programmed column in Exhibit 9-1 has partially and fully funded projects. The complete project list can be found in Appendix C of this report.

Exhibit 9-1: Goods Movement Project Summary by County and Programming Status

County	Programmed	Planned		Conceptual (TCR/CSMP)	County Totals
		SHOPP 10-Yr Plan	Other (e.g., MTP)		
Butte	4	0	5	0	9
Colusa	0	5	2	2	9
El Dorado	0	1	0	5	6
Glenn	3	0	0	0	3
Nevada	0	0	0	3	3
Placer*	3.5	2	3	0	9
Sacramento*	1.5	6	7	8	23
Sierra	2	0	0	0	2
Sutter	1	0	3	12	16
Yolo	5	6	6	0	17
Yuba	0	0	2	18	20
Totals by Project Status	20	20	28	48	116

* - One project spans both counties.

Specific pavement rehabilitation projects were not identified as part of this study. Conceptual bridge vertical clearance and weight permit load projects should be considered where a high priority deficiency has been identified. As with pavement deficiencies, no specific projects were developed as part of this study. However, the bridge list in Appendix B identifies bridges with deficiencies as well as other information that may assist in the development of future projects.

There were several segments with high mobility deficiencies for which no conceptual, planned, or programmed goods movement projects were identified. Exhibit 9-2, below, summarizes these locations. The mobility deficiencies potentially may be mitigated by other non-freight general mobility projects identified for the corridor or by the implementation of ITS or integrated corridor management (ICM) strategies along the corridor.

Exhibit 9-2: Potential Mitigations for Segments with Unaddressed Goods Movement Mobility Deficiencies

Route	County	Segment No	Other Potential Mitigating Projects.
5	SAC	4	Other conceptual general mobility projects may mitigate freight bottleneck. I-5/SR-99 IC reconstruction may also impact goods movement.
		6	I-5/SR 99 Interchange Reconstruction may mitigate.
		7	Other conceptual general mobility projects may mitigate freight bottleneck. I-5/SR-99 IC reconstruction may also impact goods movement.
		8	impact goods movement.
16	YOL	4	20-Yr LOS "E" will meet Caltrans standards. Safety improvements and traffic calming has been implemented on this portion of the corridor in the town of Esparto.
		6	Between Woodland and I-505. Expected to maintain LOS "E" over the 20-year planning period. Potential for widening or passing lanes, if needed in the future.
50	SAC	2	20-yr build: 8F + 2HOV + Aux Lanes + ITS. 20-yr ultimate includes ICM. Conceptual Davis to downtown Sacramento general mobility projects may also mitigate. Oak Park IC reconstruction may also help mitigate deficiency.
65	PLA	4	Lincoln Bypass extension may also address this deficiency (Project #207).
		5	
	YUB	7	
80	YOL	1	Other conceptual general mobility projects may mitigate freight congestion.
		2	
	SAC	6	I-80/SR-65 IC improvement (Project #902) may mitigate freight congestion. Ultimate facility does not include ITS and ICM.
		7	
PLA	7		
	8		
99	SAC	2	Other general mobility, operational, and ramp metering have been implemented on the corridor. Ultimate facility is 6F+2HOV.
		4	Already at ultimate facility. ITS/ICM may mitigate deficiency. Planned southbound ramp metering may mitigate mobility deficiencies.
	SUT	7	Feather River Bridge and widening should mitigate current congestion since 20-Yr build shows LOS being reduced from "E" to "B".

Over the past several years, the District and its regional partners have completed several projects or have projects under construction that will impact goods movement once completed. Examples of recently completed (or underway) projects are shown in Exhibit 9-3.

Exhibit 9-3: Examples of Recently Completed (or Underway) Projects

Project Description	Location	Status
Butte SR-70: New interchange at Ophir Road near Oroville eliminates a signalized intersection that impedes mobility.	Ophir Rd near Oroville. (PM11.550)	Completed
Butte SR-70: Passing lane, road widening, and operational improvements projects will improve mobility and safety along the corridor.	County Line Palermo Rd. (PM0.000/PM8.986)	Programmed
Butte SR-99: Auxiliary lanes in and around Chico will improve mobility	Skyway/Park Ave interchange to East 20th St. (R30.603/R31.498)	In Progress
Butte SR-99: Interchange modification improves connectivity to local industries and commercial centers.	SR-99/Skyway Interchange. (PM30.603)	Completed
El Dorado US-50: New interchange at Silva Valley Parkway to connect to the proposed Grant Line Road connector that will allow trucks to bypass congested I-5/US-50/SR-99 corridors.	Silva Valley Parkway Interchange. (PMR1.657)	In Progress
Placer I-80: Truck climbing lane east of Colfax will mitigate existing traffic congestion on that corridor.	From the Long Ravine UPRR to east of Magra Road. (PM35.1/PM38.0)	Programmed
Sacramento I-5: New deceleration lane to Airport Blvd will improve connectivity and mobility near the Sacramento International Airport.	From SR 99 connector-ramp to Airport. (PM32.204/PM32.544)	Programmed
Sacramento SR-51: New Arden Way structure and transition lanes will improve mobility along this corridor.	From Exposition Blvd. off ramp to Arden Way on ramp. (PM3.102/PM4.263)	Completed
SR-49 La Barr Meadows Road widening and signalization project improved the mobility and safety in the corridor.	SR 49. (PM9.7/PM11.2)	Completed
SR-20/SR-49: New interchange at Dorsey Drive improves connectivity to local industries and commercial centers.	Dorsey Drive Interchange. (PM13.6/PM14.8)	Completed

10. Implementation Strategy

This section presents a strategy to incorporate freight planning into District planning practices. The prioritization approach described in Section 7 identified a process and procedures to identify and prioritize goods movement deficiencies on the SHS and to assist in the development of projects to address those deficiencies. That approach can be incorporated into existing District TCR/CSMP planning processes.

The implementation falls into three general categories:

- Building and Maintaining Consensus.
- On-Going Project List Updates.
- Identification of Funding Sources.

10.1 Building and Maintaining Consensus

Two objectives of the District 3 Goods Movement Study are (1) to integrate multi-modal freight planning into regional and (2) District-wide planning and programming processes and to improve coordination among various jurisdictions including the private sector. Multi-agency collaboration is critical to identifying regional goods movement needs, planning and designing projects to address identified needed investment, and developing appropriate funding strategies to implement those investments.

10.1.1 Working with Regional Partners

This study outlined a quantitative process for identifying and prioritizing deficiencies on the SHS, but also is flexible to address other regional needs that are not readily quantifiable. Caltrans recognizes that local and regional partner agencies may have other factors to consider that may influence the prioritization of potential goods movement investments. Caltrans will work with its local and regional partner agencies to collaboratively identify other regional priorities that could impact their jurisdictions such as:

- Needed safety improvements.
- Funding availability.
- Ability to leverage existing funding or other programming opportunities.
- Need for prerequisite projects or sequencing for other needed improvements.
- Meeting other regional objectives such as equity.
- Addressing sustainability/environment/complete streets elements or impacts.
- Feasibility/Constructability.
- Integrating intermodal freight needs.
- Making multi-jurisdictional improvements.
- Political concerns such as legal ramifications, community concerns, elected officials' input.
- Meeting other needs (e.g., efficiencies, customer satisfaction, and system continuity).

One opportunity that directly addresses goods movement is to continue Caltrans' involvement in the six-county SACOG Freight Advisory Council. The Council is not active at this time, but SACOG staff indicated that the MPO is expecting to re-convene the Council in the future. SACOG is also developing the RUCS strategy described in Section 5 to identify transportation infrastructure improvements with one of emphasis areas will be on agricultural goods movement. The District should be an active participant to the Council and the RUCS efforts to the extent possible. Caltrans also should keep abreast of RUCS, particularly with regards to efforts to develop truck origin-destination patterns and the identification of critical rural goods movement corridors.

As part of this study, the District county liaisons provided study outreach to the RTPAs. In the future the District can use this outreach opportunity as a way to update the project list as well as to identify potential goods movement issues in each county or metropolitan area. The RTPAs may be able to identify mobility or connectivity issues (e.g., seasonal agriculture mobility issues, potential interchange or intersection upgrades, and STAA route upgrades). When developing the project list for this study, the RTPAs provided updates and critical feedback on freight projects, which should be continued on an on-going basis.

10.1.2 Private Sector

Annual or bi-annual outreach meetings with the Northern California Unit of the California Trucking Association (CTA) and other private sector representatives could be used to identify potential transportation system deficiencies. These outreach efforts could be timed to coincide with TCR/CSMP updates, with the outreach focusing on the routes being updated during that fiscal year. The CTA was able to provide input for this effort concerning regional connectivity issues, pavement condition problems, and mobility constraints. For future efforts, private sector parties such as the CTA and its members could be surveyed to identify additional connectivity issues such as interchanges that have been identified by local partners as not meeting STAA standards or routes that may be potential candidates to be upgraded to STAA routes. The California Transportation Permit Advisory Council (CTPAC) provides a forum for government and industry on State transportation permitting policies and procedures with the goal of understanding and improving the permit process. The CTPAC is another outreach opportunity Caltrans should continue to use to collaboratively identify future improvement opportunities with the private sector and law enforcement.

10.1.3 Internal to Caltrans

There were several units at Caltrans headquarters that provided valuable input to this effort, and this collaboration should be continued to identify and assess goods movement issues in the District. These include the following:

- Office of Permits
- Office of Freight Planning
- Office of Structure Maintenance and Investigations
- Office of Traffic Engineering Legal Truck Access Branch
- Caltrans Landscape Architecture Program (roadside rest areas).

10.2 On-Going Project List Updates

This section discusses the District 3 Project List and identifies strategies for the on-going maintenance of this list, which should be updated continually and in coordination with regional partner project updates. The use of Benefit-Cost Analysis (BCA) for goods movement is also discussed.

10.2.1 Need for Continuous Updates

The District has recognized the need to maintain a central repository for regional transportation projects at all phases of the programming cycle (from conceptual to planned to programmed) and has made great strides in developing a consistent project list, first as part of the Intelligent Transportation Systems/Operational Improvement Plan efforts and continuing with this Goods Movement study.

Updates within Caltrans

Collaboration on project updates within Caltrans will help to minimize project overlaps and to better coordinate the programming and funding activities for projects. At a minimum, the project list should be reviewed and updated at least once, but preferably twice per year. These updates could be coordinated with TCR/CSMP updates and when other project lists are updated within Caltrans (e.g., SHOPP). Continued interdisciplinary participation and collaboration at District and regional planning and operations meetings will also help to minimize overlaps.

District 3 Planning, Traffic Operations, and Program Project Management staff should continue to collaborate to identify SHOPP-eligible projects that will mitigate the deficiencies identified as part of this study (e.g., bridge vertical clearance and permit weight load constraints, locations with distressed pavement or bridges, and mobility constraints where operational improvements may reduce freight bottlenecks.).

District 3 should also continue to coordinate with the surrounding Districts to assure complete corridors for goods movements to and from Districts.

Regional Partner Project Updates

Updates to the list should also occur when regional partners update their project lists during any MTP or RTP/Sustainable Communities Strategies (SCS) update or when an amendment to a Transportation Improvement Program (TIP) occurs.

Federal law requires MPOs in air quality nonattainment areas to update their MTPs/RTPs at least every four years. In addition, California mandates that all MPOs and RTPAs that prepare MTPs/RTPs to update their Plans on a five-year cycle regardless of air quality attainment status. Exhibit 10-1 is a list of regional agencies responsible for developing these plans as well as the most recent update to the Plan and the expected year of the next update. From the table, the District should expect that one or more MTP/RTPs in the District will be updated every year. When these updates occur, Caltrans should coordinate with the MPO/RTPA to update the Caltrans project list.

Exhibit 10-1: District 3 MTP/RTP Update Schedules

MTP or RTP	Responsible Agency	Date Last Adopted	Next Update Expected	URL	County(ies)
Butte County MTP/SCS	Butte County Association of Governments	Dec-2012	2016	www.bcag.org/Planning/2012-MTP/index.html	• Butte
El Dorado County RTP 2010-2030	El Dorado County Transportation Commission	Nov-2010	2015	www.edctc.org/3/RTP2010-30.html	• El Dorado
Glenn County RTP Update	Glenn County Transportation Commission	Aug-2009	2015	gcppwa.net/documents/Report_Complete_000.pdf http://glenncountyrtp.com/	• Glenn
Colusa County RTP	Colusa County Transportation Commission	Sep-2014	2019	http://www.countyofcolusa.org/DocumentCenter/View/4620	• Colusa
Lake Tahoe RTP	Tahoe Metropolitan Planning Org. / Tahoe Regional Planning Agency	Dec-2012	2017	www.tahoempo.org/rtp_final/TAHOE%202012%20RTP%20Final.pdf	• El Dorado • Placer
Nevada County RTP	Nevada County Transportation Commission	Jul-2011	2015 (then every 4 years)	www.nctc.ca.gov/documents/RTP/	• Nevada
Placer County 2035 RTP	Placer County Transportation Planning Agency	Sep-2010	2015	pctpa.net/library/placer-county-2035-regional-transportation-plan-document/	• Placer
Sacramento Area Council of Governments (SACOG) 2035 MTP/SCS	SACOG	Apr-2012	2016	www.sacog.org/2035/mtpscs/	• El Dorado • Placer • Sacramento • Sutter • Yolo • Yuba
Sierra County RTP	Sierra County Transportation Commission	Mar-2010	2015	www.sierracounty.ws/county_docs/transportation/RTP/	• Sierra

10.2.2 Revisit Benefit/Cost Analysis (BCA) for Goods Movement

This study has laid out a gaps analysis and deficiency prioritization methodology for the District to incorporate into the TCR/CSMP planning process. The study team and District staff also worked together to identify appropriate HDT forecast estimation approaches that the District can use in developing HDT growth rates for future TCR/CSMP efforts.

A BCA is required for many types of project funding (e.g., SHOPP, STIP, and ITIP). The District also has recognized the value of using BCA to prioritize projects in order to better integrate them into other regional planning efforts. Exhibit 10-2 shows an example of a recent BCA analysis performed by the District for auxiliary lanes on I-5 between Pocket and Florin Roads using the California Benefit-Cost model (Cal-BC). This particular project shows a moderately high 6.2 benefit/cost ratio.

Exhibit 10-2: Illustrative BCA Results for I-5 Pocket Rd to Florin Rd Auxiliary Lane

INVESTMENT ANALYSIS																													
SUMMARY RESULTS																													
3																													
Life-Cycle Costs (mil. \$)	\$7.1																												
Life-Cycle Benefits (mil. \$)	\$44.1																												
Net Present Value (mil. \$)	\$37.0																												
Benefit / Cost Ratio:	6.2																												
Rate of Return on Investment:	25.1%																												
Payback Period:	6 years																												
		<table border="1"> <thead> <tr> <th style="text-align: left;">ITEMIZED BENEFITS (mil. \$)</th> <th style="text-align: center;">Average Annual</th> <th style="text-align: center;">Total Over 20 Years</th> </tr> </thead> <tbody> <tr> <td>Travel Time Savings</td> <td style="text-align: center;">\$1.8</td> <td style="text-align: center;">\$36.3</td> </tr> <tr> <td>Veh. Op. Cost Savings</td> <td style="text-align: center;">\$0.4</td> <td style="text-align: center;">\$7.0</td> </tr> <tr> <td>Accident Cost Savings</td> <td style="text-align: center;">-\$0.0</td> <td style="text-align: center;">-\$0.0</td> </tr> <tr> <td>Emission Cost Savings</td> <td style="text-align: center;">\$0.0</td> <td style="text-align: center;">\$0.8</td> </tr> <tr> <td>TOTAL BENEFITS</td> <td style="text-align: center;">\$2.2</td> <td style="text-align: center;">\$44.1</td> </tr> <tr> <td>Person-Hours of Time Saved</td> <td style="text-align: center;">120,407</td> <td style="text-align: center;">2,408,144</td> </tr> <tr> <td>CO₂ Emissions Saved (tons)</td> <td style="text-align: center;">2,069</td> <td style="text-align: center;">41,385</td> </tr> <tr> <td>CO₂ Emissions Saved (mil. \$)</td> <td style="text-align: center;">\$0.0</td> <td style="text-align: center;">\$0.7</td> </tr> </tbody> </table>	ITEMIZED BENEFITS (mil. \$)	Average Annual	Total Over 20 Years	Travel Time Savings	\$1.8	\$36.3	Veh. Op. Cost Savings	\$0.4	\$7.0	Accident Cost Savings	-\$0.0	-\$0.0	Emission Cost Savings	\$0.0	\$0.8	TOTAL BENEFITS	\$2.2	\$44.1	Person-Hours of Time Saved	120,407	2,408,144	CO₂ Emissions Saved (tons)	2,069	41,385	CO₂ Emissions Saved (mil. \$)	\$0.0	\$0.7
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CO₂ Emissions Saved (mil. \$)	\$0.0	\$0.7																											

This BCA approach can be expanded to prioritize freight projects, but there are issues that would need to be addressed to better capture freight benefits.

The Cal-BC tool captures truck costs and benefits. However, the tool was not designed to readily extract total truck benefits from all benefits. This can be done by the District, but it requires staff with expert knowledge of Cal-BC and its inner-workings.

To determine if Cal-BC could be used to extract truck benefits for this current goods movement study, the study team extracted the truck benefits from a sample of Cal-BC analyses performed by District staff as a part of the District 3 ITS/Operational Improvement Plan to see what percent of total benefits accrue to trucks. It was found that truck benefits comprise a relatively small percentage of total benefits (<10 percent) for the operational projects studied even when trucks make up a significant proportion of the total traffic flow.

The majority of truck (as well as auto) benefits are due to travel time savings, which results in decreased truck driver costs (driver costs include wages and fringe benefits and have a default value in Cal-BC at \$28.70 per hour). Research indicates that this value of time may be too low because delay impacts more than the value of the driver's time. Delay also impacts the ability of the truck and trailer owner to generate revenue on the vehicle because each minute that the asset is stuck in traffic is another minute that it could be employed to carry another load.

Agencies around California are attempting to address this short-coming. The Metropolitan Transportation Commission (MTC) includes a "carrying value" of cargo in its Cal-BC cost for trucks (currently valued at \$2.41 per hour) as well as a higher total truck cost. The Southern California Association of Governments (SCAG) has increased the hourly value of truck travel time in its Cal-BC analysis to between \$70 and \$80 to account for the higher value of goods movement.

Using a higher truck cost parameter for Cal-BC may prove beneficial for the District to improve goods movement project evaluations. The value is easily updated in a single cell in Cal-BC on the Parameters worksheet.

10.3 Identify Freight Project Funding Sources

Transportation agencies have seen declining funding for several years. The economic recession of 2009 caused a significant loss of funding for the State Highway Account (SHA). Recent, and potentially long-lasting, declines in the price of fuel along with increasing vehicle fuel efficiencies will continue to impact gas tax revenues as a source for transportation funding. Hence, funding for freight projects in California is limited with no long-term state funding program.¹⁹ However, the District can work internally within Caltrans and work with partner agencies to maximize the potential to obtain funding in the future. This section discusses federal and state sources available for goods movement as well as some local sources that may be used for funding.

10.3.1 Federal and State

Moving Ahead for Progress in the 21st Century (MAP-21) and Reauthorization

The federal transportation funding authorization under MAP-21 expired at the end of September 2014, but its provisions were extended by Congress until May 2015. MAP-21 did not allocate additional funding for goods movement, but freight projects in a State Freight Plan are eligible to request a 90-95 percent federal funding share depending on the type of project (though this funding would come at the expense of other projects in the State). Currently, Congress is working on reauthorization bills to replace MAP-21, and the next surface transportation legislation may include funding for a multimodal National Freight Program.

With Goods Movement Plans in place at District and Statewide levels, and with projects prioritized, the District should be well-positioned to compete for additional funding. Establishing a prioritization using BCA as described above should further increase the District's ability to "sell" freight projects for regional and statewide programming.

Congestion Mitigation and Air Quality (CMAQ)

Another federal source that has been used in District 3 for project funding has been the Congestion Mitigation and Air Quality (CMAQ) Improvement Program, which can be used to fund freight projects with air quality benefits. The Sacramento Rail Relocation and the Pioneer Bluff Bridge projects described above were funded in part by CMAQ funds. For Fiscal Year 2014/15, District 3's non-attainment air basins (Sacramento, Butte, and Tahoe) were allocated nearly \$31.5 million in CMAQ funds. With an on-going outreach program described above, the District can more closely collaborate with its regional partners in non-attainment areas to identify goods movement projects that may be eligible for CMAQ funding.

Interregional Transportation Improvement Program (ITIP)

The ITIP is designed to fund projects that improve interregional mobility and access with one of the major considerations being goods movement. The ITIP directs investment to "Focus Routes" on

¹⁹ The Trade Corridor Improvement Fund (TCIF) from the 2006 Proposition 1B was the last major statewide program to fund goods movement. TCIF funding was used to partially fund four District 3 projects. The Sacramento Intermodal Track Relocation project has been completed. Three projects are under construction (SR-70/Feather River Blvd. interchange, the West Sacramento Rail Plan Pioneer Bluff Bridge) and, the Natoma Overhead Widening project.

corridors and routes of interregional merit and return on the investment (ROI)²⁰. Focus Routes are planned to be upgraded to “minimum facility concept standard” (typically freeway or expressway) over the next 20 years. SR-20, SR-49, and the SR-99/SR-70 corridor are designated Focus Routes with two SR-70 projects in Butte and Yuba Counties being programmed for funding in part using ITIP money. The District should continue to partner with regional agencies on to identify improvements on interregional Focus Routes serving goods movement, where interregional improvement program funding can leverage regional improvement program funding committed by the regional agency.

The Cal-BC model estimates ROI, and a BCA using parameters that more accurately reflect goods movement benefits can help the District to obtain ITIP funding for projects on the four Focus Routes. Caltrans is currently in the process of making changes to the Focus Routes in the Interregional Transportation Strategic Plan (ITSP), which is anticipated to be finalized in June 2015.

State Highway Operation and Protection Program (SHOPP) and Minor Program

District 3 Planning and Operations staff should continue to collaborate to identify SHOPP-eligible projects to mitigate the deficiencies identified in this study. The District should coordinate efforts with SHOPP Program Managers to help them understand how the Goods Movement Study can aid in project selection. Several types of projects can improve goods movement and may be eligible for SHOPP programming. These include passing lanes (in congested locations), auxiliary and transition lanes (at bottleneck locations), turn pockets (along congested corridors, and ITS projects (e.g., Road Weather Information System, Changeable Message Sign) among others. Other types of SHOPP projects are used to improve and maintain commercial vehicle enforcement facilities such as Antelope Platform Scales [I-80 eastbound and westbound], Camino mini-site [US 50 westbound] and the Donner Pass Commercial Vehicle Enforcement Facility [I-80 eastbound]) for infrastructure protection. The SHOPP Minor Program has funded lower cost projects (those with costs less than \$1 million) such as turning pockets on rural highways that can impact goods movement. Incorporating BCA in conjunction with the gap analysis and prioritization methodology outlined as part of this study can be used to prioritize SHOPP-eligible projects.

10.3.2 Regional Partner Funding

The District maintains close working relationships with its regional partners, and multi-agency partnerships are the best way to create, fund, and implement projects. When grant funding from regional agencies is available, the importance of investments that have been identified as part of this study should be conveyed and considered.

One local funding source that the District may consider for goods movement projects is Sacramento County Measure A sales tax for transportation which does not expire until 2039. The Sacramento County Transportation Authority (SACTA) administers the measure’s funds. Eligible projects relevant to the SHS include freeway interchange congestion relief upgrade projects. A few Measure A funded interchanges are included in the District 3 freight project list. The District should coordinate with SACTA to prioritize the implementation of these projects given that they are relevant to goods movement.

²⁰ Return on Investment (ROI) is the discount rate at which benefits and costs are equal. For a project with a rate of return greater than the discount rate, the benefits are greater than costs and the project has a positive economic value.

The District can also work with regional partners to identify and develop public-private partnerships (P3s) to bolster available freight funding. While there are few P3s in the United States and even fewer freight related P3s, there is a growing interest in using alternative forms of financing for future freight projects. Dedicated P3 offices allow for specialization in P3 project development that could potentially include freight projects. The most often cited benefits of P3 are that private firms, 1) are more efficient than government and are better equipped to deliver projects faster and 2) have access to capital unavailable to governments which allows projects to be “built today.” A traditionally-financed project may have to be delayed pending future revenues.

**APPENDIX A: LIST OF FREIGHT NETWORK TRANSPORTATION
CONCEPT REPORT (TCR) SEGMENTS**

Route	County	From Postmile	To Postmile	Segment Description	Freight Route Designation	2011 HDT	20-Year HDT	2012 Base Year LOS	2012 Base Year LOS Code	20-Year No Build Forecast LOS	20-Year No Build Forecast LOS Code	Bridge Vertical Clearance	Bridge Weight	Pavement Condition	Distressed Bridge	2012 Base Year Mobility Priority	20-Year No-Build Mobility Priority	Bridge Vertical Clearance Priority	Bridge Weight Priority	Pavement Condition Priority	Distressed Bridge Deficiency Priority
5	COL	00.000	19.400	Colusa/Yolo County to SR 20	PFN	★ 8,460	★ 11,167	B	●	C	●	●	●	●	●	Lowest	Middle	Middle	Lowest	Lowest	Lowest
5	COL	19.400	34.365	SR 20 to Colusa/Glenn County	PFN	★ 6,859	★ 9,053	B	●	C	●	●	●	●	●	Lowest	Middle	Middle	Lowest	Highest	Lowest
5	GLE	00.000	09.872	Glenn/Colusa County Line to SR 162	PFN	★ 5,295	★ 6,989	B	●	C	●	●	●	●	●	Lowest	Middle	Middle	Lowest	Lowest	Lowest
5	GLE	09.872	25.530	SR 162 to SR 32	PFN	★ 6,610	★ 8,726	B	●	C	●	●	●	●	●	Lowest	Middle	Middle	Lowest	Lowest	Lowest
5	GLE	25.530	28.821	SR 32 to Glenn/Tehama County Line and District 2	PFN	★ 6,749	★ 8,909	B	●	C	●	●	●	●	●	Lowest	Middle	Middle	Lowest	Lowest	Middle
5	SAC	00.018	08.493	District 10 and San Joaquin/Sacramento County line to Hood-Franklin Boulevard	PFN	★ 9,394	★ 12,027	C	●	C	●	●	●	●	●	Middle	Middle	Lowest	Lowest	Highest	Lowest
5	SAC	08.493	10.830	Hood-Franklin Boulevard to Elk Grove Boulevard	PFN	★ 9,394	★ 11,414	C	●	D	●	●	●	●	●	Middle	Middle	Lowest	Lowest	Lowest	Lowest
5	SAC	10.830	12.040	Elk Grove Boulevard to Laguna Boulevard	PFN	★ 9,536	★ 11,455	D	●	E	●	●	●	●	●	Middle	Highest	Lowest	Lowest	Lowest	Lowest
5	SAC	12.037	16.147	Laguna Boulevard to Pocket Road	PFN	★ 9,536	★ 11,465	E	●	E	●	●	●	●	●	Highest	Highest	Lowest	Lowest	Highest	Lowest
5	SAC	16.150	22.000	Pocket Road to US Highway 50 (US 50) ramps south of I-5/US 50 Interchange	PFN	★ 9,174	★ 10,715	F	●	F	●	●	●	●	●	Highest	Highest	Middle	Lowest	Highest	Lowest
5	SAC	22.000	24.650	US 50 ramps south of I-5/US 50 Interchange to Richards Boulevard	PFN	★ 12,142	★ 13,489	F	●	F	●	●	●	●	●	Highest	Highest	Highest	Middle	Lowest	Highest
5	SAC	24.650	26.693	Richards Boulevard to I-5/80 Interchange	PFN	★ 8,464	★ 9,918	E	●	F	●	●	●	●	●	Highest	Highest	Middle	Lowest	Lowest	Lowest
5	SAC	26.693	29.907	I-5/80 Interchange to I-5/SR 99 Interchange	PFN	★ 5,379	★ 7,281	E	●	F	●	●	●	●	●	Highest	Highest	Middle	Lowest	Lowest	Lowest
5	SAC	29.907	34.652	I-5/SR 99 Interchange to Sacramento/Yolo County Line	PFN	★ 5,516	★ 6,577	D	●	E	●	●	●	●	●	Middle	Highest	Middle	Lowest	Lowest	Lowest
5	YOL	00.000	05.530	Yolo/Sacramento County to County Road 102	PFN	★ 5,829	★ 7,250	C	●	D	●	●	●	●	●	Middle	Middle	Middle	Lowest	Lowest	Lowest
5	YOL	05.530	08.262	County Road 102 to I-5/SR 113 Junction	PFN	★ 5,580	★ 7,033	C	●	C	●	●	●	●	●	Middle	Middle	Middle	Lowest	Lowest	Lowest
5	YOL	08.262	22.610	I-5/SR 113 Junction to I-5/I-505 Junction	PFN	★ 8,784	★ 11,595	B	●	C	●	●	●	●	●	Lowest	Middle	Middle	Lowest	Lowest	Lowest
5	YOL	22.610	28.920	I-5/I-505 Junction to Yolo/Colusa County Line	PFN	★ 7,802	★ 10,298	B	●	C	●	●	●	●	●	Lowest	Middle	Middle	Lowest	Lowest	Lowest
12	SAC	00.000	06.200	District 4 and Solano/Sacramento County Line to Sacramento/San Joaquin County Line and District 10	TA	★ 1,546	☆ -	E	●	E	●	●	●	●	●	Highest	Highest	Lowest	Lowest	Highest	Lowest
16	COL	00.000	7.256	State Routes 20/16 junction to Colusa/Yolo County line	TA	☆ 40	☆ 54	B	●	A	●	●	●	●	●	Lowest	Lowest	Lowest	Lowest	Middle	Lowest
16	SAC	01.660	02.500	Junction US 50 to Folsom Boulevard/Jackson Road	TA	★ 1,426	★ 1,998	D	●	F	●	●	●	●	●	Middle	Highest	Lowest	Lowest	Highest	Lowest
16	SAC	02.500	04.170	Folsom Boulevard/Jackson Road to Watt Avenue	TA	☆ 298	☆ 337	E	●	F	●	●	●	●	●	Middle	Middle	Lowest	Lowest	Middle	Lowest
16	SAC	04.170	12.540	Sunrise Blvd to Latrobe Road	TA	☆ 239	☆ 327	E	●	E	●	●	●	●	●	Middle	Middle	Lowest	Lowest	Middle	Lowest
16	SAC	12.540	16.810	Grant Line Road to Latrobe Road	TA	☆ 218	☆ 295	E	●	E	●	●	●	●	●	Middle	Middle	Lowest	Lowest	Middle	Lowest
16	SAC	16.810	20.550	Latrobe Road to Murieta Parkway South	TA	☆ 197	☆ 262	E	●	E	●	●	●	●	●	Middle	Middle	Lowest	Lowest	Lowest	Lowest
16	SAC	20.550	23.950	Murieta Parkway (South) to Sacramento/Amador County Line	TA	☆ 197	☆ 254	D	●	D	●	●	●	●	●	Middle	Middle	Lowest	Lowest	Lowest	Lowest
16	YOL	00.000	19.200	Colusa/Yolo County Line to Winners Way	TA	☆ 26	☆ 41	C	●	C	●	●	●	●	●	Middle	Middle	Lowest	Middle	Middle	Lowest
16	YOL	19.200	26.373	Winners Way to County Road 85B	TA	★ 402	★ 630	E	●	E	●	●	●	●	●	Highest	Highest	Lowest	Highest	Highest	Lowest
16	YOL	26.373	28.266	County Road 85B to County Road 21A	TA	★ 402	★ 590	E	●	E	●	●	●	●	●	Highest	Highest	Lowest	Lowest	Highest	Lowest

★ meets HDT ADT threshold 350 trucks. ☆ Does not meet HDT ADT threshold 350 trucks.

● no/low deficiency ● medium deficiency ● high deficiency

Route	County	From Postmile	To Postmile	Segment Description	Freight Route Designation	2011 HDT	20-Year HDT	2012 Base Year LOS	2012 Base Year LOS Code	20-Year No Build Forecast LOS	20-Year No Build Forecast LOS Code	Bridge Vertical Clearance	Bridge Weight	Pavement Condition	Distressed Bridge	2012 Base Year Mobility Priority	20-Year No-Build Mobility Priority	Bridge Vertical Clearance Priority	Bridge Weight Priority	Pavement Condition Priority	Distressed Bridge Deficiency Priority
16	YOL	28.266	32.360	County Road 21A to I-505 northbound ramps	TA	★ 789	★ 1,236	D	●	E	●	●	●	●	●	Middle	Highest	Lowest	Lowest	Highest	Lowest
16	YOL	32.360	40.570	I-505 Northbound Ramps to West Main Street/County Road 98	TA	★ 409	★ 641	E	●	E	●	●	●	●	●	Highest	Highest	Lowest	Lowest	Highest	Lowest
16	YOL	40.570	43.420	West Main Street/County Road 98 to Junction I-5	TA	☆ 337	★ 528	D	●	D	●	●	●	●	●	Middle	Middle	Lowest	Lowest	Lowest	Lowest
20	COL	00.000	13.030	Lake/Colusa County Line to Walnut Drive	TA	☆ 335	★ 419	D	●	D	●	●	●	●	●	Middle	Middle	Lowest	Lowest	Middle	Lowest
20	COL	13.030	30.450	Walnut Drive to Harris Street (City of Colusa)	TA	★ 425	★ 553	D	●	D	●	●	●	●	●	Middle	Middle	Lowest	Middle	Middle	Lowest
20	COL	30.450	33.120	City of Colusa - Harris Street to Moon Bend Road	TA	★ 674	★ 876	E	●	F	●	●	●	●	●	Highest	Highest	Lowest	Lowest	Highest	Lowest
20	COL	33.120	39.340	Moon Bend Road to Colusa/Sutter County Line	TA	★ 363	★ 508	D	●	E	●	●	●	●	●	Middle	Highest	Lowest	Lowest	Lowest	Lowest
20	NEV	00.000	06.600	Yuba/Nevada County Line to Penn Valley Drive	TA	★ 914	★ 1,325	D	●	E	●	●	●	●	●	Middle	Highest	Lowest	Lowest	Highest	Lowest
20	NEV	06.600	12.302	Penn Valley Drive to Junction State Route 49 South	TA	★ 914	★ 1,554	B	●	C	●	●	●	●	●	Lowest	Middle	Lowest	Lowest	Middle	Lowest
20	NEV	12.302	17.390	Junction State Route 49 South to Junction SR 49 North	TA	★ 673	★ 1,065	B	●	D	●	●	●	●	●	Lowest	Middle	Middle	Lowest	Highest	Lowest
20	NEV	17.390	45.660	East Junction State Route 49 to Interstate 80 (End of Route)	TA	☆ 280	★ 390	D	●	E	●	●	●	●	●	Middle	Middle	Lowest	Lowest	Lowest	Lowest
20	SUT	00.000	10.930	Colusa/Sutter County Line to East of Humphrey Road	TA	☆ 256	★ 358	C	●	D	●	●	●	●	●	Middle	Middle	Lowest	Middle	Middle	Lowest
20	SUT	10.930	14.470	East of Humphrey Road to Harter Road	TA	☆ 44	☆ 77	A	●	A	●	●	●	●	●	Lowest	Lowest	Lowest	Lowest	Lowest	Lowest
20	SUT	14.470	15.600	Harter Road to State Route 20/State Route 99 Junction	TA	★ 764	★ 1,337	C	●	E	●	●	●	●	●	Middle	Highest	Lowest	Lowest	Lowest	Lowest
20	SUT	15.600	16.619	SR 99/20 intersection to Shasta Street	TA	★ 721	★ 1,262	E	●	F	●	●	●	●	●	Highest	Highest	Lowest	Lowest	Lowest	Lowest
20	SUT	16.619	17.057	Shasta Street, Yuba City to Sutter/Yuba County Line (Feather River Bridge)	TA	★ 677	★ 1,192	C	●	D	●	●	●	●	●	Middle	Middle	Lowest	Lowest	Lowest	Lowest
20	YUB	00.000	00.989	Sutter/Yuba County Line (Feather River Bridge) to SR 70 Junction	TA	★ 706	★ 1,130	C	●	D	●	●	●	●	●	Middle	Middle	Lowest	Lowest	Lowest	Lowest
20	YUB	00.989	02.940	West Jct SR 70 at 9th & E to 22nd Street	TA	★ 799	★ 1,119	E	●	E	●	●	●	●	●	Highest	Highest	Middle	Lowest	Lowest	Lowest
20	YUB	02.940	13.269	22nd Street to Marysville Road	TA	☆ 195	☆ 273	D	●	D	●	●	●	●	●	Middle	Middle	Lowest	Lowest	Middle	Lowest
20	YUB	13.269	21.665	Marysville Road to Yuba/Nevada County Line	TA	☆ 195	☆ 283	D	●	D	●	●	●	●	●	Middle	Middle	Lowest	Middle	Middle	Lowest
28	PLA	00.090	07.770	Begin Route at Jct SR 89 to Estates Drive in Tahoe Vista	TA	☆ 37	☆ 44	E	●	E	●	●	●	●	●	Middle	Middle	Lowest	Lowest	Lowest	Lowest
28	PLA	07.770	10.220	Estates Drive to Chipmunk Street	TA	☆ 49	☆ 59	E	●	E	●	●	●	●	●	Middle	Middle	Lowest	Lowest	Lowest	Lowest
28	PLA	10.220	11.020	Chipmunk Street to Nevada State Line (End of Route)	TA	☆ 40	☆ 48	E	●	E	●	●	●	●	●	Middle	Middle	Lowest	Lowest	Lowest	Lowest
32	BUT	00.000	06.240	Glenn/Butte County Line to East Avenue	TA	☆ 169	☆ 234	E	●	E	●	●	●	●	●	Middle	Middle	Lowest	Lowest	Lowest	Lowest
32	BUT	06.240	07.110	East Avenue to West 8th Street	TA	☆ 169	☆ 206	C	●	D	●	●	●	●	●	Middle	Middle	Lowest	Lowest	Lowest	Lowest
32	BUT	07.110	08.367	West 8th Avenue to West 1st Street	TA	☆ 169	☆ 199	D	●	D	●	●	●	●	●	Middle	Middle	Lowest	Lowest	Lowest	Lowest
32	BUT	08.367	08.905	West 1st Street to West 9th Street	TA	☆ 296	☆ 348	D	●	E	●	●	●	●	●	Middle	Middle	Lowest	Lowest	Lowest	Lowest
32	BUT	10.280	12.400	Fir Street to Yosemite Drive	TA	☆ 93	☆ 196	D	●	F	●	●	●	●	●	Middle	Middle	Lowest	Lowest	Middle	Lowest
32	BUT	12.395	37.749	Yosemite Drive to Butte/Tehama County Line	TA	☆ 93	☆ 137	E	●	E	●	●	●	●	●	Middle	Middle	Lowest	Lowest	Middle	Lowest

★ meets HDT ADT threshold 350 trucks. ☆ Does not meet HDT ADT threshold 350 trucks.

● no/low deficiency ● medium deficiency ● high deficiency

Route	County	From Postmile	To Postmile	Segment Description	Freight Route Designation	2011 HDT	20-Year HDT	2012 Base Year LOS	2012 Base Year LOS Code	20-Year No Build Forecast LOS	20-Year No Build Forecast LOS Code	Bridge Vertical Clearance	Bridge Weight	Pavement Condition	Distressed Bridge	2012 Base Year Mobility Priority	20-Year No-Build Mobility Priority	Bridge Vertical Clearance Priority	Bridge Weight Priority	Pavement Condition Priority	Distressed Bridge Deficiency Priority
32	BUT	08.905	09.410	West 9th Street at Walnut Avenue to Pine Street (Eastbound)	TA	☆ 194	☆ 245	E	●	E	●	●	●	●	●	Middle	Middle	Lowest	Lowest	Lowest	Lowest
32	BUT	09.410	10.280	Pine Street to Fir Street (Eastbound)	TA	☆ 194	☆ 261	E	●	E	●	●	●	●	●	Middle	Middle	Lowest	Lowest	Lowest	Lowest
32	BUT	08.905	09.410	West 9th Street at Walnut Avenue to Pine Street (Westbound)	TA	☆ 194	☆ 245	E	●	E	●	●	●	●	●	Middle	Middle	Lowest	Lowest	Lowest	Lowest
32	BUT	09.410	10.280	Pine Street to Fir Street (Westbound)	TA	☆ 194	☆ 261	E	●	E	●	●	●	●	●	Middle	Middle	Lowest	Lowest	Lowest	Lowest
32	GLE	00.000	00.460	Begin Route at I-5 to 6th Street	TA	☆ 317	★ 478	D	●	E	●	●	●	●	●	Middle	Middle	Lowest	Lowest	Middle	Lowest
32	GLE	00.460	01.300	6th Street to County Rd M	TA	☆ 317	★ 478	E	●	E	●	●	●	●	●	Middle	Middle	Lowest	Lowest	Lowest	Lowest
32	GLE	01.300	09.626	County Road M to SR 45	TA	☆ 344	★ 519	E	●	E	●	●	●	●	●	Middle	Middle	Lowest	Lowest	Middle	Lowest
32	GLE	09.626	10.910	SR 45 to Glenn/Butte County Line	TA	☆ 338	★ 510	C	●	D	●	●	●	●	●	Middle	Middle	Lowest	Lowest	Lowest	Lowest
45	COL	00.000	19.800	Yolo/County Line to the Junction of SR-20	TA	☆ 173	☆ 216	B	●	B	●	●	●	●	●	Lowest	Lowest	Lowest	Lowest	Middle	Lowest
45	COL	19.800	34.200	North Junction of SR-20 to Glenn County Line	TA	☆ 146	☆ 183	D	●	D	●	●	●	●	●	Middle	Middle	Lowest	Lowest	Middle	Lowest
45	GLE	00.000	23.200	Glenn County Line to the SR-32 Junction	CL	☆ 66	☆ 83	B	●	C	●	●	●	●	●	Lowest	Middle	Lowest	Lowest	Lowest	Lowest
45	YOL	00.000	12.900	SR-45/SR-113 Junction to the Yolo/Colusa County Line	CA	☆ 74	☆ 93	A	●	A	●	●	●	●	●	Lowest	Lowest	Lowest	Lowest	Middle	Lowest
49	ED	00.000	09.430	Amador/El Dorado County Line to Union Mine Road	TA	☆ 32	☆ 33	E	●	E	●	●	●	●	●	Middle	Middle	Lowest	Lowest	Lowest	Lowest
49	ED	09.430	11.240	Union Mine Road to Missouri Flat Road	TA	☆ 195	☆ 212	E	●	E	●	●	●	●	●	Middle	Middle	Lowest	Lowest	Middle	Lowest
49	ED	11.240	11.860	Missouri Flat Road to Diamond Road	TA	☆ 195	☆ 249	E	●	E	●	●	●	●	●	Middle	Middle	Lowest	Lowest	Lowest	Lowest
49	ED	11.860	12.360	Diamond Road to Bradley Drive	TA	☆ 195	☆ 252	E	●	E	●	●	●	●	●	Middle	Middle	Lowest	Lowest	Lowest	Lowest
49	ED	12.360	13.970	Bradley Drive to South Placerville City Limits	TA	☆ 195	☆ 252	E	●	E	●	●	●	●	●	Middle	Middle	Lowest	Lowest	Middle	Lowest
49	ED	13.970	15.800	South Placerville City Limits to Jct SR 193	TA	☆ 78	☆ 84	E	●	E	●	●	●	●	●	Middle	Middle	Lowest	Lowest	Lowest	Lowest
49	ED	15.800	37.980	Jct 193 to El Dorado/Placer County Line	TA	☆ 194	☆ 270	E	●	E	●	●	●	●	●	Middle	Middle	Lowest	Lowest	Middle	Lowest
49	NEV	00.000	14.475	Pla/Nev County Line to Jct SR 20	TA	☆ 257	☆ 316	E	●	F	●	●	●	●	●	Middle	Middle	Lowest	Lowest	Middle	Lowest
49	NEV	14.480	19.710	Jct SR 20 to Sun Shadow Circle	TA	☆ 257	★ 411	D	●	E	●	●	●	●	●	Middle	Middle	Lowest	Lowest	Lowest	Lowest
49	NEV	19.710	32.640	Sun Shadow Circle to Nevada/Yuba County Line	TA	☆ 30	☆ 38	D	●	D	●	●	●	●	●	Middle	Middle	Lowest	Lowest	Middle	Lowest
49	PLA	00.000	03.210	El Dorado/Placer County Line to I-80/SR 49 Interchange	TA	☆ 187	☆ 193	E	●	E	●	●	●	●	●	Middle	Middle	Lowest	Lowest	Lowest	Middle
49	PLA	03.210	06.380	Jct. I-80 to Bell Rd.	TA	☆ 234	☆ 277	E	●	E	●	●	●	●	●	Middle	Middle	Lowest	Lowest	Middle	Lowest
49	PLA	06.380	11.370	Bell Rd. to Pla/Nev County Line	TA	☆ 234	☆ 260	D	●	E	●	●	●	●	●	Middle	Middle	Lowest	Lowest	Middle	Lowest
49	SIE	00.000	47.300	Yuba/Sierra County Line to Jct SR 89	TA	☆ 16	☆ 20	D	●	D	●	●	●	●	●	Middle	Middle	Lowest	Lowest	Middle	Lowest
49	SIE	47.300	63.890	Jct SR 89 to Plumas County Line	TA	☆ 68	☆ 95	D	●	D	●	●	●	●	●	Middle	Middle	Lowest	Lowest	Lowest	Lowest
49	YUB	00.000	09.370	Nevada/Yuba County Line to Yuba/Sierra County Line	CA	☆ 12	☆ 15	D	●	D	●	●	●	●	●	Middle	Middle	Lowest	Lowest	Middle	Lowest
50	ED	00.000	00.860	Sacramento/El Dorado County Line to Latrobe Road	NN	★ 2,399	★ 2,636	F	●	F	●	●	●	●	●	Highest	Highest	Lowest	Lowest	Lowest	Lowest

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Route	County	From Postmile	To Postmile	Segment Description	Freight Route Designation	2011 HDT	20-Year HDT	2012 Base Year LOS	2012 Base Year LOS Code	20-Year No Build Forecast LOS	20-Year No Build Forecast LOS Code	Bridge Vertical Clearance	Bridge Weight	Pavement Condition	Distressed Bridge	2012 Base Year Mobility Priority	20-Year No-Build Mobility Priority	Bridge Vertical Clearance Priority	Bridge Weight Priority	Pavement Condition Priority	Distressed Bridge Deficiency Priority
50	ED	00.860	R03.230	Latrobe Road to Bass Lake Road	NN	★ 1,730	★ 2,323	E	●	F	●	●	●	●	●	Highest	Highest	Lowest	Lowest	Lowest	Lowest
50	ED	R03.230	06.570	Bass Lake Road to Cameron Park Drive	NN	★ 1,508	★ 2,126	D	●	F	●	●	●	●	●	Middle	Highest	Lowest	Lowest	Middle	Lowest
50	ED	06.570	R08.560	Cameron Park Drive to Ponderosa Rd	NN	★ 1,508	★ 1,805	D	●	E	●	●	●	●	●	Middle	Highest	Lowest	Lowest	Middle	Lowest
50	ED	R08.560	R15.060	Ponderosa Rd to Missouri Flat Road	NN	★ 1,289	★ 1,661	C	●	D	●	●	●	●	●	Middle	Middle	Lowest	Lowest	Lowest	Lowest
50	ED	R15.060	17.250	Missouri Flat Road to End of Freeway in Placerville	NN	★ 1,227	★ 1,462	D	●	D	●	●	●	●	●	Middle	Middle	Lowest	Lowest	Lowest	Lowest
50	ED	17.250	18.110	End of Freeway in Placerville to Bedford Avenue	NN	★ 1,376	★ 1,561	C	●	C	●	●	●	●	●	Middle	Middle	Middle	Lowest	Lowest	Lowest
50	ED	18.110	R25.950	Bedford Avenue to Cedar Grove Road	NN	★ 837	★ 977	C	●	C	●	●	●	●	●	Middle	Middle	Middle	Highest	Lowest	Lowest
50	ED	R25.950	31.970	Cedar Grove Exit to 0.67 mi east of Sly Park Road	NN	★ 641	★ 801	B	●	C	●	●	●	●	●	Lowest	Middle	Lowest	Lowest	Highest	Lowest
50	ED	31.970	39.770	0.67 miles east of Sly Park Road to Ice House Road	CL	★ 384	★ 480	B	●	C	●	●	●	●	●	Lowest	Middle	Lowest	Lowest	Lowest	Lowest
50	ED	39.770	66.630	Ice House Road to Echo Summit	CL	☆ 200	☆ 250	E	●	F	●	●	●	●	●	Middle	Middle	Lowest	Lowest	Lowest	Lowest
50	ED	66.630	70.620	Echo Summit to State Route 89 South/Luther Pass Road	CL	☆ 141	☆ 176	E	●	E	●	●	●	●	●	Middle	Middle	Lowest	Lowest	Lowest	Lowest
50	ED	70.620	75.450	State Route 89 South/Luther Pass Road to State Route 89 North/Lake Tahoe Blvd	TA	☆ 228	☆ 285	E	●	F	●	●	●	●	●	Middle	Middle	Lowest	Lowest	Middle	Lowest
50	ED	75.450	80.440	State Route 89 North/Lake Tahoe Blvd to Nevada State Line	TA	☆ 139	☆ 181	E	●	F	●	●	●	●	●	Middle	Middle	Lowest	Middle	Middle	Lowest
50	SAC	L00.000	L02.480	Yolo/Sacramento County Line to State Routes 99 and 51	NN	★ 2,515	★ 2,852	F	●	F	●	●	●	●	●	Highest	Highest	Highest	Middle	Highest	Highest
50	SAC	R00.000	R05.340	State Routes 99 and 51 to Watt Avenue	PFN	★ 2,137	★ 2,583	F	●	F	●	●	●	●	●	Highest	Highest	Highest	Lowest	Highest	Highest
50	SAC	R05.340	R10.920	Watt Avenue to Zinfandel Drive	PFN	★ 1,964	★ 2,596	F	●	F	●	●	●	●	●	Highest	Highest	Highest	Lowest	Highest	Lowest
50	SAC	R10.920	12.500	Zinfandel Drive to Sunrise Boulevard	PFN	★ 2,120	★ 2,947	E	●	F	●	●	●	●	●	Highest	Highest	Lowest	Lowest	Lowest	Lowest
50	SAC	12.500	17.010	Sunrise Boulevard to Folsom Boulevard	PFN	★ 3,295	★ 4,506	F	●	F	●	●	●	●	●	Highest	Highest	Highest	Lowest	Middle	Lowest
50	SAC	17.010	23.135	Folsom Boulevard to Sacramento/El Dorado County Line	PFN	★ 2,399	★ 2,979	F	●	F	●	●	●	●	●	Highest	Highest	Lowest	Lowest	Lowest	Lowest
50	YOL	00.000	03.160	Interstate 80 to Yolo/Sacramento County Line	NN	★ 3,120	★ 3,652	E	●	F	●	●	●	●	●	Highest	Highest	Lowest	Lowest	Highest	Lowest
51	SAC	00.000	04.350	US 50/SR 99 to Arden Way/SR 51/SR 160 Interchange	NN	★ 2,269	★ 2,540	F	●	F	●	●	●	●	●	Highest	Highest	Middle	Middle	Lowest	Lowest
51	SAC	04.350	08.860	Arden Way/SR 51/SR 160 Interchange To I-80	NN	★ 2,182	★ 2,535	F	●	F	●	●	●	●	●	Highest	Highest	Highest	Lowest	Lowest	Highest
65	PLA	04.863	08.065	I-80 to Washington Blvd	TA	★ 1,715	★ 2,744	E	●	F	●	●	●	●	●	Highest	Highest	Lowest	Lowest	Lowest	Lowest
65	PLA	08.065	12.849	Washington Blvd to Industrial Ave	TA	★ 4,885	★ 7,816	C	●	F	●	●	●	●	●	Middle	Highest	Lowest	Lowest	Lowest	Lowest
65	PLA	12.849	13.080	Industrial Ave to Ferrari Ranch Rd (Volumes are for Lincoln By-Pass Only)	TA	★ 4,885	★ 7,816	D	●	F	●	●	●	●	●	Middle	Highest	Lowest	Lowest	Lowest	Lowest
65	PLA	13.080	14.465	Ferrari Ranch Rd to Gladding Rd (Volumes are for Lincoln By-Pass Only)	TA	★ 1,195	★ 1,434	F	●	F	●	●	●	●	●	Highest	Highest	Lowest	Lowest	Lowest	Lowest
65	PLA	14.465	21.740	Gladding Rd to Riosa Rd (Volumes are for Lincoln By-Pass Only)	TA	★ 1,154	★ 1,385	F	●	F	●	●	●	●	●	Highest	Highest	Lowest	Lowest	Lowest	Lowest
65	PLA	21.740	24.259	Riosa Rd to Yuba County Line (Volumes are for Lincoln By-Pass Only)	TA	★ 1,154	★ 1,385	E	●	E	●	●	●	●	●	Highest	Highest	Lowest	Lowest	Lowest	Lowest
65	YUB	00.000	04.099	Yuba County Line to S Beale Rd (Volumes are for Wheatland By-Pass Only)	TA	★ 1,188	★ 1,426	E	●	E	●	●	●	●	●	Highest	Highest	Lowest	Lowest	Lowest	Lowest

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Route	County	From Postmile	To Postmile	Segment Description	Freight Route Designation	2011 HDT	20-Year HDT	2012 Base Year LOS	2012 Base Year LOS Code	20-Year No Build Forecast LOS	20-Year No Build Forecast LOS Code	Bridge Vertical Clearance	Bridge Weight	Pavement Condition	Distressed Bridge	2012 Base Year Mobility Priority	20-Year No-Build Mobility Priority	Bridge Vertical Clearance Priority	Bridge Weight Priority	Pavement Condition Priority	Distressed Bridge Deficiency Priority
65	YUB	04.099	09.382	S Beale Rd to SR 70	TA	★ 1,188	★ 1,426	A	●	B	●	●	●	●	●	Lowest	Lowest	Lowest	Lowest	Highest	Lowest
70	BUT	00.000	04.060	Begin County to E.Gridley Rd/Stimpson	TA	★ 562	★ 691	E	●	E	●	●	●	●	●	Highest	Highest	Lowest	Lowest	Lowest	Lowest
70	BUT	04.060	11.550	E.Gridley Rd/Stimpson to Marysville-Baggett Rd	TA	★ 828	★ 1,234	E	●	E	●	●	●	●	●	Highest	Highest	Lowest	Lowest	Highest	Lowest
70	BUT	11.550	13.901	Marysville-Baggett Rd to Rte 70/162 Junction	TA	★ 828	★ 2,525	A	●	B	●	●	●	●	●	Lowest	Lowest	Lowest	Lowest	Lowest	Lowest
70	BUT	13.901	20.479	Rte 70/162 Junction to Rte 70/149 Junction	TA	★ 1,214	★ 2,336	A	●	C	●	●	●	●	●	Lowest	Middle	Middle	Lowest	Highest	Lowest
70	BUT	20.479	48.076	Rte 70/149 Junction to End of County/District	TA	☆ 61	☆ 75	D	●	D	●	●	●	●	●	Middle	Middle	Lowest	Lowest	Middle	Lowest
70	SUT	R00.051	08.298	SR 70/99 Junction to End of County	TA	★ 646	★ 1,142	A	●	B	●	●	●	●	●	Lowest	Lowest	Lowest	Lowest	Lowest	Lowest
70	YUB	00.000	R07.345	Begin County to McGowan Parkway	TA	★ 1,958	★ 2,751	A	●	B	●	●	●	●	●	Lowest	Lowest	Lowest	Lowest	Lowest	Lowest
70	YUB	R07.345	13.604	McGowan Parkway to Yuba River BR #16-34	TA	★ 2,131	★ 2,866	C	●	D	●	●	●	●	●	Middle	Middle	Middle	Lowest	Lowest	Lowest
70	YUB	13.604	14.083	Yuba River BR #16-34 to 1st Street UC	TA	★ 2,131	★ 2,817	D	●	E	●	●	●	●	●	Middle	Highest	Lowest	Lowest	Lowest	Lowest
70	YUB	14.083	14.250	1st Street UC to 3rd Street	TA	★ 655	★ 825	E	●	F	●	●	●	●	●	Highest	Highest	Lowest	Lowest	Lowest	Lowest
70	YUB	14.250	14.700	3rd Street to Rte 70/20 Junction	TA	★ 655	★ 806	E	●	F	●	●	●	●	●	Highest	Highest	Lowest	Lowest	Lowest	Lowest
70	YUB	14.710	15.350	Rte 20 @ 12th Street to 24th Street	TA	★ 611	★ 752	F	●	F	●	●	●	●	●	Highest	Highest	Highest	Lowest	Lowest	Middle
70	YUB	15.350	25.822	24th Street to End of County	TA	★ 611	★ 752	E	●	E	●	●	●	●	●	Highest	Highest	Middle	Middle	Highest	Lowest
80	NEV	00.000	R09.070	PLA/NEV County Line to Donner Lake Rd	PFN	★ 3,516	★ 4,581	D	●	D	●	●	●	●	●	Middle	Middle	Lowest	Lowest	Lowest	Lowest
80	NEV	R09.070	22.321	Donner Lake Rd to Hirschdale Rd	PFN	★ 4,155	★ 5,414	D	●	E	●	●	●	●	●	Middle	Highest	Lowest	Lowest	Highest	Lowest
80	NEV	22.321	31.783	Hirschdale Rd to NEV/SIE County Line	PFN	★ 3,605	★ 4,697	B	●	C	●	●	●	●	●	Lowest	Middle	Lowest	Lowest	Lowest	Lowest
80	PLA	00.000	04.160	Sacramento/Placer County line to SR 65 Jct.	PFN	★ 5,595	★ 7,257	F	●	F	●	●	●	●	●	Highest	Highest	Lowest	Lowest	Lowest	Lowest
80	PLA	04.160	07.420	SR 65 Junction to Sierra College Bl. Interchange	PFN	★ 4,147	★ 5,064	E	●	F	●	●	●	●	●	Highest	Highest	Lowest	Lowest	Middle	Lowest
80	PLA	07.420	17.540	Sierra College Blvd to SR 49	PFN	★ 3,753	★ 4,491	D	●	E	●	●	●	●	●	Middle	Highest	Middle	Lowest	Middle	Lowest
80	PLA	17.540	R21.128	SR 49 to Bell Rd	PFN	★ 3,426	★ 4,114	C	●	D	●	●	●	●	●	Middle	Middle	Lowest	Lowest	Lowest	Lowest
80	PLA	R21.128	R26.210	Bell Rd to Applegate (Crother Rd)	PFN	★ 3,672	★ 4,515	C	●	C	●	●	●	●	●	Middle	Middle	Lowest	Lowest	Lowest	Lowest
80	PLA	R26.210	53.356	Applegate (Crother Rd) to Blue Canyon Rd	PFN	★ 3,481	★ 4,535	F	●	F	●	●	●	●	●	Highest	Highest	Lowest	Lowest	Middle	Lowest
80	PLA	53.356	69.769	Blue Canyon Rd to PLA/NEV County Line	PFN	★ 3,447	★ 4,491	D	●	E	●	●	●	●	●	Middle	Highest	Lowest	Lowest	Highest	Highest
80	SAC	00.000	M02.550	Yolo/Sacramento County line to I-5 Jct.	PFN	★ 3,573	★ 4,404	C	●	D	●	●	●	●	●	Middle	Middle	Lowest	Lowest	Highest	Lowest
80	SAC	02.550	10.990	I-5 Jct. to SR 51 Jct.	PFN	★ 4,092	★ 4,916	F	●	F	●	●	●	●	●	Highest	Highest	Highest	Lowest	Highest	Lowest
80	SAC	10.990	18.000	SR 51 Jct. to Sacramento/Placer County line	PFN	★ 6,126	★ 6,910	F	●	F	●	●	●	●	●	Highest	Highest	Lowest	Lowest	Highest	Lowest
80	SIE	00.000	01.590	NEV/SIE County Line to CA/NEV State Line	PFN	★ 3,518	★ 4,584	B	●	B	●	●	●	●	●	Lowest	Lowest	Lowest	Lowest	Lowest	Lowest
80	YOL	00.000	02.680	Solano/Yolo County line to Mace Bl. Interchange	PFN	★ 6,470	★ 7,690	E	●	F	●	●	●	●	●	Highest	Highest	Middle	Lowest	Lowest	Lowest

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● no/low deficiency ● medium deficiency ● high deficiency

Route	County	From Postmile	To Postmile	Segment Description	Freight Route Designation	2011 HDT	20-Year HDT	2012 Base Year LOS	2012 Base Year LOS Code	20-Year No Build Forecast LOS	20-Year No Build Forecast LOS Code	Bridge Vertical Clearance	Bridge Weight	Pavement Condition	Distressed Bridge	2012 Base Year Mobility Priority	20-Year No-Build Mobility Priority	Bridge Vertical Clearance Priority	Bridge Weight Priority	Pavement Condition Priority	Distressed Bridge Deficiency Priority
80	YOL	02.680	09.550	Mace Bl. Interchange to U.S. 50 Jct.	PFN	★ 6,640	★ 7,888	F	●	F	●	●	●	●	●	Highest	Highest	Lowest	Lowest	Lowest	Lowest
80	YOL	09.550	11.720	U.S. 50 Jct. to Yolo/Sacramento County line	PFN	★ 3,834	★ 4,815	C	●	D	●	●	●	●	●	Middle	Middle	Lowest	Lowest	Highest	Lowest
84	YOL	00.000	15.687	From Solano/Yolo County Line to North Levee Access Rd.	CA	☆ 38	☆ 55	B	●	B	●	●	●	●	●	Lowest	Lowest	Lowest	Lowest	Middle	Lowest
89	ED	00.000	08.550	Alpine/El Dorado County line to Route 50	TA	☆ 171	☆ 205	C	●	D	●	●	●	●	●	Middle	Middle	Lowest	Lowest	Lowest	Lowest
89	ED	08.550	09.710	Junction US 50/SR 89 to near South Lake Tahoe City Limits	TA	☆ 16	☆ 21	C	●	A	●	●	●	●	●	Middle	Lowest	Lowest	Lowest	Lowest	Lowest
89	ED	09.710	27.406	Near South Lake Tahoe City Limits to the El Dorado/Placer Co line	TA	☆ 6	☆ 7	D	●	D	●	●	●	●	●	Middle	Middle	Lowest	Lowest	Middle	Lowest
89	NEV	00.000	00.490	Placer/Nevada County Line to I-80	TA	☆ 56	☆ 67	E/B	●	F/C	●	●	●	●	●	Middle	Middle	Lowest	Lowest	Middle	Middle
89	NEV	00.490	08.702	Junction I-80 to Nevada/Sierra County Line	TA	☆ 56	☆ 67	B	●	C	●	●	●	●	●	Lowest	Middle	Lowest	Lowest	Middle	Lowest
89	PLA	00.000	08.569	El Dorado/Placer County Line to SR 28	TA	☆ 62	☆ 81	D	●	E	●	●	●	●	●	Middle	Middle	Lowest	Lowest	Middle	Lowest
89	PLA	08.569	21.677	Junction SR 89/28 in Tahoe City to Placer/Nevada County Line	TA	☆ 69	☆ 83	E	●	E	●	●	●	●	●	Middle	Middle	Lowest	Lowest	Middle	Lowest
89	SIE	00.000	29.584	Nevada/Sierra County Line to Sierra/Plumas County Line	TA	☆ 63	☆ 76	B	●	C	●	●	●	●	●	Lowest	Middle	Lowest	Middle	Middle	Lowest
99	BUT	00.000	03.130	Sutter-Butte County line to W Liberty Road, Gridley	TA	Pending	Pending	Pending	Pending	Pending	Pending	●	●	●	●	Pending	Pending	Pending	Pending	Pending	Pending
99	BUT	03.130	05.137	W Liberty Rd to Ord Ranch Road	TA	Pending	Pending	Pending	Pending	Pending	Pending	●	●	●	●	Pending	Pending	Pending	Pending	Pending	Pending
99	BUT	05.137	21.810	Ord Ranch Road, Gridley to SR 149	TA	Pending	Pending	Pending	Pending	Pending	Pending	●	●	●	●	Pending	Pending	Pending	Pending	Pending	Pending
99	BUT	21.810	29.371	SR 149 to Southgate Avenue	TA	Pending	Pending	Pending	Pending	Pending	Pending	●	●	●	●	Pending	Pending	Pending	Pending	Pending	Pending
99	BUT	29.371	30.603	Southgate Avenue to Skyway/Park Avenue	TA	Pending	Pending	Pending	Pending	Pending	Pending	●	●	●	●	Pending	Pending	Pending	Pending	Pending	Pending
99	BUT	30.603	37.450	Skyway/Park Ave to End of Freeway	TA	Pending	Pending	Pending	Pending	Pending	Pending	●	●	●	●	Pending	Pending	Pending	Pending	Pending	Pending
99	BUT	37.450	38.210	End of Freeway to the Esplanade	TA	Pending	Pending	Pending	Pending	Pending	Pending	●	●	●	●	Pending	Pending	Pending	Pending	Pending	Pending
99	BUT	38.210	45.975	The Esplanade to Butte/Tehama County Line	TA	Pending	Pending	Pending	Pending	Pending	Pending	●	●	●	●	Pending	Pending	Pending	Pending	Pending	Pending
99	SAC	00.123	12.764	San Joaquin-Sacramento County line to Elk Grove Boulevard	PFN	★ 5,880	★ 7,504	D	●	E	●	●	●	●	●	Middle	Highest	Highest	Middle	Middle	Lowest
99	SAC	12.764	16.13	Elk Grove Boulevard to Calvine Road	PFN	★ 6,310	★ 8,282	F	●	F	●	●	●	●	●	Highest	Highest	Highest	Lowest	Lowest	Lowest
99	SAC	16.13	21.944	Calvine Road to Fruitridge Road	PFN	★ 6,871	★ 8,180	F	●	F	●	●	●	●	●	Highest	Highest	Highest	Lowest	Lowest	Lowest
99	SAC	21.944	R24.35	Fruitridge Rd to SR51/US50/SR99 Interchange (Break in Route)	PFN	★ 5,945	★ 6,846	F	●	F	●	●	●	●	●	Highest	Highest	Highest	Highest	Lowest	Lowest
99	SAC	32.16	36.86	SR 99/I-5 (Break in Route) to Sacramento-Sutter County Line	PFN	★ 2,045	★ 3,569	D	●	F	●	●	●	●	●	Middle	Highest	Lowest	Lowest	Lowest	Lowest
99	SUT	00.000	11.500	Sac-Sutter County line to South of Feather River Bridge	TA	★ 1,083	★ 1,625	C	●	D	●	●	●	●	●	Middle	Middle	Lowest	Lowest	Lowest	Lowest
99	SUT	11.500	14.000	South of Feather River Bridge to Begin Passing Lanes North of Sacramento Avenue	TA	★ 660	★ 814	E	●	E	●	●	●	●	●	Highest	Highest	Lowest	Lowest	Lowest	Lowest
99	SUT	14.000	27.658	North of Sacramento Ave to Bogue Road	TA	★ 619	★ 780	B	●	B	●	●	●	●	●	Lowest	Lowest	Lowest	Lowest	Middle	Lowest
99	SUT	27.658	30.63	Bogue Road to SR 20	TA	★ 925	★ 1,157	D	●	E	●	●	●	●	●	Middle	Middle	Lowest	Lowest	Lowest	Lowest
99	SUT	30.629	34.973	SR 20 to End of Freeway near Lomo Crossing	TA	Pending	Pending	Pending	Pending	Pending	Pending	●	●	●	●	Pending	Pending	Pending	Pending	Pending	Pending

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Route	County	From Postmile	To Postmile	Segment Description	Freight Route Designation	2011 HDT	20-Year HDT	2012 Base Year LOS	2012 Base Year LOS Code	20-Year No Build Forecast LOS	20-Year No Build Forecast LOS Code	Bridge Vertical Clearance	Bridge Weight	Pavement Condition	Distressed Bridge	2012 Base Year Mobility Priority	20-Year No-Build Mobility Priority	Bridge Vertical Clearance Priority	Bridge Weight Priority	Pavement Condition Priority	Distressed Bridge Deficiency Priority
99	SUT	34.973	42.389	End of freeway near Lomo Crossing to Butte County Line	TA	Pending	Pending	Pending	Pending	Pending	Pending	●	●	●	●	Pending	Pending	Pending	Pending	Pending	Pending
104	SAC	00.000	01.650	SR 99 to Marengo Road	TA	☆ 163	☆ 277	D	●	E	●	●	●	●	●	Middle	Middle	Lowest	Lowest	Middle	Lowest
104	SAC	01.650	09.220	Marengo Road to the East intersection of Clay Station Road	TA	☆ 163	☆ 261	D	●	D	●	●	●	●	●	Middle	Middle	Lowest	Middle	Middle	Lowest
104	SAC	09.220	17.688	East intersection of Clay Station Road to Amador County Line	TA	☆ 163	☆ 261	C	●	C	●	●	●	●	●	Middle	Middle	Lowest	Lowest	Middle	Lowest
113	SUT	00.000	16.380	Yolo/Sutter County line to SR 99	TA	☆ 132	☆ 182	C	●	D	●	●	●	●	●	Middle	Middle	Lowest	Middle	Middle	Lowest
113	YOL	00.000	11.140	I-80 at the Solano/Yolo County line to I-5 in the City of Woodland	TA	★ 939	★ 1,589	B	●	C	●	●	●	●	●	Lowest	Middle	Lowest	Lowest	Highest	Lowest
113	YOL	11.296	M21.200	SR 113/I-5 northbound off-ramp at East Street in the City of Woodland to near the Yolo/Sutter County line	TA	☆ 132	☆ 180	C	●	D	●	●	●	●	●	Middle	Middle	Lowest	Lowest	Middle	Middle
113	YOL	21.200	22.070	Knights Landing to Yolo/Sutter County line	TA	☆ 132	☆ 182	D	●	E	●	●	●	●	●	Middle	Middle	Lowest	Lowest	Lowest	Lowest
128	YOL	00.000	07.550	Solano/Yolo County Line to County Road 87E	TA	☆ 38	☆ 51	C	●	C	●	●	●	●	●	Middle	Middle	Lowest	Lowest	Middle	Lowest
128	YOL	07.550	09.835	County Road 87 E to I-505	TA	☆ 159	☆ 294	E	●	E	●	●	●	●	●	Middle	Middle	Lowest	Lowest	Middle	Lowest
128	YOL	09.835	20.260	I-505 to SR 113 Junction (Unconstructed)	TA	Pending		Pending	Pending	Pending	Pending	Pending	Pending	Pending	Pending	Pending	Pending	Pending	Pending	Pending	Pending
149	BUT	00.000	04.623	SR 70 to SR 99	TA	☆ -	☆ -	A	●	B	●	●	●	●	●	Lowest	Lowest	Lowest	Lowest	Lowest	Lowest
153	ED	00.000	00.120	SR 49 to Cold Springs Road	CL	☆ 6	☆ 8	D	●	D	●	●	●	●	●	Middle	Middle	Lowest	Lowest	Lowest	Lowest
153	ED	00.120	00.550	Cold Springs Road to Marshall's Monument	CL	☆ -	☆ -	C	●	C	●	●	●	●	●	Middle	Middle	Lowest	Lowest	Lowest	Lowest
160	SAC	00.000	10.780	Contra Costa/Sacramento County line (Antioch Bridge) to SR 12	TA	★ 922	★ 1,352	E	●	E	●	●	●	●	●	Highest	Highest	Lowest	Lowest	Highest	Highest
160	SAC	00.000	05.950	State Route 12 to Isleton Bridge	TA	☆ 89	☆ 121	E	●	E	●	●	●	●	●	Middle	Middle	Lowest	Lowest	Middle	Lowest
160	SAC	05.950	35.045	Isleton Bridge to north of Freeport city limits (Break in Route)	CA/CL	☆ 127	☆ 191	D	●	E	●	●	●	●	●	Middle	Middle	Lowest	Middle	Middle	Middle
160	SAC	44.456	47.050	American River Bridge (following Break in Route) to State Route 51 (End of Route)	CL	☆ 167	☆ 220	D	●	F	●	●	●	●	●	Middle	Middle	Lowest	Lowest	Middle	Lowest
162	BUT	00.000	09.726	Glenn/Butte County Line to SR 99	TA	☆ 137	☆ 204	B	●	C	●	●	●	●	●	Lowest	Middle	Lowest	Middle	Lowest	Lowest
162	BUT	09.726	15.740	SR 162/SR 99 to SR 70	TA	☆ 51	☆ 84	C	●	E	●	●	●	●	●	Middle	Middle	Lowest	Lowest	Middle	Lowest
162	BUT	15.740	18.457	SR 162/SR 70 to Foothill Blvd.	TA	★ 512	★ 839	B/E	●	C/F	●	●	●	●	●	Highest	Highest	Lowest	Lowest	Middle	Lowest
162	BUT	18.457	21.264	Foothill Blvd. to Canyon Dr.	TA	☆ 102	☆ 161	D	●	D	●	●	●	●	●	Middle	Middle	Lowest	Lowest	Middle	Lowest
162	BUT	21.264	31.070	Canyon Dr. to Foreman Rd. (End of Route)	TA	☆ 73	☆ 109	C	●	D	●	●	●	●	●	Middle	Middle	Lowest	Lowest	Middle	Lowest
162	GLE	37.648	65.501	County Rd. 307 to I-5	CRF (Prelim)	☆ 10	☆ 14	B	●	B	●	●	●	●	●	Lowest	Lowest	Lowest	Middle	Middle	Lowest
162	GLE	65.501	67.204	I-5 to Central Irrigation Canal	CRF (Prelim)	☆ 116	☆ 173	B	●	A	●	●	●	●	●	Lowest	Lowest	Lowest	Lowest	Middle	Lowest
162	GLE	67.204	76.280	Central Irrigation Canal to SR 45	CRF (Prelim)	☆ 91	☆ 123	B	●	C	●	●	●	●	●	Lowest	Middle	Lowest	Lowest	Middle	Lowest
162	GLE	76.280	84.590	SR45 to Glenn/Butte County Line	CRF (Prelim)	☆ 230	☆ 319	B	●	C	●	●	●	●	●	Lowest	Middle	Lowest	Middle	Middle	Lowest
174	NEV	00.000	09.278	Placer/Nevada County Line to Grass Valley City Limit	CA	☆ 86	☆ 142	D	●	E	●	●	●	●	●	Middle	Middle	Lowest	Lowest	Middle	Lowest
174	NEV	09.278	10.218	Grass Valley City Limit to Rte 174 Junction at Rte 20	CA	☆ 102	☆ 158	D	●	E	●	●	●	●	●	Middle	Middle	Lowest	Lowest	Lowest	Lowest

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Route	County	From Postmile	To Postmile	Segment Description	Freight Route Designation	2011 HDT	20-Year HDT	2012 Base Year LOS	2012 Base Year LOS Code	20-Year No Build Forecast LOS	20-Year No Build Forecast LOS Code	Bridge Vertical Clearance	Bridge Weight	Pavement Condition	Distressed Bridge	2012 Base Year Mobility Priority	20-Year No-Build Mobility Priority	Bridge Vertical Clearance Priority	Bridge Weight Priority	Pavement Condition Priority	Distressed Bridge Deficiency Priority
174	PLA	00.000	00.730	SR 174 Junction at Rte 80 in Colfax to Main Street	CA	☆ 72	☆ 0	D	●	D	●	●	●	●	●	Middle	Middle	Lowest	Middle	Lowest	Lowest
174	PLA	00.730	02.883	Main Street in Colfax to Placer/Nevada County Line	CA	☆ 86	☆ 129	D	●	D	●	●	●	●	●	Middle	Middle	Lowest	Lowest	Lowest	Lowest
191	BUT	00.000	09.490	Jct SR 70 to Paradise Town Limits	TA	☆ 109	☆ 164	D	●	D	●	●	●	●	●	Middle	Middle	Lowest	Lowest	Lowest	Lowest
191	BUT	09.490	11.387	Paradise Town Limits to Pearson Road (End of Route)	TA	☆ 109	☆ 158	D	●	D	●	●	●	●	●	Middle	Middle	Lowest	Lowest	Lowest	Lowest
193	ED	00.000	12.699	Resume Route at SR 49 Jct (Cool) to Main Street, Georgetown	CA	☆ 52	☆ -	D	●	E	●	●	●	●	●	Middle	Middle	Lowest	Lowest	Middle	Lowest
193	ED	12.699	26.950	Main St to SR 49 Junction in Placerville (End of Route)	CA	☆ 57	☆ -	D	●	D	●	●	●	●	●	Middle	Middle	Lowest	Lowest	Middle	Lowest
193	PLA	00.000	01.347	SR 65 Junction to Oak Tree Lane	CL	★ 400	☆ -	n/a		n/a		●	●	●	●	Lowest	Lowest	Lowest	Lowest	Lowest	Lowest
193	PLA	01.347	02.996	Oak Tree Lane to Sierra College Blvd	CA	★ 504	☆ -	E	●	E	●	●	●	●	●	Highest	Highest	Lowest	Lowest	Lowest	Lowest
193	PLA	02.996	09.790	Sierra College Blvd to Taylor Road	CA	★ 400	☆ -	E	●	E	●	●	●	●	●	Highest	Highest	Lowest	Lowest	Highest	Lowest
193	PLA	09.790	10.427	Taylor Rd to I-80 Eastbound Ramp Intersection (Break in Route)	CA	☆ 118	☆ -	E	●	E	●	●	●	●	●	Middle	Middle	Lowest	Lowest	Lowest	Lowest
220	SAC	00.000	03.114	Sacramento County line at Steamboat Slough to SR160 Junction at Ryde (End of Route). Seg #1 in Solano Co.	CA	☆ 12	☆ 14	C	●	C	●	●	●	●	●	Middle	Middle	Lowest	Lowest	Middle	Lowest
244	SAC	00.000	01.077	Jct I-80 to Auburn Boulevard	NN	★ 1,920	★ 2,400	B/B	●	B/C	●	●	●	●	●	Lowest	Middle	Highest	Lowest	Highest	Lowest
267	NEV	00.000	01.798	Jct I-80 to Nevada/Placer County Line	CL	☆ -	☆ -	D	●	E	●	●	●	●	●	Middle	Middle	Lowest	Lowest	Lowest	Lowest
267	PLA	00.000	06.671	Nevada/Placer County Line to Brockway Summit	CL	☆ 76	☆ 103	D	●	D	●	●	●	●	●	Middle	Middle	Lowest	Lowest	Middle	Lowest
267	PLA	06.671	09.898	Brockway Summit to SR 28 (End of Route)	CL	☆ 76	☆ 91	D	●	D	●	●	●	●	●	Middle	Middle	Lowest	Lowest	Lowest	Lowest
275	SAC	00.000	00.068	Tower Bridge	CL	☆ -	☆ -	n/a		n/a		●	●	●	●	Lowest	Lowest	Lowest	Lowest	Lowest	Middle
395	SIE	00.000	03.124	Lassen-Sierra County line to CA-NV state line	TA	☆ 281	★ 379	A	●	B	●	●	●	●	●	Lowest	Lowest	Lowest	Lowest	Middle	Lowest
395	SIE	00.000	03.059	Lassen-Sierra County line to CA-NV state line	TA	☆ 281	★ 379	A	●	B	●	●	●	●	●	Lowest	Lowest	Lowest	Lowest	Middle	Lowest
505	YOL	00.000	10.620	From Yolo / Solano County Line to SR 16	NN	★ 1,666	★ 2,582	B	●	C	●	●	●	●	●	Lowest	Middle	Lowest	Lowest	Lowest	Lowest
505	YOL	10.620	22.356	SR 16 to I-5	NN	★ 861	★ 1,248	A	●	B	●	●	●	●	●	Lowest	Lowest	Lowest	Lowest	Highest	Lowest

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**APPENDIX B: LIST OF DEFICIENT BRIDGES ON GOODS
MOVEMENT FREIGHT NETWORK**

Bridge Number	Structure Name	County	Route	Rte_Co	Postmile	Over/Under	Vertical Clearance (ft)	Weight Permit Rating	Pedestrian Overcrossing	Bridge Work Directly Impacts Goods Movement	Bridge Work Status	2011 HDT	Number of Permit Loads > Bridge VC	Number of Weight Permit Loads	Immediate VC Detour Available	Bridge Vertical Clearance Priority Level	Bridge Permit Weight Priority Level	Distressed Bridge Priority Level
15 0047	HILLGATE ROAD UC	COL	5	005-COL	_006.83	O	14.83	PPPPP				8,460		1,403		n/a-brdg under rte	No Deficiency	No Deficiency
15 0046	HALL STREET OC	COL	5	005-COL	_007.15	U	16.67	PPPPP				8,460	2			No Deficiency	n/a-brdg over rte	No Deficiency
15 0080	FARM LAND DRAIN	COL	5	005-COL	R001.14	O	n/a	PPPPP				8,460		1,403		n/a-brdg under rte	No Deficiency	No Deficiency
15 0064L	PETROLEUM CREEK	COL	5	005-COL	R002.05	O	n/a	PPPPP				8,460		1,403		n/a-brdg under rte	No Deficiency	No Deficiency
15 0064R	PETROLEUM CREEK	COL	5	005-COL	R002.05	O	n/a	PPPPP				8,460		1,403		n/a-brdg under rte	No Deficiency	No Deficiency
15 0083Z	PETROLEUM CREEK	COL	5	005-COL	R002.05	O	n/a	PPPPP				8,460		1,403		n/a-brdg under rte	No Deficiency	No Deficiency
15 0059	HARRINGTON ROAD OC	COL	5	005-COL	R002.30	U	15.98	PPPPP		Yes	10-Year Plan	8,460	15		n/a	Lower	n/a-brdg over rte	Lower
15 0079	BRUSH CREEK	COL	5	005-COL	R002.95	O	n/a	PPPPP				8,460		1,403		n/a-brdg under rte	No Deficiency	No Deficiency
15 0060	GREENBAY ROAD OC	COL	5	005-COL	R003.15	U	15.81	PPPPP		Yes	10-Year Plan	8,460	28		n/a	Lower	n/a-brdg over rte	Lower
15 0062L	NORTH ARBUCKLE UC	COL	5	005-COL	R007.70	O	14.83	PPPPP				8,460		1,403		n/a-brdg under rte	No Deficiency	No Deficiency
15 0062R	NORTH ARBUCKLE UC	COL	5	005-COL	R007.70	O	15.26	PPPPP				8,460		1,403		n/a-brdg under rte	No Deficiency	No Deficiency
15 0005L	SALT CREEK	COL	5	005-COL	R007.99	O	n/a	PPPPP				8,460		1,403		n/a-brdg under rte	No Deficiency	No Deficiency
15 0005R	SALT CREEK	COL	5	005-COL	R007.99	O	n/a	PPPPP				8,460		1,403		n/a-brdg under rte	No Deficiency	No Deficiency
15 0006	SOUTH BRANCH SAND CREEK	COL	5	005-COL	R008.51	O	n/a	PPPPP				8,460		1,403		n/a-brdg under rte	No Deficiency	No Deficiency
15 0007L	NORTH BRANCH SAND CREEK	COL	5	005-COL	R009.79	O	n/a	PPPPP				8,460		1,403		n/a-brdg under rte	No Deficiency	No Deficiency
15 0007R	NORTH BRANCH SAND CREEK	COL	5	005-COL	R009.79	O	n/a	PPPPP				8,460		1,403		n/a-brdg under rte	No Deficiency	No Deficiency
15 0061	HAHN ROAD OC	COL	5	005-COL	R010.31	U	16.24	PPPPP		Yes	10-Year Plan	8,460	4			No Deficiency	n/a-brdg over rte	Lower
15 0044	CORTINA CREEK OVERFLOW	COL	5	005-COL	R011.83	O	n/a	PPPPP				8,460		1,403		n/a-brdg under rte	No Deficiency	No Deficiency
15 0009R	CORTINA CREEK	COL	5	005-COL	R012.54	O	n/a	PPPPP				8,460		1,403		n/a-brdg under rte	No Deficiency	No Deficiency
15 0009L	CORTINA CREEK	COL	5	005-COL	R012.55	O	n/a	PPPPP				8,460		1,403		n/a-brdg under rte	No Deficiency	No Deficiency
15 0063	MEYERS ROAD OC	COL	5	005-COL	R013.75	U	16.08	PPPPP		Yes	10-Year Plan	8,460	5			No Deficiency	n/a-brdg over rte	Lower
15 0068	HUSTED ROAD OC	COL	5	005-COL	R015.91	U	16.14	PPPPP				8,460	5			No Deficiency	n/a-brdg over rte	No Deficiency
15 0066R	WILLIAMS OH	COL	5	005-COL	R016.55	O	23.00	PPPPP				8,460		1,403		n/a-brdg under rte	No Deficiency	No Deficiency
15 0066L	WILLIAMS OH	COL	5	005-COL	R016.57	O	23.92	PPPPP				8,460		1,403		n/a-brdg under rte	No Deficiency	No Deficiency
15 0067	E STREET OC	COL	5	005-COL	R017.98	U	15.98	PPPPP				8,460	15		n/a	Lower	n/a-brdg over rte	No Deficiency
15 0078	ROUTE 20/5 SEPARATION	COL	5	005-COL	R018.72	U	16.47	PPPPP				8,460	4			No Deficiency	n/a-brdg over rte	No Deficiency
15 0073L	SALT CREEK	COL	5	005-COL	R019.25	O	n/a	PPPPP				8,460		1,403		n/a-brdg under rte	No Deficiency	No Deficiency
15 0073R	SALT CREEK	COL	5	005-COL	R019.25	O	n/a	PPPPP				8,460		1,403		n/a-brdg under rte	No Deficiency	No Deficiency
15 0074	FRESHWATER ROAD OC	COL	5	005-COL	R019.31	U	16.24	PPPPP				8,460	4			No Deficiency	n/a-brdg over rte	No Deficiency
15 0071L	FRESHWATER CREEK	COL	5	005-COL	R019.66	O	n/a	PPPPP				6,859		1,403		n/a-brdg under rte	No Deficiency	No Deficiency
15 0071R	FRESHWATER CREEK	COL	5	005-COL	R019.66	O	n/a	PPPPP				6,859		1,403		n/a-brdg under rte	No Deficiency	No Deficiency
15 0072R	LURLINE CREEK	COL	5	005-COL	R022.31	O	n/a	PPPPP				6,859		1,403		n/a-brdg under rte	No Deficiency	No Deficiency
15 0072L	LURLINE CREEK	COL	5	005-COL	R022.32	O	n/a	PPPPP				6,859		1,403		n/a-brdg under rte	No Deficiency	No Deficiency
15 0075	LURLINE AVENUE OC	COL	5	005-COL	R022.74	U	15.98	PPPPP				6,859	15		n/a	Lower	n/a-brdg over rte	No Deficiency
15 0076	FAIRVIEW ROAD OC	COL	5	005-COL	R024.72	U	16.08	PPPPP				6,859	5			No Deficiency	n/a-brdg over rte	No Deficiency
15 0070	MAXWELL-COLUSA ROAD OC	COL	5	005-COL	R026.73	U	15.98	PPPPP				6,859	15		n/a	Lower	n/a-brdg over rte	No Deficiency
15 0069L	STONE CORRAL CREEK	COL	5	005-COL	R027.74	O	n/a	PPPPP				6,859		1,403		n/a-brdg under rte	No Deficiency	No Deficiency
15 0069R	STONE CORRAL CREEK	COL	5	005-COL	R027.74	O	n/a	PPPPP				6,859		1,403		n/a-brdg under rte	No Deficiency	No Deficiency
15 0077L	FUNK SLOUGH OVERFLOW	COL	5	005-COL	R029.02	O	n/a	PPPPP				6,859		1,403		n/a-brdg under rte	No Deficiency	No Deficiency
15 0077R	FUNK SLOUGH OVERFLOW	COL	5	005-COL	R029.02	O	n/a	PPPPP				6,859		1,403		n/a-brdg under rte	No Deficiency	No Deficiency
15 0065L	NORTH MAXWELL OH	COL	5	005-COL	R029.22	O	24.90	PPPPP				6,859		1,403		n/a-brdg under rte	No Deficiency	No Deficiency
15 0065R	NORTH MAXWELL OH	COL	5	005-COL	R029.25	O	24.90	PPPPP				6,859		1,403		n/a-brdg under rte	No Deficiency	No Deficiency
15 0056L	FUNKS CREEK	COL	5	005-COL	R030.82	O	n/a	PPPPP				6,859		1,403		n/a-brdg under rte	No Deficiency	No Deficiency
15 0056R	FUNKS CREEK	COL	5	005-COL	R030.82	O	n/a	PPPPP				6,859		1,403		n/a-brdg under rte	No Deficiency	No Deficiency
15 0057	LENAHAN ROAD OC	COL	5	005-COL	R030.85	U	16.24	PPPPP				6,859	4			No Deficiency	n/a-brdg over rte	No Deficiency
15 0058	DELEVAN ROAD OC	COL	5	005-COL	R031.84	U	15.98	PPPPP				6,859	15		n/a	Lower	n/a-brdg over rte	No Deficiency
15 0015L	HUNTERS CREEK	COL	5	005-COL	R032.94	O	n/a	PPPPP				6,859		1,403		n/a-brdg under rte	No Deficiency	No Deficiency
15 0015R	HUNTERS CREEK	COL	5	005-COL	R032.94	O	n/a	PPPPP				6,859		1,403		n/a-brdg under rte	No Deficiency	No Deficiency
11 0083	COUNTY ROAD 68 OC	GLE	5	005-GLE	R001.52	U	16.08	PPPPP				5,295	5			No Deficiency	n/a-brdg over rte	No Deficiency
11 0091	LOGAN CREEK	GLE	5	005-GLE	R002.74	O	n/a	PPPPP				5,295		1,333		n/a-brdg under rte	No Deficiency	No Deficiency
11 0093	NORTH FORK LOGAN CREEK	GLE	5	005-GLE	R005.08	O	n/a	PPPPP				5,295		1,333		n/a-brdg under rte	No Deficiency	No Deficiency
11 0082	COUNTY ROAD 60B OC	GLE	5	005-GLE	R005.58	U	16.08	PPPPP				5,295	5			No Deficiency	n/a-brdg over rte	No Deficiency
11 0080	COUNTY ROAD 57 OC	GLE	5	005-GLE	R007.61	U	16.57	PPPPP				5,295	2			No Deficiency	n/a-brdg over rte	No Deficiency
11 0085	GLENN-COLUSA DRAIN DITCH	GLE	5	005-GLE	R007.88	O	n/a	PPPPP				5,295		1,333		n/a-brdg under rte	No Deficiency	No Deficiency
11 0057L	CENTRAL IRRIGATION CANAL	GLE	5	005-GLE	R008.82	O	n/a	PPPPP				5,295		1,333		n/a-brdg under rte	No Deficiency	No Deficiency
11 0057R	CENTRAL IRRIGATION CANAL	GLE	5	005-GLE	R008.82	O	n/a	PPPPP				5,295		1,333		n/a-brdg under rte	No Deficiency	No Deficiency
11 0056	ROUTE 162/5 SEPARATION	GLE	5	005-GLE	R009.87	U	16.24	PPPPP				6,610	4			No Deficiency	n/a-brdg over rte	No Deficiency
11 0060L	WEST WILLOWS OH	GLE	5	005-GLE	R010.36	O	23.10	PPPPP				6,610		1,333		n/a-brdg under rte	No Deficiency	No Deficiency
11 0060R	WEST WILLOWS OH	GLE	5	005-GLE	R010.36	O	23.16	PPPPP				6,610		1,333		n/a-brdg under rte	No Deficiency	No Deficiency
11 0055	COUNTY ROAD 48 OC	GLE	5	005-GLE	R010.88	U	16.08	PPPPP				6,610	5			No Deficiency	n/a-brdg over rte	No Deficiency

Vertical Clearance (feet)
 ● Greater than 16.5 ● Between 16.5 & 16 ● Between 16 & 15 ● Less than 15

Bridge Number	Structure Name	County	Route	Rte_Co	Postmile	Over/Under	Vertical Clearance (ft)	Weight Permit Rating	Pedestrian Overcrossing	Bridge Work Directly Impacts Goods Movement	Bridge Work Status	2011 HDT	Number of Permit Loads > Bridge VC	Number of Weight Permit Loads	Immediate VC Detour Available	Bridge Vertical Clearance Priority Level	Bridge Permit Weight Priority Level	Distressed Bridge Priority Level
11 0063L	BOYD OVERFLOW	GLE	5	005-GLE	R011.98	O	n/a	PPPPP				6,610		1,333		n/a-brdg under rte	No Deficiency	No Deficiency
11 0063R	BOYD OVERFLOW	GLE	5	005-GLE	R011.98	O	n/a	PPPPP				6,610		1,333		n/a-brdg under rte	No Deficiency	No Deficiency
11 0058L	SOUTH FORK WILLOW CREEK	GLE	5	005-GLE	R012.39	O	n/a	PPPPP				6,610		1,333		n/a-brdg under rte	No Deficiency	No Deficiency
11 0058R	SOUTH FORK WILLOW CREEK	GLE	5	005-GLE	R012.39	O	n/a	PPPPP				6,610		1,333		n/a-brdg under rte	No Deficiency	No Deficiency
11 0053L	WILSON CREEK	GLE	5	005-GLE	R012.58	O	n/a	PPPPP				6,610		1,333		n/a-brdg under rte	No Deficiency	No Deficiency
11 0053R	WILSON CREEK	GLE	5	005-GLE	R012.58	O	n/a	PPPPP				6,610		1,333		n/a-brdg under rte	No Deficiency	No Deficiency
11 0054	ROAD 39 OC	GLE	5	005-GLE	R013.90	U	16.08	PPPPP				6,610	5			No Deficiency	n/a-brdg over rte	No Deficiency
11 0062	COUNTY ROAD 35 OC	GLE	5	005-GLE	R015.91	U	16.31	PPPPP				6,610	4			No Deficiency	n/a-brdg over rte	No Deficiency
11 0064	COUNTY ROAD 33 OC	GLE	5	005-GLE	R016.80	U	16.08	PPPPP				6,610	5			No Deficiency	n/a-brdg over rte	No Deficiency
11 0065L	WALKER CREEK	GLE	5	005-GLE	R017.49	O	n/a	PPPPP				6,610		1,333		n/a-brdg under rte	No Deficiency	No Deficiency
11 0065R	WALKER CREEK	GLE	5	005-GLE	R017.49	O	n/a	PPPPP				6,610		1,333		n/a-brdg under rte	No Deficiency	No Deficiency
11 0076	COUNTY ROAD 28 OC	GLE	5	005-GLE	R019.81	U	16.14	PPPPP				6,610	5			No Deficiency	n/a-brdg over rte	No Deficiency
11 0067	COUNTY ROAD 27 OC	GLE	5	005-GLE	R020.82	U	16.24	PPPPP				6,610	4			No Deficiency	n/a-brdg over rte	No Deficiency
11 0081L	TEHAMA-COLUSA CANAL	GLE	5	005-GLE	R021.34	O	n/a	PPPPP				6,610		1,333		n/a-brdg under rte	No Deficiency	No Deficiency
11 0081R	TEHAMA-COLUSA CANAL	GLE	5	005-GLE	R021.34	O	n/a	PPPPP				6,610		1,333		n/a-brdg under rte	No Deficiency	No Deficiency
11 0068	COUNTY ROAD 25 OC	GLE	5	005-GLE	R021.82	U	16.24	PPPPP				6,610	4			No Deficiency	n/a-brdg over rte	No Deficiency
11 0069	COUNTY ROAD 24 OC	GLE	5	005-GLE	R022.81	U	16.08	PPPPP				6,610	5			No Deficiency	n/a-brdg over rte	No Deficiency
11 0070	COUNTY ROAD 20 OC	GLE	5	005-GLE	R023.81	U	15.98	PPPPP				6,610	12		n/a	Lower	n/a-brdg over rte	No Deficiency
11 0074	COUNTY ROAD 16 OC	GLE	5	005-GLE	R024.82	U	15.98	PPPGG		Yes	Programmed	6,749	12		n/a	Lower	n/a-brdg over rte	Medium
11 0077	ROUTE 32/5 SEPARATION	GLE	5	005-GLE	R025.53	U	16.24	PPPPP				6,610	4			No Deficiency	n/a-brdg over rte	No Deficiency
11 0071L	HAMBRIGHT CREEK	GLE	5	005-GLE	R026.46	O	n/a	PPPPP				6,749		1,333		n/a-brdg under rte	No Deficiency	No Deficiency
11 0071R	HAMBRIGHT CREEK	GLE	5	005-GLE	R026.46	O	n/a	PPPPP				6,749		1,333		n/a-brdg under rte	No Deficiency	No Deficiency
11 0072L	STONY CREEK	GLE	5	005-GLE	R026.88	O	n/a	PPPPP				6,749		1,333		n/a-brdg under rte	No Deficiency	No Deficiency
11 0072R	STONY CREEK	GLE	5	005-GLE	R026.88	O	n/a	PPPPP				6,749		1,333		n/a-brdg under rte	No Deficiency	No Deficiency
11 0075	COUNTY ROAD 7 OC	GLE	5	005-GLE	R027.81	U	15.91	PPPGG		Yes	Programmed	6,749	12		n/a	Lower	n/a-brdg over rte	Medium
11 0073	COUNTY ROAD 3 OC	GLE	5	005-GLE	R028.56	U	15.91	PPPPP		Yes	Programmed	6,749	12		n/a	Lower	n/a-brdg over rte	Medium
24 0260L	MIDDLE SLOUGH	SAC	5	005-SAC	_000.71	O	n/a	PPPPP				9,394		1,928		n/a-brdg under rte	No Deficiency	No Deficiency
24 0260R	MIDDLE SLOUGH	SAC	5	005-SAC	_000.71	O	n/a	PPPPP				9,394		1,928		n/a-brdg under rte	No Deficiency	No Deficiency
24 0261L	LOST SLOUGH	SAC	5	005-SAC	_001.04	O	14.50	PPPPP				9,394		1,928		n/a-brdg under rte	No Deficiency	No Deficiency
24 0261R	LOST SLOUGH	SAC	5	005-SAC	_001.04	O	14.17	PPPPP				9,394		1,928		n/a-brdg under rte	No Deficiency	No Deficiency
24 0284	TWIN CITIES ROAD OC	SAC	5	005-SAC	_002.13	U	16.57	PPPPP				9,394	4			No Deficiency	n/a-brdg over rte	No Deficiency
24 0280	DIERSSEN ROAD OC	SAC	5	005-SAC	_003.14	U	16.47	PPPPP				9,394	11			No Deficiency	n/a-brdg over rte	No Deficiency
24 0287L	LAMBERT ROAD UC	SAC	5	005-SAC	_004.65	O	15.49	PPPPP				9,394		1,928		n/a-brdg under rte	No Deficiency	No Deficiency
24 0287R	LAMBERT ROAD UC	SAC	5	005-SAC	_004.65	O	15.68	PPPPP				9,394		1,928		n/a-brdg under rte	No Deficiency	No Deficiency
24 0344	SOUTH REACH STONE LAKE	SAC	5	005-SAC	_006.43	O	n/a	PPPPP				9,394		1,928		n/a-brdg under rte	No Deficiency	No Deficiency
24 0327L	STONE LAKE CREEK	SAC	5	005-SAC	_008.11	O	n/a	PPPPP				9,394		1,928		n/a-brdg under rte	No Deficiency	No Deficiency
24 0327R	STONE LAKE CREEK	SAC	5	005-SAC	_008.11	O	n/a	PPPPP				9,394		1,928		n/a-brdg under rte	No Deficiency	No Deficiency
24 0326	HOOD-FRANKLIN ROAD OC	SAC	5	005-SAC	_008.49	U	16.83	PPPPP				9,394	3			No Deficiency	n/a-brdg over rte	No Deficiency
24 0345	MIDDLE REACH STONE LAKE	SAC	5	005-SAC	_008.83	O	n/a	PPPPP				9,394		1,928		n/a-brdg under rte	No Deficiency	No Deficiency
24 0346	STONE LAKE	SAC	5	005-SAC	_009.38	O	n/a	PPPPP				9,394		1,928		n/a-brdg under rte	No Deficiency	No Deficiency
24 0277	ELK GROVE BLVD OC	SAC	5	005-SAC	_010.83	U	16.67	PPPPP				9,394	4			No Deficiency	n/a-brdg over rte	No Deficiency
24 0359	LAGUNA BLVD OC	SAC	5	005-SAC	_012.04	U	17.03	PPPPP				9,536	0			No Deficiency	n/a-brdg over rte	No Deficiency
24 0347	SOUTH REACH BEACH LAKE	SAC	5	005-SAC	_012.40	O	n/a	PPPPP				9,536		1,928		n/a-brdg under rte	No Deficiency	No Deficiency
24 0262L	BEACH LAKE	SAC	5	005-SAC	_012.92	O	n/a	PPPPG				9,536		1,928		n/a-brdg under rte	No Deficiency	No Deficiency
24 0262R	BEACH LAKE	SAC	5	005-SAC	_012.93	O	n/a	PPPPG				9,536		1,928		n/a-brdg under rte	No Deficiency	No Deficiency
24 0305	RIVER BEND OC	SAC	5	005-SAC	_014.90	U	17.00	PPPPP				9,536	2			No Deficiency	n/a-brdg over rte	No Deficiency
24 0296L	FREEPORT BLVD OH	SAC	5	005-SAC	_015.58	O	25.99	PPPPP				9,536		1,928		n/a-brdg under rte	No Deficiency	No Deficiency
24 0296R	FREEPORT BLVD OH	SAC	5	005-SAC	_015.59	O	27.00	PPPPP				9,536		1,928		n/a-brdg under rte	No Deficiency	No Deficiency
24 0263	POCKET ROAD OC	SAC	5	005-SAC	_016.15	U	16.57	PPPPP				9,536	4			No Deficiency	n/a-brdg over rte	No Deficiency
24 0259	SOUTH LAND PARK DRIVE OC	SAC	5	005-SAC	_016.70	U	15.98	PPPPP				9,174	45		n/a	Lower	n/a-brdg over rte	No Deficiency
24 0264	FLOREN ROAD OC	SAC	5	005-SAC	_017.18	U	16.67	PPPPP				9,174	4			No Deficiency	n/a-brdg over rte	No Deficiency
24 0265	56TH AVENUE UC	SAC	5	005-SAC	_017.58	O	14.86	PPPPP				9,174		1,928		n/a-brdg under rte	No Deficiency	No Deficiency
24 0258	GLORIA DRIVE OC	SAC	5	005-SAC	_018.19	U	16.90	PPPPP				9,174	3			No Deficiency	n/a-brdg over rte	No Deficiency
24 0251	43RD AVENUE UC	SAC	5	005-SAC	_018.65	O	15.26	PPPPP				9,174		1,928		n/a-brdg under rte	No Deficiency	No Deficiency
24 0252	35TH AVENUE UC	SAC	5	005-SAC	_019.13	O	15.26	PPPPP				9,174		1,928		n/a-brdg under rte	No Deficiency	No Deficiency
24 0253	SEAMAS AVENUE UC	SAC	5	005-SAC	_019.30	O	15.88	PPPPP				9,174		1,928		n/a-brdg under rte	No Deficiency	No Deficiency
24 0254	CASILADA WAY POC	SAC	5	005-SAC	_019.58	U	19.23		Yes			9,174	0			No Deficiency	n/a-brdg over rte	No Deficiency
24 0255	RIVERSIDE BLVD UC	SAC	5	005-SAC	_019.95	O	14.83	PPPPP				9,174		1,928		n/a-brdg under rte	No Deficiency	No Deficiency
24 0256	SUTTERVILLE ROAD OC	SAC	5	005-SAC	_020.53	U	17.00	PPPPP				9,174	2			No Deficiency	n/a-brdg over rte	No Deficiency
24 0226	LAND PARK UP	SAC	5	005-SAC	_020.82	U	17.49					9,174	0			No Deficiency	n/a-brdg over rte	No Deficiency

Vertical Clearance (feet)

● Greater than 16.5 ● Between 16.5 & 16 ● Between 16 & 15 ● Less than 15

Bridge Number	Structure Name	County	Route	Rte_Co	Postmile	Over/Under	Vertical Clearance (ft)	Weight Permit Rating	Pedestrian Overcrossing	Bridge Work Directly Impacts Goods Movement	Bridge Work Status	2011 HDT	Number of Permit Loads > Bridge VC	Number of Weight Permit Loads	Immediate VC Detour Available	Bridge Vertical Clearance Priority Level	Bridge Permit Weight Priority Level	Distressed Bridge Priority Level
24 0266	MILLER PARK OH	SAC	5	005-SAC	_022.25	O	22.93	PPPPP				12,142		1,928		n/a-brdg under rte	No Deficiency	No Deficiency
24 0268G	N5-W50 CONNECTOR OC	SAC	5	005-SAC	_022.41	O	16.83	PPPPP				12,142		1,928		n/a-brdg under rte	No Deficiency	No Deficiency
24 0269G	N5-E50 CONNECTOR OC	SAC	5	005-SAC	_022.41	O	16.93	PPPPP				12,142		1,928		n/a-brdg under rte	No Deficiency	No Deficiency
24 0268G	N5-W50 CONNECTOR OC	SAC	5	005-SAC	_022.41	U	16.83	PPPPP				12,142	3			No Deficiency	n/a-brdg over rte	No Deficiency
24 0269G	N5-E50 CONNECTOR OC	SAC	5	005-SAC	_022.41	U	16.93	PPPPP				12,142	2			No Deficiency	n/a-brdg over rte	No Deficiency
24 0267	SOUTH CONNECTOR UC	SAC	5	005-SAC	_022.42	O	n/a	OXXXX		Yes	Proposed	12,142		1,928		n/a-brdg under rte	High	High
24 0267	SOUTH CONNECTOR UC	SAC	5	005-SAC	_022.42	U	19.65	OXXXX		Yes	Proposed	12,142	0			No Deficiency	n/a-brdg over rte	High
24 0270H	N8&S-E50 CONNECTOR	SAC	5	005-SAC	_022.50	O	15.91	PPGOO				12,142		1,928		n/a-brdg under rte	No Deficiency	No Deficiency
24 4104	RAMP A4 - EB HWY 50 TO NB I-5	SAC	5	005-SAC	_022.50	U	17.06	PPPGG				12,142	0			No Deficiency	n/a-brdg over rte	No Deficiency
24 4104	RAMP A4 - EB HWY 50 TO NB I-5	SAC	5	005-SAC	_022.52	U	17.06	PPPGG				12,142	0			No Deficiency	n/a-brdg over rte	No Deficiency
24 4117	RAMP A17 - WB HWY 50 TO SB I-5	SAC	5	005-SAC	_022.53	U	15.32	OOOOO				12,142	403		No	High	n/a-brdg over rte	No Deficiency
24 4113	RAMP A13 - 5TH ST ONRAMP TO SB I-5 AND WB HWY 50	SAC	5	005-SAC	_022.53	U	15.68	OOOOO				12,142	223			Medium	n/a-brdg over rte	No Deficiency
24 0004R	SACRAMENTO RIVER VIADUCT	SAC	5	005-SAC	_022.57	U	15.55	PPGOO				12,142	247		No	Medium	n/a-brdg over rte	No Deficiency
24 0004L	SACRAMENTO RIVER VIADUCT	SAC	5	005-SAC	_022.57	U	17.49	PPGOO				12,142	0			No Deficiency	n/a-brdg over rte	No Deficiency
24 4102	RAMP A2 - EB50 5TH STREET OFFRAMP	SAC	5	005-SAC	_022.58	U	16.44	POOXX				12,142	11			No Deficiency	n/a-brdg over rte	No Deficiency
24 0004L	SACRAMENTO RIVER VIADUCT	SAC	5	005-SAC	_022.58	U	17.49	PPGOO				12,142	0			No Deficiency	n/a-brdg over rte	No Deficiency
24 4113	RAMP A13 - 5TH ST ONRAMP TO SB I-5 AND WB HWY 50	SAC	5	005-SAC	_022.60	U	15.68	OOOOO				12,142	223			Medium	n/a-brdg over rte	No Deficiency
24 0274M	RIVERFRONT SEAL SLAB	SAC	5	005-SAC	_022.60	O	n/a	PPPPP				12,142		1,928		n/a-brdg under rte	No Deficiency	No Deficiency
24 4101	RAMP A1 - 5TH STREET ONRAMP TO SB 5 & WB 50	SAC	5	005-SAC	_022.61	U	15.85	PPPPP				12,142	78			Lower	n/a-brdg over rte	No Deficiency
24 4113	RAMP A13 - 5TH ST ONRAMP TO SB I-5 AND WB HWY 50	SAC	5	005-SAC	_022.61	U	15.68	OOOOO				12,142	223			Medium	n/a-brdg over rte	No Deficiency
24 4117	RAMP A17 - WB HWY 50 TO SB I-5	SAC	5	005-SAC	_022.63	U	15.32	OOOOO				12,142	403		No	High	n/a-brdg over rte	No Deficiency
24 4330	RAMP C30 - NB I-5 TO WB HWY 50	SAC	5	005-SAC	_022.63	U	16.31	GOXXX				12,142	12			Lower	n/a-brdg over rte	No Deficiency
24 4312	RAMP C12 - SB I-5 TO EB HWY 50	SAC	5	005-SAC	_022.63	O	14.99	PPPGG				12,142		1,928		n/a-brdg under rte	No Deficiency	No Deficiency
24 4330	RAMP C30 - NB I-5 TO WB HWY 50	SAC	5	005-SAC	_022.67	U	16.31	GOXXX				12,142	12			Lower	n/a-brdg over rte	No Deficiency
24 4106	RAMP A6 - WB 50/5TH ST TO NB 5	SAC	5	005-SAC	_022.71	U	15.32	PPPGG				12,142	403		No	High	n/a-brdg over rte	No Deficiency
24 4312	RAMP C12 - SB I-5 TO EB HWY 50	SAC	5	005-SAC	_022.83	U	14.99	PPPGG				12,142	699		No	High	n/a-brdg over rte	No Deficiency
24 4313	RAMP C13 - SB I-5 TO WB HWY 50	SAC	5	005-SAC	_022.91	O	33.17	GOOOO				12,142		1,928		n/a-brdg under rte	Medium	No Deficiency
24 0211	R STREET POC	SAC	5	005-SAC	_023.02	U	18.24		Yes	Yes	Proposed	12,142	0			No Deficiency	n/a-brdg over rte	High
24 0271K	Q STREET OC	SAC	5	005-SAC	_023.10	O	17.06	PPPPP				12,142		1,928		n/a-brdg under rte	No Deficiency	No Deficiency
24 0271K	Q STREET OC	SAC	5	005-SAC	_023.10	U	17.06	PPPPP				12,142	0			No Deficiency	n/a-brdg over rte	No Deficiency
24 0272K	P STREET OC	SAC	5	005-SAC	_023.18	O	17.32	PPPPP				12,142		1,928		n/a-brdg under rte	No Deficiency	No Deficiency
24 0272K	P STREET OC	SAC	5	005-SAC	_023.18	U	17.32	PPPPP				12,142	0			No Deficiency	n/a-brdg over rte	No Deficiency
24 0273	O STREET OC	SAC	5	005-SAC	_023.26	U	16.14	PPGGG				12,142	21		n/a	Lower	n/a-brdg over rte	No Deficiency
24 0236	CAPITOL MALL OC	SAC	5	005-SAC	_023.43	U	17.55	PPPPP				12,142	0			No Deficiency	n/a-brdg over rte	No Deficiency
24 0069R	WEST END VIADUCT	SAC	5	005-SAC	_023.59	O	20.83	POOXX		Yes	Programmed	12,142		1,928		n/a-brdg under rte	High	Medium
24 0069L	WEST END VIADUCT	SAC	5	005-SAC	_023.59	O	14.93	POOXX		Yes	Programmed	12,142		1,928		n/a-brdg under rte	High	Medium
24 0093S	K STREET PUC	SAC	5	005-SAC	_023.59	O	n/a	PPPPP				12,142		1,928		n/a-brdg under rte	No Deficiency	No Deficiency
24 0352K	PARKING GARAGE CONNECTOR UC	SAC	5	005-SAC	_023.68	O	15.68	PPPPP				12,142		1,928		n/a-brdg under rte	No Deficiency	No Deficiency
24 0351J	I STREET SACRAMENTO RIVER BRIDGE APPROACH	SAC	5	005-SAC	_023.80	O	-	OOOOO				12,142		1,928		n/a-brdg under rte	High	No Deficiency
24 0250L	RICHARDS BLVD UC	SAC	5	005-SAC	_024.65	O	14.99	PPPPP				12,142		1,928		n/a-brdg under rte	No Deficiency	No Deficiency
24 0250R	RICHARDS BLVD UC	SAC	5	005-SAC	_024.65	O	17.75	PPPPP				12,142		1,928		n/a-brdg under rte	No Deficiency	No Deficiency
24 0068L	AMERICAN RIVER VIADUCT	SAC	5	005-SAC	_024.82	O	n/a	PPPGP				8,464		1,928		n/a-brdg under rte	No Deficiency	No Deficiency
24 0068R	AMERICAN RIVER VIADUCT	SAC	5	005-SAC	_024.82	O	n/a	PPPGG				8,464		1,928		n/a-brdg under rte	No Deficiency	No Deficiency
24 0238	WEST EL CAMINO OC	SAC	5	005-SAC	_025.97	U	16.14	PPPPP				8,464	21		n/a	Lower	n/a-brdg over rte	No Deficiency
24 0207L	ROUTE 5/80 SEPARATION	SAC	5	005-SAC	_026.69	O	16.41	PPPPP				5,379		1,928		n/a-brdg under rte	No Deficiency	No Deficiency
24 0207R	ROUTE 5/80 SEPARATION	SAC	5	005-SAC	_026.69	O	17.23	PPPPP				5,379		1,928		n/a-brdg under rte	No Deficiency	No Deficiency
24 0208L	NORTH CONNECTOR UC	SAC	5	005-SAC	_026.80	O	n/a	PPPPP				5,379		1,928		n/a-brdg under rte	No Deficiency	No Deficiency
24 0208R	NORTH CONNECTOR UC	SAC	5	005-SAC	_026.80	O	n/a	PPPPP				5,379		1,928		n/a-brdg under rte	No Deficiency	No Deficiency
24 0319	EAST DRAINAGE CANAL	SAC	5	005-SAC	_026.88	O	n/a	PPPPP				5,379		1,928		n/a-brdg under rte	No Deficiency	No Deficiency
24 0209F	SS-E&W80 CONNECTOR UC	SAC	5	005-SAC	_026.91	O	n/a	PPPPP				5,379		1,928		n/a-brdg under rte	No Deficiency	No Deficiency
24 0209L	SAN JUAN ROAD UC	SAC	5	005-SAC	_026.91	O	15.81	PPPPP				5,379		1,928		n/a-brdg under rte	No Deficiency	No Deficiency
24 0209R	SAN JUAN ROAD UC	SAC	5	005-SAC	_026.91	O	16.83	PPPPP				5,379		1,928		n/a-brdg under rte	No Deficiency	No Deficiency
24 0357	ARENA BLVD OC	SAC	5	005-SAC	_028.04	U	19.16	PPPPP				5,379	0			No Deficiency	n/a-brdg over rte	No Deficiency
24 0195	DEL PASO ROAD OC	SAC	5	005-SAC	_029.02	U	16.14	PPPPP				5,379	21		n/a	Lower	n/a-brdg over rte	No Deficiency
24 0241F	S99-S5 CONNECTOR OC	SAC	5	005-SAC	_029.91	U	17.00	PPPPP				5,516	2			No Deficiency	n/a-brdg over rte	No Deficiency
24 0354F	SS-N99 CONNECTOR SEPARATION	SAC	5	005-SAC	_030.04	O	n/a	PPPPP				5,516		1,928		n/a-brdg under rte	No Deficiency	No Deficiency
24 0353F	SS-N99 CONNECTOR SEPARATION	SAC	5	005-SAC	_030.11	O	n/a	PPPPP				5,516		1,928		n/a-brdg under rte	No Deficiency	No Deficiency
24 0353F	SS-N99 CONNECTOR SEPARATION	SAC	5	005-SAC	_030.11	U	17.32	PPPPP				5,516	0			No Deficiency	n/a-brdg over rte	No Deficiency

Vertical Clearance (feet)

● Greater than 16.5 ● Between 16.5 & 16 ● Between 16 & 15 ● Less than 15

Bridge Number	Structure Name	County	Route	Rte_Co	Postmile	Over/Under	Vertical Clearance (ft)	Weight Permit Rating	Pedestrian Overcrossing	Bridge Work Directly Impacts Goods Movement	Bridge Work Status	2011 HDT	Number of Permit Loads > Bridge VC	Number of Weight Permit Loads	Immediate VC Detour Available	Bridge Vertical Clearance Priority Level	Bridge Permit Weight Priority Level	Distressed Bridge Priority Level
24 0320	DRAINAGE DITCH	SAC	5	005-SAC	_030.78	O	n/a	PPPPP				5,516		1,928		n/a-brdg under rte	No Deficiency	No Deficiency
24 0221	POWERLINE ROAD OC	SAC	5	005-SAC	_031.95	U	16.08	PPPPP				5,516	30		n/a	Lower	n/a-brdg over rte	No Deficiency
24 0239	AIRPORT BLVD OC EAST	SAC	5	005-SAC	_032.73	U	16.14	PPPPP				5,516	21		n/a	Lower	n/a-brdg over rte	No Deficiency
24 0240	AIRPORT BLVD OC WEST	SAC	5	005-SAC	_032.75	U	16.24	PPPPP				5,516	17		n/a	Lower	n/a-brdg over rte	No Deficiency
24 0321	WESTERN DRAINAGE CANAL	SAC	5	005-SAC	_033.61	O	n/a	PPPPP				5,516		1,928		n/a-brdg under rte	No Deficiency	No Deficiency
29 0197L	MOKELUMNE RIVER	SJ	5	005-SJ	_049.78	O	13.16	PPPPP				9,394				n/a-brdg under rte	No Deficiency	No Deficiency
29 0197R	MOKELUMNE RIVER	SJ	5	005-SJ	_049.78	O	14.01	PPPPP				9,394				n/a-brdg under rte	No Deficiency	No Deficiency
22 0025L	SACRAMENTO RIVER (ELKHORN)	YOL	5	005-YOL	_000.01	O	42.00	PPPPG				5,516		1,626		n/a-brdg under rte	No Deficiency	No Deficiency
22 0025R	SACRAMENTO RIVER (ELKHORN)	YOL	5	005-YOL	_000.01	O	42.00	PPPGO				5,516		1,626		n/a-brdg under rte	No Deficiency	No Deficiency
22 0124L	YOLO BYPASS	YOL	5	005-YOL	_000.84	O	n/a	PPPOO				5,829		1,626		n/a-brdg under rte	Medium	No Deficiency
22 0124R	YOLO BYPASS	YOL	5	005-YOL	_000.84	O	n/a	PPPOO				5,829		1,626		n/a-brdg under rte	Medium	No Deficiency
22 0158	WYE LINE OC	YOL	5	005-YOL	_004.49	U	15.91	PPPPP		Yes	10-Year Plan	5,829	23		n/a	Lower	n/a-brdg over rte	Lower
22 0144	COUNTY ROAD 102 OC	YOL	5	005-YOL	_005.53	U	16.31	PPPPP				5,829	4			No Deficiency	n/a-brdg over rte	No Deficiency
22 0146R	MAIN STREET OH	YOL	5	005-YOL	R006.50	O	21.75	PPPPP				5,580		1,626		n/a-brdg under rte	No Deficiency	No Deficiency
22 0146L	MAIN STREET OH	YOL	5	005-YOL	R006.51	O	24.08	PPPPP				5,580		1,626		n/a-brdg under rte	No Deficiency	No Deficiency
22 0169L	PIONEER AVE UC	YOL	5	005-YOL	R006.63	O	19.65	PPPPP				5,580		1,626		n/a-brdg under rte	No Deficiency	No Deficiency
22 0169R	PIONEER AVE UC	YOL	5	005-YOL	R006.65	O	15.42	PPPPP				5,580		1,626		n/a-brdg under rte	No Deficiency	No Deficiency
22 0147R	ROUTE 113/5 SEPARATION	YOL	5	005-YOL	R007.09	U	16.41	PPPPP				5,580	4			No Deficiency	n/a-brdg over rte	No Deficiency
22 0173L	EAST BEAMER STREET UC	YOL	5	005-YOL	R007.10	O	17.32	PPPPP				5,580		1,626		n/a-brdg under rte	No Deficiency	No Deficiency
22 0173R	EAST BEAMER STREET UC	YOL	5	005-YOL	R007.10	O	15.16	PPPPP				5,580		1,626		n/a-brdg under rte	No Deficiency	No Deficiency
22 0174F	SS-113 CONNECTOR UC	YOL	5	005-YOL	R007.11	O	n/a	PPPPP				5,580		1,626		n/a-brdg under rte	No Deficiency	No Deficiency
22 0148	EAST KENTUCKY AVENUE OC	YOL	5	005-YOL	R007.70	U	17.55	PPPPP				5,580	0			No Deficiency	n/a-brdg over rte	No Deficiency
22 0152L	ROUTE 5/113 SEPARATION & OH	YOL	5	005-YOL	R008.26	O	n/a	PPPPP				5,580		1,626		n/a-brdg under rte	No Deficiency	No Deficiency
22 0152R	ROUTE 5/113 SEPARATION & OH	YOL	5	005-YOL	R008.26	O	n/a	PPPPP				5,580		1,626		n/a-brdg under rte	No Deficiency	No Deficiency
22 0154L	NORTH WOODLAND OH	YOL	5	005-YOL	R008.87	O	23.59	PPPPP				8,784		1,626		n/a-brdg under rte	No Deficiency	No Deficiency
22 0154R	NORTH WOODLAND OH	YOL	5	005-YOL	R008.89	O	23.16	PPPPP				8,784		1,626		n/a-brdg under rte	No Deficiency	No Deficiency
22 0150	COUNTY ROAD 99S OC	YOL	5	005-YOL	R009.41	U	16.08	PPPPP				8,784	11			No Deficiency	n/a-brdg over rte	No Deficiency
22 0151	ROUTE 16/5 SEPARATION	YOL	5	005-YOL	R010.81	U	15.98	PPPPP				8,784	23			Lower	n/a-brdg over rte	No Deficiency
22 0007L	CACHE CREEK	YOL	5	005-YOL	R011.44	O	n/a	PPPPP				8,784		1,626		n/a-brdg under rte	No Deficiency	No Deficiency
22 0007R	CACHE CREEK	YOL	5	005-YOL	R011.45	O	n/a	PPPPP				8,784		1,626		n/a-brdg under rte	No Deficiency	No Deficiency
22 0159	COUNTY ROAD 17 OC	YOL	5	005-YOL	R012.34	U	15.98	PPPPP				8,784	23		n/a	Lower	n/a-brdg over rte	No Deficiency
22 0180	ADAMS DITCH	YOL	5	005-YOL	R013.27	O	n/a	PPPPP				8,784		1,626		n/a-brdg under rte	No Deficiency	No Deficiency
22 0155	COUNTY ROAD 96 OC	YOL	5	005-YOL	R014.27	U	15.91	PPPPP				8,784	23		n/a	Lower	n/a-brdg over rte	No Deficiency
22 0181	ADAMS CREEK	YOL	5	005-YOL	R014.27	O	n/a	PPPPP				8,784		1,626		n/a-brdg under rte	No Deficiency	No Deficiency
22 0156	COUNTY ROAD 95 OC	YOL	5	005-YOL	R015.85	U	15.75	PPPPP				8,784	81		No	Lower	n/a-brdg over rte	No Deficiency
22 0182	QUAKER DRAW	YOL	5	005-YOL	R016.32	O	n/a	PPPPP				8,784		1,626		n/a-brdg under rte	No Deficiency	No Deficiency
22 0009L	SMITH CREEK	YOL	5	005-YOL	R016.74	O	n/a	PPPPP				8,784		1,626		n/a-brdg under rte	No Deficiency	No Deficiency
22 0009R	SMITH CREEK	YOL	5	005-YOL	R016.74	O	n/a	PPPPP				8,784		1,626		n/a-brdg under rte	No Deficiency	No Deficiency
22 0183	WILLOW SPRING CREEK	YOL	5	005-YOL	R017.50	O	n/a	PPPPP				8,784		1,626		n/a-brdg under rte	No Deficiency	No Deficiency
22 0157	ZAMORA OC	YOL	5	005-YOL	R017.62	U	15.91	PPPPP				8,784	23		n/a	Lower	n/a-brdg over rte	No Deficiency
22 0153	COUNTY ROAD 12 OC	YOL	5	005-YOL	R018.97	U	17.23	PPPPP				8,784	0			No Deficiency	n/a-brdg over rte	No Deficiency
22 0184	ZAMORA CREEK	YOL	5	005-YOL	R019.22	O	n/a	PPPPP				8,784		1,626		n/a-brdg under rte	No Deficiency	No Deficiency
22 0095	BRETONA CREEK	YOL	5	005-YOL	R020.75	O	n/a	PPPPP				8,784		1,626		n/a-brdg under rte	No Deficiency	No Deficiency
22 0170	BRANCH BRETONA CREEK	YOL	5	005-YOL	R021.07	O	n/a	PPPPP				8,784		1,626		n/a-brdg under rte	No Deficiency	No Deficiency
22 0145	COUNTY ROAD 91 OC	YOL	5	005-YOL	R021.38	U	16.47	PPPPP				8,784	4			No Deficiency	n/a-brdg over rte	No Deficiency
22 0135L	OAT CREEK	YOL	5	005-YOL	R021.84	O	n/a	PPPPP				8,784		1,626		n/a-brdg under rte	No Deficiency	No Deficiency
22 0135R	OAT CREEK	YOL	5	005-YOL	R021.84	O	n/a	PPPPP				8,784		1,626		n/a-brdg under rte	No Deficiency	No Deficiency
22 0143R	ROUTE 505/5 SEPARATION	YOL	5	005-YOL	R022.61	U	16.41	PPPPP				7,802	4			No Deficiency	n/a-brdg over rte	No Deficiency
22 0171	BIRD CREEK	YOL	5	005-YOL	R023.23	O	n/a	PPPPP				7,802		1,626		n/a-brdg under rte	No Deficiency	No Deficiency
22 0030	COUNTY ROAD 8 OC	YOL	5	005-YOL	R023.79	U	15.98	PPPPP				7,802	23		n/a	Lower	n/a-brdg over rte	No Deficiency
22 0136L	AZEVEDO DRAW	YOL	5	005-YOL	R024.53	O	n/a	PPPPP				7,802		1,626		n/a-brdg under rte	No Deficiency	No Deficiency
22 0136R	AZEVEDO DRAW	YOL	5	005-YOL	R024.53	O	n/a	PPPPP				7,802		1,626		n/a-brdg under rte	No Deficiency	No Deficiency
22 0138	COUNTY ROAD 6 OC	YOL	5	005-YOL	R025.57	U	15.91	PPPPP		Yes	10-Year Plan	7,802	23		n/a	Lower	n/a-brdg over rte	Lower
22 0172	DUNNIGAN CREEK	YOL	5	005-YOL	R025.97	O	n/a	PPPPP				7,802		1,626		n/a-brdg under rte	No Deficiency	No Deficiency
22 0133	COUNTY ROAD 4 OC	YOL	5	005-YOL	R026.65	U	16.08	PPPPP		Yes	10-Year Plan	7,802	11			No Deficiency	n/a-brdg over rte	Lower
22 0134	COUNTY ROAD 2 OC	YOL	5	005-YOL	R027.78	U	16.14	PPPPP				7,802	11			No Deficiency	n/a-brdg over rte	No Deficiency
22 0137R	BUCKEYE CREEK	YOL	5	005-YOL	R028.58	O	n/a	PPPPP				7,802		1,626		n/a-brdg under rte	No Deficiency	No Deficiency

Vertical Clearance (feet)

● Greater than 16.5 ● Between 16.5 & 16 ● Between 16 & 15 ● Less than 15

Bridge Number	Structure Name	County	Route	Rte_Co	Postmile	Over/Under	Vertical Clearance (ft)	Weight Permit Rating	Pedestrian Overcrossing	Bridge Work Directly Impacts Goods Movement	Bridge Work Status	2011 HDT	Number of Permit Loads > Bridge VC	Number of Weight Permit Loads	Immediate VC Detour Available	Bridge Vertical Clearance Priority Level	Bridge Permit Weight Priority Level	Distressed Bridge Priority Level
22 0137L	BUCKEYE CREEK	YOL	5	005-YOL	R028.59	O	n/a	PPPPP				7,802		1,626		n/a-brdg under rte	No Deficiency	No Deficiency
22 0139	COUNTY LINE ROAD OC	YOL	5	005-YOL	R028.92	U	15.81	PPPPP		Yes	10-Year Plan	8,460	48		n/a	Lower	n/a-brdg over rte	Lower
15 0037	BEAR CREEK	COL	16	016-COL	R003.35	O	n/a	PPPPP				40				n/a-brdg under rte	No Deficiency	No Deficiency
15 0036	BEAR CREEK	COL	16	016-COL	R004.34	O	n/a	PPPPP				40				n/a-brdg under rte	No Deficiency	No Deficiency
24 0077	DEER CREEK OVERFLOW	SAC	16	016-SAC	_013.92	O	n/a	PPPPP				218		46		n/a-brdg under rte	No Deficiency	No Deficiency
24 0078	DEER CREEK	SAC	16	016-SAC	_014.14	O	n/a	PPPPP				218		46		n/a-brdg under rte	No Deficiency	No Deficiency
24 0079	DEER CREEK OVERFLOW	SAC	16	016-SAC	_014.37	O	n/a	PPPPP				218		46		n/a-brdg under rte	No Deficiency	No Deficiency
24 0080	COSUMNES RIVER	SAC	16	016-SAC	_019.72	O	n/a	PPPPP				218		46		n/a-brdg under rte	No Deficiency	No Deficiency
24 0343	LAGUNA CREEK	SAC	16	016-SAC	R011.53	O	n/a	PPPPP				239		46		n/a-brdg under rte	No Deficiency	No Deficiency
24 0075	MORRISON CREEK	SAC	16	016-SAC	T001.66	O	n/a	PPPPP				239		46		n/a-brdg under rte	No Deficiency	No Deficiency
24 0336	FOLSOM SOUTH CANAL	SAC	16	016-SAC	T011.35	O	n/a	PPPPP				239		46		n/a-brdg under rte	No Deficiency	No Deficiency
22 0019	CACHE CREEK	YOL	16	016-YOL	_003.87	O	n/a	GGGPP				26		159		n/a-brdg under rte	Medium	No Deficiency
22 0109	RUMSEY CANYON	YOL	16	016-YOL	_006.36	O	n/a	PPPPP				26		159		n/a-brdg under rte	No Deficiency	No Deficiency
22 0074	POPPY CREEK	YOL	16	016-YOL	_010.00	O	n/a	PPPPP				26		159		n/a-brdg under rte	No Deficiency	No Deficiency
22 0023	HEATHER CREEK	YOL	16	016-YOL	_011.54	O	n/a	PPPPP				26		159		n/a-brdg under rte	No Deficiency	No Deficiency
22 0056	DIGGER PINE CREEK	YOL	16	016-YOL	_013.69	O	n/a	PPPPP				26		159		n/a-brdg under rte	No Deficiency	No Deficiency
22 0087	BALL CREEK	YOL	16	016-YOL	_015.11	O	n/a	PPPPP				26		159		n/a-brdg under rte	No Deficiency	No Deficiency
22 0088	WINTER CREEK	YOL	16	016-YOL	_016.38	O	n/a	PPPPP				26		159		n/a-brdg under rte	No Deficiency	No Deficiency
22 0090	MOSSY CREEK	YOL	16	016-YOL	_018.13	O	n/a	PPPPP				26		159		n/a-brdg under rte	No Deficiency	No Deficiency
22 0024	TAYLOR CREEK	YOL	16	016-YOL	_020.30	O	n/a	OOOOO				402		159		n/a-brdg under rte	Medium	No Deficiency
22 0091	WILLOW CREEK	YOL	16	016-YOL	_022.63	O	n/a	PPPPP				402		159		n/a-brdg under rte	No Deficiency	No Deficiency
22 0027	CAPAY CANAL	YOL	16	016-YOL	_025.15	O	n/a	PPPPP				402		159		n/a-brdg under rte	No Deficiency	No Deficiency
22 0092	LAMB VALLEY CREEK	YOL	16	016-YOL	_028.42	O	n/a	PPPPP				789		159		n/a-brdg under rte	No Deficiency	No Deficiency
22 0093	SOUTH FORK WILLOW CREEK	YOL	16	016-YOL	_029.42	O	n/a	PPPPP				789		159		n/a-brdg under rte	No Deficiency	No Deficiency
22 0028	SOUTH FORK WILLOW SLOUGH	YOL	16	016-YOL	_031.82	O	n/a	PPPPP				789		159		n/a-brdg under rte	No Deficiency	No Deficiency
22 0111	ROUTE 16/50S SEPARATION	YOL	16	016-YOL	_031.84	O	16.67	PPPPP				789		159		n/a-brdg under rte	No Deficiency	No Deficiency
22 0151	ROUTE 16/5 SEPARATION	YOL	16	016-YOL	R043.42	O	n/a	PPPPP				337		159		n/a-brdg under rte	No Deficiency	No Deficiency
15 0086	BEAR CREEK	COL	20	020-COL	_003.28	O	n/a	PPPPP				335		71		n/a-brdg under rte	No Deficiency	No Deficiency
15 0085	BEAR CREEK TRIBUTARY	COL	20	020-COL	_003.40	O	n/a	PPPPP				335		71		n/a-brdg under rte	No Deficiency	No Deficiency
15 0082	SALT CREEK	COL	20	020-COL	_008.05	O	n/a	PPPPP				335		71		n/a-brdg under rte	No Deficiency	No Deficiency
15 0081	TEHAMA-COLUSA CANAL	COL	20	020-COL	_013.93	O	n/a	PPPPP				425		71		n/a-brdg under rte	No Deficiency	No Deficiency
15 0022	SALT CREEK	COL	20	020-COL	_020.21	O	n/a	PPPPP				425		71		n/a-brdg under rte	No Deficiency	No Deficiency
15 0020	COLUSA TROUGH	COL	20	020-COL	_027.83	O	n/a	PPPPP				425		71		n/a-brdg under rte	No Deficiency	No Deficiency
15 0019	POWELL SLOUGH	COL	20	020-COL	_028.54	O	n/a	GGGGG				425		71		n/a-brdg under rte	Lower	No Deficiency
15 0084	REFUGE DRAIN	COL	20	020-COL	_028.81	O	n/a	PPPPP				425		71		n/a-brdg under rte	No Deficiency	No Deficiency
15 0018	STEER DITCH	COL	20	020-COL	_036.02	O	n/a	PPPPP				363		71		n/a-brdg under rte	No Deficiency	No Deficiency
15 0024	NORTH WILLIAMS OH	COL	20	020-COL	R021.85	O	24.15	PPPPP				425		71		n/a-brdg under rte	No Deficiency	No Deficiency
15 0078	ROUTE 20/5 SEPARATION	COL	20	020-COL	R022.09	O	16.47	PPPPP				425		71		n/a-brdg under rte	No Deficiency	No Deficiency
17 0104	SLACKS RAVINE	NEV	20	020-NEV	_000.96	O	n/a	PPPPP				914		36		n/a-brdg under rte	No Deficiency	No Deficiency
17 0105	SLACKS RAVINE	NEV	20	020-NEV	_001.37	O	n/a	PPPPP				914		36		n/a-brdg under rte	No Deficiency	No Deficiency
17 0038	BEAR VALLEY FLUME	NEV	20	020-NEV	_040.80	O	n/a	PPPPP				280		36		n/a-brdg under rte	No Deficiency	No Deficiency
17 0022	BEAR RIVER	NEV	20	020-NEV	_041.28	O	n/a	PPPPP				280		36		n/a-brdg under rte	No Deficiency	No Deficiency
17 0023L	YUBA PASS SOH	NEV	20	020-NEV	_045.66	U	25.66	PPPPP				280	0			No Deficiency	n/a-brdg over rte	No Deficiency
17 0023R	YUBA PASS SOH	NEV	20	020-NEV	_045.66	U	22.74	PPGOO				280	0			No Deficiency	n/a-brdg over rte	No Deficiency
17 0003	SQUIRREL CREEK	NEV	20	020-NEV	R005.32	O	n/a	PPPPP				914		36		n/a-brdg under rte	No Deficiency	No Deficiency
17 0094	SQUIRREL CREEK	NEV	20	020-NEV	R006.55	O	n/a	PPPPP				914		36		n/a-brdg under rte	No Deficiency	No Deficiency
17 0096	REX RESERVOIR RD UC	NEV	20	020-NEV	R008.44	O	14.99	PPPPP				914		36		n/a-brdg under rte	No Deficiency	No Deficiency
17 0097	DEADMAN FLAT OC	NEV	20	020-NEV	R010.09	U	19.59	PPPPP				914	0			No Deficiency	n/a-brdg over rte	No Deficiency
17 0095	BRIGHTON STREET OC	NEV	20	020-NEV	R011.83	U	16.73	PPPPP				914	0			No Deficiency	n/a-brdg over rte	No Deficiency
17 0083	MILL STREET UC	NEV	20	020-NEV	R012.16	O	16.83	PPPPP				914		36		n/a-brdg under rte	No Deficiency	No Deficiency
17 0092	WOLF CREEK	NEV	20	020-NEV	R012.20	O	n/a	PPPPP				914		36		n/a-brdg under rte	No Deficiency	No Deficiency
17 0049	ROUTE 20/49 SEPARATION	NEV	20	020-NEV	R012.24	O	n/a	PPPGO				914		36		n/a-brdg under rte	No Deficiency	No Deficiency
17 0050	ROUTE 20/174 SEPARATION	NEV	20	020-NEV	R012.85	O	15.91	PPPPP				673		36		n/a-brdg under rte	No Deficiency	No Deficiency
17 0051	BANK STREET UC	NEV	20	020-NEV	R013.04	O	16.18	PPPPP				673		36		n/a-brdg under rte	No Deficiency	No Deficiency
17 0052	BENNETT STREET UC	NEV	20	020-NEV	R013.11	O	15.42	PPPPP				673		36		n/a-brdg under rte	No Deficiency	No Deficiency
17 0093	WOLF CREEK	NEV	20	020-NEV	R013.44	O	n/a	PPPPP				673		36		n/a-brdg under rte	No Deficiency	No Deficiency
17 0079	IDAHO-MARYLAND ROAD UC	NEV	20	020-NEV	R013.61	O	17.26	PPPPP				673		36		n/a-brdg under rte	No Deficiency	No Deficiency

Vertical Clearance (feet)

● Greater than 16.5 ● Between 16.5 & 16 ● Between 16 & 15 ● Less than 15

Bridge Number	Structure Name	County	Route	Rte_Co	Postmile	Over/Under	Vertical Clearance (ft)	Weight Permit Rating	Pedestrian Overcrossing	Bridge Work Directly Impacts Goods Movement	Bridge Work Status	2011 HDT	Number of Permit Loads > Bridge VC	Number of Weight Permit Loads	Immediate VC Detour Available	Bridge Vertical Clearance Priority Level	Bridge Permit Weight Priority Level	Distressed Bridge Priority Level
17 0079S	IDAHO-MARYLAND ROAD UC	NEV	20	020-NEV	R013.61	O	24.41	PPPPP				673		36		n/a-brdg under rte	No Deficiency	No Deficiency
17 0081	DORSEY DRIVE OC	NEV	20	020-NEV	R014.26	U	14.47	PPPPP				673	22		n/a	Lower	n/a-brdg over rte	No Deficiency
17 0048	BRUNSWICK ROAD OC	NEV	20	020-NEV	R014.80	U	15.65	PPPPP				914	0			No Deficiency	n/a-brdg over rte	No Deficiency
17 0077	BANNER LAVA CAP ROAD OC	NEV	20	020-NEV	R015.41	U	49.41	PPPPP				673	0			No Deficiency	n/a-brdg over rte	No Deficiency
17 0082	GOLD FLAT ROAD OC	NEV	20	020-NEV	R015.92	U	19.59	PPPPP				673	0			No Deficiency	n/a-brdg over rte	No Deficiency
17 0053	SACRAMENTO STREET OC	NEV	20	020-NEV	R016.74	U	14.67	PPPPP				914	10			No Deficiency	n/a-brdg over rte	No Deficiency
17 0054	DEER CREEK	NEV	20	020-NEV	R016.87	O	n/a	PPPPP				914		36		n/a-brdg under rte	No Deficiency	No Deficiency
17 0055	BROAD STREET OC	NEV	20	020-NEV	R016.99	U	16.14	PPPPP				673	0			No Deficiency	n/a-brdg over rte	No Deficiency
17 0056	WASHINGTON STREET OC	NEV	20	020-NEV	R017.18	U	14.99	PPPPP				914	4			No Deficiency	n/a-brdg over rte	No Deficiency
18 0005	SUTTER BYPASS	SUT	20	020-SUT	_004.22	O	n/a	PPPPP				256		71		n/a-brdg under rte	No Deficiency	No Deficiency
18 0003	WADSWORTH CANAL	SUT	20	020-SUT	_009.76	O	n/a	OOOOO				256		71		n/a-brdg under rte	Lower	No Deficiency
18 0002	SUTTER COUNTY EXTENSION CANAL	SUT	20	020-SUT	_012.17	O	n/a	PPPPP				44		71		n/a-brdg under rte	No Deficiency	No Deficiency
18 0024	SUTTER STREET UC	SUT	20	020-SUT	_016.84	O	15.49	PPPPP				677		71		n/a-brdg under rte	No Deficiency	No Deficiency
18 0004	YUBA CITY OVERHEAD	SUT	20	020-SUT	_016.98	O	23.33	PPPPP				677		71		n/a-brdg under rte	No Deficiency	No Deficiency
18 0009	FEATHER RIVER BOH	SUT	20	020-SUT	_017.00	O	17.32	PPPPP				706		71		n/a-brdg under rte	No Deficiency	No Deficiency
18 0008	SACRAMENTO RIVER (MERIDIAN)	SUT	20	020-SUT	R000.01	O	n/a	PPPPP				363		71		n/a-brdg under rte	No Deficiency	No Deficiency
16 0016	EAST MARYSVILLE UP	YUB	20	020-YUB	_001.55	U	15.06					799	29			Lower	n/a-brdg over rte	No Deficiency
16 0010	DRY CREEK	YUB	20	020-YUB	_013.90	O	n/a	GGGOO				195		86		n/a-brdg under rte	Lower	No Deficiency
16 0011	YUBA RIVER (PARKS BAR)	YUB	20	020-YUB	R017.73	O	n/a	PPPPP				195		86		n/a-brdg under rte	No Deficiency	No Deficiency
12 0054	SACRAMENTO RIVER (GIANELLI)	BUT	32	032-BUT	_000.01	O	n/a	PPPPP				338		36		n/a-brdg under rte	No Deficiency	No Deficiency
12 0053	PINE CREEK LAGOON	BUT	32	032-BUT	_001.39	O	n/a	PPPPP				169		36		n/a-brdg under rte	No Deficiency	No Deficiency
12 0203	PINE CREEK OVERFLOW	BUT	32	032-BUT	_001.63	O	n/a	PPPPP				169		36		n/a-brdg under rte	No Deficiency	No Deficiency
12 0051	PINE CREEK OVERFLOW	BUT	32	032-BUT	_001.75	O	n/a	PPPPP				169		36		n/a-brdg under rte	No Deficiency	No Deficiency
12 0050	KUSAL SLOUGH	BUT	32	032-BUT	_001.97	O	n/a	PPPPP				169		36		n/a-brdg under rte	No Deficiency	No Deficiency
12 0049	ROCK CREEK	BUT	32	032-BUT	_002.08	O	n/a	PPPPP				169		36		n/a-brdg under rte	No Deficiency	No Deficiency
12 0048	ROCK CREEK OVERFLOW	BUT	32	032-BUT	_002.34	O	n/a	PPPPP				169		36		n/a-brdg under rte	No Deficiency	No Deficiency
12 0047	ROCK CREEK OVERFLOW	BUT	32	032-BUT	_002.41	O	n/a	PPPPP				169		36		n/a-brdg under rte	No Deficiency	No Deficiency
12 0046	GABLE DRAW	BUT	32	032-BUT	_003.74	O	n/a	PPPPP				169		36		n/a-brdg under rte	No Deficiency	No Deficiency
12 0045	MUD CREEK	BUT	32	032-BUT	_004.38	O	n/a	PPPPP				169		36		n/a-brdg under rte	No Deficiency	No Deficiency
12 0044	LINDO CHANNEL	BUT	32	032-BUT	_006.36	O	n/a	PPPPP				169		36		n/a-brdg under rte	No Deficiency	No Deficiency
12 0043	BIG CHICO CREEK	BUT	32	032-BUT	_008.31	O	n/a	PPPPP				169		36		n/a-brdg under rte	No Deficiency	No Deficiency
12 0149L	ROUTE 99/32 SEPARATION (SOUTH)	BUT	32	032-BUT	_010.19	U	15.65	PPPPP				194	2			No Deficiency	n/a-brdg over rte	No Deficiency
12 0149R	ROUTE 99/32 SEPARATION (SOUTH)	BUT	32	032-BUT	_010.19	U	14.99	PPPPP				194	9			No Deficiency	n/a-brdg over rte	No Deficiency
12 0150L	ROUTE 99/32 SEPARATION (NORTH)	BUT	32	032-BUT	_010.19	U	17.23	PPPPP				194	0			No Deficiency	n/a-brdg over rte	No Deficiency
12 0150R	ROUTE 99/32 SEPARATION (NORTH)	BUT	32	032-BUT	_010.19	U	16.57	PPPPP				194	0			No Deficiency	n/a-brdg over rte	No Deficiency
12 0135	DEAD HORSE SLOUGH	BUT	32	032-BUT	_011.08	O	n/a	PPPPP				93		36		n/a-brdg under rte	No Deficiency	No Deficiency
11 0095S	TEHAMA-COLUSA CANAL	GLE	32	032-GLE	_002.24	O	n/a	PPGGG				344		31		n/a-brdg under rte	No Deficiency	No Deficiency
11 0028	GLENN-COLUSA CANAL	GLE	32	032-GLE	_009.58	O	n/a	PPPPP				344		31		n/a-brdg under rte	No Deficiency	No Deficiency
11 0077	ROUTE 32/5 SEPARATION	GLE	32	032-GLE	L000.01	O	n/a	PPPPP				317		31		n/a-brdg under rte	No Deficiency	No Deficiency
11 0029	STONY CREEK	GLE	32	032-GLE	R005.23	O	n/a	PPPPP				344		31		n/a-brdg under rte	No Deficiency	No Deficiency
15 0023	HIGH DITCH	COL	45	045-COL	_004.05	O	n/a	PPPPP				173		13		n/a-brdg under rte	No Deficiency	No Deficiency
15 0025	WILKINS SLOUGH	COL	45	045-COL	_006.85	O	n/a	PPPPP				173		13		n/a-brdg under rte	No Deficiency	No Deficiency
15 0026	SYCAMORE SLOUGH	COL	45	045-COL	_018.30	O	n/a	PPPPP				173		13		n/a-brdg under rte	No Deficiency	No Deficiency
15 0051	BROWN ROAD DITCH	COL	45	045-COL	_021.33	O	n/a	PPPPP				146		13		n/a-brdg under rte	No Deficiency	No Deficiency
15 0052	MOSQUITO DRAIN	COL	45	045-COL	_025.03	O	n/a	PPPPP				146		13		n/a-brdg under rte	No Deficiency	No Deficiency
11 0099	PUMPHOUSE INTAKE	GLE	45	045-GLE	_000.57	O	n/a	PPPPP				66		2		n/a-brdg under rte	No Deficiency	No Deficiency
11 0008	GODFRE DRAIN	GLE	45	045-GLE	_016.60	O	n/a	PPPPP				66		2		n/a-brdg under rte	No Deficiency	No Deficiency
11 0040	WHIPPLE DRAIN	GLE	45	045-GLE	_019.91	O	n/a	PPPPP				66		2		n/a-brdg under rte	No Deficiency	No Deficiency
11 0038	STONY CREEK	GLE	45	045-GLE	R020.66	O	n/a	PPPPP				66		2		n/a-brdg under rte	No Deficiency	No Deficiency
22 0041	SYCAMORE SLOUGH	YOL	45	045-YOL	_000.13	O	n/a	PPPPP				74				n/a-brdg under rte	No Deficiency	No Deficiency
25 0031	WEBER CREEK	ED	49	049-ED	_012.81	O	n/a	PPPPP				195		5		n/a-brdg under rte	No Deficiency	No Deficiency
25 0058	HANGTOWN CREEK	ED	49	049-ED	_014.84	O	n/a	PPPPP				78		5		n/a-brdg under rte	No Deficiency	No Deficiency
25 0021	SOUTH FORK AMERICAN RIVER	ED	49	049-ED	_023.99	O	n/a	PPPPG				194		5		n/a-brdg under rte	No Deficiency	No Deficiency
25 0022	GREENWOOD CREEK	ED	49	049-ED	_026.82	O	n/a	PPPPP				194		5		n/a-brdg under rte	No Deficiency	No Deficiency
25 0023	HASTINGS CREEK	ED	49	049-ED	_028.19	O	n/a	PPPPP				194		5		n/a-brdg under rte	No Deficiency	No Deficiency
25 0123	KNICKERBOCKER CREEK	ED	49	049-ED	_033.82	O	n/a	PPPPP				194		5		n/a-brdg under rte	No Deficiency	No Deficiency
17 0005	SOUTH WOLF CREEK	NEV	49	049-NEV	_003.61	O	n/a	PPPPP				257		32		n/a-brdg under rte	No Deficiency	No Deficiency

Vertical Clearance (feet)

● Greater than 16.5 ● Between 16.5 & 16 ● Between 16 & 15 ● Less than 15

Bridge Number	Structure Name	County	Route	Rte_Co	Postmile	Over/Under	Vertical Clearance (ft)	Weight Permit Rating	Pedestrian Overcrossing	Bridge Work Directly Impacts Goods Movement	Bridge Work Status	2011 HDT	Number of Permit Loads > Bridge VC	Number of Weight Permit Loads	Immediate VC Detour Available	Bridge Vertical Clearance Priority Level	Bridge Permit Weight Priority Level	Distressed Bridge Priority Level
17 0004	EXCELSIOR DITCH PUC	NEV	49	049-NEV	_021.24	O	4.27	PPPPP				30		32		n/a-brdg under rte	No Deficiency	No Deficiency
17 0080	SOUTH GRASS VALLEY OC	NEV	49	049-NEV	R013.66	U	14.90	PPPPP				257	10			No Deficiency	n/a-brdg over rte	No Deficiency
17 0049	ROUTE 20/49 SEPARATION	NEV	49	049-NEV	R014.46	U	16.73	PPPGO				257	0			No Deficiency	n/a-brdg over rte	No Deficiency
17 0007	SOUTH YUBA RIVER	NEV	49	049-NEV	R021.86	O	n/a	PPPPP				30		32		n/a-brdg under rte	No Deficiency	No Deficiency
17 0009	MIDDLE YUBA RIVER	NEV	49	049-NEV	R032.62	O	n/a	PPPPP				12		32		n/a-brdg under rte	No Deficiency	No Deficiency
19 0035	NORTH FORK AMERICAN RIVER	PLA	49	049-PLA	_000.01	O	n/a	PPPPP				187		32		n/a-brdg under rte	No Deficiency	No Deficiency
19 0044	EAST AUBURN UP	PLA	49	049-PLA	_002.38	U	14.99			Yes	Proposed	187	10			No Deficiency	n/a-brdg over rte	High
19 0072	ROUTE 80/49 SEPARATION	PLA	49	049-PLA	_003.21	U	16.90	PPPPP				187	0			No Deficiency	n/a-brdg over rte	No Deficiency
19 0157E	W80 & 49 CONNECTOR	PLA	49	049-PLA	_003.25	O	n/a	PPPPP				187		32		n/a-brdg under rte	No Deficiency	No Deficiency
19 0155	AUBURN RAVINE	PLA	49	049-PLA	_003.33	O	n/a	PPPPP				187		32		n/a-brdg under rte	No Deficiency	No Deficiency
19 0017	WISE CANAL	PLA	49	049-PLA	_005.02	O	n/a	PPPPP				234		32		n/a-brdg under rte	No Deficiency	No Deficiency
19 0068	NORTH AUBURN UP	PLA	49	049-PLA	_005.53	U	14.99					234	10			No Deficiency	n/a-brdg over rte	No Deficiency
19 0019	ROCK CREEK	PLA	49	049-PLA	_006.93	O	n/a	PPPPP				234		32		n/a-brdg under rte	No Deficiency	No Deficiency
19 0022	BEAR RIVER	PLA	49	049-PLA	_011.35	O	n/a	PPPPP				234		32		n/a-brdg under rte	No Deficiency	No Deficiency
19 0020	SOUTH FORK DRY CREEK	PLA	49	049-PLA	R008.09	O	n/a	PPPPP				234		32		n/a-brdg under rte	No Deficiency	No Deficiency
19 0021	NORTH FORK DRY CREEK	PLA	49	049-PLA	R009.45	O	n/a	PPPPP				234		32		n/a-brdg under rte	No Deficiency	No Deficiency
13 0023	SIDEHILL VIADUCT	SIE	49	049-SIE	_002.51	O	n/a	PPPPP				16				n/a-brdg under rte	No Deficiency	No Deficiency
13 0026	LAGER BEER SIDEHILL VIADUCT	SIE	49	049-SIE	_002.65	O	n/a	PPPPP				16				n/a-brdg under rte	No Deficiency	No Deficiency
13 0011	FIDDLE CREEK	SIE	49	049-SIE	_004.58	O	n/a	PPPPP				16				n/a-brdg under rte	No Deficiency	No Deficiency
13 0022	SIDEHILL VIADUCT	SIE	49	049-SIE	_006.55	O	n/a	PPPPP				16				n/a-brdg under rte	No Deficiency	No Deficiency
13 0019	SOUTH SIDEHILL VIADUCT	SIE	49	049-SIE	_007.38	O	n/a	PPPPP				16				n/a-brdg under rte	No Deficiency	No Deficiency
13 0020	NORTH SIDEHILL VIADUCT	SIE	49	049-SIE	_007.47	O	n/a	PPPPP				16				n/a-brdg under rte	No Deficiency	No Deficiency
13 0025	SADDLEBACK SIDEHILL VIADUCT	SIE	49	049-SIE	_015.69	O	n/a	PPPPP				16				n/a-brdg under rte	No Deficiency	No Deficiency
13 0005	DOWNIE RIVER	SIE	49	049-SIE	_016.75	O	n/a	XXXXX				16				n/a-brdg under rte	High	No Deficiency
13 0006	LADIES CANYON CREEK	SIE	49	049-SIE	_024.03	O	n/a	PPPPP				16				n/a-brdg under rte	No Deficiency	No Deficiency
13 0008	SIERRAVILLE CREEK	SIE	49	049-SIE	_047.54	O	n/a	PPPPP				68				n/a-brdg under rte	No Deficiency	No Deficiency
13 0013	SMITHNECK CREEK	SIE	49	049-SIE	_060.54	O	n/a	PPPPP				68				n/a-brdg under rte	No Deficiency	No Deficiency
13 0002	NORTH YUBA RIVER	SIE	49	049-SIE	R003.72	O	n/a	PPPPP				16				n/a-brdg under rte	No Deficiency	No Deficiency
13 0015	GOODYEARS CREEK	SIE	49	049-SIE	R012.24	O	n/a	PPPPP				16				n/a-brdg under rte	No Deficiency	No Deficiency
13 0007	SALMON CREEK	SIE	49	049-SIE	R032.90	O	n/a	PPPPP				16				n/a-brdg under rte	No Deficiency	No Deficiency
13 0010	HOWARD CREEK	SIE	49	049-SIE	R034.26	O	n/a	PPPPP				16				n/a-brdg under rte	No Deficiency	No Deficiency
25 0122K	LATROBE RD WB OFF RAMP UC	ED	50	050-ED	_000.85	O	16.18	PPPPP				2,399		273		n/a-brdg under rte	No Deficiency	No Deficiency
25 0122S	LATROBE ROAD OFF RAMP UC	ED	50	050-ED	_002.90	O	n/a	PPPPP				2,399		273		n/a-brdg under rte	No Deficiency	No Deficiency
25 0122	LATROBE ROAD UC	ED	50	050-ED	_002.90	O	15.78	PPPPP				2,399		273		n/a-brdg under rte	No Deficiency	No Deficiency
25 0083	CAMBRIDGE ROAD OC	ED	50	050-ED	_004.96	U	18.34	PPPPP				1,508	0			No Deficiency	n/a-brdg over rte	No Deficiency
25 0057	DEER CREEK	ED	50	050-ED	_005.31	O	n/a	PPPPP				1,508		273		n/a-brdg under rte	No Deficiency	No Deficiency
25 0084L	CAMERON PARK DR UC	ED	50	050-ED	_006.57	O	14.44	PPPPP				1,508		273		n/a-brdg under rte	No Deficiency	No Deficiency
25 0084R	CAMERON PARK DR UC	ED	50	050-ED	_006.57	O	14.76	PPPPP				1,508		273		n/a-brdg under rte	No Deficiency	No Deficiency
25 0005L	WEBER CREEK	ED	50	050-ED	_015.42	O	n/a	PPGOO				1,227		273		n/a-brdg under rte	No Deficiency	No Deficiency
25 0005R	WEBER CREEK	ED	50	050-ED	_015.42	O	n/a	PPGOO				1,227		273		n/a-brdg under rte	No Deficiency	No Deficiency
25 0067	FORNI RD OC	ED	50	050-ED	_015.83	U	16.90	PPPPP				1,227	3			No Deficiency	n/a-brdg over rte	No Deficiency
25 0117	RAY LAWYER DRIVE OC	ED	50	050-ED	_016.50	U	20.41	PPPPP				1,227	0			No Deficiency	n/a-brdg over rte	No Deficiency
25 0125	WEST PLACERVILLE DRIVE UC	ED	50	050-ED	_016.99	O	17.72	PPPPP				1,376		273		n/a-brdg under rte	No Deficiency	No Deficiency
25 0050	COLOMA STREET POC	ED	50	050-ED	_017.78	U	15.75		Yes			1,376	23			Lower	n/a-brdg over rte	No Deficiency
25 0124	BEDFORD AVE POC	ED	50	050-ED	_018.03	U	18.96		Yes			1,376	0			No Deficiency	n/a-brdg over rte	No Deficiency
25 0055	CLAY STREET UC	ED	50	050-ED	_018.16	O	14.99	PPPPP				837		273		n/a-brdg under rte	No Deficiency	No Deficiency
25 0052	LOCUST STREET UC	ED	50	050-ED	_018.30	O	14.76	PPPPP				837		273		n/a-brdg under rte	No Deficiency	No Deficiency
25 0053	MOSQUITO ROAD UC	ED	50	050-ED	_018.52	O	20.18	PPPPP				837		273		n/a-brdg under rte	No Deficiency	No Deficiency
25 0066	CARSON ROAD OC	ED	50	050-ED	_018.76	U	15.26	PPPPP				837	58		n/a	Lower	n/a-brdg over rte	No Deficiency
25 0063	SCHNELL SCHOOL ROAD UC	ED	50	050-ED	_019.12	O	18.24	PPPPP				837		273		n/a-brdg under rte	No Deficiency	No Deficiency
25 0064	SMITH FLAT ROAD UC	ED	50	050-ED	_019.61	O	n/a	PPPPP				837		273		n/a-brdg under rte	No Deficiency	No Deficiency
25 0062	POINT VIEW DRIVE UC	ED	50	050-ED	_020.30	O	16.01	PPPPP				837		273		n/a-brdg under rte	No Deficiency	No Deficiency
25 0065	NEWTOWN ROAD OC	ED	50	050-ED	_020.74	U	15.32	PPPPP				837	55		n/a	Lower	n/a-brdg over rte	No Deficiency
25 0118	EL DORADO TRAIL POC	ED	50	050-ED	_021.13	U	18.37		Yes			837	0			No Deficiency	n/a-brdg over rte	No Deficiency
25 0056	SNOW ROAD UC	ED	50	050-ED	_025.26	O	15.42	GGGGG				837		273		n/a-brdg under rte	Medium	No Deficiency
25 0007	EL DORADO DITCH	ED	50	050-ED	_033.69	O	n/a	PPPPP				384		273		n/a-brdg under rte	No Deficiency	No Deficiency
25 0039	OGLESBY CANYON	ED	50	050-ED	_037.33	O	n/a	PPPPP				384		273		n/a-brdg under rte	No Deficiency	No Deficiency

Vertical Clearance (feet)

● Greater than 16.5 ● Between 16.5 & 16 ● Between 16 & 15 ● Less than 15

Bridge Number	Structure Name	County	Route	Rte_Co	Postmile	Over/Under	Vertical Clearance (ft)	Weight Permit Rating	Pedestrian Overcrossing	Bridge Work Directly Impacts Goods Movement	Bridge Work Status	2011 HDT	Number of Permit Loads > Bridge VC	Number of Weight Permit Loads	Immediate VC Detour Available	Bridge Vertical Clearance Priority Level	Bridge Permit Weight Priority Level	Distressed Bridge Priority Level
25 0008	SOUTH FORK AMERICAN RIVER	ED	50	050-ED	_039.68	O	n/a	PPPPP				384		273		n/a-brdg under rte	No Deficiency	No Deficiency
25 0009	PYRAMID CREEK	ED	50	050-ED	_059.77	O	n/a	PPPPP				200		273		n/a-brdg under rte	No Deficiency	No Deficiency
25 0044	ECHO SUMMIT SIDEHILL VIADUCT	ED	50	050-ED	_067.30	O	n/a	PPPPP				141		273		n/a-brdg under rte	No Deficiency	No Deficiency
25 0012	UPPER TRUCKEE RIVER	ED	50	050-ED	_070.31	O	n/a	PPPPP				141		273		n/a-brdg under rte	No Deficiency	No Deficiency
25 0015	UPPER TRUCKEE RIVER	ED	50	050-ED	_072.66	O	n/a	PPPPP				228		273		n/a-brdg under rte	No Deficiency	No Deficiency
25 0010	UPPER TRUCKEE RIVER	ED	50	050-ED	_076.41	O	n/a	PPPPP				139		273		n/a-brdg under rte	No Deficiency	No Deficiency
25 0101Z	TROUT CREEK BICYCLE BRIDGE	ED	50	050-ED	_077.33	O	n/a	n/a				139				n/a-brdg under rte	No Deficiency	No Deficiency
25 0013	TROUT CREEK	ED	50	050-ED	_077.33	O	n/a	PPPPP				139		273		n/a-brdg under rte	No Deficiency	No Deficiency
25 0072	CLARKSVILLE UC	ED	50	050-ED	R001.66	O	16.41	PPPPP				1,730		273		n/a-brdg under rte	No Deficiency	No Deficiency
25 0079	CARSON CREEK	ED	50	050-ED	R001.90	O	n/a	PPPPP				1,730		273		n/a-brdg under rte	No Deficiency	No Deficiency
25 0073R	BASS LAKE ROAD UC	ED	50	050-ED	R003.23	O	15.26	PPPPP				1,508		273		n/a-brdg under rte	No Deficiency	No Deficiency
25 0073L	BASS LAKE ROAD UC	ED	50	050-ED	R003.24	O	20.41	PPPPP				1,508		273		n/a-brdg under rte	No Deficiency	No Deficiency
25 0074	SHINGLE SPRINGS OC	ED	50	050-ED	R008.56	U	17.06	PPPPP				1,289	0			No Deficiency	n/a-brdg over rte	No Deficiency
25 0078L	EAST SHINGLE SPRINGS UC	ED	50	050-ED	R010.30	O	16.34	PPPPP				1,289		273		n/a-brdg under rte	No Deficiency	No Deficiency
25 0078R	EAST SHINGLE SPRINGS UC	ED	50	050-ED	R010.30	O	16.41	PPPPP				1,289		273		n/a-brdg under rte	No Deficiency	No Deficiency
25 0119S	RED HAWK PARKWAY OFF RAMP OC	ED	50	050-ED	R011.20	O	20.15	PPPPP				1,289		273		n/a-brdg under rte	No Deficiency	No Deficiency
25 0119S	RED HAWK PARKWAY OFF RAMP OC	ED	50	050-ED	R011.20	U	20.15	PPPPP				1,289	0			No Deficiency	n/a-brdg over rte	No Deficiency
25 0120L	RED HAWK PARKWAY UC	ED	50	050-ED	R011.25	O	17.49	PPPPP				1,289		273		n/a-brdg under rte	No Deficiency	No Deficiency
25 0120R	RED HAWK PARKWAY UC	ED	50	050-ED	R011.25	O	17.55	PPPPP				1,289		273		n/a-brdg under rte	No Deficiency	No Deficiency
25 0120L	RED HAWK PARKWAY UC	ED	50	050-ED	R011.25	U	17.49	PPPPP				1,289	0			No Deficiency	n/a-brdg over rte	No Deficiency
25 0120R	RED HAWK PARKWAY UC	ED	50	050-ED	R011.25	U	17.55	PPPPP				1,289	0			No Deficiency	n/a-brdg over rte	No Deficiency
25 0075L	GREENSTONE ROAD UC	ED	50	050-ED	R012.19	O	17.59	PPPPP				1,289		273		n/a-brdg under rte	No Deficiency	No Deficiency
25 0075R	GREENSTONE ROAD UC	ED	50	050-ED	R012.19	O	15.75	PPPPP				1,289		273		n/a-brdg under rte	No Deficiency	No Deficiency
25 0076	EL DORADO ROAD OC	ED	50	050-ED	R014.01	U	16.73	PPPPP				1,289	3			No Deficiency	n/a-brdg over rte	No Deficiency
25 0121	MISSOURI FLAT ROAD OC	ED	50	050-ED	R015.06	U	17.72	PPPPP				1,227	0			No Deficiency	n/a-brdg over rte	No Deficiency
25 0040	EAST CAMINO UC	ED	50	050-ED	R025.95	O	15.32	PPPPP				837		273		n/a-brdg under rte	No Deficiency	No Deficiency
25 0041	SAWMILL UC	ED	50	050-ED	R028.84	O	18.24	PPPPP				641		273		n/a-brdg under rte	No Deficiency	No Deficiency
25 0042	SLY PARK ROAD UC	ED	50	050-ED	R031.30	O	15.22	PPPPP				641		273		n/a-brdg under rte	No Deficiency	No Deficiency
25 0098	SOUTH FORK AMERICAN RIVER	ED	50	050-ED	R044.12	O	n/a	PPPPP				200		273		n/a-brdg under rte	No Deficiency	No Deficiency
25 0099	SOUTH FORK AMERICAN RIVER	ED	50	050-ED	R044.24	O	n/a	PPPPP				200		273		n/a-brdg under rte	No Deficiency	No Deficiency
24 4117	RAMP A17 - WB HWY 50 TO SB I-5	SAC	50	050-SAC	_000.01	U	15.32	OOOOO				2,515	268		No	High	n/a-brdg over rte	No Deficiency
24 4113	RAMP A13 - 5TH ST ONRAMP TO SB I-5 AND WB HWY 50	SAC	50	050-SAC	_000.01	U	15.68	OOOOO				2,515	212			Medium	n/a-brdg over rte	No Deficiency
24 4715	RAMP G15 - JEFFERSON BLVD OFFRAMP	SAC	50	050-SAC	_000.01	O	20.67	PGOOO		Yes	Proposed	2,515				n/a-brdg under rte	No Deficiency	High
24 4113	RAMP A13 - 5TH ST ONRAMP TO SB I-5 AND WB HWY 50	SAC	50	050-SAC	_000.01	O	15.68	OOOOO				2,515		866		n/a-brdg under rte	High	No Deficiency
24 4102	RAMP A2 - EB50 5TH STREET OFFRAMP	SAC	50	050-SAC	_000.01	O	16.44	POOXX				2,515		866		n/a-brdg under rte	No Deficiency	No Deficiency
24 4706	RAMP G06 - JEFFERSON BLVD ONRAMP	SAC	50	050-SAC	_000.01	O	-	PPPPP				2,515		866		n/a-brdg under rte	No Deficiency	No Deficiency
24 4117	RAMP A17 - WB HWY 50 TO SB I-5	SAC	50	050-SAC	_000.01	O	15.32	OOOOO				2,515		866		n/a-brdg under rte	High	No Deficiency
24 4305	RAMP C5 - W ST ONRAMP TO NB I-5	SAC	50	050-SAC	_000.01	O	15.58	PGOOO				2,515		866		n/a-brdg under rte	No Deficiency	No Deficiency
24 4717	RAMP G17 - S RIVER ROAD OFFRAMP	SAC	50	050-SAC	_000.01	O	-	PPPGG				2,515		866		n/a-brdg under rte	No Deficiency	No Deficiency
24 4106	RAMP A6 - WB 50/5TH ST TO NB 5	SAC	50	050-SAC	_000.01	O	15.32	PPPGG				2,515		866		n/a-brdg under rte	No Deficiency	No Deficiency
24 4125	RAMP A25 - EB HWY 50 TO SB I-5	SAC	50	050-SAC	_000.01	O	22.34	PGOOO				2,515		866		n/a-brdg under rte	No Deficiency	No Deficiency
24 4330	RAMP C30 - NB I-5 TO WB HWY 50	SAC	50	050-SAC	_000.01	O	16.31	GOXXX				2,515		866		n/a-brdg under rte	Medium	No Deficiency
24 4708	RAMP G08 - S RIVER ROAD ONRAMP	SAC	50	050-SAC	_000.01	O	-	PPPPP				2,515		866		n/a-brdg under rte	No Deficiency	No Deficiency
24 4104	RAMP A4 - EB HWY 50 TO NB I-5	SAC	50	050-SAC	_000.01	O	17.06	PPPGG				2,515		866		n/a-brdg under rte	No Deficiency	No Deficiency
24 4330	RAMP C30 - NB I-5 TO WB HWY 50	SAC	50	050-SAC	_000.01	U	16.31	GOXXX				2,515	5			No Deficiency	n/a-brdg over rte	No Deficiency
24 4104	RAMP A4 - EB HWY 50 TO NB I-5	SAC	50	050-SAC	_000.16	U	17.06	PPPGG				2,515	0			No Deficiency	n/a-brdg over rte	No Deficiency
24 4125	RAMP A25 - EB HWY 50 TO SB I-5	SAC	50	050-SAC	_000.26	U	22.34	PGOOO				2,515	0			No Deficiency	n/a-brdg over rte	No Deficiency
24 4101	RAMP A1 - 5TH STREET ONRAMP TO SB 5 & WB 50	SAC	50	050-SAC	_000.44	O	15.85	PPPPP				2,515		866		n/a-brdg under rte	No Deficiency	No Deficiency
24 0170	SUNRISE BLVD OC	SAC	50	050-SAC	_012.50	U	15.26	PPPPP				3,295	272		No	High	n/a-brdg over rte	No Deficiency
24 0171	FAIR OAKS PUC	SAC	50	050-SAC	_012.85	O	n/a	PPPPP				3,295		866		n/a-brdg under rte	No Deficiency	No Deficiency
24 0242	BUFFALO CREEK	SAC	50	050-SAC	_013.94	O	n/a	PPPPP				3,295		866		n/a-brdg under rte	No Deficiency	No Deficiency
24 0338	CANALSIDE EQUESTRIAN UC	SAC	50	050-SAC	_014.78	O	n/a	PPPPP				3,295		866		n/a-brdg under rte	No Deficiency	No Deficiency
24 0339	FOLSOM SOUTH CANAL	SAC	50	050-SAC	_014.80	O	n/a	PPPPP				3,295		866		n/a-brdg under rte	No Deficiency	No Deficiency
24 0168	HAZEL AVENUE OC	SAC	50	050-SAC	_015.76	U	16.18	PPPPP				3,295	19		n/a	Lower	n/a-brdg over rte	No Deficiency
24 0366	HAZEL/FOLSOM POC	SAC	50	050-SAC	_016.17	U	18.57		Yes			3,295	0			No Deficiency	n/a-brdg over rte	No Deficiency
24 0033	ALDER CREEK HWY 50 LAKE NATOMA	SAC	50	050-SAC	_016.46	O	n/a	PPPPP				3,295		866		n/a-brdg under rte	No Deficiency	No Deficiency
24 0120	NATOMA OH	SAC	50	050-SAC	_017.01	O	20.90	PPPPP				2,399		866		n/a-brdg under rte	No Deficiency	No Deficiency

Vertical Clearance (feet)

● Greater than 16.5 ● Between 16.5 & 16 ● Between 16 & 15 ● Less than 15

Bridge Number	Structure Name	County	Route	Rte_Co	Postmile	Over/Under	Vertical Clearance (ft)	Weight Permit Rating	Pedestrian Overcrossing	Bridge Work Directly Impacts Goods Movement	Bridge Work Status	2011 HDT	Number of Permit Loads > Bridge VC	Number of Weight Permit Loads	Immediate VC Detour Available	Bridge Vertical Clearance Priority Level	Bridge Permit Weight Priority Level	Distressed Bridge Priority Level
24 0364S	PRAIRIE CITY ROAD ON-RAMP SEPARATION	SAC	50	050-SAC	_019.20	O	20.93	PPPPP				2,399		866		n/a-brdg under rte	No Deficiency	No Deficiency
24 0364S	PRAIRIE CITY ROAD ON-RAMP SEPA	SAC	50	050-SAC	_019.20	U	20.93	PPPPP				2,399	0			No Deficiency	n/a-brdg over rte	No Deficiency
24 0365	PRAIRIE CITY ROAD OC	SAC	50	050-SAC	_019.23	U	20.08	PPPPP				2,399	0			No Deficiency	n/a-brdg over rte	No Deficiency
24 0363	EAST BIDWELL ROAD OC	SAC	50	050-SAC	_021.50	U	17.09	PPPPP				2,399	0			No Deficiency	n/a-brdg over rte	No Deficiency
24 0122L	WHITE ROCK OH	SAC	50	050-SAC	_021.74	O	16.93	PPPPP				2,399		866		n/a-brdg under rte	No Deficiency	No Deficiency
24 0122R	WHITE ROCK OH	SAC	50	050-SAC	_021.74	O	16.83	PPPPP				2,399		866		n/a-brdg under rte	No Deficiency	No Deficiency
24 0004L	SACRAMENTO RIVER VIADUCT	SAC	50	050-SAC	L000.01	O	n/a	PPGOO				3,120		866		n/a-brdg under rte	Medium	No Deficiency
24 0004R	SACRAMENTO RIVER VIADUCT	SAC	50	050-SAC	L000.01	O	15.55	PPGOO				3,120		866		n/a-brdg under rte	Medium	No Deficiency
24 0004L	SACRAMENTO RIVER VIADUCT	SAC	50	050-SAC	L000.01	U	18.73	PPGOO				3,120	0			No Deficiency	n/a-brdg over rte	No Deficiency
24 0004R	SACRAMENTO RIVER VIADUCT	SAC	50	050-SAC	L000.01	U	16.93	PPGOO				3,120	3			No Deficiency	n/a-brdg over rte	No Deficiency
24 0270H	N&S-E50 CONNECTOR	SAC	50	050-SAC	L000.57	U	15.91	PPGOO				2,515	134		No	Medium	n/a-brdg over rte	No Deficiency
24 0243L	SOUTHSIDE PARK VIADUCT	SAC	50	050-SAC	L000.66	O	15.09	PPPPP		Yes	Proposed	2,515		866		n/a-brdg under rte	No Deficiency	High
24 0243R	SOUTHSIDE PARK VIADUCT	SAC	50	050-SAC	L000.66	O	15.16	PPPPP		Yes	Proposed	2,515		866		n/a-brdg under rte	No Deficiency	High
24 0244L	9TH STREET UC	SAC	50	050-SAC	L000.89	O	16.77	PPPPP				2,515		866		n/a-brdg under rte	No Deficiency	No Deficiency
24 0244R	9TH STREET UC	SAC	50	050-SAC	L000.89	O	16.01	PPPPP				2,515		866		n/a-brdg under rte	No Deficiency	No Deficiency
24 0245L	10TH STREET UC	SAC	50	050-SAC	L000.96	O	15.75	PPPPP				2,515		866		n/a-brdg under rte	No Deficiency	No Deficiency
24 0245R	10TH STREET UC	SAC	50	050-SAC	L000.96	O	15.75	PPPPP				2,515		866		n/a-brdg under rte	No Deficiency	No Deficiency
24 0246L	RIVERSIDE BLVD UC	SAC	50	050-SAC	L001.06	O	15.49	PPPPP				2,515		866		n/a-brdg under rte	No Deficiency	No Deficiency
24 0246R	RIVERSIDE BLVD UC	SAC	50	050-SAC	L001.06	O	15.58	PPPPP				2,515		866		n/a-brdg under rte	No Deficiency	No Deficiency
24 0247L	15TH-16TH STREET SEPARATION	SAC	50	050-SAC	L001.36	O	15.39	PPPPP				2,515				n/a-brdg under rte	No Deficiency	No Deficiency
24 0247L	15TH-16TH STREET SEPARATION	SAC	50	050-SAC	L001.36	O	15.39	PPPPP				2,515		866		n/a-brdg under rte	No Deficiency	No Deficiency
24 0247R	15TH-16TH STREET SEPARATION	SAC	50	050-SAC	L001.36	O	15.06	PPPPP				2,515				n/a-brdg under rte	No Deficiency	No Deficiency
24 0247R	15TH-16TH STREET SEPARATION	SAC	50	050-SAC	L001.36	O	15.06	PPPPP				2,515		866		n/a-brdg under rte	No Deficiency	No Deficiency
24 0248L	CAMELLIA CITY VIADUCT	SAC	50	050-SAC	L001.59	O	19.00	PPGGG				2,515		866		n/a-brdg under rte	No Deficiency	No Deficiency
24 0248R	CAMELLIA CITY VIADUCT	SAC	50	050-SAC	L001.59	O	19.46	PPGGG				2,515		866		n/a-brdg under rte	No Deficiency	No Deficiency
24 0223G	E50-N51&S99 CONNECTOR OC	SAC	50	050-SAC	L002.20	O	17.26	PPPPP		Yes	Proposed	2,515		866		n/a-brdg under rte	No Deficiency	High
24 0223L	26TH STREET UC	SAC	50	050-SAC	L002.20	O	15.16	PPPPP				2,515		866		n/a-brdg under rte	No Deficiency	No Deficiency
24 0223R	26TH STREET UC	SAC	50	050-SAC	L002.20	O	14.99	PPPPP				2,515		866		n/a-brdg under rte	No Deficiency	No Deficiency
24 0225G	E50-N51&S99 CONNECTOR OC	SAC	50	050-SAC	L002.33	O	14.57	GOOOO		Yes	Proposed	2,515		866		n/a-brdg under rte	Medium	High
24 0224F	S51-W50 CONNECTOR OC	SAC	50	050-SAC	L002.38	U	14.83	PPPPP				2,515	447		No	High	n/a-brdg over rte	No Deficiency
24 0235G	N99-W50 CONNECTOR OC	SAC	50	050-SAC	L002.40	U	15.16	PPPPP				2,515	292		No	High	n/a-brdg over rte	No Deficiency
24 0233F	S51-E50 CONNECTOR OC	SAC	50	050-SAC	L002.41	U	15.32	PPPPP				2,515	268		No	High	n/a-brdg over rte	No Deficiency
24 0234F	W50-S99 CONNECTOR OC	SAC	50	050-SAC	L002.43	U	14.93	PPPPG		Yes	Proposed	2,515	379		No	High	n/a-brdg over rte	High
24 0234F	W50-S99 CONNECTOR OC	SAC	50	050-SAC	L002.43	O	14.93	PPPPG		Yes	Proposed	2,515		866		n/a-brdg under rte	No Deficiency	High
24 0231L	OAK PARK SEPARATION	SAC	50	050-SAC	L002.47	U	16.34	GGGGG				2,515	5			No Deficiency	n/a-brdg over rte	No Deficiency
24 0231R	OAK PARK SEPARATION	SAC	50	050-SAC	L002.47	U	17.49	PPPPP				2,515	0			No Deficiency	n/a-brdg over rte	No Deficiency
24 0222G	N99-E&W50 CONNECTOR OC	SAC	50	050-SAC	R000.08	U	17.65	PPPPP				2,137	0			No Deficiency	n/a-brdg over rte	No Deficiency
24 0232G	E50-N51 CONNECTOR OC	SAC	50	050-SAC	R000.10	U	16.08	PGGGG				2,137	54		No	Lower	n/a-brdg over rte	No Deficiency
24 0232G	E50-N51 CONNECTOR OC	SAC	50	050-SAC	R000.10	O	16.08	PGGGG				2,137		866		n/a-brdg under rte	No Deficiency	No Deficiency
24 0229	ALHAMBRA BLVD OC	SAC	50	050-SAC	R000.13	U	15.16	PPPPP		Yes	Proposed	2,137	292		No	High	n/a-brdg over rte	High
24 0227F	W50-N51 CONNECTOR OC	SAC	50	050-SAC	R000.14	O	15.16	PPPPP		Yes	Proposed	2,137		866		n/a-brdg under rte	No Deficiency	High
24 0228R	ELMHURST VIADUCT	SAC	50	050-SAC	R000.38	O	15.09	PPPPP		Yes	Proposed	2,137				n/a-brdg under rte	No Deficiency	High
24 0228R	ELMHURST VIADUCT	SAC	50	050-SAC	R000.38	O	15.09	PPPPP		Yes	Proposed	2,137		866		n/a-brdg under rte	No Deficiency	High
24 0228L	ELMHURST VIADUCT	SAC	50	050-SAC	R000.38	O	15.85	PPPPP				2,137		866		n/a-brdg under rte	No Deficiency	No Deficiency
24 0313	39TH STREET UC	SAC	50	050-SAC	R000.85	O	15.16	PPPPP		Yes	Proposed	2,137		866		n/a-brdg under rte	No Deficiency	High
24 0314	48TH STREET OC	SAC	50	050-SAC	R001.41	U	15.32	PPPPP		Yes	Proposed	2,137	268		No	High	n/a-brdg over rte	High
24 0315	51ST STREET OC	SAC	50	050-SAC	R001.63	U	15.42	PPPPP		Yes	Proposed	2,137	253		No	High	n/a-brdg over rte	High
24 0316S	59TH ST OFF-RAMP OC	SAC	50	050-SAC	R002.01	U	15.32	PPPPP				2,137	268		No	High	n/a-brdg over rte	No Deficiency
24 0316S	59TH ST OFF-RAMP OC	SAC	50	050-SAC	R002.01	O	15.32	PPPPP				2,137		866		n/a-brdg under rte	No Deficiency	No Deficiency
24 0317	59TH STREET OC	SAC	50	050-SAC	R002.13	U	15.16	PPPPP		Yes	Proposed	2,137	292		No	High	n/a-brdg over rte	High
24 0318	65TH STREET UC	SAC	50	050-SAC	R002.63	O	15.26	PPPPP				2,137		866		n/a-brdg under rte	No Deficiency	No Deficiency
24 0289L	BRIGHTON OH	SAC	50	050-SAC	R002.88	O	31.99	PPPPP				2,137		866		n/a-brdg under rte	No Deficiency	No Deficiency
24 0289R	BRIGHTON OH	SAC	50	050-SAC	R002.88	O	n/a	PPPPP				2,137		866		n/a-brdg under rte	No Deficiency	No Deficiency
24 0288L	FOLSOM BLVD UC	SAC	50	050-SAC	R003.13	O	19.65	PPPPP				2,137		866		n/a-brdg under rte	No Deficiency	No Deficiency
24 0288R	FOLSOM BLVD UC	SAC	50	050-SAC	R003.13	O	16.41	PPPPP				2,137		866		n/a-brdg under rte	No Deficiency	No Deficiency
24 0286L	STATE COLLEGE UC	SAC	50	050-SAC	R003.47	O	15.58	PPPPP		Yes	Proposed	2,137		866		n/a-brdg under rte	No Deficiency	High
24 0286S	STATE COLLEGE UC	SAC	50	050-SAC	R003.47	O	15.16	PPPPP		Yes	Proposed	2,137		866		n/a-brdg under rte	No Deficiency	High

Vertical Clearance (feet)

● Greater than 16.5 ● Between 16.5 & 16 ● Between 16 & 15 ● Less than 15

Bridge Number	Structure Name	County	Route	Rte_Co	Postmile	Over/Under	Vertical Clearance (ft)	Weight Permit Rating	Pedestrian Overcrossing	Bridge Work Directly Impacts Goods Movement	Bridge Work Status	2011 HDT	Number of Permit Loads > Bridge VC	Number of Weight Permit Loads	Immediate VC Detour Available	Bridge Vertical Clearance Priority Level	Bridge Permit Weight Priority Level	Distressed Bridge Priority Level
24 0286R	STATE COLLEGE UC	SAC	50	050-SAC	R003.47	O	16.50	PPPPP				2,137		866		n/a-brdg under rte	No Deficiency	No Deficiency
24 0186	HOWE AVENUE OC	SAC	50	050-SAC	R003.67	U	15.26	PPPPP		Yes	Proposed	2,137	272	No	High	n/a-brdg over rte	High	
24 0294	OCCIDENTAL DRIVE OC	SAC	50	050-SAC	R004.54	U	15.16	PPPPP		Yes	Proposed	2,137	292	No	High	n/a-brdg over rte	High	
24 0034L	WATT AVENUE OC	SAC	50	050-SAC	R005.33	U	16.50	PPPPP				2,137	3		No Deficiency	n/a-brdg over rte	No Deficiency	
24 0034R	WATT AVENUE OC	SAC	50	050-SAC	R005.34	U	16.24	PPPPP				2,137	13	n/a	Lower	n/a-brdg over rte	No Deficiency	
24 0375	MANLOVE POC	SAC	50	050-SAC	R005.76	U	18.50		Yes			1,964	0		No Deficiency	n/a-brdg over rte	No Deficiency	
24 0173	MAYHEW OH	SAC	50	050-SAC	R006.34	O	22.57	PPPPP				1,964		866		n/a-brdg under rte	No Deficiency	No Deficiency
24 0215	MAYHEW ROAD OC	SAC	50	050-SAC	R006.98	U	17.39	PPPPP				1,964	0		No Deficiency	n/a-brdg over rte	No Deficiency	
24 0216	BRADSHAW ROAD OC	SAC	50	050-SAC	R007.75	U	15.06	PPPPP				1,964	303	No	High	n/a-brdg over rte	No Deficiency	
24 0213	ROUTIER ROAD OC	SAC	50	050-SAC	R008.91	U	18.57	PPPPP				1,964	0		No Deficiency	n/a-brdg over rte	No Deficiency	
24 0174	MATHER SPUR UP	SAC	50	050-SAC	R009.36	U	16.90					1,964	3		No Deficiency	n/a-brdg over rte	No Deficiency	
24 0175	MATHER FIELD OC	SAC	50	050-SAC	R009.51	U	15.42	PPPPP				1,964	253	No	High	n/a-brdg over rte	No Deficiency	
24 0328	WHITE ROCK POC	SAC	50	050-SAC	R010.14	U	17.49		Yes			1,964	0		No Deficiency	n/a-brdg over rte	No Deficiency	
24 0376	WHITE ROCK POC	SAC	50	050-SAC	R010.14	U	18.50		Yes			1,964	0		No Deficiency	n/a-brdg over rte	No Deficiency	
24 0183	ZINFANDEL DRIVE OC	SAC	50	050-SAC	R010.92	U	17.49	PPPPP				1,964	0		No Deficiency	n/a-brdg over rte	No Deficiency	
24 0172	WEST CITRUS OVERHEAD	SAC	50	050-SAC	R011.87	O	23.26	PPPPP				2,120		866		n/a-brdg under rte	No Deficiency	No Deficiency
22 0140R	ROUTE 80/50 SEPARATION	YOL	50	050-YOL	_000.35	U	17.16	PPPPP				3,120	0		No Deficiency	n/a-brdg over rte	No Deficiency	
22 0141F	W80-E50 CONNECTOR OC	YOL	50	050-YOL	_000.46	U	17.09	PPPPP				3,120	0		No Deficiency	n/a-brdg over rte	No Deficiency	
22 0108	HARBOR BLVD OC	YOL	50	050-YOL	_001.20	U	16.57	PPPGO				3,120	0		No Deficiency	n/a-brdg under rte	No Deficiency	
22 0102S	WESTACRE ROAD UC	YOL	50	050-YOL	_002.17	O	n/a	PPPPP				3,120		863		n/a-brdg under rte	No Deficiency	No Deficiency
22 0102	WESTACRE ROAD UC	YOL	50	050-YOL	_002.18	O	15.09	PPPPP				3,120		863		n/a-brdg under rte	No Deficiency	No Deficiency
22 0129S	WEST SACRAMENTO OFF-RAMP SEP	YOL	50	050-YOL	_002.44	O	16.34	PPPGG				3,120		863		n/a-brdg under rte	No Deficiency	No Deficiency
22 0129S	WEST SACRAMENTO OFF-RAMP SEP	YOL	50	050-YOL	_002.46	U	16.34	PPPGG				3,120	1		No Deficiency	n/a-brdg over rte	No Deficiency	
22 0103K	JEFFERSON BLVD UC	YOL	50	050-YOL	_002.47	O	15.49	PPPPP				3,120		863		n/a-brdg under rte	No Deficiency	No Deficiency
22 0106L	JEFFERSON BLVD UC	YOL	50	050-YOL	_002.48	O	20.83	PPGOO				3,120		863		n/a-brdg under rte	No Deficiency	No Deficiency
22 0106R	JEFFERSON BLVD UC	YOL	50	050-YOL	_002.48	O	16.01	PPGGG				3,120		863		n/a-brdg under rte	No Deficiency	No Deficiency
24 0234F	W50-S99 CONNECTOR OC	SAC	51	051-SAC	_000.01	U	14.93	PPPPG				2,269	71	No	Lower	n/a-brdg over rte	No Deficiency	
24 0233F	S51-E50 CONNECTOR OC	SAC	51	051-SAC	_000.01	O	15.32	PPPPP				2,269		277		n/a-brdg under rte	No Deficiency	No Deficiency
24 0222G	N99-E&W50 CONNECTOR OC	SAC	51	051-SAC	_000.01	U	17.65	PPPPP				2,269	0		No Deficiency	n/a-brdg over rte	No Deficiency	
24 0232G	E50-N51 CONNECTOR OC	SAC	51	051-SAC	_000.01	U	16.08	PPGGG				2,269	1		No Deficiency	n/a-brdg over rte	No Deficiency	
24 0231L	OAK PARK SEPARATION	SAC	51	051-SAC	_000.01	U	16.34	GGGGG				2,269	1		No Deficiency	n/a-brdg over rte	No Deficiency	
24 0231R	OAK PARK SEPARATION	SAC	51	051-SAC	_000.01	U	17.49	PPPPP				2,269	0		No Deficiency	n/a-brdg over rte	No Deficiency	
24 0224F	S51-W50 CONNECTOR OC	SAC	51	051-SAC	_000.02	O	14.83	PPPPP				2,269		277		n/a-brdg under rte	No Deficiency	No Deficiency
24 0188L	FORT SUTTER VIADUCT	SAC	51	051-SAC	_000.24	O	15.32	OOOOO				2,269		277		n/a-brdg under rte	High	No Deficiency
24 0188R	FORT SUTTER VIADUCT	SAC	51	051-SAC	_000.24	O	14.50	OOOOO				2,269		277		n/a-brdg under rte	High	No Deficiency
24 0189K	H STREET UC	SAC	51	051-SAC	_001.15	O	15.09	PPPPP				2,269		277		n/a-brdg under rte	No Deficiency	No Deficiency
24 0189S	H STREET UC	SAC	51	051-SAC	_001.15	O	n/a	PPPPP				2,269		277		n/a-brdg under rte	No Deficiency	No Deficiency
24 0189L	H STREET UC	SAC	51	051-SAC	_001.20	O	16.77	PPPPP				2,269		277		n/a-brdg under rte	No Deficiency	No Deficiency
24 0189R	H STREET UC	SAC	51	051-SAC	_001.20	O	16.93	PPPPP				2,269		277		n/a-brdg under rte	No Deficiency	No Deficiency
24 0190L	G STREET UC	SAC	51	051-SAC	_001.28	O	16.08	GGGGG				2,269		277		n/a-brdg under rte	Medium	No Deficiency
24 0190R	G STREET UC	SAC	51	051-SAC	_001.28	O	16.57	GGGGG				2,269		277		n/a-brdg under rte	Medium	No Deficiency
24 0191L	F STREET UC	SAC	51	051-SAC	_001.36	O	16.18	GGGGG				2,269		277		n/a-brdg under rte	Medium	No Deficiency
24 0191R	F STREET UC	SAC	51	051-SAC	_001.36	O	16.08	GGGGG				2,269		277		n/a-brdg under rte	Medium	No Deficiency
24 0192L	E STREET UC	SAC	51	051-SAC	_001.44	O	15.68	PPPPP				2,269		277		n/a-brdg under rte	No Deficiency	No Deficiency
24 0192R	E STREET UC	SAC	51	051-SAC	_001.44	O	16.01	PPPPP				2,269		277		n/a-brdg under rte	No Deficiency	No Deficiency
24 0023	B STREET UNDERPASS	SAC	51	051-SAC	_001.73	U	15.55					2,269	26	n/a	Lower	n/a-brdg over rte	No Deficiency	
24 0131	A STREET OC	SAC	51	051-SAC	_001.77	U	17.00	PPPPP				2,269	0		No Deficiency	n/a-brdg over rte	No Deficiency	
24 0031	ELVAS UP	SAC	51	051-SAC	_002.43	U	15.49					2,269	31		Lower	n/a-brdg over rte	No Deficiency	
24 0003	AMERICAN RIVERBUS 80	SAC	51	051-SAC	_002.61	O	n/a	POOOO				2,269		277		n/a-brdg under rte	No Deficiency	No Deficiency
24 0133	CAL EXPO UC	SAC	51	051-SAC	_003.14	O	24.12	PPPPP				2,269		277		n/a-brdg under rte	No Deficiency	No Deficiency
24 0285	EXPOSITION BLVD OC	SAC	51	051-SAC	_003.36	U	15.42	PPPPP				2,269	31	n/a	Lower	n/a-brdg over rte	No Deficiency	
24 0130L	ROUTE 51/160 SEPARATION	SAC	51	051-SAC	_003.63	O	16.47	PPPPP				2,269		277		n/a-brdg under rte	No Deficiency	No Deficiency
24 0130R	ROUTE 51/160 SEPARATION	SAC	51	051-SAC	_003.63	O	15.39	PPPPP				2,269		277		n/a-brdg under rte	No Deficiency	No Deficiency
24 0115L	ARDEN WAY UC	SAC	51	051-SAC	_004.02	O	14.83	PPPPP				2,269		277		n/a-brdg under rte	No Deficiency	No Deficiency
24 0115R	ARDEN WAY UC	SAC	51	051-SAC	_004.06	O	15.91	PPPPP				2,269		277		n/a-brdg under rte	No Deficiency	No Deficiency
24 0132R	ARDEN WAY RAMP UC	SAC	51	051-SAC	_004.14	O	n/a	PPPPP				2,269		277		n/a-brdg under rte	No Deficiency	No Deficiency
24 0116	EL CAMINO AVENUE OC	SAC	51	051-SAC	_004.74	U	15.39	PPPPP				2,182	37	n/a	Lower	n/a-brdg over rte	No Deficiency	

Vertical Clearance (feet)

● Greater than 16.5 ● Between 16.5 & 16 ● Between 16 & 15 ● Less than 15

Bridge Number	Structure Name	County	Route	Rte_Co	Postmile	Over/Under	Vertical Clearance (ft)	Weight Permit Rating	Pedestrian Overcrossing	Bridge Work Directly Impacts Goods Movement	Bridge Work Status	2011 HDT	Number of Permit Loads > Bridge VC	Number of Weight Permit Loads	Immediate VC Detour Available	Bridge Vertical Clearance Priority Level	Bridge Permit Weight Priority Level	Distressed Bridge Priority Level
24 0117	MARCONI AVENUE OC	SAC	51	051-SAC	_005.50	U	● 14.73	PPPPP				2,182	135	No	Medium	n/a-brdg over rte	No Deficiency	
24 0123	FULTON AVENUE OC	SAC	51	051-SAC	_006.79	U	● 15.06	PPPPP				2,182	55	n/a	Lower	n/a-brdg over rte	No Deficiency	
24 0124K	AUBURN BLVD RAMP OC	SAC	51	051-SAC	_007.70	U	● 14.14	PPPPP				2,182	274	No	High	n/a-brdg over rte	No Deficiency	
24 0124K	AUBURN BLVD RAMP OC	SAC	51	051-SAC	_007.70	O	n/a	PPPPP				2,182		277	n/a-brdg under rte	No Deficiency	No Deficiency	
24 0125R	WATT AVENUE OC	SAC	51	051-SAC	_007.97	U	● 14.67	PPPPP	Yes	Proposed		2,182	151	No	Medium	n/a-brdg over rte	High	
24 0125L	WATT AVENUE OC	SAC	51	051-SAC	_007.99	U	● 18.01	PPPPP				2,182	0		No Deficiency	n/a-brdg over rte	No Deficiency	
24 0126	ARCADE CREEK	SAC	51	051-SAC	_008.06	O	n/a	PPPPP				2,182		277	n/a-brdg under rte	No Deficiency	No Deficiency	
24 0126S	ARCADE CREEK	SAC	51	051-SAC	_008.06	O	n/a	PPPPP				2,182		277	n/a-brdg under rte	No Deficiency	No Deficiency	
24 0291L	ROUTE 51/244, 80 SEPARATION	SAC	51	051-SAC	_008.46	O	● 16.83	PPPPP				2,182		277	n/a-brdg under rte	No Deficiency	No Deficiency	
24 0293R	ROUTE 51/244 CONNECTOR	SAC	51	051-SAC	_008.52	O	● 17.39	PPPPP				2,182		277	n/a-brdg under rte	No Deficiency	No Deficiency	
19 0179R	JOINER PARKWAY BOH	PLA	65	065-PLA	_012.49	U	● 20.90	PPPPP				4,885	0		No Deficiency	n/a-brdg over rte	No Deficiency	
19 0179L	JOINER PARKWAY BOH	PLA	65	065-PLA	_012.50	U	● 20.90	PPPPP				4,885	0		No Deficiency	n/a-brdg over rte	No Deficiency	
19 0176	INGRAM SLOUGH	PLA	65	065-PLA	_012.67	O	n/a	PPPPP				4,885		140	n/a-brdg under rte	No Deficiency	No Deficiency	
19 0187L	INDUSTRIAL AVE VIADUCT	PLA	65	065-PLA	_012.86	O	● 19.55	PPPPP				4,885		140	n/a-brdg under rte	No Deficiency	No Deficiency	
19 0187R	INDUSTRIAL AVE VIADUCT	PLA	65	065-PLA	_012.87	O	● 22.31	PPPPP				4,885		140	n/a-brdg under rte	No Deficiency	No Deficiency	
19 0188L	SOUTH INGRAM SLOUGH	PLA	65	065-PLA	_013.03	O	● -	PPPPP				4,885		140	n/a-brdg under rte	No Deficiency	No Deficiency	
19 0188R	SOUTH INGRAM SLOUGH	PLA	65	065-PLA	_013.03	O	● -	PPPPP				4,885		140	n/a-brdg under rte	No Deficiency	No Deficiency	
19 0005	AUBURN RAVINE	PLA	65	065-PLA	_013.17	O	n/a	PPPPP				1,195		140	n/a-brdg under rte	No Deficiency	No Deficiency	
19 0189L	FERRARI RANCH ROAD UC	PLA	65	065-PLA	_013.38	O	● 21.39	PPPPP				1,195		140	n/a-brdg under rte	No Deficiency	No Deficiency	
19 0189R	FERRARI RANCH ROAD UC	PLA	65	065-PLA	_013.38	O	● 21.62	PPPPP				1,195		140	n/a-brdg under rte	No Deficiency	No Deficiency	
19 0190L	NORTH INGRAM SLOUGH	PLA	65	065-PLA	_013.65	O	● -	PPPPP				1,195		140	n/a-brdg under rte	No Deficiency	No Deficiency	
19 0190R	NORTH INGRAM SLOUGH	PLA	65	065-PLA	_013.65	O	● -	PPPPP				1,195		140	n/a-brdg under rte	No Deficiency	No Deficiency	
19 0191R	AUBURN RAVINE	PLA	65	065-PLA	_014.48	O	● -	PPPPP				1,154		140	n/a-brdg under rte	No Deficiency	No Deficiency	
19 0191L	AUBURN RAVINE	PLA	65	065-PLA	_014.49	O	● -	PPPPP				1,154		140	n/a-brdg under rte	No Deficiency	No Deficiency	
19 0007	MARKHAM RAVINE	PLA	65	065-PLA	_014.80	O	n/a	PPPPP				1,154		140	n/a-brdg under rte	No Deficiency	No Deficiency	
19 0192R	MARKHAM RAVINE	PLA	65	065-PLA	_017.68	O	● -	PPPPP				1,154		140	n/a-brdg under rte	No Deficiency	No Deficiency	
19 0192L	MARKHAM RAVINE	PLA	65	065-PLA	_017.69	O	● -	PPPPP				1,154		140	n/a-brdg under rte	No Deficiency	No Deficiency	
19 0193	NICOLAUS ROAD OC	PLA	65	065-PLA	_018.17	U	● 19.92	PPPPP				1,154	0		No Deficiency	n/a-brdg over rte	No Deficiency	
19 0008	COON CREEK OVERFLOW	PLA	65	065-PLA	_018.28	O	n/a	PPPPP				1,154		140	n/a-brdg under rte	No Deficiency	No Deficiency	
19 0194L	LINCOLN AIRPORT CREEK	PLA	65	065-PLA	_018.33	O	● -	PPPPP				1,154		140	n/a-brdg under rte	No Deficiency	No Deficiency	
19 0194R	LINCOLN AIRPORT CREEK	PLA	65	065-PLA	_018.33	O	● -	PPPPP				1,154		140	n/a-brdg under rte	No Deficiency	No Deficiency	
19 0009	COON CREEK	PLA	65	065-PLA	_018.33	O	n/a	PPPPP				1,154		140	n/a-brdg under rte	No Deficiency	No Deficiency	
19 0010	YANKEE SLOUGH	PLA	65	065-PLA	_019.68	O	n/a	PPPPP				1,154		140	n/a-brdg under rte	No Deficiency	No Deficiency	
19 0195R	COON CREEK	PLA	65	065-PLA	_019.92	O	● -	PPPPP				1,154		140	n/a-brdg under rte	No Deficiency	No Deficiency	
19 0195L	COON CREEK	PLA	65	065-PLA	_019.93	O	● -	PPPPP				1,154		140	n/a-brdg under rte	No Deficiency	No Deficiency	
19 0011	BIG YANKEE SLOUGH	PLA	65	065-PLA	_020.79	O	n/a	PPPPP				1,154		140	n/a-brdg under rte	No Deficiency	No Deficiency	
19 0201	NORTH FARM RD OC	PLA	65	065-PLA	_021.19	U	● 17.95	PPPPP				1,154	0		No Deficiency	n/a-brdg over rte	No Deficiency	
19 0196R	SOUTH YANKEE SLOUGH	PLA	65	065-PLA	_021.46	O	● -	PPPPP				1,154		140	n/a-brdg under rte	No Deficiency	No Deficiency	
19 0197R	NORTH YANKEE SLOUGH	PLA	65	065-PLA	_022.23	O	● -	PPPPP				1,154		140	n/a-brdg under rte	No Deficiency	No Deficiency	
19 0198R	BIG YANKEE SLOUGH	PLA	65	065-PLA	_022.44	O	● -	PPPPP				1,154		140	n/a-brdg under rte	No Deficiency	No Deficiency	
19 0199	SOUTH SUTTER AQUEDUCT	PLA	65	065-PLA	_023.78	O	● -	PPPPP				1,154		140	n/a-brdg under rte	No Deficiency	No Deficiency	
19 0174	BLUE OAKS BLVD OC	PLA	65	065-PLA	M008.07	U	● 19.03	PPPPP				4,885	0		No Deficiency	n/a-brdg over rte	No Deficiency	
19 0175	BLUE OAKS OFF-RAMP OC	PLA	65	065-PLA	M008.08	U	● 17.06	PPPPP				1,715	0		No Deficiency	n/a-brdg over rte	No Deficiency	
19 0154S	BLUE OAKS BLVD OFF-RAMP OC	PLA	65	065-PLA	M008.14	O	● 16.67	PPPPP				4,885		140	n/a-brdg under rte	No Deficiency	No Deficiency	
19 0154S	BLUE OAKS BLVD OFF-RAMP OC	PLA	65	065-PLA	M008.14	U	● 16.67	PPPPP				4,885	0		No Deficiency	n/a-brdg over rte	No Deficiency	
19 0153S	BLUE OAKS BLVD OFF-RAMP SEPARATION	PLA	65	065-PLA	M008.15	O	● 16.83	PPPPP				4,885		140	n/a-brdg under rte	No Deficiency	No Deficiency	
19 0153S	BLUE OAKS BLVD OFF-RAMP SEPARA	PLA	65	065-PLA	M008.15	U	● 16.83	PPPPP				4,885	0		No Deficiency	n/a-brdg over rte	No Deficiency	
19 0137	LITTLE PLEASANT GROVE CREEK	PLA	65	065-PLA	M008.59	O	n/a	PPPPP				4,885		140	n/a-brdg under rte	No Deficiency	No Deficiency	
19 0151L	ROUTE 65/80 SEPARATION	PLA	65	065-PLA	R004.86	O	n/a	PPPPP				1,715		140	n/a-brdg under rte	No Deficiency	No Deficiency	
19 0151R	ROUTE 65/80 SEPARATION	PLA	65	065-PLA	R004.86	O	● 17.49	PPPPP				1,715		140	n/a-brdg under rte	No Deficiency	No Deficiency	
19 0152L	EAST ROSEVILLE VIADUCT	PLA	65	065-PLA	R005.06	O	n/a	PPPPP				1,715		140	n/a-brdg under rte	No Deficiency	No Deficiency	
19 0152R	EAST ROSEVILLE VIADUCT	PLA	65	065-PLA	R005.06	O	n/a	PPPPP				1,715		140	n/a-brdg under rte	No Deficiency	No Deficiency	
19 0160	HARDING BLVD OC	PLA	65	065-PLA	R005.91	U	● 17.32	PPPPP				1,715	0		No Deficiency	n/a-brdg over rte	No Deficiency	
19 0178	PLEASANT GROVE BLVD OC	PLA	65	065-PLA	R007.10	U	● 19.52	PPPPP				1,715	0		No Deficiency	n/a-brdg over rte	No Deficiency	
19 0136L	PLEASANT GROVE CREEK	PLA	65	065-PLA	R008.76	O	n/a	PPPPP				4,885		140	n/a-brdg under rte	No Deficiency	No Deficiency	
19 0136R	PLEASANT GROVE CREEK	PLA	65	065-PLA	R008.77	O	n/a	PPPPP				4,885		140	n/a-brdg under rte	No Deficiency	No Deficiency	
19 0202	SUNSET BLVD OC	PLA	65	065-PLA	R009.60	U	● 17.62	PPPPP				4,885	0		No Deficiency	n/a-brdg over rte	No Deficiency	

Vertical Clearance (feet)

● Greater than 16.5 ● Between 16.5 & 16 ● Between 16 & 15 ● Less than 15

Bridge Number	Structure Name	County	Route	Rte_Co	Postmile	Over/Under	Vertical Clearance (ft)	Weight Permit Rating	Pedestrian Overcrossing	Bridge Work Directly Impacts Goods Movement	Bridge Work Status	2011 HDT	Number of Permit Loads > Bridge VC	Number of Weight Permit Loads	Immediate VC Detour Available	Bridge Vertical Clearance Priority Level	Bridge Permit Weight Priority Level	Distressed Bridge Priority Level
19 0138	ORCHARD CREEK	PLA	65	065-PLA	R011.66	O	n/a	PPPPP				4,885		140		n/a-brdg under rte	No Deficiency	No Deficiency
19 0173	TWELVE BRIDGES DRIVE OC	PLA	65	065-PLA	R011.92	U	19.16	PPPPP				4,885	0			No Deficiency	n/a-brdg over rte	No Deficiency
19 0139	NORTH BRANCH ORCHARD CREEK	PLA	65	065-PLA	R012.27	O	n/a	PPPPP				4,885		140		n/a-brdg under rte	No Deficiency	No Deficiency
19 0013	BEAR RIVER	PLA	65	065-PLA	R023.74	O	n/a	PPPPP				1,154		140		n/a-brdg under rte	No Deficiency	No Deficiency
16 0001	GRASSHOPPER SLOUGH	YUB	65	065-YUB	_001.80	O	n/a	PPPPP				1,188		35		n/a-brdg under rte	No Deficiency	No Deficiency
16 0002	DRY CREEK	YUB	65	065-YUB	_002.21	O	n/a	PPPPP				1,188		35		n/a-brdg under rte	No Deficiency	No Deficiency
16 0003	BEST SLOUGH	YUB	65	065-YUB	_003.55	O	n/a	PPPPP				1,188		35		n/a-brdg under rte	No Deficiency	No Deficiency
16 0048	KIMBALL CREEK	YUB	65	065-YUB	R006.32	O	n/a	PPPPP				1,188		35		n/a-brdg under rte	No Deficiency	No Deficiency
16 0044	FORTY MILE ROAD OC	YUB	65	065-YUB	R006.88	U	16.93	PPPPP				1,188	0			No Deficiency	n/a-brdg over rte	No Deficiency
16 0045R	HUTCHINSON CREEK	YUB	65	065-YUB	R007.42	O	n/a	PGOOO				1,188		35		n/a-brdg under rte	No Deficiency	No Deficiency
16 0045L	HUTCHINSON CREEK	YUB	65	065-YUB	R007.44	O	n/a	PGOOO				1,188		35		n/a-brdg under rte	No Deficiency	No Deficiency
16 0046L	REEDS CREEK	YUB	65	065-YUB	R007.61	O	n/a	PPPPP				1,188		35		n/a-brdg under rte	No Deficiency	No Deficiency
16 0046R	REEDS CREEK	YUB	65	065-YUB	R007.61	O	n/a	PPPPP				1,188		35		n/a-brdg under rte	No Deficiency	No Deficiency
16 0047	MCGOWAN ROAD OC	YUB	65	065-YUB	R008.03	U	17.39	PPPPP				1,188	0			No Deficiency	n/a-brdg over rte	No Deficiency
16 0042L	ROUTE 65/70 SEPARATION	YUB	65	065-YUB	R009.16	O	19.72	PPPPP				1,188		35		n/a-brdg under rte	No Deficiency	No Deficiency
12 0059	MIDDLE HONCUT CREEK	BUT	70	070-BUT	_000.09	O	n/a	PPPPP				562		201		n/a-brdg under rte	No Deficiency	No Deficiency
12 0060	NORTH HONCUT CREEK	BUT	70	070-BUT	_000.15	O	n/a	PPPPP				562		201		n/a-brdg under rte	No Deficiency	No Deficiency
12 0061	OAK KNOB DRAW	BUT	70	070-BUT	_008.34	O	n/a	PPPPP				828		201		n/a-brdg under rte	No Deficiency	No Deficiency
12 0063	TAILING DITCH	BUT	70	070-BUT	_012.63	O	n/a	PPPPP				828		201		n/a-brdg under rte	No Deficiency	No Deficiency
12 0147	SOUTH OROVILLE SEPARATION, ROUTE	BUT	70	070-BUT	_013.90	O	14.99	PPPPP				1,214		201		n/a-brdg under rte	No Deficiency	No Deficiency
12 0146	MONTGOMERY STREET UC	BUT	70	070-BUT	_014.61	O	15.42	PPPPP				1,214		201		n/a-brdg under rte	No Deficiency	No Deficiency
12 0141L	FEATHER RIVER	BUT	70	070-BUT	_014.83	O	n/a	PPPPG				1,214		201		n/a-brdg under rte	No Deficiency	No Deficiency
12 0141R	FEATHER RIVER	BUT	70	070-BUT	_014.83	O	n/a	PPPPG				1,214		201		n/a-brdg under rte	No Deficiency	No Deficiency
12 0165	NORTHWEST OROVILLE UC	BUT	70	070-BUT	_015.13	O	n/a	PPPPG				1,214		201		n/a-brdg under rte	No Deficiency	No Deficiency
12 0107	GRAND AVENUE OC	BUT	70	070-BUT	_015.43	U	15.06	PPPPP				1,214	53		n/a	Lower	n/a-brdg over rte	No Deficiency
12 0142	NELSON AVENUE UC	BUT	70	070-BUT	_015.72	O	15.32	PPPPP				1,214		201		n/a-brdg under rte	No Deficiency	No Deficiency
12 0163	THERMALITO CANAL SR 70	BUT	70	070-BUT	_016.31	O	n/a	PPPPP				1,214		201		n/a-brdg under rte	No Deficiency	No Deficiency
12 0166	GARDEN DRIVE OC	BUT	70	070-BUT	_016.63	U	14.99	PPPPP				1,214	66		n/a	Lower	n/a-brdg over rte	No Deficiency
12 0106	COTTONWOOD ROAD OC	BUT	70	070-BUT	_018.40	U	17.32	PPPPP				1,214	0			No Deficiency	n/a-brdg over rte	No Deficiency
12 0143	DUDLEY CREEK	BUT	70	070-BUT	_018.50	O	n/a	PPPPP				1,214		201		n/a-brdg under rte	No Deficiency	No Deficiency
12 0088	TABLE MOUNTAIN ROAD OC	BUT	70	070-BUT	_019.28	U	17.75	PPPPP				1,214	0			No Deficiency	n/a-brdg over rte	No Deficiency
12 0144	CAMPBELL CREEK	BUT	70	070-BUT	_019.61	O	n/a	PPPPP				1,214		201		n/a-brdg under rte	No Deficiency	No Deficiency
12 0145	CAMPBELL CREEK OVERFLOW	BUT	70	070-BUT	_019.81	O	n/a	PPPPP				1,214		201		n/a-brdg under rte	No Deficiency	No Deficiency
12 0199	S149-E70/ RTE 149 CONN. SEP	BUT	70	070-BUT	_020.60	U	20.08	PPPPP				61	0			No Deficiency	n/a-brdg over rte	No Deficiency
12 0140	FLAG CANYON CREEK	BUT	70	070-BUT	_024.26	O	n/a	PPPPP				61		201		n/a-brdg under rte	No Deficiency	No Deficiency
12 0138	PENTZ OVERHEAD	BUT	70	070-BUT	_026.81	O	n/a	PPPPP				61		201		n/a-brdg under rte	No Deficiency	No Deficiency
12 0137	CHEROKEE OH	BUT	70	070-BUT	_026.99	O	24.67	PPPPP				61		201		n/a-brdg under rte	No Deficiency	No Deficiency
12 0134	LAKE OROVILLE SR 70	BUT	70	070-BUT	_028.22	O	22.84	PPGOO				61		201		n/a-brdg under rte	No Deficiency	No Deficiency
12 0174	WEST BRANCH SIDEHILL VIADUCT	BUT	70	070-BUT	_028.76	O	n/a	PPPPP				61		201		n/a-brdg under rte	No Deficiency	No Deficiency
12 0038	NORTH FORK FEATHER RIVER	BUT	70	070-BUT	_040.99	O	n/a	PPPPP				61		201		n/a-brdg under rte	No Deficiency	No Deficiency
12 0105	PENSTOCK UC	BUT	70	070-BUT	_044.43	O	n/a	PPPPP				61		201		n/a-brdg under rte	No Deficiency	No Deficiency
12 0039	BEAR CREEK	BUT	70	070-BUT	_046.44	O	n/a	PPPPP				61		201		n/a-brdg under rte	No Deficiency	No Deficiency
12 0109	ARCH ROCK TUNNEL	BUT	70	070-BUT	_047.15	U	99.02	PPPPP				61	0			No Deficiency	n/a-brdg over rte	No Deficiency
12 0200	ROUTE 70 WB/149 SEPARATION	BUT	70	070-BUT	R020.53	O	17.75	PPPPP				1,214		201		n/a-brdg under rte	No Deficiency	No Deficiency
12 0202	GOLD RUN CREEK	BUT	70	070-BUT	R021.70	O	n/a	PPPPP				61		201		n/a-brdg under rte	No Deficiency	No Deficiency
18 0048	MARCUM ROAD OVERCROSSING	SUT	70	070-SUT	_004.83	U	18.37	PPPPP				646	0			No Deficiency	n/a-brdg over rte	No Deficiency
18 0001L	BEAR RIVER	SUT	70	070-SUT	_008.09	O	n/a	PPPPG				646		198		n/a-brdg under rte	No Deficiency	No Deficiency
18 0001R	BEAR RIVER	SUT	70	070-SUT	_008.09	O	n/a	PPPPP				646		198		n/a-brdg under rte	No Deficiency	No Deficiency
18 0048	MARCUM ROAD OVERCROSSING	SUT	70	070-SUT	M002.96	O	n/a	PPPPP				646		198		n/a-brdg under rte	No Deficiency	No Deficiency
18 0049	NICOLAUS AVENUE OVERCROSSING	SUT	70	070-SUT	M004.00	U	19.03	PPPPP				646	0			No Deficiency	n/a-brdg over rte	No Deficiency
18 0047	CORNELIUS AVENUE OVERCROSSING	SUT	70	070-SUT	M005.09	U	18.31	PPPPP				646	0			No Deficiency	n/a-brdg over rte	No Deficiency
18 0046F	S70-S99 CONNECTOR OC	SUT	70	070-SUT	R000.05	O	16.57	PPPPP				646		198		n/a-brdg under rte	No Deficiency	No Deficiency
16 0040R	ALGODON ROAD UC	YUB	70	070-YUB	_003.75	O	17.06	PPPPP				1,958		270		n/a-brdg under rte	No Deficiency	No Deficiency
16 0039R	PLUMAS-ARBOGA OH	YUB	70	070-YUB	_003.92	O	23.39	PPPPP				1,958		270		n/a-brdg under rte	No Deficiency	No Deficiency
16 0033	FEATHER RIVER BLVD UC	YUB	70	070-YUB	_013.01	O	14.50	PPPPP				2,131		270		n/a-brdg under rte	No Deficiency	No Deficiency
16 0035	SOUTH MARYSVILLE UC	YUB	70	070-YUB	_013.23	U	14.60	PPPPP				2,131	166		Yes	Medium	n/a-brdg over rte	No Deficiency
16 0035	SOUTH MARYSVILLE UC	YUB	70	070-YUB	_013.23	O	14.60	PPPPP				2,131		270		n/a-brdg under rte	No Deficiency	No Deficiency

Vertical Clearance (feet)

● Greater than 16.5 ● Between 16.5 & 16 ● Between 16 & 15 ● Less than 15

Bridge Number	Structure Name	County	Route	Rte_Co	Postmile	Over/Under	Vertical Clearance (ft)	Weight Permit Rating	Pedestrian Overcrossing	Bridge Work Directly Impacts Goods Movement	Bridge Work Status	2011 HDT	Number of Permit Loads > Bridge VC	Number of Weight Permit Loads	Immediate VC Detour Available	Bridge Vertical Clearance Priority Level	Bridge Permit Weight Priority Level	Distressed Bridge Priority Level
16 0034	YUBA RIVER BOH	YUB	70	070-YUB	_013.60	O	● 13.16	PPPPP				2,131		270		n/a-brdg under rte	No Deficiency	No Deficiency
16 0038	FIRST STREET UC	YUB	70	070-YUB	_014.08	O	● 18.41	PPPPP				655		270		n/a-brdg under rte	No Deficiency	No Deficiency
16 0018	MARYSVILLE UP	YUB	70	070-YUB	_015.11	U	● 14.08				Programmed	611	270	No	High	n/a-brdg over rte	Medium	
16 0026	BINNEY JUNCTION UP	YUB	70	070-YUB	_015.41	U	● 14.67					611	166	No	Medium	n/a-brdg over rte	No Deficiency	
16 0019	SIMMERLY SLOUGH	YUB	70	070-YUB	_016.01	O	n/a	PPPPP				611		270		n/a-brdg under rte	No Deficiency	No Deficiency
16 0020	SOUTH HONCUT CREEK	YUB	70	070-YUB	_025.81	O	n/a	OOOOO				611		270		n/a-brdg under rte	High	No Deficiency
16 0050	PLUMAS LAKE BLVD OC	YUB	70	070-YUB	R003.48	U	● 18.50	PPPPP				1,958	0			No Deficiency	n/a-brdg over rte	No Deficiency
16 0040L	ALGODON ROAD UC	YUB	70	070-YUB	R003.75	O	● 18.50	PPPPP				1,958		270		n/a-brdg under rte	No Deficiency	No Deficiency
16 0039L	PLUMAS-ARBOGA OH	YUB	70	070-YUB	R003.96	O	● 24.18	PPPPP				1,958		270		n/a-brdg under rte	No Deficiency	No Deficiency
16 0043	CLARK DIVERSION CANAL	YUB	70	070-YUB	R006.04	O	n/a	PPPPP				1,958		270		n/a-brdg under rte	No Deficiency	No Deficiency
16 0041	MCGOWAN ROAD OC	YUB	70	070-YUB	R007.34	U	● 14.90	PPPPP				2,131	108	Yes	Lower	n/a-brdg over rte	No Deficiency	
16 0042L	ROUTE 65/70 SEPARATION	YUB	70	070-YUB	R008.29	U	● 19.72	PPPPP				2,131	0			No Deficiency	n/a-brdg over rte	No Deficiency
16 0036	OLIVEHURST OC	YUB	70	070-YUB	R009.28	U	● 15.22	PPPPP				2,131	70	n/a	Lower	n/a-brdg over rte	No Deficiency	
16 0049	ERLE ROAD OC	YUB	70	070-YUB	R010.16	U	● 16.57	PPPPP				2,131	0			No Deficiency	n/a-brdg over rte	No Deficiency
17 0045	DONNER PARK OC	NEV	80	080-NEV	_013.22	U	● 20.54	PPPPP				4,155	0			No Deficiency	n/a-brdg over rte	No Deficiency
17 0029	ROUTE 80/89 SEPARATION	NEV	80	080-NEV	_014.16	O	● 15.75	PPPPP				4,155		465		n/a-brdg under rte	No Deficiency	No Deficiency
17 0030	WEST TRUCKEE UC	NEV	80	080-NEV	_014.97	O	● 24.74	PPPPP				4,155		465		n/a-brdg under rte	No Deficiency	No Deficiency
17 0031	TROUT CREEK UC	NEV	80	080-NEV	_015.48	O	● 29.07	PPPPP				4,155		465		n/a-brdg under rte	No Deficiency	No Deficiency
17 0036	ROUTE 89/80 SEPARATION	NEV	80	080-NEV	_016.29	U	● 16.44	PPPPP				4,155	0			No Deficiency	n/a-brdg over rte	No Deficiency
17 0099L	ROUTE WB I 80 / 267-89 SEPARAT	NEV	80	080-NEV	_016.60	O	● 19.69	PPPPP				4,155		465		n/a-brdg under rte	No Deficiency	No Deficiency
17 0099R	ROUTE EB I 80 / 267-89 SEPARAT	NEV	80	080-NEV	_016.60	O	● 22.57	PPPPP				4,155		465		n/a-brdg under rte	No Deficiency	No Deficiency
17 0101	FIBREBOARD UC	NEV	80	080-NEV	_017.33	O	● 16.93	PPPPP				4,155		465		n/a-brdg under rte	No Deficiency	No Deficiency
17 0102	POLARIS UC	NEV	80	080-NEV	_018.26	O	● 15.42	PPPPP				4,155		465		n/a-brdg under rte	No Deficiency	No Deficiency
17 0058L	UNION MILLS BOH	NEV	80	080-NEV	_020.23	O	● 17.19	PPPPP				4,155		465		n/a-brdg under rte	No Deficiency	No Deficiency
17 0058R	UNION MILLS BOH	NEV	80	080-NEV	_020.23	O	n/a	PPPPP				4,155		465		n/a-brdg under rte	No Deficiency	No Deficiency
17 0013	TRUCKEE RIVER	NEV	80	080-NEV	_020.84	O	n/a	PPPPP				4,155		465		n/a-brdg under rte	No Deficiency	No Deficiency
17 0012	TRUCKEE RIVER	NEV	80	080-NEV	_021.13	O	n/a	PPPPP				4,155		465		n/a-brdg under rte	No Deficiency	No Deficiency
17 0059L	BOCA BR & OH	NEV	80	080-NEV	_022.41	O	● 34.91	PPPPP				4,155		465		n/a-brdg under rte	No Deficiency	No Deficiency
17 0059R	BOCA BR & OH	NEV	80	080-NEV	_022.41	O	● 31.76	PPPPP				4,155		465		n/a-brdg under rte	No Deficiency	No Deficiency
17 0060	HINTON ROAD UC	NEV	80	080-NEV	_023.57	O	● 15.42	PPPPP				3,605		465		n/a-brdg under rte	No Deficiency	No Deficiency
17 0062	TRUCKEE RIVER	NEV	80	080-NEV	_027.29	O	● 17.16	PPPPP				3,605		465		n/a-brdg under rte	No Deficiency	No Deficiency
17 0063L	TRUCKEE RIVER	NEV	80	080-NEV	_028.00	O	n/a	PPGGG				3,605		465		n/a-brdg under rte	No Deficiency	No Deficiency
17 0063R	TRUCKEE RIVER	NEV	80	080-NEV	_028.00	O	n/a	PPPPP				3,605		465		n/a-brdg under rte	No Deficiency	No Deficiency
17 0064	FARAD UC	NEV	80	080-NEV	_029.49	O	● 14.99	PPPPP				3,605		465		n/a-brdg under rte	No Deficiency	No Deficiency
17 0074	SODA SPRINGS OC	NEV	80	080-NEV	R002.48	U	● 16.24	PPPPP				3,516	0			No Deficiency	n/a-brdg over rte	No Deficiency
17 0073R	SOUTH YUBA RIVER	NEV	80	080-NEV	R002.63	O	n/a	PPPPP				3,516		465		n/a-brdg under rte	No Deficiency	No Deficiency
17 0073L	SOUTH YUBA RIVER	NEV	80	080-NEV	R002.69	O	n/a	PPPPP				3,516		465		n/a-brdg under rte	No Deficiency	No Deficiency
17 0086R	FOREST SERVICE ROAD UC	NEV	80	080-NEV	R003.65	O	● 11.48	PPPPP				3,516		465		n/a-brdg under rte	No Deficiency	No Deficiency
17 0086L	FOREST SERVICE ROAD UC	NEV	80	080-NEV	R003.74	O	● 11.48	PPPPP				3,516		465		n/a-brdg under rte	No Deficiency	No Deficiency
17 0075L	CASTLE PEAK UC	NEV	80	080-NEV	R005.07	O	● 15.58	PPPPP				3,516		465		n/a-brdg under rte	No Deficiency	No Deficiency
17 0075R	CASTLE PEAK UC	NEV	80	080-NEV	R005.07	O	● 15.58	PPPPP				3,516		465		n/a-brdg under rte	No Deficiency	No Deficiency
17 0089R	WEST LAKE PUC	NEV	80	080-NEV	R005.84	O	● 8.86	PPPPP				3,516		465		n/a-brdg under rte	No Deficiency	No Deficiency
17 0089L	WEST LAKE PUC	NEV	80	080-NEV	R005.96	O	● 8.50	PPPPP				3,516		465		n/a-brdg under rte	No Deficiency	No Deficiency
17 0076R	DONNER LAKE UC	NEV	80	080-NEV	R009.01	O	● 15.68	PPPPP				4,155		465		n/a-brdg under rte	No Deficiency	No Deficiency
17 0076L	DONNER LAKE UC	NEV	80	080-NEV	R009.07	O	● 19.00	PPPPP				4,155		465		n/a-brdg under rte	No Deficiency	No Deficiency
17 0070	YUBA GAP OC	NEV	80	080-NEV	R058.84	U	● 16.57	PPPPP				3,447	0			No Deficiency	n/a-brdg over rte	No Deficiency
17 0023L	YUBA PASS SOH	NEV	80	080-NEV	R059.44	O	● 25.66	PPPPP				3,447		465		n/a-brdg under rte	No Deficiency	No Deficiency
17 0023R	YUBA PASS SOH	NEV	80	080-NEV	R059.44	O	● 22.74	PPGOO				3,447		465		n/a-brdg under rte	No Deficiency	No Deficiency
17 0084L	TAHOE FOREST ROAD UC	NEV	80	080-NEV	R061.23	O	● 11.48	PPPPP				3,447		465		n/a-brdg under rte	No Deficiency	No Deficiency
17 0071L	SOUTH YUBA RIVER	NEV	80	080-NEV	R061.65	O	n/a	PPPPP				3,447		465		n/a-brdg under rte	No Deficiency	No Deficiency
17 0072R	INDIAN SPRINGS UC	NEV	80	080-NEV	R062.03	O	● 22.57	PPPPP				3,447		465		n/a-brdg under rte	No Deficiency	No Deficiency
17 0072L	INDIAN SPRINGS UC	NEV	80	080-NEV	R062.15	O	● 17.91	PPPPP				3,447		465		n/a-brdg under rte	No Deficiency	No Deficiency
19 0077	SOUTH ROSEVILLE OC	PLA	80	080-PLA	_000.27	U	● 16.83	PPPPP				5,595	0			No Deficiency	n/a-brdg over rte	No Deficiency
19 0134	CIRBY WAY OC	PLA	80	080-PLA	_000.69	U	● 17.65	PPPPP				5,595	0			No Deficiency	n/a-brdg over rte	No Deficiency
19 0027	LINDA CREEK	PLA	80	080-PLA	_000.82	O	n/a	PPPPP				5,595		830		n/a-brdg under rte	No Deficiency	No Deficiency
19 0018	DOUGLAS-SUNRISE CONNECTOR OC	PLA	80	080-PLA	_001.95	U	● 17.00	PPPPP				5,595	0			No Deficiency	n/a-brdg over rte	No Deficiency
19 0079G	E80 OFFRAMP/SUNRISE-E80 ONRAMP	PLA	80	080-PLA	_001.98	O	● 16.08	PPPPP				5,595		830		n/a-brdg under rte	No Deficiency	No Deficiency

Vertical Clearance (feet)

● Greater than 16.5 ● Between 16.5 & 16 ● Between 16 & 15 ● Less than 15

Bridge Number	Structure Name	County	Route	Rte_Co	Postmile	Over/Under	Vertical Clearance (ft)	Weight Permit Rating	Pedestrian Overcrossing	Bridge Work Directly Impacts Goods Movement	Bridge Work Status	2011 HDT	Number of Permit Loads > Bridge VC	Number of Weight Permit Loads	Immediate VC Detour Available	Bridge Vertical Clearance Priority Level	Bridge Permit Weight Priority Level	Distressed Bridge Priority Level
19 0079G	E80 OFFRAMP/SUNRISE-E80 ONRAMP	PLA	80	080-PLA	_001.98	U	16.08	PPPPP				5,595	8			No Deficiency	n/a-brdg over rte	No Deficiency
19 0079	DOUGLAS BLVD OC	PLA	80	080-PLA	_001.98	U	17.23	PPPPP				5,595	0			No Deficiency	n/a-brdg over rte	No Deficiency
19 0006G	E80 OFFRAMP/E80 ONRAMP SEP (SH)	PLA	80	080-PLA	_002.01	O	16.44	PPPPP				5,595		830		n/a-brdg under rte	No Deficiency	No Deficiency
19 0006G	E80 OFFRAMP/E80 ONRAMP SEP (SH)	PLA	80	080-PLA	_002.01	U	16.44	PPPPP				5,595	0			No Deficiency	n/a-brdg over rte	No Deficiency
19 0150	LEAD HILL DRIVE OC	PLA	80	080-PLA	_002.87	U	17.39	PPPPP				5,595	0			No Deficiency	n/a-brdg over rte	No Deficiency
19 0056K	MINERS RAVINE	PLA	80	080-PLA	_002.85	O	n/a	PPPPP				5,595		830		n/a-brdg under rte	No Deficiency	No Deficiency
19 0056	MINERS RAVINE	PLA	80	080-PLA	_002.88	O	n/a	PPPPP				5,595		830		n/a-brdg under rte	No Deficiency	No Deficiency
19 0056S	MINERS RAVINE	PLA	80	080-PLA	_002.91	O	n/a	PPPPP				5,595		830		n/a-brdg under rte	No Deficiency	No Deficiency
19 0058	ATLANTIC STREET OC	PLA	80	080-PLA	_003.07	U	17.32	PPPPP				5,595	0			No Deficiency	n/a-brdg over rte	No Deficiency
19 0177	ROSEVILLE PARKWAY OH	PLA	80	080-PLA	_003.50	U	19.36	PPPPP				5,595	0			No Deficiency	n/a-brdg over rte	No Deficiency
19 0093	TAYLOR ROAD OC	PLA	80	080-PLA	_003.66	U	20.34	PPPPP				5,595	0			No Deficiency	n/a-brdg over rte	No Deficiency
19 0151L	ROUTE 65/80 SEPARATION	PLA	80	080-PLA	_004.16	U	20.24	PPPPP				5,595	0			No Deficiency	n/a-brdg over rte	No Deficiency
19 0151R	ROUTE 65/80 SEPARATION	PLA	80	080-PLA	_004.17	U	17.49	PPPPP				4,147	0			No Deficiency	n/a-brdg over rte	No Deficiency
19 0094	ROCKLIN ROAD UC	PLA	80	080-PLA	_006.06	O	14.93	PPPPP				4,147		830		n/a-brdg under rte	No Deficiency	No Deficiency
19 0180	SIERRA COLLEGE BOULEVARD OC	PLA	80	080-PLA	_007.10	U	18.87	PPPPP				3,753	0			No Deficiency	n/a-brdg over rte	No Deficiency
19 0096	BRACE ROAD OC	PLA	80	080-PLA	_008.13	U	14.99	PPPPP		Yes	Contract Awarded	3,753	188			VC project in progress	n/a-brdg over rte	Project in progress
19 0097	HORSESHOE BAR OC	PLA	80	080-PLA	_008.72	U	15.06	PPPPP		Yes	Contract Awarded	3,753	152			VC project in progress	n/a-brdg over rte	Project in progress
19 0098	KING ROAD OC	PLA	80	080-PLA	_009.53	U	15.22	PPPPP		Yes	Contract Awarded	3,753	123			VC project in progress	n/a-brdg over rte	Project in progress
19 0099	PENRYN ROAD OC	PLA	80	080-PLA	_010.35	U	15.16	PPPPP		Yes	Contract Awarded	3,753	144			VC project in progress	n/a-brdg over rte	Project in progress
19 0100	PENRYN ROCK SPRINGS UC	PLA	80	080-PLA	_011.39	O	15.09	PPPPP				3,753		830		n/a-brdg under rte	No Deficiency	No Deficiency
19 0101	GILARDI ROAD OC	PLA	80	080-PLA	_012.30	U	15.16	PPPPP		Yes	Contract Awarded	3,753	144			VC project in progress	n/a-brdg over rte	Project in progress
19 0102	NEWCASTLE ROAD OC	PLA	80	080-PLA	_013.81	U	14.83	PPPPP		Yes	Contract Awarded	3,753	235			VC project in progress	n/a-brdg over rte	Project in progress
19 0103	NEWCASTLE UP	PLA	80	080-PLA	_013.99	U	15.75			Yes	Contract Awarded	3,753	53			VC project in progress	n/a-brdg over rte	Project in progress
19 0104	ROUTE 80/193 SEPARATION	PLA	80	080-PLA	_014.30	O	15.06	PPPPP				3,753		830		n/a-brdg under rte	No Deficiency	No Deficiency
19 0080	WERNER ROAD UC	PLA	80	080-PLA	_015.52	O	17.85	PPPPP				3,753		830		n/a-brdg under rte	No Deficiency	No Deficiency
19 0081	AUBURN RAVINE UC	PLA	80	080-PLA	_016.85	O	15.09	PPPPP				3,753				n/a-brdg under rte	No Deficiency	No Deficiency
19 0081	AUBURN RAVINE UC	PLA	80	080-PLA	_016.85	O	15.09	PPPPP				3,753		830		n/a-brdg under rte	No Deficiency	No Deficiency
19 0045	WEST AUBURN UP	PLA	80	080-PLA	_017.12	U	22.93					3,753	0			No Deficiency	n/a-brdg over rte	No Deficiency
19 0064	AUBURN RAVINE	PLA	80	080-PLA	_017.18	O	n/a	PPPPP				3,753		830		n/a-brdg under rte	No Deficiency	No Deficiency
19 0084	MAPLE STREET OC	PLA	80	080-PLA	_017.29	U	16.08	PPPPP				3,753	8			No Deficiency	n/a-brdg over rte	No Deficiency
19 0156E	W80 & 49 CONNECTOR	PLA	80	080-PLA	_017.49	O	n/a	PPPPP				3,753		830		n/a-brdg under rte	No Deficiency	No Deficiency
19 0072	ROUTE 80/49 SEPARATION	PLA	80	080-PLA	_017.54	O	16.90	PPPPP				3,426		830		n/a-brdg under rte	No Deficiency	No Deficiency
19 0073	WALSH STREET UC	PLA	80	080-PLA	_017.73	O	14.76	PPPPP				3,426		830		n/a-brdg under rte	No Deficiency	No Deficiency
19 0060	ELM AVENUE OC	PLA	80	080-PLA	_017.83	U	16.57	PPPPP				3,426	0			No Deficiency	n/a-brdg over rte	No Deficiency
19 0071	EAST AUBURN OH	PLA	80	080-PLA	_018.33	O	24.02	PPPPP				3,426		830		n/a-brdg under rte	No Deficiency	No Deficiency
19 0131	HEATHER GLEN OC	PLA	80	080-PLA	_027.39	U	18.70	PPPPP				3,481	0			No Deficiency	n/a-brdg over rte	No Deficiency
19 0082	WEIMAR OC	PLA	80	080-PLA	_028.59	U	16.73	PPPPP				3,481	0			No Deficiency	n/a-brdg over rte	No Deficiency
19 0038	WEIMAR OH	PLA	80	080-PLA	_028.73	O	22.93	PPPPP				3,481		830		n/a-brdg under rte	No Deficiency	No Deficiency
19 0083	WEIMAR CROSS ROAD OC	PLA	80	080-PLA	_029.32	U	15.42	PPPPP		Yes	Contract Awarded	3,481	83			VC project in progress	n/a-brdg over rte	Project in progress
19 0075	NEW ENGLAND OH	PLA	80	080-PLA	_029.51	O	23.26	PPPPP				3,481		830		n/a-brdg under rte	No Deficiency	No Deficiency
19 0085	ILLINOISTOWN OC	PLA	80	080-PLA	_031.79	U	18.05	PPPPP				3,481	0			No Deficiency	n/a-brdg over rte	No Deficiency
19 0086	ROUTE 174/80 SEPARATION	PLA	80	080-PLA	_033.13	U	16.47	PPPPP				3,481	0			No Deficiency	n/a-brdg over rte	No Deficiency
19 0090	LONG RAVINE UC	PLA	80	080-PLA	_033.14	O	16.18	PPPPP				3,481		830		n/a-brdg under rte	No Deficiency	No Deficiency
19 0089	LONG RAVINE	PLA	80	080-PLA	_035.10	O	16.77	PPPPP				3,481		830		n/a-brdg under rte	No Deficiency	No Deficiency
19 0087	SOUTH LONG RAVINE UP	PLA	80	080-PLA	_035.11	U	54.99					3,481	0			No Deficiency	n/a-brdg over rte	No Deficiency
19 0088	NORTH LONG RAVINE UP	PLA	80	080-PLA	_035.12	U	65.00					3,481	0			No Deficiency	n/a-brdg over rte	No Deficiency
19 0091	CAPE HORN UC	PLA	80	080-PLA	_036.86	O	16.18	PPPPP				3,481		830		n/a-brdg under rte	No Deficiency	No Deficiency
19 0092	MAGRA OC	PLA	80	080-PLA	_037.78	U	15.32	PPPPP		Yes	Contract Awarded	3,481	110			VC project in progress	n/a-brdg over rte	Project in progress
19 0070	ALPINE OC	PLA	80	080-PLA	_038.35	U	16.41	PGGOO				3,481	0			No Deficiency	n/a-brdg over rte	No Deficiency
19 0028	MAGRA OH	PLA	80	080-PLA	_038.98	O	24.25	PPPPP				3,481		830		n/a-brdg under rte	No Deficiency	No Deficiency
19 0108	GOLD RUN OC	PLA	80	080-PLA	_041.37	U	16.47	PPPPP				3,481	0			No Deficiency	n/a-brdg over rte	No Deficiency
19 0109	SAWMILL OC	PLA	80	080-PLA	_042.19	U	16.57	PPPPP				3,481	0			No Deficiency	n/a-brdg over rte	No Deficiency
19 0110	MONTE VISTA OC	PLA	80	080-PLA	_043.17	U	16.41	PPPPP				3,481	0			No Deficiency	n/a-brdg over rte	No Deficiency
19 0111	ALTA ROAD UC	PLA	80	080-PLA	_044.75	O	15.16	PPPPP				3,481		830		n/a-brdg under rte	No Deficiency	No Deficiency
19 0040	TOWLE OVERHEAD	PLA	80	080-PLA	_045.71	O	22.93	PPPPP				3,481		830		n/a-brdg under rte	No Deficiency	No Deficiency
19 0112	CRYSTAL SPRINGS ROAD OC	PLA	80	080-PLA	_046.31	U	16.41	PPPPP				3,481	0			No Deficiency	n/a-brdg over rte	No Deficiency
19 0113	BAXTER OC	PLA	80	080-PLA	_046.94	U	17.23	PPPPP				3,481	0			No Deficiency	n/a-brdg over rte	No Deficiency

Vertical Clearance (feet)

● Greater than 16.5 ● Between 16.5 & 16 ● Between 16 & 15 ● Less than 15

Bridge Number	Structure Name	County	Route	Rte_Co	Postmile	Over/Under	Vertical Clearance (ft)	Weight Permit Rating	Pedestrian Overcrossing	Bridge Work Directly Impacts Goods Movement	Bridge Work Status	2011 HDT	Number of Permit Loads > Bridge VC	Number of Weight Permit Loads	Immediate VC Detour Available	Bridge Vertical Clearance Priority Level	Bridge Permit Weight Priority Level	Distressed Bridge Priority Level
19 0114	DRUM FOREBAY OC	PLA	80	080-PLA	_049.00	U	17.32	PPPPP				3,481	0			No Deficiency	n/a-brdg over rte	No Deficiency
19 0115L	BLUE CANYON ROAD UC	PLA	80	080-PLA	_053.36	O	15.16	PPPPP				3,447		830		n/a-brdg under rte	No Deficiency	No Deficiency
19 0115R	BLUE CANYON ROAD UC	PLA	80	080-PLA	_053.36	O	n/a	PPPPP				3,447		830		n/a-brdg under rte	No Deficiency	No Deficiency
19 0116L	PUTTS LAKE UC	PLA	80	080-PLA	_054.81	O	16.34	PPPPP				3,447		830		n/a-brdg under rte	No Deficiency	No Deficiency
19 0116R	PUTTS LAKE UC	PLA	80	080-PLA	_054.81	O	15.16	PPPPP				3,447		830		n/a-brdg under rte	No Deficiency	No Deficiency
19 0105L	SOUTH YUBA RIVER	PLA	80	080-PLA	_067.87	O	14.83	PPPPP				3,447		830		n/a-brdg under rte	No Deficiency	No Deficiency
19 0105R	SOUTH YUBA RIVER	PLA	80	080-PLA	_067.87	O	16.18	PPPPP				3,447		830		n/a-brdg under rte	No Deficiency	No Deficiency
19 0106L	TROY UC	PLA	80	080-PLA	_068.55	O	n/a	PPPPP				3,447		830		n/a-brdg under rte	No Deficiency	No Deficiency
19 0106R	TROY UC	PLA	80	080-PLA	_068.55	O	n/a	PPPPP				3,447		830		n/a-brdg under rte	No Deficiency	No Deficiency
19 0107R	KINGVALE UC	PLA	80	080-PLA	_069.23	O	14.83	PPPPP		Yes	Proposed	3,447		830		n/a-brdg under rte	No Deficiency	High
19 0107L	KINGVALE UC	PLA	80	080-PLA	_069.23	O	n/a	PPPPP				3,447		830		n/a-brdg under rte	No Deficiency	No Deficiency
19 0125	RUSSELL ROAD OC	PLA	80	080-PLA	R018.88	U	16.57	PPPPP				3,426	0			No Deficiency	n/a-brdg over rte	No Deficiency
19 0062	AUBURN RAVINE ROAD OC	PLA	80	080-PLA	R019.46	U	17.23	PPPPP				3,426	0			No Deficiency	n/a-brdg over rte	No Deficiency
19 0042	BOWMAN UC	PLA	80	080-PLA	R020.13	O	14.99	PPPPG				3,426		830		n/a-brdg under rte	No Deficiency	No Deficiency
19 0023	BOWMAN OH (SOUTH)	PLA	80	080-PLA	R020.59	O	25.43	PPPPP				3,426		830		n/a-brdg under rte	No Deficiency	No Deficiency
19 0024	BOWMAN OH (NORTH)	PLA	80	080-PLA	R020.69	O	24.51	PPPPP				3,426		830		n/a-brdg under rte	No Deficiency	No Deficiency
19 0126	BELL ROAD OC	PLA	80	080-PLA	R021.13	U	17.06	PPPPP				3,426	0			No Deficiency	n/a-brdg over rte	No Deficiency
19 0127	NEILS ROAD OC	PLA	80	080-PLA	R022.21	U	16.24	PPPPP				3,672	2			No Deficiency	n/a-brdg over rte	No Deficiency
19 0128	PLACER HILLS OC	PLA	80	080-PLA	R023.43	U	16.73	PPPPP				3,672	0			No Deficiency	n/a-brdg over rte	No Deficiency
19 0130	CROTHER ROAD OC	PLA	80	080-PLA	R026.21	U	16.47	PPPPP				3,672	0			No Deficiency	n/a-brdg over rte	No Deficiency
19 0041	EMIGRANT GAP OH	PLA	80	080-PLA	R055.48	O	24.02	PPPPP				3,447		830		n/a-brdg under rte	No Deficiency	No Deficiency
19 0117	CARPENTER FLAT UC	PLA	80	080-PLA	R056.06	O	14.76	PPPPP				3,447		830		n/a-brdg under rte	No Deficiency	No Deficiency
19 0124L	SOUTH YUBA RIVER	PLA	80	080-PLA	R062.77	O	n/a	PPPPP				3,447		830		n/a-brdg under rte	No Deficiency	No Deficiency
19 0118	CISCO OC	PLA	80	080-PLA	R063.52	U	15.91	PPPPP				3,447	9			No Deficiency	n/a-brdg over rte	No Deficiency
19 0119L	SOUTH YUBA RIVER	PLA	80	080-PLA	R064.08	O	n/a	PPPPP				3,447		830		n/a-brdg under rte	No Deficiency	No Deficiency
19 0120L	EAST CISCO UC	PLA	80	080-PLA	R064.21	O	35.01	PPPPP				3,447		830		n/a-brdg under rte	No Deficiency	No Deficiency
19 0121R	SOUTH YUBA RIVER (BIG BEND)	PLA	80	080-PLA	R064.54	O	17.19	PPPPP				3,447		830		n/a-brdg under rte	No Deficiency	No Deficiency
19 0122L	BIG BEND UC	PLA	80	080-PLA	R065.00	O	33.01	PPPPP				3,447		830		n/a-brdg under rte	No Deficiency	No Deficiency
19 0122R	BIG BEND UC	PLA	80	080-PLA	R065.00	O	15.42	PPPPP				3,447		830		n/a-brdg under rte	No Deficiency	No Deficiency
19 0123L	HAMPSHIRE ROCKS UC	PLA	80	080-PLA	R066.33	O	18.18	PPPPP				3,447		830		n/a-brdg under rte	No Deficiency	No Deficiency
19 0123R	HAMPSHIRE ROCKS UC	PLA	80	080-PLA	R066.33	O	18.57	PPPPP				3,447		830		n/a-brdg under rte	No Deficiency	No Deficiency
24 0373	NATOMAS POC	SAC	80	080-SAC	_002.12	U	19.03	PPPPP				3,573	0			No Deficiency	n/a-brdg over rte	No Deficiency
24 0127	MADISON AVENUE OC	SAC	80	080-SAC	_012.48	U	16.57	PPPPP				6,126	0			No Deficiency	n/a-brdg over rte	No Deficiency
24 0103	FOOTHILL FARMS POC	SAC	80	080-SAC	_013.74	U	17.98	PPPPP	Yes			6,126	0			No Deficiency	n/a-brdg over rte	No Deficiency
24 0128	GREENBACK LANE OC	SAC	80	080-SAC	_014.45	U	16.41	PPPPP				6,126	1			No Deficiency	n/a-brdg over rte	No Deficiency
24 0129	ANTELOPE ROAD OC	SAC	80	080-SAC	_016.68	U	16.31	PPPPP				6,126	5			No Deficiency	n/a-brdg over rte	No Deficiency
24 0249	WEST EL CAMINO OC	SAC	80	080-SAC	M001.36	U	17.39	PPPPP				3,573	0			No Deficiency	n/a-brdg over rte	No Deficiency
24 0332	NATOMAS MN CANAL	SAC	80	080-SAC	M002.10	O	n/a	PPPPP				3,573		1,049		n/a-brdg under rte	No Deficiency	No Deficiency
24 0206F	W80-SS CONNECTOR SEPARATION	SAC	80	080-SAC	M002.46	O	n/a	PPPPP				4,092		1,049		n/a-brdg under rte	No Deficiency	No Deficiency
24 0206F	W80-SS CONNECTOR SEPARATION	SAC	80	080-SAC	M002.46	U	16.47	PPPPP				4,092	1			No Deficiency	n/a-brdg over rte	No Deficiency
24 0207L	ROUTE 5/80 SEPARATION	SAC	80	080-SAC	M002.55	U	16.41	PPPPP				3,573	1			No Deficiency	n/a-brdg over rte	No Deficiency
24 0207R	ROUTE 5/80 SEPARATION	SAC	80	080-SAC	M002.55	U	17.23	PPPPP				4,092	0			No Deficiency	n/a-brdg over rte	No Deficiency
24 0208L	NORTH CONNECTOR UC	SAC	80	080-SAC	M002.61	U	16.73	PPPPP				4,092	0			No Deficiency	n/a-brdg over rte	No Deficiency
24 0208R	NORTH CONNECTOR UC	SAC	80	080-SAC	M002.63	U	17.91	PPPPP				4,092	0			No Deficiency	n/a-brdg over rte	No Deficiency
24 0350F	W80-N5 CONNECTOR OC	SAC	80	080-SAC	M002.64	O	n/a	PPPPP				4,092		1,049		n/a-brdg under rte	No Deficiency	No Deficiency
24 0210	SAN JUAN ROAD OC	SAC	80	080-SAC	M002.87	U	16.24	PPPPP				4,092	5			No Deficiency	n/a-brdg over rte	No Deficiency
24 0362	TRUXEL ROAD OC	SAC	80	080-SAC	M003.63	U	18.41	PPPPP				4,092	0			No Deficiency	n/a-brdg over rte	No Deficiency
24 0217	NORTHGATE BLVD OC	SAC	80	080-SAC	M004.98	U	16.73	PPPPP				4,092	0			No Deficiency	n/a-brdg over rte	No Deficiency
24 0218L	NATOMAS EAST CANAL BOH	SAC	80	080-SAC	M005.21	O	24.02	PPPPP				4,092		1,049		n/a-brdg under rte	No Deficiency	No Deficiency
24 0218R	NATOMAS EAST CANAL BOH	SAC	80	080-SAC	M005.21	O	23.92	PPPPP				4,092		1,049		n/a-brdg under rte	No Deficiency	No Deficiency
24 0108	NORWOOD AVENUE OC	SAC	80	080-SAC	M006.12	U	16.73	PPPPP				4,092	0			No Deficiency	n/a-brdg over rte	No Deficiency
24 0203L	RIO LINDA BLVD UC	SAC	80	080-SAC	M006.60	O	27.99	PPPPP				4,092		1,049		n/a-brdg under rte	No Deficiency	No Deficiency
24 0203R	RIO LINDA BLVD UC	SAC	80	080-SAC	M006.60	O	29.99	PPPPP				4,092		1,049		n/a-brdg under rte	No Deficiency	No Deficiency
24 0104	DRY CREEK ROAD OC	SAC	80	080-SAC	M007.13	U	16.67	PPPPP				4,092	0			No Deficiency	n/a-brdg over rte	No Deficiency
24 0105	RALEY BLVD OC	SAC	80	080-SAC	M007.63	U	16.73	PPPPP				4,092	0			No Deficiency	n/a-brdg over rte	No Deficiency
24 0106	NORTH AVENUE OC	SAC	80	080-SAC	M008.07	U	16.67	PPPPP				4,092	0			No Deficiency	n/a-brdg over rte	No Deficiency
24 0204	PINELL STREET OC	SAC	80	080-SAC	M008.20	U	17.16	PPPPP				4,092	0			No Deficiency	n/a-brdg over rte	No Deficiency

Vertical Clearance (feet)

● Greater than 16.5 ● Between 16.5 & 16 ● Between 16 & 15 ● Less than 15

Bridge Number	Structure Name	County	Route	Rte_Co	Postmile	Over/Under	Vertical Clearance (ft)	Weight Permit Rating	Pedestrian Overcrossing	Bridge Work Directly Impacts Goods Movement	Bridge Work Status	2011 HDT	Number of Permit Loads > Bridge VC	Number of Weight Permit Loads	Immediate VC Detour Available	Bridge Vertical Clearance Priority Level	Bridge Permit Weight Priority Level	Distressed Bridge Priority Level
24 0276Y	GRAND AVENUE OH	SAC	80	080-SAC	M008.59	O	19.10	PPGGG				4,092		1,049		n/a-brdg under rte	No Deficiency	No Deficiency
24 0205L	WINTERS STREET UC	SAC	80	080-SAC	M008.67	O	16.83	PPPPP				4,092		1,049		n/a-brdg under rte	No Deficiency	No Deficiency
24 0205R	WINTERS STREET UC	SAC	80	080-SAC	M008.67	O	17.85	PPPPP				4,092		1,049		n/a-brdg under rte	No Deficiency	No Deficiency
24 0276Z	GRAND AVENUE OH	SAC	80	080-SAC	M008.80	O	27.00	PPGGG				4,092		1,049		n/a-brdg under rte	No Deficiency	No Deficiency
24 0193R	DEL PASO PARK OH	SAC	80	080-SAC	M008.89	O	18.67	PPPPP				4,092		1,049		n/a-brdg under rte	No Deficiency	No Deficiency
24 0193L	DEL PASO PARK OH	SAC	80	080-SAC	M008.90	O	22.25	PPPPP				4,092		1,049		n/a-brdg under rte	No Deficiency	No Deficiency
24 0281K	LONGVIEW RP OC	SAC	80	080-SAC	M009.15	O	17.26	PPPPP				4,092		1,049		n/a-brdg under rte	No Deficiency	No Deficiency
24 0281K	LONGVIEW RP OC	SAC	80	080-SAC	M009.15	U	17.26	PPPPP				4,092	0			No Deficiency	n/a-brdg over rte	No Deficiency
24 0282S	LONGVIEW DRIVE OC	SAC	80	080-SAC	M009.19	O	14.93	PPPPP				4,092				n/a-brdg under rte	No Deficiency	No Deficiency
24 0282S	LONGVIEW DRIVE OC	SAC	80	080-SAC	M009.19	O	14.93	PPPPP				4,092		1,049		n/a-brdg under rte	No Deficiency	No Deficiency
24 0283	LONGVIEW DRIVE OC	SAC	80	080-SAC	M009.40	U	18.18	PPPPP				4,092	0			No Deficiency	n/a-brdg over rte	No Deficiency
24 0290	WATT AVENUE OC	SAC	80	080-SAC	M010.36	U	16.90	PPPPP				4,092	0			No Deficiency	n/a-brdg over rte	No Deficiency
24 0291L	ROUTE 51/244, 80 SEPARATION	SAC	80	080-SAC	R010.71	U	16.83	PPPPP				6,126	0			No Deficiency	n/a-brdg over rte	No Deficiency
24 0292L	ROUTE 80/244 SEPARATION	SAC	80	080-SAC	R011.08	O	17.49	PPPPP				6,126		1,049		n/a-brdg under rte	No Deficiency	No Deficiency
24 0292R	80, 51/244 SEPARATION	SAC	80	080-SAC	R011.09	O	20.01	PPPPP				6,126		1,049		n/a-brdg under rte	No Deficiency	No Deficiency
22 0194	PUTAH CREEK PUC	YOL	80	080-YOL	_000.01	O	13.39	PPPPP				6,470		1,089		n/a-brdg under rte	No Deficiency	No Deficiency
22 0077	RICHARDS BLVD OC	YOL	80	080-YOL	_000.24	U	18.64	PPPPP				6,470	0			No Deficiency	n/a-brdg over rte	No Deficiency
22 0193	POLE LINE ROAD OC	YOL	80	080-YOL	_000.89	U	26.97	PPPPP				6,470	0			No Deficiency	n/a-brdg over rte	No Deficiency
22 0196	PELZ BICYCLE POC	YOL	80	080-YOL	_002.00	U	18.34	XXXXX	Yes			6,470	0			No Deficiency	n/a-brdg over rte	No Deficiency
22 0042	MACE BLVD OC	YOL	80	080-YOL	_002.68	U	15.85	PGOOO				6,470	163		No	Medium	n/a-brdg over rte	No Deficiency
22 0043	WEBSTER UC	YOL	80	080-YOL	_005.78	O	15.32	PPPPP				6,640		1,089		n/a-brdg under rte	No Deficiency	No Deficiency
22 0044	YOLO CAUSEWAY (WEST)	YOL	80	080-YOL	_005.81	O	n/a	PPPPP				6,640		1,089		n/a-brdg under rte	No Deficiency	No Deficiency
22 0045	YOLO CAUSEWAY (EAST)	YOL	80	080-YOL	_007.25	O	n/a	PPPPP				6,640		1,089		n/a-brdg under rte	No Deficiency	No Deficiency
22 0100	ENTERPRISE BLVD UC	YOL	80	080-YOL	_009.18	O	15.32	PPPPP				6,640		1,089		n/a-brdg under rte	No Deficiency	No Deficiency
22 0140R	ROUTE 80/50 SEPARATION	YOL	80	080-YOL	R009.86	O	17.16	PPPPP				3,834		1,089		n/a-brdg under rte	No Deficiency	No Deficiency
22 0141F	W80-E50 CONNECTOR OC	YOL	80	080-YOL	R010.02	O	17.09	PPPPP				3,834		1,089		n/a-brdg under rte	No Deficiency	No Deficiency
22 0141F	W80-E50 CONNECTOR OC	YOL	80	080-YOL	R010.02	U	17.09	PPPPP				3,834	0			No Deficiency	n/a-brdg over rte	No Deficiency
22 0142L	WEST CAPITOL AVENUE UC	YOL	80	080-YOL	R010.16	O	15.91	PPPPP				3,834		1,089		n/a-brdg under rte	No Deficiency	No Deficiency
22 0142R	WEST CAPITOL AVENUE UC	YOL	80	080-YOL	R010.16	O	18.50	PPPPP				3,834		1,089		n/a-brdg under rte	No Deficiency	No Deficiency
22 0131L	LAKE WASH OH	YOL	80	080-YOL	R010.62	O	23.92	PPPPP				3,834		1,089		n/a-brdg under rte	No Deficiency	No Deficiency
22 0131R	LAKE WASH OH	YOL	80	080-YOL	R010.63	O	23.33	PPPPP				3,834		1,089		n/a-brdg under rte	No Deficiency	No Deficiency
22 0149L	REED AVE UC	YOL	80	080-YOL	R011.21	O	16.41	PPPPP				3,834		1,089		n/a-brdg under rte	No Deficiency	No Deficiency
22 0149R	REED AVE UC	YOL	80	080-YOL	R011.22	O	19.00	PPPPP				3,834		1,089		n/a-brdg under rte	No Deficiency	No Deficiency
22 0026L	SACRAMENTO RIVER BOH (BRYTE BE)	YOL	80	080-YOL	R011.31	O	39.01	XXXXX				3,573		1,089		n/a-brdg under rte	High	No Deficiency
22 0026R	SACRAMENTO RIVER BOH (BRYTE BE)	YOL	80	080-YOL	R011.31	O	39.01	XXXXX				3,573		1,089		n/a-brdg under rte	High	No Deficiency
25 0061	BIG MEADOWS CREEK	ED	89	089-ED	_004.20	O	n/a	PPPPP				171		6		n/a-brdg under rte	No Deficiency	No Deficiency
25 0016	TAYLOR CREEK	ED	89	089-ED	_012.03	O	n/a	PPPPP				6		6		n/a-brdg under rte	No Deficiency	No Deficiency
25 0017	CASCADE CREEK	ED	89	089-ED	_014.81	O	n/a	PPPPP				6		6		n/a-brdg under rte	No Deficiency	No Deficiency
25 0045	EAGLE CREEK	ED	89	089-ED	_017.13	O	n/a	PPPPP				6		6		n/a-brdg under rte	No Deficiency	No Deficiency
25 0019	MEEKS CREEK	ED	89	089-ED	_024.90	O	n/a	PPPPP				6		6		n/a-brdg under rte	No Deficiency	No Deficiency
25 0103	EAGLE FALLS SIDEHILL VIADUCT1	ED	89	089-ED	R017.50	O	n/a	PPPPP				6		6		n/a-brdg under rte	No Deficiency	No Deficiency
25 0106	EAGLE FALLS SIDEHILL VIADUCT2	ED	89	089-ED	R017.50	O	n/a	PPPPP				6		6		n/a-brdg under rte	No Deficiency	No Deficiency
25 0100	EAGLE FALLS SIDEHILL VIADUCT3	ED	89	089-ED	R017.60	O	n/a	PPPPP				6		6		n/a-brdg under rte	No Deficiency	No Deficiency
25 0104	EAGLE FALLS SIDEHILL VIADUCT4	ED	89	089-ED	R017.80	O	n/a	PPPPP				6		6		n/a-brdg under rte	No Deficiency	No Deficiency
25 0105	EAGLE FALLS SIDEHILL VIADUCT5	ED	89	089-ED	R017.80	O	n/a	PPPPP				6		6		n/a-brdg under rte	No Deficiency	No Deficiency
17 0016	DONNER CREEK UP	NEV	89	089-NEV	_000.13	U	14.01			Yes	Proposed	56	1			No Deficiency	n/a-brdg over rte	High
17 0015L	DONNER CREEK	NEV	89	089-NEV	_000.39	O	n/a	PPPPP				56		1		n/a-brdg under rte	No Deficiency	No Deficiency
17 0015R	DONNER CREEK	NEV	89	089-NEV	_000.39	O	n/a	PPPPP				56		1		n/a-brdg under rte	No Deficiency	No Deficiency
17 0078	PROSSER CREEK	NEV	89	089-NEV	_004.87	O	n/a	PPPPP				56		1		n/a-brdg under rte	No Deficiency	No Deficiency
17 0036	ROUTE 89/80 SEPARATION	NEV	89	089-NEV	R000.53	O	16.44	PPPPP				56		1		n/a-brdg under rte	No Deficiency	No Deficiency
17 0029	ROUTE 80/89 SEPARATION	NEV	89	089-NEV	R000.53	U	15.75	PPPPP				56	0			No Deficiency	n/a-brdg over rte	No Deficiency
19 0034	WARD CREEK	PLA	89	089-PLA	_005.81	O	n/a	PPPPP				62		1		n/a-brdg under rte	No Deficiency	No Deficiency
19 0033	TRUCKEE RIVER	PLA	89	089-PLA	_008.48	O	n/a	PPPPP				62		1		n/a-brdg under rte	No Deficiency	No Deficiency
19 0032	TRUCKEE RIVER	PLA	89	089-PLA	_013.06	O	n/a	PPPPP				69		1		n/a-brdg under rte	No Deficiency	No Deficiency
19 0031	SQUAW CREEK	PLA	89	089-PLA	_014.21	O	n/a	PPPPP				69		1		n/a-brdg under rte	No Deficiency	No Deficiency
13 0009	LITTLE TRUCKEE RIVER	SIE	89	089-SIE	_002.56	O	n/a	PPPPP				63				n/a-brdg under rte	No Deficiency	No Deficiency
13 0014	PERRY CREEK	SIE	89	089-SIE	_015.30	O	32.78	OOOOO				63				n/a-brdg under rte	Lower	No Deficiency

Vertical Clearance (feet)

● Greater than 16.5 ● Between 16.5 & 16 ● Between 16 & 15 ● Less than 15

Bridge Number	Structure Name	County	Route	Rte_Co	Postmile	Over/Under	Vertical Clearance (ft)	Weight Permit Rating	Pedestrian Overcrossing	Bridge Work Directly Impacts Goods Movement	Bridge Work Status	2011 HDT	Number of Permit Loads > Bridge VC	Number of Weight Permit Loads	Immediate VC Detour Available	Bridge Vertical Clearance Priority Level	Bridge Permit Weight Priority Level	Distressed Bridge Priority Level
13 0021	TURNER CANYON	SIE	89	089-SIE	_018.80	O	n/a	PPPPP				63				n/a-brdg under rte	No Deficiency	No Deficiency
13 0016	FLETCHER CREEK	SIE	89	089-SIE	_022.70	O	n/a	PPPPP				63				n/a-brdg under rte	No Deficiency	No Deficiency
12 0102	LINE CANAL	BUT	99	099-BUT	_000.01	O	n/a	PPPPP				Pending		248		n/a-brdg under rte	No Deficiency	No Deficiency
12 0001	CAT TAIL SLOUGH	BUT	99	099-BUT	_005.34	O	n/a	PPPPP				Pending		248		n/a-brdg under rte	No Deficiency	No Deficiency
12 0002	DRAINAGE DITCH	BUT	99	099-BUT	_006.11	O	n/a	PPPPP				Pending		248		n/a-brdg under rte	No Deficiency	No Deficiency
12 0003	HAMILTON SLOUGH	BUT	99	099-BUT	_008.21	O	n/a	PPPPP				Pending		248		n/a-brdg under rte	No Deficiency	No Deficiency
12 0004	BIGGS EXTENSION CANAL	BUT	99	099-BUT	_009.21	O	n/a	PPPPP				Pending		248		n/a-brdg under rte	No Deficiency	No Deficiency
12 0104Y	JUNCTION DRAW	BUT	99	099-BUT	_013.16	O	n/a	PPPPP				Pending		248		n/a-brdg under rte	No Deficiency	No Deficiency
12 0118	JUNCTION DRAW	BUT	99	099-BUT	_013.25	O	n/a	PPPPP				Pending		248		n/a-brdg under rte	No Deficiency	No Deficiency
12 0119	WESTERN CANAL	BUT	99	099-BUT	_014.03	O	n/a	PPPPP				Pending		248		n/a-brdg under rte	No Deficiency	No Deficiency
12 0120	COTTONWOOD CREEK	BUT	99	099-BUT	_015.41	O	n/a	PPPPP				Pending		248		n/a-brdg under rte	No Deficiency	No Deficiency
12 0121	SHIPPEE CREEK	BUT	99	099-BUT	_016.09	O	n/a	PPPPP				Pending		248		n/a-brdg under rte	No Deficiency	No Deficiency
12 0122	GOLD RUN CREEK	BUT	99	099-BUT	_019.51	O	n/a	PPPPP				Pending		248		n/a-brdg under rte	No Deficiency	No Deficiency
12 0196	DRY CREEK	BUT	99	099-BUT	_020.60	O	n/a	PPPPP				Pending		248		n/a-brdg under rte	No Deficiency	No Deficiency
12 0198	NORTH HWY 99/ HWY 149 SEPARATION	BUT	99	099-BUT	_021.73	O	● 19.75	PPPPP				Pending		248		n/a-brdg under rte	No Deficiency	No Deficiency
12 0197G	NB 149 TO SB 99 CONNECTOR SEPARATION	BUT	99	099-BUT	_021.83	U	● 18.24	PPPPP				Pending	0			No Deficiency	n/a-brdg over rte	No Deficiency
12 0075L	LITTLE DRY CREEK	BUT	99	099-BUT	_022.95	O	n/a	PPPPP				Pending		248		n/a-brdg under rte	No Deficiency	No Deficiency
12 0075R	LITTLE DRY CREEK	BUT	99	099-BUT	_022.95	O	n/a	PPPPP				Pending		248		n/a-brdg under rte	No Deficiency	No Deficiency
12 0190	PENTZ ROAD OC	BUT	99	099-BUT	_023.86	U	● 18.47	PPPPP				Pending	0			No Deficiency	n/a-brdg over rte	No Deficiency
12 0131L	HAMLIN SLOUGH	BUT	99	099-BUT	_025.35	O	n/a	PPPPP				Pending		248		n/a-brdg under rte	No Deficiency	No Deficiency
12 0131R	HAMLIN SLOUGH	BUT	99	099-BUT	_025.35	O	n/a	PPPPP				Pending		248		n/a-brdg under rte	No Deficiency	No Deficiency
12 0129	NANCE CANYON	BUT	99	099-BUT	_026.14	O	n/a	PPPPP				Pending		248		n/a-brdg under rte	No Deficiency	No Deficiency
12 0125	SCRUB CREEK	BUT	99	099-BUT	_027.84	O	n/a	PPPPP				Pending		248		n/a-brdg under rte	No Deficiency	No Deficiency
12 0126L	BUTTE CREEK	BUT	99	099-BUT	_028.72	O	n/a	PPPPP				Pending		248		n/a-brdg under rte	No Deficiency	No Deficiency
12 0126R	BUTTE CREEK	BUT	99	099-BUT	_028.72	O	n/a	PPPPP				Pending		248		n/a-brdg under rte	No Deficiency	No Deficiency
12 0128L	EDGAR SLOUGH	BUT	99	099-BUT	_030.03	O	n/a	PPPPP				Pending		248		n/a-brdg under rte	No Deficiency	No Deficiency
12 0128R	EDGAR SLOUGH	BUT	99	099-BUT	_030.03	O	n/a	PPPPP				Pending		248		n/a-brdg under rte	No Deficiency	No Deficiency
12 0026	KEEFERS SLOUGH	BUT	99	099-BUT	_039.69	O	n/a	PPPPP				Pending		248		n/a-brdg under rte	No Deficiency	No Deficiency
12 0027	ROCK CREEK	BUT	99	099-BUT	_040.65	O	n/a	PPPPP				Pending		248		n/a-brdg under rte	No Deficiency	No Deficiency
12 0028	PINE CREEK	BUT	99	099-BUT	_045.52	O	n/a	PPPPP				Pending		248		n/a-brdg under rte	No Deficiency	No Deficiency
12 0029	CAMPBELL CREEK	BUT	99	099-BUT	_045.70	O	n/a	PPPPP				Pending		248		n/a-brdg under rte	No Deficiency	No Deficiency
12 0030	CROSS DRAIN	BUT	99	099-BUT	_045.87	O	n/a	PPPPP				Pending		248		n/a-brdg under rte	No Deficiency	No Deficiency
12 0081	CROSS DRAIN	BUT	99	099-BUT	_045.92	O	n/a	PPPPP				Pending		248		n/a-brdg under rte	No Deficiency	No Deficiency
12 0117	DRY CHANNEL	BUT	99	099-BUT	R030.24	O	n/a	PPPPP				Pending		248		n/a-brdg under rte	No Deficiency	No Deficiency
12 0167	SKYWAY OC	BUT	99	099-BUT	R030.60	U	● 14.24	PPPPP				Pending	247		No	Medium	n/a-brdg over rte	No Deficiency
12 0169R	EAST 20TH STREET OC	BUT	99	099-BUT	R031.50	U	● 15.16	PPPPP				Pending	75		Yes	Lower	n/a-brdg over rte	No Deficiency
12 0169L	EAST 20TH STREET OC	BUT	99	099-BUT	R031.50	U	● 17.49	PPPPP				Pending	0			No Deficiency	n/a-brdg over rte	No Deficiency
12 0148L	LITTLE CHICO CREEK	BUT	99	099-BUT	R032.20	O	n/a	PPPPP				Pending		248		n/a-brdg under rte	No Deficiency	No Deficiency
12 0148R	LITTLE CHICO CREEK	BUT	99	099-BUT	R032.20	O	n/a	PPPPP				Pending		248		n/a-brdg under rte	No Deficiency	No Deficiency
12 0149L	ROUTE 99/32 SEPARATION (SOUTH)	BUT	99	099-BUT	R032.37	O	● 15.65	PPPPP				Pending		248		n/a-brdg under rte	No Deficiency	No Deficiency
12 0149R	ROUTE 99/32 SEPARATION (SOUTH)	BUT	99	099-BUT	R032.37	O	● 14.99	PPPPP				Pending		248		n/a-brdg under rte	No Deficiency	No Deficiency
12 0150L	ROUTE 99/32 SEPARATION (NORTH)	BUT	99	099-BUT	R032.44	O	● 17.23	PPPPP				Pending		248		n/a-brdg under rte	No Deficiency	No Deficiency
12 0150R	ROUTE 99/32 SEPARATION (NORTH)	BUT	99	099-BUT	R032.44	O	● 16.57	PPPPP				Pending		248		n/a-brdg under rte	No Deficiency	No Deficiency
12 0151L	BIDWELL PARK VIADUCT	BUT	99	099-BUT	R032.61	O	● 15.62	PPPPP				Pending		248		n/a-brdg under rte	No Deficiency	No Deficiency
12 0151R	BIDWELL PARK VIADUCT	BUT	99	099-BUT	R032.61	O	● 14.99	PPPPP				Pending		248		n/a-brdg under rte	No Deficiency	No Deficiency
12 0152L	PALMETTO AVENUE UC	BUT	99	099-BUT	R033.08	O	n/a	PPPPP				Pending		248		n/a-brdg under rte	No Deficiency	No Deficiency
12 0152R	PALMETTO AVENUE UC	BUT	99	099-BUT	R033.08	O	● 15.81	PPPPP				Pending		248		n/a-brdg under rte	No Deficiency	No Deficiency
12 0153L	EAST FIRST AVENUE UC	BUT	99	099-BUT	R033.28	O	● 15.58	PPPPP				Pending		248		n/a-brdg under rte	No Deficiency	No Deficiency
12 0153R	EAST FIRST AVENUE UC	BUT	99	099-BUT	R033.28	O	● 14.99	PPPPP				Pending		248		n/a-brdg under rte	No Deficiency	No Deficiency
12 0164L	EAST FIFTH AVENUE UC	BUT	99	099-BUT	R033.57	O	● 15.45	PPPPP				Pending		248		n/a-brdg under rte	No Deficiency	No Deficiency
12 0164R	EAST FIFTH AVENUE UC	BUT	99	099-BUT	R033.57	O	● 15.16	PPPPP				Pending		248		n/a-brdg under rte	No Deficiency	No Deficiency
12 0154L	LINDO CHANNEL	BUT	99	099-BUT	R033.87	O	n/a	PPPPP				Pending		248		n/a-brdg under rte	No Deficiency	No Deficiency
12 0154R	LINDO CHANNEL	BUT	99	099-BUT	R033.87	O	n/a	PPPPP				Pending		248		n/a-brdg under rte	No Deficiency	No Deficiency
12 0168	COHASSET HIGHWAY OC	BUT	99	099-BUT	R034.25	U	● 15.32	PPPPP				Pending	58		n/a	Lower	n/a-brdg over rte	No Deficiency
12 0157L	NORTH CHICO OC	BUT	99	099-BUT	R034.63	O	n/a	PPPPP				Pending		248		n/a-brdg under rte	No Deficiency	No Deficiency
12 0157R	NORTH CHICO OC	BUT	99	099-BUT	R034.63	O	n/a	PPPPP				Pending		248		n/a-brdg under rte	No Deficiency	No Deficiency
12 0158L	EAST AVENUE UC	BUT	99	099-BUT	R034.93	O	● 17.42	PPPPP				Pending		248		n/a-brdg under rte	No Deficiency	No Deficiency

Vertical Clearance (feet)

● Greater than 16.5 ● Between 16.5 & 16 ● Between 16 & 15 ● Less than 15

Bridge Number	Structure Name	County	Route	Rte_Co	Postmile	Over/Under	Vertical Clearance (ft)	Weight Permit Rating	Pedestrian Overcrossing	Bridge Work Directly Impacts Goods Movement	Bridge Work Status	2011 HDT	Number of Permit Loads > Bridge VC	Number of Weight Permit Loads	Immediate VC Detour Available	Bridge Vertical Clearance Priority Level	Bridge Permit Weight Priority Level	Distressed Bridge Priority Level
12 0158R	EAST AVENUE UC	BUT	99	099-BUT	R034.93	O	16.14	PPPPP				Pending		248		n/a-brdg under rte	No Deficiency	No Deficiency
12 0159L	LASSEN AVENUE UC	BUT	99	099-BUT	R035.31	O	15.88	PPPPP				Pending		248		n/a-brdg under rte	No Deficiency	No Deficiency
12 0159R	LASSEN AVENUE UC	BUT	99	099-BUT	R035.31	O	15.65	PPPPP				Pending		248		n/a-brdg under rte	No Deficiency	No Deficiency
12 0160	EATON AVENUE OC	BUT	99	099-BUT	R036.31	U	15.49	PPPPP				Pending	56		n/a	Lower	n/a-brdg over rte	No Deficiency
12 0156L	MUD CREEK	BUT	99	099-BUT	R037.20	O	n/a	PPPPP				Pending		248		n/a-brdg under rte	No Deficiency	No Deficiency
12 0156R	MUD CREEK	BUT	99	099-BUT	R037.20	O	n/a	PPPPP				Pending		248		n/a-brdg under rte	No Deficiency	No Deficiency
24 0030L	NORTH CHANNEL DRY CREEK	SAC	99	099-SAC	_000.13	O	n/a	OOOOO				5,880		829		n/a-brdg under rte	High	No Deficiency
24 0030R	NORTH CHANNEL DRY CREEK	SAC	99	099-SAC	_000.13	O	n/a	PPPPP				5,880		829		n/a-brdg under rte	No Deficiency	No Deficiency
24 0140	C STREET OC	SAC	99	099-SAC	_000.79	U	15.75	PPPPP				5,880	107		Yes	Lower	n/a-brdg over rte	No Deficiency
24 0379	C STREET OC	SAC	99	099-SAC	_000.80	U	18.50	PPPPP				5,880	0			No Deficiency	n/a-brdg over rte	No Deficiency
24 0378	A STREET OC	SAC	99	099-SAC	_000.88	U	18.31	PPPPP				5,880	0			No Deficiency	n/a-brdg over rte	No Deficiency
24 0138	SIMMERHORN ROAD OC	SAC	99	099-SAC	_001.57	U	15.49	PPPPP				5,880	171		No	Medium	n/a-brdg over rte	No Deficiency
24 0060	GALT UNDERPASS	SAC	99	099-SAC	_001.61	U	15.22					5,880	220		No	Medium	n/a-brdg over rte	No Deficiency
24 0139	AMADOR AVENUE OC	SAC	99	099-SAC	_001.62	U	15.98	PPPPP				5,880	40		n/a	Lower	n/a-brdg over rte	No Deficiency
24 0029	LOG CABIN CREEK	SAC	99	099-SAC	_002.36	O	n/a	PPPPP				5,880		829		n/a-brdg under rte	No Deficiency	No Deficiency
24 0144	ROUTE 104/99 SEPARATION	SAC	99	099-SAC	_003.53	U	15.32	PPPPP				5,880	194		No	Medium	n/a-brdg over rte	No Deficiency
24 0028L	SOUTH LAGOON CREEK	SAC	99	099-SAC	_004.91	O	n/a	GGGGG				5,880		829		n/a-brdg under rte	Medium	No Deficiency
24 0028R	SOUTH LAGOON CREEK	SAC	99	099-SAC	_004.91	O	n/a	PPPPP				5,880		829		n/a-brdg under rte	No Deficiency	No Deficiency
24 0045L	LAGOON CREEK	SAC	99	099-SAC	_004.98	O	n/a	GGGGG				5,880		829		n/a-brdg under rte	Medium	No Deficiency
24 0045R	LAGOON CREEK	SAC	99	099-SAC	_004.98	O	n/a	PPPPP				5,880		829		n/a-brdg under rte	No Deficiency	No Deficiency
24 0027L	NORTH LAGOON CREEK	SAC	99	099-SAC	_005.06	O	n/a	PPPPP				5,880		829		n/a-brdg under rte	No Deficiency	No Deficiency
24 0027R	NORTH LAGOON CREEK	SAC	99	099-SAC	_005.06	O	n/a	PPPPP				5,880		829		n/a-brdg under rte	No Deficiency	No Deficiency
24 0151	ARNO ROAD OC	SAC	99	099-SAC	_006.01	U	14.99	PPPPP				5,880	339		No	High	n/a-brdg over rte	No Deficiency
24 0046L	WILLOW SLOUGH	SAC	99	099-SAC	_006.54	O	n/a	PPPPP				5,880		829		n/a-brdg under rte	No Deficiency	No Deficiency
24 0046R	WILLOW SLOUGH	SAC	99	099-SAC	_006.54	O	n/a	PPPPP				5,880		829		n/a-brdg under rte	No Deficiency	No Deficiency
24 0025	BADGER CREEK	SAC	99	099-SAC	_006.96	O	n/a	PPPPP				5,880		829		n/a-brdg under rte	No Deficiency	No Deficiency
24 0163	DILLARD ROAD OC	SAC	99	099-SAC	_007.36	U	15.32	PPPPP				5,880	194		No	Medium	n/a-brdg over rte	No Deficiency
24 0022L	COSUMNES RIVER OVERFLOW	SAC	99	099-SAC	_007.45	O	n/a	PPPPP				5,880		829		n/a-brdg under rte	No Deficiency	No Deficiency
24 0022R	COSUMNES RIVER OVERFLOW	SAC	99	099-SAC	_007.45	O	n/a	PPPPP				5,880		829		n/a-brdg under rte	No Deficiency	No Deficiency
24 0021L	COSUMNES RIVER OVERFLOW	SAC	99	099-SAC	_007.92	O	n/a	PPPPP				5,880		829		n/a-brdg under rte	No Deficiency	No Deficiency
24 0021R	COSUMNES RIVER OVERFLOW	SAC	99	099-SAC	_007.92	O	n/a	PPPPP				5,880		829		n/a-brdg under rte	No Deficiency	No Deficiency
24 0020L	COSUMNES RIVER	SAC	99	099-SAC	_008.40	O	n/a	PPPPP				5,880		829		n/a-brdg under rte	No Deficiency	No Deficiency
24 0020R	COSUMNES RIVER	SAC	99	099-SAC	_008.40	O	n/a	PPPPP				5,880		829		n/a-brdg under rte	No Deficiency	No Deficiency
24 0048L	MCCONNELL UP	SAC	99	099-SAC	_008.74	U	14.40					5,880	699		No	High	n/a-brdg over rte	No Deficiency
24 0073R	MCCONNELL OH	SAC	99	099-SAC	_008.81	O	23.49	PPPPP				5,880		829		n/a-brdg under rte	No Deficiency	No Deficiency
24 0367	GRANT LINE ROAD OC	SAC	99	099-SAC	_010.07	U	19.03	PPPPP				5,880	0			No Deficiency	n/a-brdg over rte	No Deficiency
24 0361	ELK GROVE BLVD OC	SAC	99	099-SAC	_012.76	U	17.32	PPPPP				6,310	0			No Deficiency	n/a-brdg over rte	No Deficiency
24 0019	ELK GROVE CREEK	SAC	99	099-SAC	_013.00	O	n/a	PPPPP				6,310		829		n/a-brdg under rte	No Deficiency	No Deficiency
24 0358	LAGUNA BLVD OC	SAC	99	099-SAC	_013.66	U	16.47	PPPPP				6,310	4			No Deficiency	n/a-brdg over rte	No Deficiency
24 0018	LAGUNA CREEK	SAC	99	099-SAC	_014.32	O	n/a	PPPPP				6,310		829		n/a-brdg under rte	No Deficiency	No Deficiency
24 0017	WHITEHOUSE CREEK	SAC	99	099-SAC	_014.63	O	n/a	PPPPP				6,310		829		n/a-brdg under rte	No Deficiency	No Deficiency
24 0374	SHELDON ROAD OC	SAC	99	099-SAC	_014.87	U	19.06	PPPPP				6,310	0			No Deficiency	n/a-brdg over rte	No Deficiency
24 0360	CALVINE ROAD OC	SAC	99	099-SAC	_015.80	U	17.39	PPPPP				6,310	0			No Deficiency	n/a-brdg over rte	No Deficiency
24 0016	STRAWBERRY CREEK	SAC	99	099-SAC	_016.35	O	n/a	PPPPP				6,310		829		n/a-brdg under rte	No Deficiency	No Deficiency
24 0016K	STRAWBERRY CREEK	SAC	99	099-SAC	_016.36	O	n/a	PPPPP				6,310		829		n/a-brdg under rte	No Deficiency	No Deficiency
24 0134K	STOCKTON BOULEVARD OC	SAC	99	099-SAC	_017.24	U	14.83	PPPPP				6,310	388		No	High	n/a-brdg over rte	No Deficiency
24 0134K	STOCKTON BOULEVARD OC	SAC	99	099-SAC	_017.24	O	14.83	PPPPP				6,310		829		n/a-brdg under rte	No Deficiency	No Deficiency
24 0179K	BEACON CREEK	SAC	99	099-SAC	_017.32	O	n/a	PPPPP				6,310		829		n/a-brdg under rte	No Deficiency	No Deficiency
24 0180	BEACON CREEK	SAC	99	099-SAC	_017.33	O	n/a	PPPPP				6,310		829		n/a-brdg under rte	No Deficiency	No Deficiency
24 0135	MACK ROAD OC	SAC	99	099-SAC	_017.66	U	14.83	PPPPP				6,871	388		No	High	n/a-brdg over rte	No Deficiency
24 0149	ELDER CREEK	SAC	99	099-SAC	_018.05	O	n/a	PPPPP				6,871		829		n/a-brdg under rte	No Deficiency	No Deficiency
24 0181	FLORIN CREEK	SAC	99	099-SAC	_018.64	O	n/a	PPPPP				6,871		829		n/a-brdg under rte	No Deficiency	No Deficiency
24 0150	FLORIN ROAD OC SOUTH	SAC	99	099-SAC	_019.61	U	14.67	PPPPP				6,871	513		No	High	n/a-brdg over rte	No Deficiency
24 0167	FLORIN ROAD OC NORTH	SAC	99	099-SAC	_019.62	U	14.67	PPPPP				6,871	513		No	High	n/a-brdg over rte	No Deficiency
24 0143	MORRISON CREEK	SAC	99	099-SAC	_020.03	O	n/a	PPPPP				6,871		829		n/a-brdg under rte	No Deficiency	No Deficiency
24 0169	TURNBRIDGE DRIVE POC	SAC	99	099-SAC	_020.18	U	14.99		Yes			6,871	339		No	High	n/a-brdg over rte	No Deficiency
24 0152	47TH AVENUE OC	SAC	99	099-SAC	_020.86	U	14.99	PPPPP				6,871	339		No	High	n/a-brdg over rte	No Deficiency

Vertical Clearance (feet)

● Greater than 16.5 ● Between 16.5 & 16 ● Between 16 & 15 ● Less than 15

Bridge Number	Structure Name	County	Route	Rte_Co	Postmile	Over/Under	Vertical Clearance (ft)	Weight Permit Rating	Pedestrian Overcrossing	Bridge Work Directly Impacts Goods Movement	Bridge Work Status	2011 HDT	Number of Permit Loads > Bridge VC	Number of Weight Permit Loads	Immediate VC Detour Available	Bridge Vertical Clearance Priority Level	Bridge Permit Weight Priority Level	Distressed Bridge Priority Level
24 0145	44TH AVENUE POC	SAC	99	099-SAC	_021.10	U	15.06		Yes			6,871	258		No	High	n/a-brdg over rte	No Deficiency
24 0146	41ST AVENUE OC	SAC	99	099-SAC	_021.27	U	15.81	PPPPP				6,871	57		n/a	Lower	n/a-brdg over rte	No Deficiency
24 0147	MARTIN LUTHER KING JR BLVD OC	SAC	99	099-SAC	_021.57	U	14.83	PPPPP				6,871	388		No	High	n/a-brdg over rte	No Deficiency
24 0148	FRUITRIDGE ROAD OC	SAC	99	099-SAC	_021.94	U	14.99	PPPPP				5,945	339		No	High	n/a-brdg over rte	No Deficiency
24 0153	27TH AVENUE POC	SAC	99	099-SAC	_022.22	U	15.55		Yes			5,945	131		No	Medium	n/a-brdg over rte	No Deficiency
24 0154	21ST AVENUE UC	SAC	99	099-SAC	_022.59	O	15.03	PPPPP				5,945		829		n/a-brdg under rte	No Deficiency	No Deficiency
24 0161	12TH AVENUE UC	SAC	99	099-SAC	_023.13	U	14.90	PPPPP				5,945	388		No	High	n/a-brdg over rte	No Deficiency
24 0162	8TH AVENUE POC	SAC	99	099-SAC	_023.42	U	15.75		Yes			5,945	107		No	Lower	n/a-brdg over rte	No Deficiency
24 0156	5TH AVENUE OC	SAC	99	099-SAC	_023.69	U	14.90	PPPPP				5,945	388		No	High	n/a-brdg over rte	No Deficiency
24 0157G	N99-E&W50 CONNECTOR OC	SAC	99	099-SAC	_024.03	O	15.85	PPPPP				5,945		829		n/a-brdg under rte	No Deficiency	No Deficiency
24 0157	2ND AVENUE UC	SAC	99	099-SAC	_024.03	O	15.16	PPPPP				5,945		829		n/a-brdg under rte	No Deficiency	No Deficiency
24 0158	BROADWAY UC	SAC	99	099-SAC	_024.19	O	16.18	PPPPP				5,945		829		n/a-brdg under rte	No Deficiency	No Deficiency
24 0341	ELKHORN BOULEVARD OC	SAC	99	099-SAC	_033.36	U	16.83	PPPPP				2,045	4			No Deficiency	n/a-brdg over rte	No Deficiency
24 0370	WEST ELVERTA ROAD OC	SAC	99	099-SAC	_035.37	U	19.72	PPPPP				2,045	0			No Deficiency	n/a-brdg over rte	No Deficiency
24 0231L	OAK PARK SEPARATION	SAC	99	099-SAC	R024.27	O	16.34	GGGGG				5,945		829		n/a-brdg under rte	Medium	No Deficiency
24 0231R	OAK PARK SEPARATION	SAC	99	099-SAC	R024.27	O	17.49	PPPPP				5,945		829		n/a-brdg under rte	No Deficiency	No Deficiency
24 0231L	OAK PARK SEPARATION	SAC	99	099-SAC	R024.27	U	16.34	GGGGG				5,945		5		No Deficiency	n/a-brdg over rte	No Deficiency
24 0231R	OAK PARK SEPARATION	SAC	99	099-SAC	R024.27	U	17.49	PPPPP				5,945		0		No Deficiency	n/a-brdg over rte	No Deficiency
24 0233F	S51-E50 CONNECTOR OC	SAC	99	099-SAC	R024.28	U	15.32	PPPPP				5,945	194		No	Medium	n/a-brdg over rte	No Deficiency
24 0222G	N99-E&W50 CONNECTOR OC	SAC	99	099-SAC	R024.34	O	17.65	PPPPP				5,945		829		n/a-brdg under rte	No Deficiency	No Deficiency
24 0235G	N99-W50 CONNECTOR OC	SAC	99	099-SAC	R024.35	O	15.16	PPPPP				5,945		829		n/a-brdg under rte	No Deficiency	No Deficiency
24 0241F	S99-S5 CONNECTOR OC	SAC	99	099-SAC	R032.12	O	17.00	PPPPP				2,045		829		n/a-brdg under rte	No Deficiency	No Deficiency
24 0354F	S5-N99 CONNECTOR SEPARATION	SAC	99	099-SAC	R032.36	U	16.70	PPPPP				2,045		4		No Deficiency	n/a-brdg over rte	No Deficiency
18 0045L	HOWSLEY ROAD UC	SUT	99	099-SUT	_005.81	O	15.16	PPPPP				1,083		467		n/a-brdg under rte	No Deficiency	No Deficiency
18 0045R	HOWSLEY ROAD UC	SUT	99	099-SUT	_005.81	O	15.16	PPPPP				1,083		467		n/a-brdg under rte	No Deficiency	No Deficiency
18 0017L	CROSS CANAL	SUT	99	099-SUT	_005.92	O	n/a	PPPPP				1,083		467		n/a-brdg under rte	No Deficiency	No Deficiency
18 0017R	CROSS CANAL	SUT	99	099-SUT	_005.92	O	n/a	PPPPP				1,083		467		n/a-brdg under rte	No Deficiency	No Deficiency
18 0025	GARDEN HIGHWAY UC	SUT	99	099-SUT	_011.98	O	20.34	PPPPP				660		467		n/a-brdg under rte	No Deficiency	No Deficiency
18 0026	FEATHER RIVER	SUT	99	099-SUT	_012.03	O	n/a	PPPPP				660		467		n/a-brdg under rte	No Deficiency	No Deficiency
18 0051	ROUTE 113/ROUTE 99 SEPARATION	SUT	99	099-SUT	_020.97	U	17.00	PPPPP				6,871		0		No Deficiency	n/a-brdg over rte	No Deficiency
18 0046F	S70-S99 CONNECTOR OC	SUT	99	099-SUT	R008.07	U	16.57	PPPPP				1,083		0		No Deficiency	n/a-brdg over rte	No Deficiency
18 0033L	BUTTE HOUSE ROAD UC	SUT	99	099-SUT	R030.88	O	14.76	PPPPP				Pending		467		n/a-brdg under rte	No Deficiency	No Deficiency
18 0033R	BUTTE HOUSE ROAD UC	SUT	99	099-SUT	R030.88	O	14.76	PPPPP				Pending		467		n/a-brdg under rte	No Deficiency	No Deficiency
18 0034	QUEENS AVENUE OC	SUT	99	099-SUT	R031.31	U	16.57	PPPPP				Pending		0		No Deficiency	n/a-brdg over rte	No Deficiency
18 0030	PEASE ROAD OC	SUT	99	099-SUT	R032.64	U	16.47	PPPPP				Pending		0		No Deficiency	n/a-brdg over rte	No Deficiency
18 0031	EAGER ROAD OC	SUT	99	099-SUT	R033.95	U	16.47	PPPPP				Pending		0		No Deficiency	n/a-brdg over rte	No Deficiency
24 0144	ROUTE 104/99 SEPARATION	SAC	104	104-SAC	_000.01	O	n/a	PPPPP				163				n/a-brdg under rte	No Deficiency	No Deficiency
24 0042	SKUNK CREEK	SAC	104	104-SAC	_004.30	O	n/a	PPPPP				163				n/a-brdg under rte	No Deficiency	No Deficiency
24 0041	ROLLING DRAW	SAC	104	104-SAC	_005.18	O	n/a	GGGGG				163				n/a-brdg under rte	Lower	No Deficiency
24 0040	WINDMILL DRAW	SAC	104	104-SAC	_005.44	O	n/a	GGGGG				163				n/a-brdg under rte	Lower	No Deficiency
24 0039	GRIFFITH CREEK	SAC	104	104-SAC	_005.78	O	n/a	GGGGG				163				n/a-brdg under rte	Lower	No Deficiency
24 0335	FOLSOM SOUTH CANAL	SAC	104	104-SAC	_007.75	O	n/a	PPPPP				163				n/a-brdg under rte	No Deficiency	No Deficiency
24 0038	CLAY CREEK	SAC	104	104-SAC	_009.94	O	n/a	PPPPP				163				n/a-brdg under rte	No Deficiency	No Deficiency
24 0037	HADSELVILLE CREEK	SAC	104	104-SAC	_013.92	O	n/a	PPPPP				163				n/a-brdg under rte	No Deficiency	No Deficiency
18 0012	ROBBINS CANAL	SUT	113	113-SUT	_004.97	O	n/a	GGGGG				132		41		n/a-brdg under rte	Lower	No Deficiency
18 0013	PHEASANT CANAL	SUT	113	113-SUT	_009.15	O	n/a	PPPPP				132		41		n/a-brdg under rte	No Deficiency	No Deficiency
18 0051	ROUTE 113/ROUTE 99 SEPARATION	SUT	113	113-SUT	_016.35	O	17.00	PPPPP				132		41		n/a-brdg under rte	No Deficiency	No Deficiency
18 0032	SUTTER BYPASS	SUT	113	113-SUT	R010.81	O	n/a	PPPPG				132		41		n/a-brdg under rte	No Deficiency	No Deficiency
22 0152L	ROUTE 5/113 SEPARATION & OH	YOL	113	113-YOL	_011.43	U	23.16	PPPPP				132		0		No Deficiency	n/a-brdg over rte	No Deficiency
22 0152R	ROUTE 5/113 SEPARATION & OH	YOL	113	113-YOL	_011.45	U	24.08	PPPPP				132		0		No Deficiency	n/a-brdg over rte	No Deficiency
22 0038	CACHE CREEK	YOL	113	113-YOL	_013.10	O	n/a	PPPPP		Yes	Proposed	132		499		n/a-brdg under rte	No Deficiency	High
22 0040	SACRAMENTO RIVER (KNIGHTS LANDING)	YOL	113	113-YOL	_022.02	O	n/a	PGOOX				132		499		n/a-brdg under rte	No Deficiency	No Deficiency
22 0039	KNIGHTS LANDING RIDGE CUT	YOL	113	113-YOL	M021.26	O	n/a	PPPPP				132		499		n/a-brdg under rte	No Deficiency	No Deficiency
22 0175	GARROD DRIVE OC	YOL	113	113-YOL	R000.08	U	16.67	PPPPP				939		0		No Deficiency	n/a-brdg over rte	No Deficiency
22 0123	HUTCHINSON DRIVE OC	YOL	113	113-YOL	R000.42	U	16.67	PPPPP				939		0		No Deficiency	n/a-brdg over rte	No Deficiency
22 0178	UCD CYCLIST OC	YOL	113	113-YOL	R000.90	U	18.41					939		0		No Deficiency	n/a-brdg over rte	No Deficiency
22 0071	RUSSELL BLVD OC	YOL	113	113-YOL	R001.08	U	16.83	PPPPP				939		0		No Deficiency	n/a-brdg over rte	No Deficiency

Vertical Clearance (feet)

● Greater than 16.5 ● Between 16.5 & 16 ● Between 16 & 15 ● Less than 15

Bridge Number	Structure Name	County	Route	Rte_Co	Postmile	Over/Under	Vertical Clearance (ft)	Weight Permit Rating	Pedestrian Overcrossing	Bridge Work Directly Impacts Goods Movement	Bridge Work Status	2011 HDT	Number of Permit Loads > Bridge VC	Number of Weight Permit Loads	Immediate VC Detour Available	Bridge Vertical Clearance Priority Level	Bridge Permit Weight Priority Level	Distressed Bridge Priority Level
22 0179	SYCAMORE PARK CYCLIST OC	YOL	113	113-YOL	R001.75	U	16.93					939	0			No Deficiency	n/a-brdg over rte	No Deficiency
22 0120	WEST COVELL BLVD OC	YOL	113	113-YOL	R002.08	U	16.77	PPPPP				939	0			No Deficiency	n/a-brdg over rte	No Deficiency
22 0186	DRAINAGE DITCH	YOL	113	113-YOL	R002.33	O	n/a	PPPPP				939		499		n/a-brdg under rte	No Deficiency	No Deficiency
22 0121	COUNTY ROAD 29 OC	YOL	113	113-YOL	R004.10	U	16.67	PPPPP				939	0			No Deficiency	n/a-brdg over rte	No Deficiency
22 0006L	WILLOW SLOUGH	YOL	113	113-YOL	R004.95	O	n/a	PPPPP				939		499		n/a-brdg under rte	No Deficiency	No Deficiency
22 0006R	WILLOW SLOUGH	YOL	113	113-YOL	R004.95	O	n/a	PPPPP				939		499		n/a-brdg under rte	No Deficiency	No Deficiency
22 0122	COUNTY ROAD 27 OC	YOL	113	113-YOL	R006.11	U	16.77	PPPPP				939	0			No Deficiency	n/a-brdg over rte	No Deficiency
22 0062L	MULLEN OH	YOL	113	113-YOL	R006.81	O	26.67	PPPPP				939		499		n/a-brdg under rte	No Deficiency	No Deficiency
22 0062R	MULLEN OH	YOL	113	113-YOL	R006.81	O	28.84	PPPPP				939		499		n/a-brdg under rte	No Deficiency	No Deficiency
22 0127	COUNTY ROAD 25A OC	YOL	113	113-YOL	R007.66	U	16.67	PPPPP				939	0			No Deficiency	n/a-brdg over rte	No Deficiency
22 0128	EAST GIBSON ROAD OC	YOL	113	113-YOL	R009.22	U	16.90	PPPPP				939	0			No Deficiency	n/a-brdg over rte	No Deficiency
22 0192	EAST GUM AVENUE OC	YOL	113	113-YOL	R009.61	U	16.57	PPPPP				939	0			No Deficiency	n/a-brdg over rte	No Deficiency
22 0130L	EAST WOODLAND OH	YOL	113	113-YOL	R010.22	O	24.84	PPPPP				939		499		n/a-brdg under rte	No Deficiency	No Deficiency
22 0130R	EAST WOODLAND OH	YOL	113	113-YOL	R010.22	O	24.84	PPPPP				939		499		n/a-brdg under rte	No Deficiency	No Deficiency
22 0147R	ROUTE 113/5 SEPARATION	YOL	113	113-YOL	R010.67	O	16.41	PPPPP				939		499		n/a-brdg under rte	No Deficiency	No Deficiency
22 0035	SCHOOL DRAW	YOL	128	128-YOL	_006.53	O	n/a	PPPPP				38				n/a-brdg under rte	No Deficiency	No Deficiency
22 0195	APRICOT DRAW	YOL	128	128-YOL	_007.70	O	n/a	PPPPP				159				n/a-brdg under rte	No Deficiency	No Deficiency
22 0110	ROUTE 128/505 SEPARATION	YOL	128	128-YOL	_009.81	O	16.47	PPPPP				159				n/a-brdg under rte	No Deficiency	No Deficiency
12 0200	ROUTE 70 WB/149 SEPARATION	BUT	149	149-BUT	_000.00	U	17.75	PPPPP				-	0			No Deficiency	n/a-brdg over rte	No Deficiency
12 0199	S149-E70/ RTE 149 CONN. SEP	BUT	149	149-BUT	M000.00	O	20.08	PPPPP				-		129		n/a-brdg under rte	No Deficiency	No Deficiency
12 0199	S149-E70/ RTE 149 CONN. SEP	BUT	149	149-BUT	M000.15	U	20.08	PPPPP				-	0			No Deficiency	n/a-brdg over rte	No Deficiency
12 0201	WARREN BROWN OC	BUT	149	149-BUT	M001.05	U	19.69	PPPPP				-	0			No Deficiency	n/a-brdg over rte	No Deficiency
12 0191	GOLD RUN CREEK	BUT	149	149-BUT	M001.26	O	n/a	PPPPP				-		129		n/a-brdg under rte	No Deficiency	No Deficiency
12 0070L	DRY CREEK	BUT	149	149-BUT	M003.50	O	n/a	PPPPP				-		129		n/a-brdg under rte	No Deficiency	No Deficiency
12 0070R	DRY CREEK	BUT	149	149-BUT	M003.50	O	n/a	PPPPP				-		129		n/a-brdg under rte	No Deficiency	No Deficiency
12 0073L	CLEAR CREEK	BUT	149	149-BUT	M003.96	O	n/a	PPPPP				-		129		n/a-brdg under rte	No Deficiency	No Deficiency
12 0073R	CLEAR CREEK	BUT	149	149-BUT	M003.96	O	n/a	PPPPP				-		129		n/a-brdg under rte	No Deficiency	No Deficiency
12 0197G	NB 149 TO SB 99 CONNECTOR SEPARATION	BUT	149	149-BUT	M004.80	O	n/a	PPPPP				-		129		n/a-brdg under rte	No Deficiency	No Deficiency
12 0197G	NB 149 TO SB 99 CONNECTOR SEPARATION	BUT	149	149-BUT	M004.90	U	18.24	PPPPP				-	0			No Deficiency	n/a-brdg over rte	No Deficiency
12 0198	NORTH HWY 99/ HWY 149 SEPARATI	BUT	149	149-BUT	R004.62	U	19.75	PPPPP				-	0			No Deficiency	n/a-brdg over rte	No Deficiency
24 0051	SACRAMENTO RIVER (ISLETON)	SAC	160	160-SAC	_005.86	O	14.83	XXXXX				127		18		n/a-brdg under rte	High	No Deficiency
24 0052	STEAMBOAT SLOUGH	SAC	160	160-SAC	_019.76	O	14.83	OXXXX		Yes	Proposed	127		18		n/a-brdg under rte	Lower	High
24 0053	SACRAMENTO RIVER (PAINTERSVILLE)	SAC	160	160-SAC	_020.87	O	13.75	OXXXX				127		18		n/a-brdg under rte	Lower	No Deficiency
24 0112	CANTERBURY ROAD OC	SAC	160	160-SAC	_045.60	U	14.90	PPPPP				167		11		No Deficiency	n/a-brdg over rte	No Deficiency
24 0113	DEADMAN'S SLOUGH OC	SAC	160	160-SAC	_046.16	U	14.90	PPPPP				167		11		No Deficiency	n/a-brdg over rte	No Deficiency
24 0114	SWANSTON UP	SAC	160	160-SAC	_046.20	U	14.99					167		8		No Deficiency	n/a-brdg over rte	No Deficiency
24 0118	SWANSTON OC	SAC	160	160-SAC	_046.25	U	15.06	PPPPP				167		7		No Deficiency	n/a-brdg over rte	No Deficiency
24 0130L	ROUTE 51/160 SEPARATION	SAC	160	160-SAC	_046.58	U	16.47	PPPPP				167		5		No Deficiency	n/a-brdg over rte	No Deficiency
24 0130R	ROUTE 51/160 SEPARATION	SAC	160	160-SAC	_046.58	U	15.39	PPPPP				167		7		No Deficiency	n/a-brdg over rte	No Deficiency
24 0121	THREE MILE SLOUGH	SAC	160	160-SAC	L006.98	O	n/a	PPPGG		Yes	Proposed	922		18		n/a-brdg under rte	No Deficiency	High
24 0001R	AMERICAN RIVER 160 nb	SAC	160	160-SAC	R044.46	O	n/a	PPPPP				167		18		n/a-brdg under rte	No Deficiency	No Deficiency
24 0001L	AMERICAN RIVER 160 SB	SAC	160	160-SAC	R044.47	O	n/a	PPPPP				167		18		n/a-brdg under rte	No Deficiency	No Deficiency
24 0100L	NORTH SACRAMENTO VIADUCT	SAC	160	160-SAC	R044.65	O	27.99	PPPPP				167		18		n/a-brdg under rte	No Deficiency	No Deficiency
24 0100R	NORTH SACRAMENTO VIADUCT	SAC	160	160-SAC	R044.71	O	31.01	PPPPP				167		18		n/a-brdg under rte	No Deficiency	No Deficiency
24 0111L	NORTH SACRAMENTO UC	SAC	160	160-SAC	R045.02	O	14.90	PPPPP				167		18		n/a-brdg under rte	No Deficiency	No Deficiency
24 0111R	NORTH SACRAMENTO UC	SAC	160	160-SAC	R045.02	U	14.90	PPPPP				167		11		No Deficiency	n/a-brdg over rte	No Deficiency
12 0057	BIG BUTTE CREEK OVERFLOW	BUT	162	162-BUT	_000.22	O	n/a	PPPPP				137		0		n/a-brdg under rte	No Deficiency	No Deficiency
12 0056	BIG BUTTE CREEK OVERFLOW	BUT	162	162-BUT	_000.52	O	n/a	OXXXX				137		0		n/a-brdg under rte	Lower	No Deficiency
12 0055	DRY CREEK	BUT	162	162-BUT	_001.32	O	n/a	PPPPP				137		0		n/a-brdg under rte	No Deficiency	No Deficiency
12 0042	CHEROKEE CANAL	BUT	162	162-BUT	_006.67	O	n/a	PPPPP				137		0		n/a-brdg under rte	No Deficiency	No Deficiency
12 0041	RICE CANAL	BUT	162	162-BUT	_007.00	O	n/a	PPPPP				137		0		n/a-brdg under rte	No Deficiency	No Deficiency
12 0040	BIGGS EXTENSION CANAL	BUT	162	162-BUT	_008.11	O	n/a	PPPPP				137		0		n/a-brdg under rte	No Deficiency	No Deficiency
12 0193	FEATHER RIVER	BUT	162	162-BUT	_015.57	O	n/a	PPPPP				51		0		n/a-brdg under rte	No Deficiency	No Deficiency
12 0147	SOUTH OROVILLE SEPARATION, ROU	BUT	162	162-BUT	_015.83	U	14.99	PPPPP				512		0		No Deficiency	n/a-brdg over rte	No Deficiency
12 0185	SOUTH OROVILLE UP	BUT	162	162-BUT	_016.90	U	15.39					512		0		No Deficiency	n/a-brdg over rte	No Deficiency
12 0188	MIDDLE FORK FEATHER RIVER	BUT	162	162-BUT	_026.87	O	29.00	PPPOO				73		0		n/a-brdg under rte	No Deficiency	No Deficiency
12 0184	CANYON CREEK	BUT	162	162-BUT	_029.96	O	n/a	PGOOO				73		0		n/a-brdg under rte	No Deficiency	No Deficiency

Vertical Clearance (feet)

● Greater than 16.5 ● Between 16.5 & 16 ● Between 16 & 15 ● Less than 15

Bridge Number	Structure Name	County	Route	Rte_Co	Postmile	Over/Under	Vertical Clearance (ft)	Weight Permit Rating	Pedestrian Overcrossing	Bridge Work Directly Impacts Goods Movement	Bridge Work Status	2011 HDT	Number of Permit Loads > Bridge VC	Number of Weight Permit Loads	Immediate VC Detour Available	Bridge Vertical Clearance Priority Level	Bridge Permit Weight Priority Level	Distressed Bridge Priority Level
12 0031	THERMALITO AFTERBAY SR 162	BUT	162	162-BUT	R010.12	O	n/a	PPPPP				51		0		n/a-brdg under rte	No Deficiency	No Deficiency
11 0097	HUNTER CREEK	GLE	162	162-GLE	_038.94	O	n/a	OOOOO				10		0		n/a-brdg under rte	Lower	No Deficiency
11 0098	SALT CREEK	GLE	162	162-GLE	_043.54	O	n/a	OOOOO				10		0		n/a-brdg under rte	Lower	No Deficiency
11 0088	NYE CREEK	GLE	162	162-GLE	_051.69	O	n/a	PPPPP				10		0		n/a-brdg under rte	No Deficiency	No Deficiency
11 0096	TEHAMA-COLUSA CANAL	GLE	162	162-GLE	_060.76	O	n/a	PPPPP				10		0		n/a-brdg under rte	No Deficiency	No Deficiency
11 0090	SOUTH FORK WILLOW CREEK	GLE	162	162-GLE	_062.50	O	n/a	PPPPP				10		0		n/a-brdg under rte	No Deficiency	No Deficiency
11 0056	ROUTE 162/5 SEPARATION	GLE	162	162-GLE	_065.50	O	n/a	PPPPP				116		0		n/a-brdg under rte	No Deficiency	No Deficiency
11 0009	CENTRAL IRRIGATION CANAL	GLE	162	162-GLE	_067.21	O	n/a	PPPPP				91		0		n/a-brdg under rte	No Deficiency	No Deficiency
11 0010	WILLOW CREEK	GLE	162	162-GLE	_067.74	O	n/a	PPPPP				91		0		n/a-brdg under rte	No Deficiency	No Deficiency
11 0011	WALKER CREEK	GLE	162	162-GLE	_068.16	O	n/a	PPPPP				91		0		n/a-brdg under rte	No Deficiency	No Deficiency
11 0012	QUINT CANAL	GLE	162	162-GLE	_070.59	O	n/a	PPPPP				91		0		n/a-brdg under rte	No Deficiency	No Deficiency
11 0013	BRUSH CANAL	GLE	162	162-GLE	_073.55	O	n/a	PPPPP				91		0		n/a-brdg under rte	No Deficiency	No Deficiency
11 0059	COLUSA DRAIN	GLE	162	162-GLE	_074.56	O	n/a	PPPPP				91		0		n/a-brdg under rte	No Deficiency	No Deficiency
11 0014	SHEPARD'S SLOUGH	GLE	162	162-GLE	_075.64	O	n/a	PPPPP				91		0		n/a-brdg under rte	No Deficiency	No Deficiency
11 0035	PRINCETON-CODORA CANAL	GLE	162	162-GLE	_076.25	O	n/a	PPPPP				91		0		n/a-brdg under rte	No Deficiency	No Deficiency
11 0017	SACRAMENTO RIVER	GLE	162	162-GLE	_076.70	O	n/a	PPPPG				230		0		n/a-brdg under rte	No Deficiency	No Deficiency
11 0018	SACRAMENTO RIVER OVERFLOW	GLE	162	162-GLE	_079.07	O	n/a	PPPPP				230		0		n/a-brdg under rte	No Deficiency	No Deficiency
11 0019	SACRAMENTO RIVER OVERFLOW	GLE	162	162-GLE	_079.55	O	n/a	PPPPP				230		0		n/a-brdg under rte	No Deficiency	No Deficiency
11 0020	SACRAMENTO RIVER OVERFLOW	GLE	162	162-GLE	_079.96	O	n/a	PPPPP				230		0		n/a-brdg under rte	No Deficiency	No Deficiency
11 0021	SACRAMENTO RIVER OVERFLOW	GLE	162	162-GLE	_080.03	O	n/a	OOOOO				230		0		n/a-brdg under rte	Lower	No Deficiency
11 0022	ANGELS SLOUGH	GLE	162	162-GLE	_080.72	O	n/a	PPPPP				230		0		n/a-brdg under rte	No Deficiency	No Deficiency
11 0023	SACRAMENTO RIVER OVERFLOW	GLE	162	162-GLE	_081.63	O	n/a	PPPPP				230		0		n/a-brdg under rte	No Deficiency	No Deficiency
11 0031	SACRAMENTO RIVER OVERFLOW	GLE	162	162-GLE	_081.86	O	n/a	GGGGG				230		0		n/a-brdg under rte	Lower	No Deficiency
11 0024	CAMPBELL SLOUGH	GLE	162	162-GLE	_082.01	O	n/a	PPPPP				230		0		n/a-brdg under rte	No Deficiency	No Deficiency
11 0032	BIG BUTTE CREEK OVERFLOW	GLE	162	162-GLE	_083.67	O	n/a	GGGGG				230		0		n/a-brdg under rte	Lower	No Deficiency
11 0033	BIG BUTTE CREEK OVERFLOW	GLE	162	162-GLE	_083.81	O	n/a	GGGGG				230		0		n/a-brdg under rte	Lower	No Deficiency
11 0034	BIG BUTTE CREEK OVERFLOW	GLE	162	162-GLE	_083.89	O	n/a	GGGGG				230		0		n/a-brdg under rte	Lower	No Deficiency
11 0026	BIG BUTTE CREEK OVERFLOW	GLE	162	162-GLE	_084.11	O	n/a	PPPPP				230		0		n/a-brdg under rte	No Deficiency	No Deficiency
11 0027	BIG BUTTE CREEK	GLE	162	162-GLE	_084.58	O	n/a	PPPPP				230		0		n/a-brdg under rte	No Deficiency	No Deficiency
11 0087	STONY CREEK	GLE	162	162-GLE	R045.13	O	n/a	PPPPP				10		0		n/a-brdg under rte	No Deficiency	No Deficiency
17 0032	WOLF CREEK	NEV	174	174-NEV	_010.17	O	n/a	PPPPP				102		0		n/a-brdg under rte	No Deficiency	No Deficiency
17 0050	ROUTE 20/174 SEPARATION	NEV	174	174-NEV	_010.17	U	15.91	PPPPP				102	0			No Deficiency	n/a-brdg over rte	No Deficiency
19 0086	ROUTE 174/80 SEPARATION	PLA	174	174-PLA	_000.01	O	n/a	PPPPP				72		0		n/a-brdg under rte	No Deficiency	No Deficiency
19 0055	COLFAX OH	PLA	174	174-PLA	_000.62	O	29.99	GGGGG				72		0		n/a-brdg under rte	Lower	No Deficiency
19 0065	BEAR RIVER	PLA	174	174-PLA	_002.82	O	n/a	PPPPP				86		0		n/a-brdg under rte	No Deficiency	No Deficiency
12 0172	DRY CREEK	BUT	191	191-BUT	_001.68	O	n/a	PPPPP				109		19		n/a-brdg under rte	No Deficiency	No Deficiency
12 0194	FALLAGER CREEK	BUT	191	191-BUT	_002.61	O	n/a	PPPPP				109		19		n/a-brdg under rte	No Deficiency	No Deficiency
12 0195	CLEAR CREEK	BUT	191	191-BUT	_004.67	O	n/a	PPPPP				109		19		n/a-brdg under rte	No Deficiency	No Deficiency
25 0033	SOUTH FORK AMERICAN RIVER	ED	193	193-ED	R024.65	O	n/a	PPPPP				57		2		n/a-brdg under rte	No Deficiency	No Deficiency
19 0104	ROUTE 80/193 SEPARATION	PLA	193	193-PLA	_000.00	U	15.06	PPPPP				118	2			No Deficiency	n/a-brdg over rte	No Deficiency
24 0291L	ROUTE 51/244, 80 SEPARATION	SAC	244	244-SAC	_000.33	U	16.83	PPPPP			10-Year Plan	1,920	n/a		No	High	n/a-brdg over rte	Lower
24 0293R	ROUTE 51/244 CONNECTOR	SAC	244	244-SAC	_000.42	U	17.39	PPPPP				1,920	0			No Deficiency	n/a-brdg over rte	No Deficiency
24 0292L	ROUTE 80/244 SEPARATION	SAC	244	244-SAC	_000.46	U	17.49	PPPPP				1,920	0			No Deficiency	n/a-brdg over rte	No Deficiency
24 0292R	80, 51/244 SEPARATION	SAC	244	244-SAC	_000.46	U	20.01	PPPPP				1,920	0			No Deficiency	n/a-brdg over rte	No Deficiency
17 0099L	ROUTE WB I 80 / 267-89 SEPARAT	NEV	267	267-NEV	M000.00	U	19.69	PPPPP				-	0			No Deficiency	n/a-brdg over rte	No Deficiency
17 0099R	ROUTE EB I 80 / 267-89 SEPARAT	NEV	267	267-NEV	M000.00	U	22.57	PPPPP				-	0			No Deficiency	n/a-brdg over rte	No Deficiency
17 0098	TRUCKEE RIVER BRIDGE & OH	NEV	267	267-NEV	M000.39	O	45.15	PPPPP				-				n/a-brdg under rte	No Deficiency	No Deficiency
19 0133	MARTIS CREEK	PLA	267	267-PLA	_002.04	O	n/a	PPPPP				76				n/a-brdg under rte	No Deficiency	No Deficiency
22 0021	SACRAMENTO RIVER (TOWER)	YOL	275	275-YOL	_013.07	O	n/a	PPPPP		Yes	Proposed	-				n/a-brdg under rte	No Deficiency	High
13 0018R	LONG VALLEY UC	SIE	395	395-SIE	R002.19	O	n/a	PPPPP				281		131		n/a-brdg under rte	No Deficiency	No Deficiency
13 0018L	LONG VALLEY UC	SIE	395	395-SIE	R002.23	O	n/a	PPPPP				281		131		n/a-brdg under rte	No Deficiency	No Deficiency
22 0072L	PUTAH CREEK	YOL	505	505-YOL	_000.01	O	14.83	PPPPP				1,666		302		n/a-brdg under rte	No Deficiency	No Deficiency
22 0072R	PUTAH CREEK	YOL	505	505-YOL	_000.01	O	14.76	PPPPP				1,666		302		n/a-brdg under rte	No Deficiency	No Deficiency
22 0110	ROUTE 128/505 SEPARATION	YOL	505	505-YOL	_000.40	U	16.47	PPPPP				1,666	0			No Deficiency	n/a-brdg over rte	No Deficiency
22 0119	DRY SLOUGH	YOL	505	505-YOL	_001.18	O	n/a	PPPPP				1,666		302		n/a-brdg under rte	No Deficiency	No Deficiency
22 0160	COUNTY ROAD 31 OC	YOL	505	505-YOL	_002.50	U	16.31	PPPPP				1,666	0			No Deficiency	n/a-brdg over rte	No Deficiency
22 0113L	CHICKAHMNY SLOUGH	YOL	505	505-YOL	_003.37	O	n/a	PPPPP				1,666		302		n/a-brdg under rte	No Deficiency	No Deficiency

Vertical Clearance (feet)

● Greater than 16.5 ● Between 16.5 & 16 ● Between 16 & 15 ● Less than 15

Bridge Number	Structure Name	County	Route	Rte_Co	Postmile	Over/Under	Vertical Clearance (ft)	Weight Permit Rating	Pedestrian Overcrossing	Bridge Work Directly Impacts Goods Movement	Bridge Work Status	2011 HDT	Number of Permit Loads > Bridge VC	Number of Weight Permit Loads	Immediate VC Detour Available	Bridge Vertical Clearance Priority Level	Bridge Permit Weight Priority Level	Distressed Bridge Priority Level
22 0113R	CHICKAHMNY SLOUGH	YOL	505	505-YOL	_003.37	O	n/a	PPPPP				1,666		302		n/a-brdg under rte	No Deficiency	No Deficiency
22 0161	COUNTY ROAD 29A OC	YOL	505	505-YOL	_004.03	U	● 16.57	PPPPP				1,666	0			No Deficiency	n/a-brdg over rte	No Deficiency
22 0114L	UNION SCHOOL SLOUGH	YOL	505	505-YOL	_005.71	O	n/a	PPPPP				1,666		302		n/a-brdg under rte	No Deficiency	No Deficiency
22 0114R	UNION SCHOOL SLOUGH	YOL	505	505-YOL	_005.71	O	n/a	PPPPP				1,666		302		n/a-brdg under rte	No Deficiency	No Deficiency
22 0162	COUNTY ROAD 27 OC	YOL	505	505-YOL	_006.53	U	● 16.41	PPPPP				1,666	0			No Deficiency	n/a-brdg over rte	No Deficiency
22 0163	COUNTY ROAD 26 OC	YOL	505	505-YOL	_007.54	U	● 16.57	PPPPP				1,666	0			No Deficiency	n/a-brdg over rte	No Deficiency
22 0164	COUNTY ROAD 24 OC	YOL	505	505-YOL	_009.52	U	● 16.67	PPPPP				1,666	0			No Deficiency	n/a-brdg over rte	No Deficiency
22 0115L	COTTONWOOD SLOUGH	YOL	505	505-YOL	_009.66	O	n/a	PPPPP				1,666		302		n/a-brdg under rte	No Deficiency	No Deficiency
22 0115R	COTTONWOOD SLOUGH	YOL	505	505-YOL	_009.66	O	n/a	PPPPP				1,666		302		n/a-brdg under rte	No Deficiency	No Deficiency
22 0116L	SOUTH FORK WILLOW SLOUGH	YOL	505	505-YOL	_010.33	O	n/a	PPPPP				1,666		302		n/a-brdg under rte	No Deficiency	No Deficiency
22 0116R	SOUTH FORK WILLOW SLOUGH	YOL	505	505-YOL	_010.33	O	n/a	PPPPP				1,666		302		n/a-brdg under rte	No Deficiency	No Deficiency
22 0111	ROUTE 16/505 SEPARATION	YOL	505	505-YOL	_010.62	U	● 16.67	PPPPP				861	0			No Deficiency	n/a-brdg over rte	No Deficiency
22 0101R	CACHE CREEK	YOL	505	505-YOL	_011.67	O	n/a	PPPPP				861		302		n/a-brdg under rte	No Deficiency	No Deficiency
22 0101L	CACHE CREEK	YOL	505	505-YOL	_011.68	O	n/a	PPPPP				861		302		n/a-brdg under rte	No Deficiency	No Deficiency
22 0187S	HUNGRY HOLLOW CH	YOL	505	505-YOL	_013.34	O	n/a	PPPPP				861		302		n/a-brdg under rte	No Deficiency	No Deficiency
22 0118	HUNGRY HOLLOW	YOL	505	505-YOL	_013.40	O	n/a	PPPPP				861		302		n/a-brdg under rte	No Deficiency	No Deficiency
22 0165	COUNTY ROAD 19 OC	YOL	505	505-YOL	_013.43	U	● 17.06	PPPPP				861	0			No Deficiency	n/a-brdg over rte	No Deficiency
22 0188K	HUNGRY HOLLOW CHANNEL	YOL	505	505-YOL	_013.44	O	n/a	PPPPP				861		302		n/a-brdg under rte	No Deficiency	No Deficiency
22 0189Y	HUNGRY HOLLOW CHANNEL	YOL	505	505-YOL	_013.46	O	n/a	PPPPP				861		302		n/a-brdg under rte	No Deficiency	No Deficiency
22 0057S	LONG CREEK	YOL	505	505-YOL	_013.65	O	n/a	PPPPP				861		302		n/a-brdg under rte	No Deficiency	No Deficiency
22 0057R	LONG CREEK	YOL	505	505-YOL	_013.66	O	n/a	PPPPP				861		302		n/a-brdg under rte	No Deficiency	No Deficiency
22 0057L	LONG CREEK	YOL	505	505-YOL	_013.67	O	n/a	PPPPP				861		302		n/a-brdg under rte	No Deficiency	No Deficiency
22 0168	COUNTY ROAD 16 OC	YOL	505	505-YOL	_015.62	U	● 16.73	PPPPP				861	0			No Deficiency	n/a-brdg over rte	No Deficiency
22 0167	COUNTY ROAD 14 OC	YOL	505	505-YOL	_017.45	U	● 16.47	PPPPP				861	0			No Deficiency	n/a-brdg over rte	No Deficiency
22 0166L	COUNTY ROAD 12 UC	YOL	505	505-YOL	_020.11	O	● 15.58	PPPPP				861		302		n/a-brdg under rte	No Deficiency	No Deficiency
22 0166R	COUNTY ROAD 12 UC	YOL	505	505-YOL	_020.11	O	● 16.34	PPPPP				861		302		n/a-brdg under rte	No Deficiency	No Deficiency
22 0053	OAT CREEK	YOL	505	505-YOL	_020.79	O	n/a	PPPPP				861		302		n/a-brdg under rte	No Deficiency	No Deficiency
22 0143R	ROUTE 505/S SEPARATION	YOL	505	505-YOL	R022.33	O	● 16.41	PPPPP				861		302		n/a-brdg under rte	No Deficiency	No Deficiency

Vertical Clearance (feet)

● Greater than 16.5 ● Between 16.5 & 16 ● Between 16 & 15 ● Less than 15

APPENDIX C: GOODS MOVEMENT PROJECT LIST

Projects that Support Goods Movement

County	State Route	Postmile	ID/EA Number	Project Type	Project Description	Status	SHOPP Eligible Project	Sponsoring Agency	Proposed Completion Year	Total Project Cost (year based on Source Document)	Document	Evaluation Summary	CFMP Project List
Butte	70	8.800/11.800	0312000155 03-3F280	Widening	Phase 2: Widen SR 70 to 4 lanes with continuous two-way left turn lane	Programmed		BCAG	2022-2025	\$ 28,425,000	BCAG MTP	Widening to 4 lanes. Serves goods movement and intercity transit corridor. Provides operational and safety improvements. Programmed through ROW.	Yes
Butte	70	0.0/ 3.690		Passing lane	SR 70 Passing Lane - Segment 3. New Project. Terminus at SR 70 Passing Lane Project to Yuba County line. Includes 2 of the 3 bridges, 3rd bridge is located in Yuba County (3.37 miles). Total estimate for year 2030 is \$116m to be jointly funded with Caltrans; (BegPM=000.000; EndPM=003.690)	Programmed		BCAG	2030	\$ 50,000,000	BCAG MTP	Widening to 4 lanes. Serves goods movement and intercity transit corridor. Provides operational and safety improvements.	Yes
Butte	70	8.986/11.550		Passing lane	Phase 1: SR 70 Passing Lane. Terminus at Ophir Rd Project to .1 miles south of Palermo Rd. (2.7 miles) Total estimate for year 2018	Programmed		BCAG	2018	\$ 27,700,000	BCAG MTP	Widening to 4 lanes. Serves goods movement and intercity transit corridor. Provides operational and	Yes
Butte	70	12.500		Interchange - New	Georgia Pacific Interchange - The scope of this project is to provide for a new interchange.	Planned		BCAG		\$ 30,000,000	BCAG MTP	Would mitigate existing intersection at SR-70, which would improve mobility.	Yes
Butte	162	12.801/18.457		Widening	Widen SR 162 to 4 lanes from Oro-Dam Blvd W to Foothill Blvd	Planned		BCAG		Not Applicable (Long Term Future)	BCAG MTP	Widening will primarily enhance capacity and improve general operations, including	
Butte	99	29.367		Interchange - New	New Interchange: Southgate Ave interchange; extend Otterson Drive, Entler Drive, Hegan Road and Speedway	Programmed		Butte/City of Chico		\$ 29,000,000	BCAG MTP	Provides access to local manufacturing and processes in the area.	Yes
Butte	99	0.0/21.810		Passing lane	Safety and Ops Improvement: construct passing lanes; (BegPM=000.000; EndPM=021.810)	Planned		BCAG		\$ 8,000,000	BCAG MTP	Concept may provide passing lanes and widen shoulders, with ultimate buildout to include 4 lanes total. LOS is currently at E; funding and physical limitations to the right-of-way currently prevents buildout to 4 lanes to improve operations to LOS D. Passing lanes and shoulder widenings may provide operational and safety improvements, providing more passing opportunities than currently.	
Butte	99	4.121/21.810		Passing lane	Passing Lane Projects - The scope of these projects is to provide for passing lanes between Gridley and the junction at SR 149.	Planned		BCAG		\$ 80,000,000	BCAG MTP	Widening to 4 lanes (Passing Lanes). Serves goods movement and intercity transit corridor. Provides operational and safety improvements.	Yes
Butte	99	R36.305		Interchange modification	Widen Eaton Rd Interchange at SR 99 from 2 to 4 lanes	Planned		BCAG		\$ 16,000,000	BCAG MTP	Provides access to local manufacturing and processes in the area.	Yes
Colusa	5	R3.150	EA OF370	Bridge Replacement	Vertical clearance for permit vehicles. Bridge #15 0060-Greenbay Road OC	SHOPP Ten Year Plan	Yes	Caltrans	2016	\$ 500,000	SHOPP Ten Year Plan	Moderate number of vertical clearance permit loads that are greater than height are estimated for this location.	
Colusa	20	13.50/15.50		Passing lane	Install passing lanes west of Williams	Planned	Yes	Caltrans		\$ 3,000,000	SHOPP Ten Year Plan	Passing lanes and shoulder widenings may provide some operational and safety improvements for vehicular traffic due to a lack of passing opportunities and narrow shoulders.	Yes
Colusa	20	T23.317/30.400		Passing lane	Install passing lanes west of Colusa	Planned	Yes	Caltrans		\$ 3,000,000	SHOPP Ten Year Plan	Passing lanes and shoulder widenings may provide some operational and safety improvements for vehicular traffic passing freight vehicles due to the existing lack of passing opportunities and narrow shoulders.	Yes
Colusa	5	R10.310	EA OF370	Bridge Replacement	Vertical clearance for permit vehicles. Bridge #15 0061-Hahn Road OC	SHOPP Ten Year Plan	Yes	Caltrans	2016	\$ 500,000	SHOPP Ten Year Plan	Relatively low number of vertical clearance permit loads that are greater than height are estimated for this location.	

Projects that Support Goods Movement

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Colusa	5	R13.750	EA 0F370	Bridge Replacement	Vertical clearance for permit vehicles. Bridge #15 0063-Meyers Road OC	SHOPP Ten Year Plan	Yes	Caltrans	2016	\$ 500,000	SHOPP Ten Year Plan	Relatively low number of vertical clearance permit loads that are greater than height are estimated for this location.	
Colusa	5	R2.300	EA 0F370	Bridge Replacement	Vertical clearance for permit vehicles. Bridge #15 0059-Harrington Road OC	SHOPP Ten Year Plan	Yes	Caltrans	2016	\$ 500,000	SHOPP Ten Year Plan	Moderate number of vertical clearance permit loads that are greater than height are estimated for this location.	
Colusa	5		03-0F380	Interchange modification	Improve Vertical Clearance	SHOPP Ten Year Plan	Yes	Caltrans		\$ 7,658,000	SHOPP Ten Year Plan	Improves vertical clearance for height permit loads	Yes
Colusa	20	30.643/31.091		Intersection modification	Install two-way left-turn channel Fremont Street to North Market Street (\$2.0M; 2015) Colusa County RTP	Conceptual		CCTC			2013 TCR Update	May mitigate current and future mobility deficiency	
Colusa	20			Operational Improvements	Operational/Capacity improvements to Sutter County Line (\$6.0M) Colusa County RTP	Conceptual		CCTC			2013 TCR Update	May mitigate future mobility deficiency	
El Dorado	50	VAR/	3F070	System Preservation	Deck Place Overlay	SHOPP Ten Year Plan	Yes	Caltrans		\$ 23,500,000	SHOPP Ten Year Plan	May mitigate high pavement deficiency segment	
El Dorado	50	0.00/ 0.86		Accel/Aux/Decel/ Transition Lanes	Construct Auxiliary Lanes-WB WB, El Dorado Hills Blvd./Latrobe Rd.to future Empire Ranch Rd. IC. ELD PM 0.00-0.86	Conceptual	Yes	SACOG			2014 TCR Update	Listed as planned in 2014 CSMP/TCR, but not in project list	
El Dorado	50	4.962/ R8.564		Accel/Aux/Decel/ Transition Lanes	Construct Aux. Lanes-EB Cambridge Rd. to Ponderosa Rd. ELD PM 4.962-R8.564	Conceptual	Yes	SACOG			2014 TCR Update	Listed as planned in 2014 CSMP/TCR, but not in project list	
El Dorado	50	R3.23/ 4.962		Accel/Aux/Decel/ Transition Lanes	Construct Aux. Lanes-WB Bass Lake Rd. to Cambridge Rd. ELD PM R3.23-4.962	Conceptual	Yes	SACOG			2014 TCR Update	Listed as planned in 2014 CSMP/TCR, but not in project list	
El Dorado	50	R3.23/ 6.57		Accel/Aux/Decel/ Transition Lanes	Construct Auxiliary Lanes-EB Cambridge Rd. to Cameron Park ICs, WB Cameron Park to Bass Lake Rd. Ics. ELD PM R3.23-6.57	Conceptual	Yes	SACOG			2014 TCR Update	Listed as planned in 2014 CSMP/TCR, but not in project list	
El Dorado	50			ITS	Upgrade RWIS systems 18 locations in rural areas. Various and counties.	Conceptual		SACOG			2014 TCR Update	Regionally significant goods movement enabling project. (Listed as planned in 2014 CSMP/TCR, but not in project list)	
Glenn	5	R24.820	EA 0F370	Bridge Replacement	Vertical clearance for permit vehicles. Bridge #11 0074-County Road 16 OC	Programmed	Yes	Caltrans	2015	\$ 500,000	SHOPP Ten Year Plan	Moderate number of vertical clearance permit loads that are greater than height are estimated for this location.	
Glenn	5	R27.810	EA 0F370	Bridge Replacement	Vertical clearance for permit vehicles. Bridge #11 0075-County Road 7 OC	Programmed	Yes	Caltrans	2015	\$ 500,000	SHOPP Ten Year Plan	Moderate number of vertical clearance permit loads that are greater than height are estimated for this location.	
Glenn	5	R28.560	EA 0F370	Bridge Replacement	Vertical clearance for permit vehicles. Bridge #11 0073-County Road 3 OC	Programmed	Yes	Caltrans	2015	\$ 500,000	SHOPP Ten Year Plan	Moderate number of vertical clearance permit loads that are greater than height are estimated for this location.	
Nevada	20			Widening	Improve to 4 lanes, Pleasant Valley Road to SR 49(\$11.4M; 2020) ITSP & Nevada County RTP	Conceptual		NCTC			2013 TCR Update	May mitigate future mobility deficiency	
Nevada	20			Passing lane	Add passing lanes between Nevada City and SR 20/I 80 junction (\$1.5M; 2020)	Conceptual		NCTC			2013 TCR Update	May mitigate a moderate mobility deficiency	
Nevada	20			Truck climbing lane	Construct passing and truck climbing lanes, near Washington Ridge Road (\$1.5M) ITSP	Conceptual		NCTC			2013 TCR Update	May mitigate a moderate mobility deficiency	Yes
Placer	80	0.27/ 63.52	2F570	System Preservation	Rehab and Replace Deck, substructure and bearings. Upgrade railing, seismic retrofit	SHOPP Ten Year Plan	Yes	Caltrans		\$ 20,000,000	SHOPP Ten Year Plan	May mitigate high pavement deficiency segment	
Placer	65	R11.9/ R12.8		Accel/Aux/Decel/ Transition Lanes	Add an aux lane to reduce merging conflicts	SHOPP Ten Year Plan	Yes	Caltrans		\$ 1,792,000	SHOPP Ten Year Plan	May mitigate future mobility deficiency	

Projects that Support Goods Movement

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Placer	65	R4.863/ R7.082	PLA25440	Interchange modification	In Placer County: Between I-80 and Pleasant Grove Blvd northbound off-ramp auxiliary lane; Rebuild I-80/SR 65 interchange to widen northbound SR 65 from 2 to 3 lanes.	Programmed		SACOG	2022	\$ 35,790,000	SACOG MTP	Both I-80 and SR-65 meet the study HDT threshold at this location and the interchange has identified bottlenecks on both routes. I-80 is a major east-west freight corridor.	
Placer	80	29.32	SACOG CAL18828/EA3E100	Bridge Replacement	I-80/In and near Loomis at various locations from Brace Road to Magra Road (BegPM=8.1; EndPM=37.8). Vertical clearance for permit vehicles. Bridge #19 0083-Weimar Cross Road OC	Programmed	Yes	Caltrans	2015	\$ 36,045,000	SACOG MTP	Vertical Clearance projects improve accessibility for height permit loads	
Placer	80	35.1/ 38.0	SACOG ID: CAL20424	Truck climbing lane	Near Colfax on Route 80, from the Long Ravine UP to east of Magra Road OC - Construct eastbound truck climbing lane and related improvements (PM 35.1/38.0)	Programmed		Caltrans District 3	2020	\$ 49,050,000	SACOG MTIP	The truck climbing lane is at a location with a high mobility deficiency as defined for this study.	Yes
Placer	80		PLA25440	Interchange modification	I-80/SR 65 Interchange Improvements. In Placer County: Increase interchange capacity by adding one lane to each of the existing four freeway-to-freeway connectors and construct new carpool lane direct connectors between I-80 and SR 65.	Planned		PCTPA		\$ 535,000,000	D3_CFMP Project List_Rev120114_final.xlsx	Both I-80 and SR-65 meet the study HDT threshold at this location and the interchange has identified bottlenecks on both routes. I-80 is a major east-west freight corridor.	Yes
Placer			SACOG CAL18798	Railroad Improvement	Auburn to Donner Summit Track Improvements Phases 1 & 2 Upgrade Donner Pass Summit (UP Line) double track: including addition of crossovers, notching of tunnels, reactivation & replacement of second mainline track between Auburn & Reno, Nevada	Planned		Caltrans	2035	\$ 104,632,150	PCTPA Regional Transportation Plan 2010-2035; Not found in D3 project list	Not on SHS, but regionally important freight project	
Placer			SACOG CAL18799	Grade Separation	Construct 4 lane overcrossing/undercrossing at UPRR Tracks.	Planned		Caltrans	2020	\$ 4,111,787	SACOG MTP	Not on SHS, but locally identified freight project	Yes
Sacramento	51	1.444/ 2.611	CAL20501	Accel/Aux/Decel/ Transition Lanes	On SR 51 (Capital City Freeway), close E Street northbound onramp and extend the northbound transition lane from near E Street on-ramp to just south of Elvas Underpass near the American River. Modify intersection at E Street and 30th Street. Also build local roadway improvements on 30th St.	Programmed	Yes	Caltrans District 3	2022	\$ 8,300,000	SACOG MTP	Transition lane may provide some operational and safety improvements, reducing merging delays. E St Bottleneck may be mitigated by project, reducing delays for all travelers. Bridge widening may provide safety and congestion relief.	Yes
Sacramento	5	16.1/ 17.2	EFIS ID 0300001102	Accel/Aux/Decel/ Transition Lanes	Auxiliary lane on I-5, in the City and County of Sacramento, from Florin Road to Pocket Road Southbound - Operational improvements, lane extension	Planned	Yes	SACOG		\$ 8,576,074	SACOG MTP	Auxiliary lane may help mitigate a minor bottleneck at SB Florin Road	Yes
Sacramento	5	17.2/ 23.5		System Preservation	Roadway Rehab. In Sacramento from 0.1 mile north of Florin Rd OC (Br#24-264) to 0.1 mile south of Jct St 275	SHOPP Ten Year Plan	Yes	Caltrans		\$ 45,282,000	SHOPP Ten Year Plan	May mitigate pavement deficiency	
Sacramento	50	12.496	NeedID-81	Accel/Aux/Decel/ Transition Lanes	US 50 Westbound Transition Lane: from Sunrise Blvd. slip off-ramp to Sunrise Blvd. slip on-ramp.	Planned	Yes	Caltrans	2036	\$ 4,106,660	SACOG MTP	Transition lane is part of ultimate buildout and concept. It may provide general operational improvements for about a short distance between on-ramps. LOS is currently at F.	Yes
Sacramento	50	L2.2/ R5.3		System Preservation	Roadway Rehab. In Sacramento from 26th Street UC (Br#24-0223) to Watt Ave	SHOPP Ten Year Plan	Yes	Caltrans		\$ 47,363,000	SHOPP Ten Year Plan	May mitigate pavement deficiency	
Sacramento	50	R10.919/ 12.594	NeedID-80	Accel/Aux/Decel/ Transition Lanes	Auxiliary Lane: EB and WB, from Sunrise Blvd. to Zinfandel Dr.	Planned	Yes	Caltrans District 3	2025	\$ 6,844,433	SACOG MTP	1 mile auxiliary lane may mitigate the Sunrise Blvd bottleneck. Sunrise Blvd is the access route to Mather Field and it's close proximity to roadways connecting to downtown. This project is located in the CSMP released in June 2014. Segment #5. Mile marker R10-92-12.5.	Yes
Sacramento	50	R3.880/ R3.629		Accel/Aux/Decel/ Transition Lanes	Westbound US 50 Transition Lane: NB, Howe Ave. on-ramp to SB Howe Ave. on-ramp.	Planned	Yes	Caltrans District 3	2022	\$ 3,745,745	SACOG MTP	Transition lane may provide general operational improvements for a short distance between on-ramps. Howe Ave bottleneck may be relieved and improve merging, but it is a short distance. LOS is currently at F.	
Sacramento	51	1.44/ 2.6		Operational Improvements	E St to American River Bridge - Operational Improvements	SHOPP Ten Year Plan	Yes	Caltrans		\$ 3,960,000	SHOPP Ten Year Plan	May mitigate mobility deficiency	

Projects that Support Goods Movement

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Sacramento	51	2.429/ 3.357		Accel/Aux/Decel/ Transition Lanes	SR 51 Transition Lane: NB, from the Elvas Underpass to Exposition Blvd;	Planned	Yes	Caltrans District 3	2025	\$ 7,500,000	SACOG MTP	Transition lane may provide some operational and safety improvements, as current lane configuration is 2 lanes NB. The Exposition Blvd Bottleneck may be improved by project, reducing delays to general travel, including goods movement.	Yes
Sacramento	51	3.16/ 1.44		Accel/Aux/Decel/ Transition Lanes	SR 51 Auxiliary Lane: SB, from Exposition Blvd. to E St.	Planned	Yes	Caltrans District 3	2025	\$ 84,200,000	SACOG MTP	1.8 mile auxiliary lane from Exposition to E St can potentially provide congestion relief and improve merging. Addition would also consist of widening of existing American River bridge.	Yes
Sacramento	5	20.726/ 21.55		Accel/Aux/Decel/ Transition Lanes	Extend Southbound connector ramp from U.S. 50 connector-ramp to the Sutterville Rd. off-ramp	Conceptual	Yes	SACOG		\$ 3,745,745	SACOG MTP	.8 mile connector ramp extension may mitigate minor bottleneck on segment. Improvements would require right of way and engineering.	Yes
Sacramento	99	20.859		Accel/Aux/Decel/ Transition Lanes	SR 99 Transition Lane: NB, from WB 47th Ave. slip on ramp to EB Fruitridge Rd. slip on ramp, and from WB Fruitridge Rd. loop off ramp to WB Fruitridge Rd. slip on ramp. Right-of-way acquisition required. Soundwall relocation required.	Conceptual	Yes	SACOG		\$ 4,106,660	SACOG MTP	TCR report shows concept and ultimate capacity improvements to require significant right-of-way acquisition and modifications to the area. Transition lane may provide modest operational and safety improvements for all users, reducing bottleneck and merge/diverge issues.	Yes
Sacramento	99	19.612/ 20.859		Accel/Aux/Decel/ Transition Lanes	SR 99 auxiliary lane: NB from WB Florin Rd. slip on ramp to EB 47th Ave. slip off ramp. Right-of-way acquisition required. Soundwall relocation required.	Conceptual	Yes	SACOG		\$ 4,106,660	SACOG MTP	TCR report shows concept and ultimate capacity improvements to require significant right-of-way acquisition and modifications to the area. Auxiliary lane may provide modest operational and safety improvements for all users, reducing bottleneck and merge/diverge issues.	Yes
Sacramento	99	21.573/ 20.859		Accel/Aux/Decel/ Transition Lanes	SR 99 Auxiliary Lane extension: SB, from Martin Luther King Blvd on ramp. to WB 47th Ave. slip off ramp. Right-of-way acquisition required. Soundwall relocation required.	Conceptual	Yes	SACOG		\$ 4,106,660	SACOG MTP	TCR report shows concept and ultimate capacity improvements to require significant right-of-way acquisition and modifications to the area. Auxiliary lane may provide modest operational and safety improvements for all users.	Yes
Sacramento	5	8.49	SAC24094	Interchange modification	Construct new 4 lane Kammerer Rd extension from Bruceville Rd to I-5 (at Hood Franklin Rd), modifying the I-5/Hood Franklin interchange, and construction of a railroad grade separation at UP railroad tracks.	Planned		SACOG	2018	\$ 37,581,000	SACOG MTP	Does not provide connectivity to a major intermodal facility. This project is part of the Silva Valley Parkway/Grant Line Connector project. The Capital SouthEast Connector is an approximately 35 mile long roadway that would link communities in Sacramento and El Dorado Counties, including Elk Grove, Rancho Cordova, Folsom, and El Dorado Hills. The project liits extend from the I-5 / Hood Franklin Road interchange in Southwest Sacramento County to US 50 in the vicinity of Silva Valley Parkway, approximately 3 miles east of the Sacramento County/El Dorado County line. It is located in the MTP 2035	Yes
Sacramento	5	33.1/ 33.1	4F400	ITS	Weigh-in motion repairs and concrete pavement replacement	SHOPP Ten Year Plan	Yes	Caltrans		\$ 1,500,000	SHOPP Ten Year Plan	Regionally significant goods movement enabling project.	Yes
Sacramento	80	15/ 17.2		ITS	Repair WIM sensors and equipment and replace approach slabs	SHOPP Ten Year Plan	Yes	Caltrans		\$ 2,112,000	SHOPP Ten Year Plan	Regionally significant project that will enhance goods movement.	
Sacramento	99	6.84/ 6.88	3F640	ITS	SR 99 NO Dillard Rd. WIM	SHOPP Ten Year Plan	Yes	Caltrans		\$ 1,250,000	SHOPP Ten Year Plan	Regionally significant goods movement enabling project.	Yes
Sacramento	50	20.3		Interchange - New	Construct new 4 lane IC Oak Ave Pkwy. SAC PM 20.3	Conceptual		SACOG			2014 TCR Update	Listed as planned in 2014 CSMP/TCR, but not in project list	
Sacramento	50	12.5/ 21.5		Accel/Aux/Decel/ Transition Lanes	Add aux lanes EB Sunrise Blvd. to Scott Rd. SAC PM12.5-21.5	Conceptual	Yes	SACOG			2014 TCR Update	Listed as planned in 2014 CSMP/TCR, but not in project list	

Projects that Support Goods Movement

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Sacramento	50	R9.505		Interchange modification	IC modification Mather Field Rd. SAC PM R9.505	Conceptual		SACOG			2014 TCR Update	Listed as planned in 2014 CSMP/TCR, but not in project list	
Sacramento	160	L0.0/ 10.8		Widening	Widen SR160 to 4 lanes Antioch Bridge/Contra Costa County Line to SR 12,SAC, L0.0-L10.8/R0.0	Conceptual		SACOG			2014 TCR Update	May mitigate current and future mobility deficiency	
Sacramento/ Placer			SACOG CAL18320	Railroad Improvement	On the UP mainline, from Elvas Tower in Sacramento County to Roseville Station in Placer County: Construct third track. Project involves: extension of freight lead track; construction of track and signal improvements; construction of satellite maintenance facility and other associated improvements; and possible relocation of the Roseville rail station to address conflicting train movements that affect capacity. Project improvements will permit service capacity increases for Capitol Corridor in Placer County, with up to ten round trips to Roseville.	Programmed		Capital Corridor JPA	2021	\$ 250,800,000	SACOG MTP	Not on SHS, but regionally important freight project	Yes
Sierra	395		Not Available	Widening	Expand to 4 lane expressway - Nevada State Line to Lassen County Line	Programmed		SCTC		\$ -	D3_CFMP Project List_Rev120114_final.xlsx	Widening may provide capacity and provide operational and safety improvements at this location.	Yes
Sierra	089/049	15.055		Turnouts	Construct truck turnouts south of Sierraville	Programmed		SCTC		\$ 1,000,000	SCTC RTP	Turnouts would have safety effect as well as provide passing opportunities to general traffic. Turnouts would provide brake relief for trucks and allow goods movement to proceed more safely.	Yes
Sutter	20	R15.094/ 15.573	SUT16960	Widening	Widen State Route 20 from 4 to 6 lanes from Stabler Lane to State Route 99.	Planned		City of Yuba City Dept of Public Works		\$ 1,198,641	SACOG MTP	Widening of SR 20 for a short distance from Stabler Ln to SR 99 may provide moderate operational and safety improvements for all users.	Yes
Sutter	99	27.650/ R32.639		Operational Improvements	Install signal and add and upgrade (Traffic Operations System) TOS elements.	Programmed		SACOG		\$ 3,528,769	SACOG MTP	Improved signal synchronization and specifically allows trucks to better navigate this stretch of SR 99 where slower truck speeds makes it difficult for them to traverse section. There is a completed PSR.	
Sutter	20			Overcrossing Modification	Feather River crossing project to reconstruct/modify the existing 5th Street Bridge and railroad trestle to provide a four lane crossing of the Feather River between Yuba City and Marysville(50.5M; 2014) SACOG MTP 2035	Planned		SACOG	2020	\$ 76,931,962	SACOG MTP	May mitigate a moderate mobility deficiency	
Sutter	020/099		CAL20429	Grade Separation	ROW Acquisition and Construction: Railroad Crossing. North of SR 99 Intersection	Planned		SACOG		\$ 10,000,000	SACOG MTP	Rail grade separation project	Yes
Sutter	20			Intersection modification	Install left turn lane at King Rd intersection	Conceptual		SACOG			2013 TCR Update	May mitigate future mobility deficiency	
Sutter	20			Intersection modification	Install left turn lanes at Fremont St intersection	Conceptual		SACOG			2013 TCR Update	May mitigate future mobility deficiency	
Sutter	20			Passing lane	Install passing lanes west of Colusa to Williams (\$3.0M) ITSP & Colusa County RTP	Conceptual		SACOG			2013 TCR Update	May mitigate future mobility deficiency	
Sutter	20			Passing lane	Install passing lanes west of Williams (\$3.0M) Colusa County RTP	Conceptual		SACOG			2013 TCR Update	May mitigate future mobility deficiency	
Sutter	20			Intersection modification	Left-turn channelization at every county road connection	Conceptual		SACOG			2013 TCR Update	May mitigate future mobility deficiency	
Sutter	20			Passing lane	Passing lanes every 5-7 miles	Conceptual		SACOG			2013 TCR Update	May mitigate future mobility deficiency	
Sutter	20			Accel/Aux/Decel/ Transition Lanes	Turn lanes or channelization at every county road connection	Conceptual	Yes	SACOG			2013 TCR Update	May mitigate future mobility deficiency	
Sutter	20			Widening	Widen from four to six lanes, from Walton Avenue to Rocca Way (\$4M; 2035 SACOG MTP2035)	Conceptual		SACOG			2013 TCR Update	May mitigate future mobility deficiency	
Sutter	20			Intersection modification	Improve turn radius for trucks at Clark Avenue.	Conceptual		SACOG			2013 TCR Update	May mitigate current and future mobility deficiency. Improves turning radii for trucks.	
Sutter	20			Intersection modification	Widen right-turn lane to northbound Live Oak Boulevard (PM 16.33)	Conceptual		SACOG			2013 TCR Update	May mitigate current and future mobility deficiency	
Sutter	20			SHS - New facility	Construct Feather River Expressway Phase 1(\$75M; 2035)	Conceptual		SACOG			2013 TCR Update	May mitigate current and future mobility deficiency	
Sutter	99	T36.031		Grade Separation	ROW Acquisition and Construction: Railroad Crossing. North of SR 99 / Live Oak Blvd. intersection.	Conceptual		SACOG		\$ 12,485,817	SACOG MTP	Would potentially mitigate backups at crossing. Pending analysis data.	Yes
Yolo				Railroad Improvement	Sierra RR. Yolo Rail Replacement	Programmed		SACOG		\$ 4,000,000	CFMP Project List 2014	Freight rail project to improve goods movement.	Yes
Yolo				Railroad Improvement	Sierra RR. Locomotive and MOW Shop. Build shop and offices	Programmed		SACOG		\$ 4,000,000	CFMP Project List 2014	Freight rail project to improve goods movement.	Yes

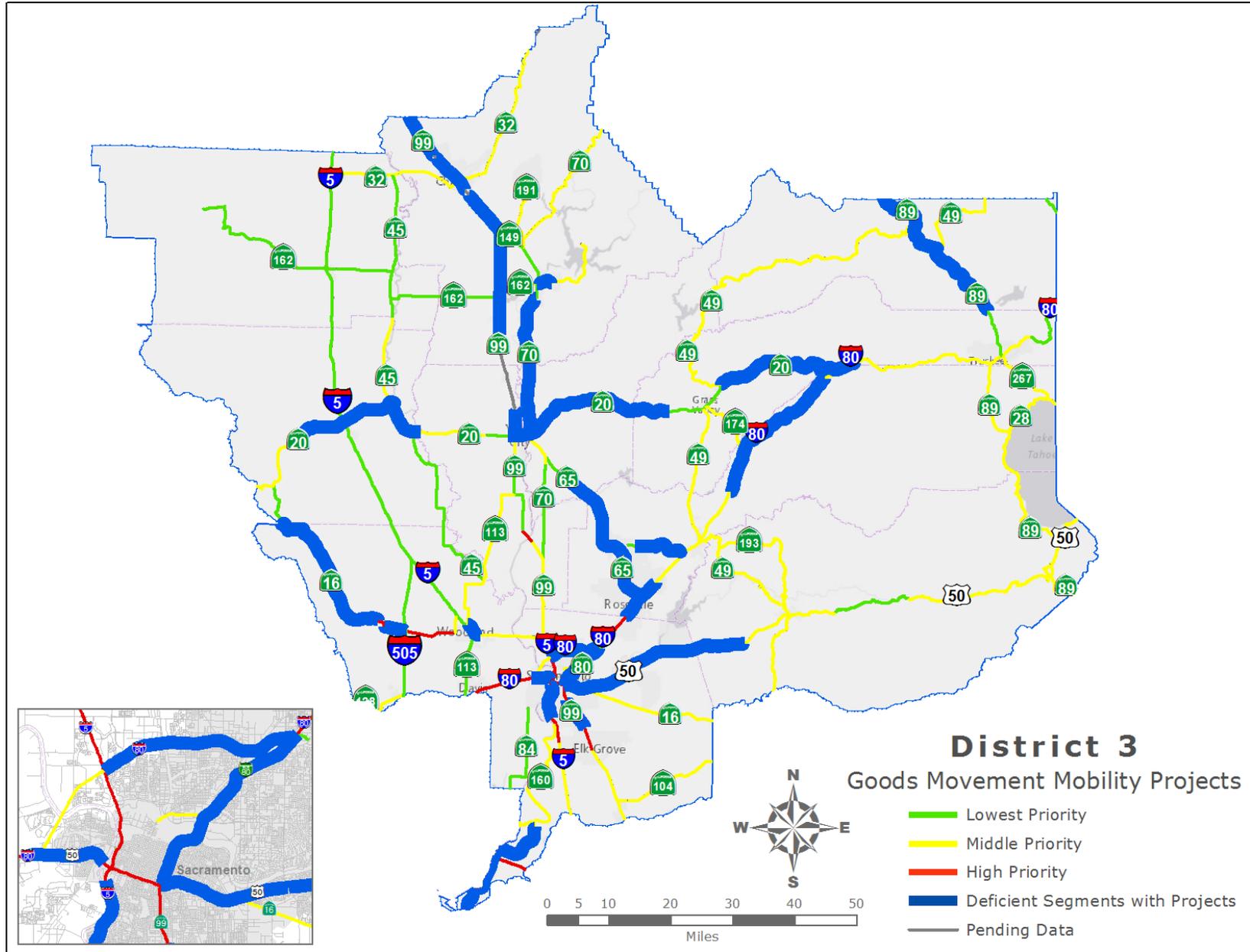
Projects that Support Goods Movement

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Yolo	50	2.498	YOL15900	Interchange modification	Jefferson Blvd interchange--expand the ramps and signals from 1 to 2 lanes, add ramp metering and turn lanes, and related street closures.	Planned		City of West Sacramento Dept of Public Works	2035	\$ 26,450,000	SACOG MTP	May provide improved connectivity to Port of West Sacramento.	
Yolo	5	4.49	EA 0F370	Bridge Replacement	Vertical clearance for permit vehicles. Bridge #22 0158-Wye Line OC	SHOPP Ten Year Plan	Yes	Caltrans	2021	\$ 500,000	SHOPP Ten Year Plan	Moderate number of vertical clearance permit loads that are greater than height are estimated for this location.	
Yolo	005/113	R8.257	CAL15882	Interchange - New	Phase 3 - Construct New Interchange: NB SR 113 to SB I-5 freeway to freeway connection.	Planned		SACOG	2035	\$ 3,020,000	SACOG MTP	May provide access to local manufacturing and processes in the area.	Yes
Yolo	5	R25.570	EA 0F370	Bridge Replacement	Vertical clearance for permit vehicles. Bridge #22 0138-County Road 6 OC	SHOPP Ten Year Plan	Yes	Caltrans	2021	\$ 500,000	SHOPP Ten Year Plan	Moderate number of vertical clearance permit loads that are greater than height are estimated for this location.	
Yolo	5	R26.650	EA 0F370	Bridge Replacement	Vertical clearance for permit vehicles. Bridge #22 0133-County Road 4 OC	SHOPP Ten Year Plan	Yes	Caltrans	2016	\$ 500,000	SHOPP Ten Year Plan	Relatively low number of vertical clearance permit loads that are greater than height are estimated for this location.	
Yolo	5	R28.920	EA 0F370	Bridge Replacement	Vertical clearance for permit vehicles. Bridge #22 0139-County Line Road OC	SHOPP Ten Year Plan	Yes	Caltrans	2021	\$ 500,000	SHOPP Ten Year Plan	Moderate number of vertical clearance permit loads that are greater than height are estimated for this location.	
Yolo	005/113		CAL15881	Interchange modification	Phase 2 - Construct northbound I-5 to southbound SR 113 freeway to freeway connection.	Programmed		SACOG		\$ 68,012,000	D3_CFMP Project List_Rev120114_final.xlsx	May provide access to local manufacturing and processes in the area.	Yes
Yolo			TC92	Railroad Improvement	West Sacramento Rail Plan-Pioneer Bluff Bridge UPRR Track Improvements (Phase 1) Cemex Track/Unit Track 2 (Phase 2) Washington Overpass (Phase 3) Loop Track (Phase 4) Loop Track (Phase 5)	Programmed		SACOG		\$ 60,225,000	D3 TCIF Projects; On revised Caltrans project list	Not on SHS, but provides alternative route to Jefferson Blvd in West Sacramento trains accessing the Port of West Sacramento. Trains currently cross Jefferson Blvd at grade and potentially backup traffic to US 50. Pioneer Bluff Bridge provides an alternative route. Project will allow more trains to leave the port. Important project for all travelers.	
Yolo			Not Available	Railroad Improvement	Yolo County, west of existing Yolo Causeway, parallel to I-80 on UPRR right of way, between mile post 75.35 and 90.06: construct universal crossover to allow trains to switch tracks.	Programmed		SACOG		\$ 5,150,000	D3_CFMP Project List_Rev120114_final.xlsx	Freight rail project to improve goods movement.	Yes
Yolo	5		03-0F360	Interchange modification	Improve Vertical Clearance	SHOPP Ten Year Plan	Yes	Caltrans		\$ 4,100,000	D3_CFMP Project List_Rev120114_final.xlsx	Improves vertical clearance for height permit loads	Yes
Yolo	50	0.38/ 0.58	3F690	ITS	SR 50 and I-80 ramp WIM	SHOPP Ten Year Plan	Yes	Caltrans		\$ 2,000,000	SHOPP Ten Year Plan	Regionally significant goods movement enabling project.	Yes
Yolo				Maritime Port Improvement	Port of West Sacramento to purchase a new barge as part of the the joint Marine Highway - Barge Container Service project between the Ports of Oakland, Stockton and West Sacramento. Phase II	Planned		SACOG		\$ 5,000,000	Not in SACOG MTP; District 3 RTP Freight Project List 7_10_13.xlsx Row#142	Not on SHS, but regionally important freight project at the Port of West Sacramento.	Yes
Yolo				Maritime Port Improvement	This project includes the construction of a new port entrance, including the installation of a new rail crossing near Beacon and Industrial Boulevards. This project will increase the efficiency and safety of travel to, from and within the Port, and is required prior to the construction of a new area project. This project will improve transportation operations, and is likely to lead to significant positive economic benefits.	Planned		SACOG		\$ 3,285,328	SACOG MTP	Not on SHS, but regionally important freight project	Yes
Yolo				Maritime Port Improvement	Replacement and upgrade of 3000' of wharf fendering to accommodate larger vessels calling at Port	Planned		SACOG		\$ 5,217,310	SACOG MTP	Not on SHS, but regionally important freight project	Yes

Projects that Support Goods Movement

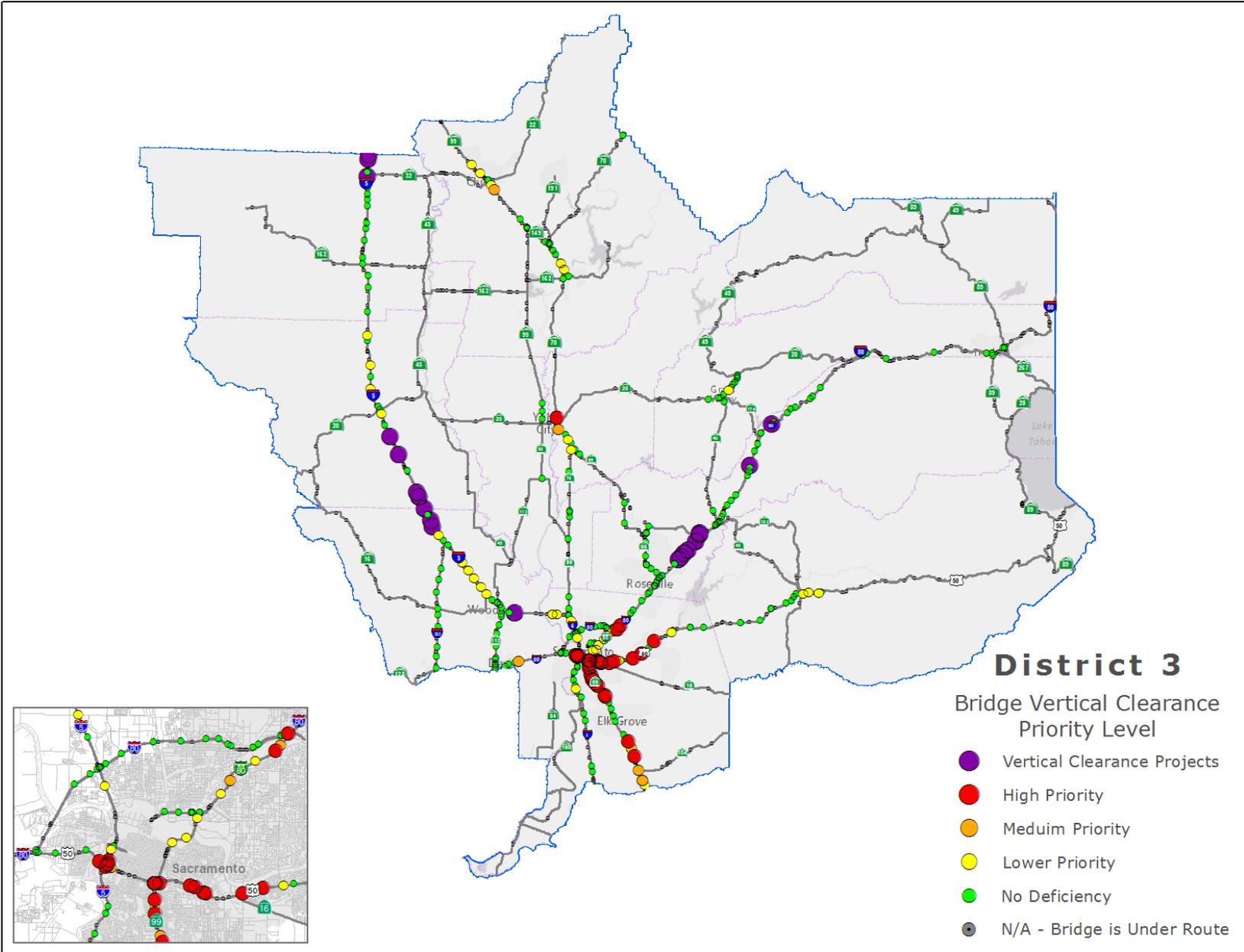
County	State Route	Postmile	ID/EA Number	Project Type	Project Description	Status	SHOPP Eligible Project	Sponsoring Agency	Proposed Completion Year	Total Project Cost (year based on Source Document)	Document	Evaluation Summary	CFMP Project List
Yolo			YOL19223	Maritime Port Improvement	Dredging remainder of 35 miles of 43 mile ship channel an additional 5' to 35' in depth. This 15% increase in channel depth will allow larger ships and thus will increase allowable ship capacity by 40% (from 25,000 tons to 35,000 tons). Ship channel boundaries are from Collinsville (just above Suisun Bay) up to West Sacramento.	Planned		SACOG		\$ 157,464,000	SACOG MTP	Not on SHS, but regionally important freight project	Yes
Yuba	70		NeedID-101	Widening	Underpass Improvements: widen the UPRR Underpass. Phase I and Phase II	Planned		Caltrans District 3	2022	\$ 10,000,000	CFMP Project List 2014	Widening may provide capacity and provide operational and safety improvements at this location.	Yes
Yuba	65	R0.00/ T3.992	CAL18280	Widening	Construct New Road: 2 lane expressway from the future north end of Hwy. 65 Lincoln Bypass to the existing Hwy. 65, near South Beale Rd. Includes: access control.	Conceptual		City of Wheatland		\$ 20,558,933	SACOG MTP	New roadway may provide capacity, operational, and safety improvements.	
Yuba	20	0.600/ 0.989		Intersection modification	9th/E Street turning radius widening for trucks. Intersection modification; (BegPM=000.600; EndPM=000.900)	Conceptual		Caltrans			TCR Projects v3.xls; Sheet1; Difficult to construct, Carl's Jr. would surely lose parking	Locally identified project to improve turning radii for trucks, which may have an impact on mobility.	

Mobility Projects



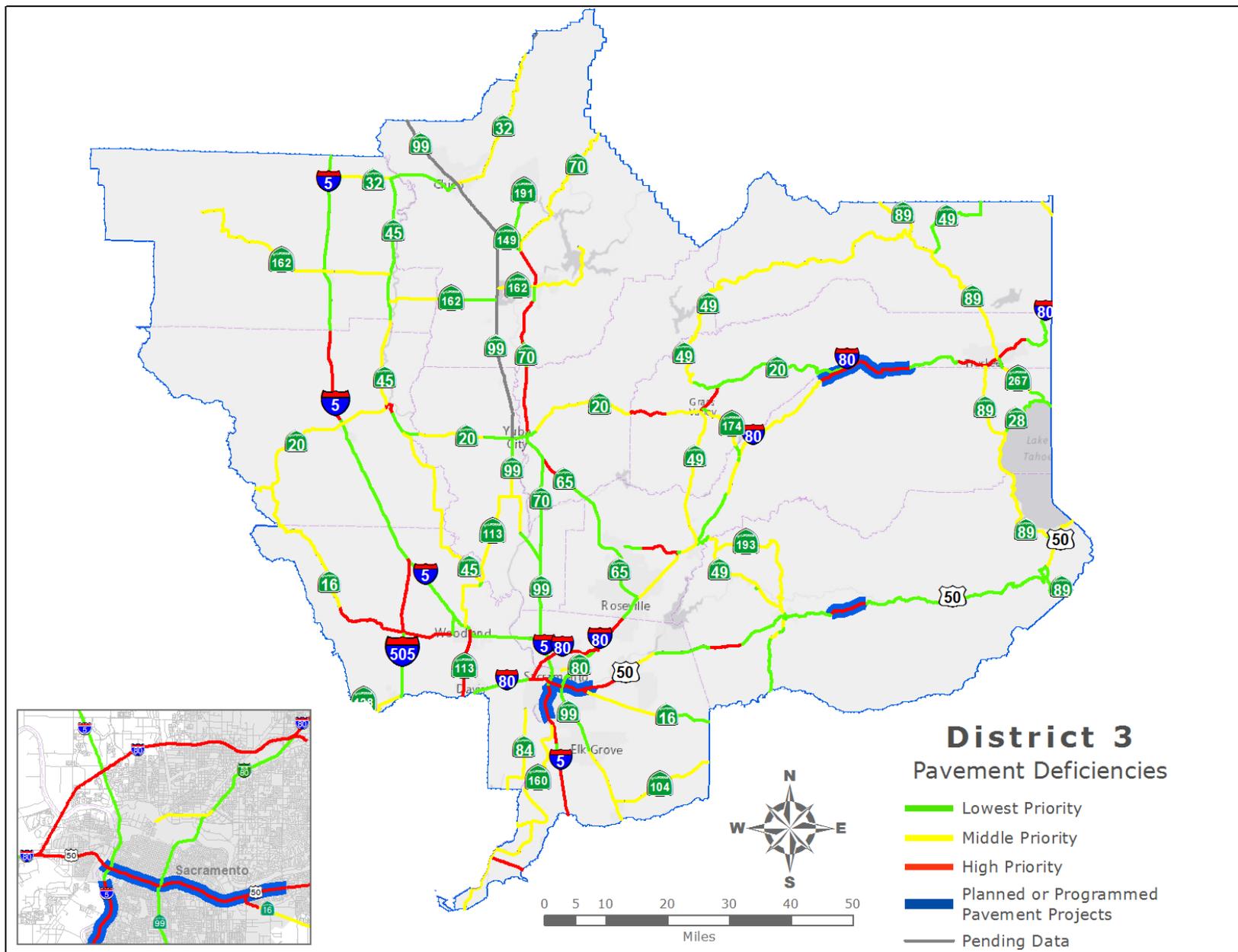
Segments with unaddressed high mobility deficiencies may need other mitigations. Please see Section 9 for more details on potential needs.

Vertical Clearance Projects



Bridges without projects and identified as having “high priority” vertical clearance issues are candidates for future projects. Appendix B provides more details on bridges with vertical clearance issues.

Pavement Projects



Pavement improvement projects may need to be developed to address “high priority” segments where no projects are planned or programmed.

APPENDIX D: CALTRANS DISTRICT 3 TRUCK NETWORKS MAP

Appendix D in the pdf document contains the Caltrans District 3 Truck Networks Map.

<http://www.dot.ca.gov/hq/traffops/engineering/trucks/truckmap/truckmap-d03.pdf>

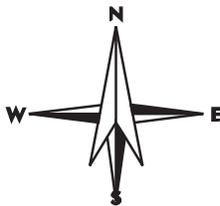
TRUCK NETWORKS on California State Highways

DISTRICT 3

Map 3 of 12

Not to scale

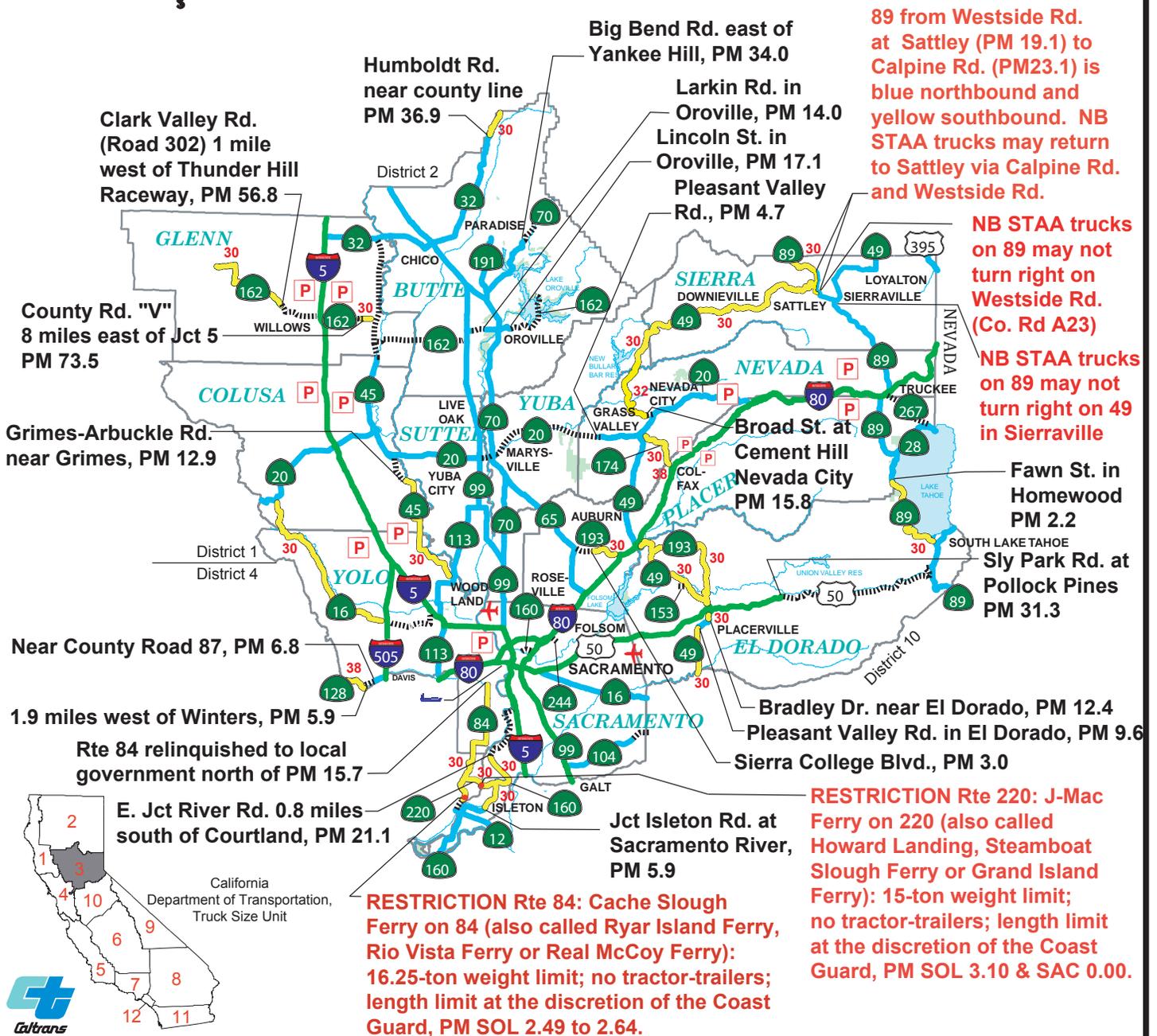
Last revised October 10, 2013



LEGEND (CLICK HERE FOR MORE DETAILED LEGEND)

-  National Network (STAA)
-  Terminal Access (STAA)
-  California Legal Network
-  Ca Legal Advisory Route
-  30
-  Port
-  Airport
-  Rest Area

*KPRIA = kingpin-to-rear-axle distance



APPENDIX E: TRUCK MAP LEGEND TRUCK LENGTHS & ROUTES

Appendix E in the pdf document contains the Caltrans District 3 Truck Lengths and Routes Legend.

<http://www.dot.ca.gov/hq/traffops/engineering/trucks/truckmap/truck-legend.pdf>

TRUCK MAP LEGEND

TRUCK LENGTHS & ROUTES



STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

See Appendix D for [Truck Network Map](#)

..... CALIFORNIA LEGAL ROUTES California Legal trucks (black trucks) can travel on STAA routes (green and blue routes), CA Legal routes (black routes), and Advisory routes (yellow routes). CA Legal trucks have access to the entire State highway system except where prohibited (some red routes).



California Legal Truck Tractor - Semitrailer

Semitrailer length : no limit
 KPRA* : 40 feet maximum for two or more axles,
 38 feet maximum for single-axle trailers
 Overall length : 65 feet maximum *(KPRA = kingpin-to-rear-axle)



California Legal Truck Tractor - Semitrailer - Trailer (Doubles)

Option A
 Trailer length : 28 feet 6 inches maximum (each trailer)
 Overall length : 75 feet maximum
 Option B
 Trailer length : one trailer 28 feet 6 inches maximum
 other trailer may be longer than 28 feet 6 inches
 Overall length : 65 feet maximum



CA LEGAL ADVISORY ROUTES - CA Legal trucks only; however, **travel not advised** if KPRA length is over posted value. KPRA advisories range from 30 to 38 feet.

— STAA ROUTES The STAA Network allows the “interstate” STAA trucks which are the green trucks shown below. The STAA Network consists of the National Network (green routes, primarily interstates) and Terminal Access routes (blue, primarily State routes). (“STAA” = federal Surface Transportation Assistance Act of 1982.)

(See Appendix D for [Truck Network Map](#).)



Interstate “STAA” Truck Tractor - Semitrailer

Semitrailer length : 48 feet maximum
 KPRA* : no limit
 Overall length : no limit *(KPRA = kingpin-to-rear-axle)



Semitrailer length : over 48 feet up to 53 feet maximum
 KPRA : 40 feet maximum for two or more axles,
 38 feet maximum for single-axle trailers
 Overall length : no limit



Interstate “STAA” Truck Tractor - Semitrailer - Trailer (Doubles)

Trailer length : 28 feet 6 inches maximum (each trailer)
 Overall length : no limit



Terminal Access - Interstate “STAA” trucks may travel on State highways that exhibit this sign.



Service Access - Interstate “STAA” trucks may travel up to one road mile from the off ramp to obtain services (food, fuel, lodging, repairs), provided the route displays this sign.

..... SPECIAL RESTRICTIONS - Route restricted for vehicle length or weight, cargo type, or number of axles. Click here for the list of [Special Route Restrictions](#).

APPENDIX F: GLOSSARY

Air cargo. Commercial freight, including express packages and mail, transported by passenger or dedicated cargo airplanes.

At-grade crossing. An intersection of travelled ways – e.g., highways, rail lines, or walkways – at the same vertical elevation. (Also see *Highway-rail at-grade crossing*.)

Barge. A large, non-motorized, usually flat-bottomed, cargo-carrying water vessel towed or pushed by other craft, used for transporting freight (often bulk commodities) on rivers and other waterways.

Berth. Wharf space at which a ship docks. A wharf may have several berths, depending on the length of the ships accommodated. To berth (verb) a ship is to bring a ship into such a space.

Belly cargo. Air freight carried in the belly of passenger aircraft.

Bottleneck. A section of a highway or rail network that experiences operational problems such as congestion. Bottlenecks may result from factors such as major intersections, reduced roadway width, or steep grades that can slow trucks.

Breakbulk cargo. Non-containerized, general cargo of non-uniform sizes, often transported on pallets or in boxes, sacks, drums, or bags. These cargoes require labor-intensive loading and unloading processes. Examples of breakbulk cargo include iron, machinery, coffee beans, logs, and wood pulp.

Bulk cargo. Loose cargo that is unbound as loaded or mechanically conveyed, without count and in an unpackaged form. May be dry bulk or liquid bulk. Examples of bulk cargo include coal, grains, ore, cement, and petroleum products.

Capacity. The physical facilities, personnel and process available to meet the product of service needs of the customers. Capacity generally refers to the maximum output or producing ability of a machine, a person, a process, a factory, a product, or a service. In regards to the transportation system, this term references the ability of the transportation infrastructure to accommodate traffic flow.

Class I railroad. A large freight rail carrier having annual operating revenues of \$250 million or more as adjusted annually for inflation (using the base year of 1991) by the Surface Transportation Board (STB). This group includes the nation’s major railroads.

Class II railroad. A freight rail carrier having annual operating revenues of less than \$250 million but more than \$20 million, as set and adjusted by the STB (using the base year of 1991). Class II railroads are considered mid-sized freight-hauling railroads in terms of operating revenues. They are considered “regional railroads” by the Association of American Railroads.

Class III railroad. Railroads with annual operating revenues of \$20 million or less, as set and adjusted by the STB (using the base year of 1991). The typical Class III is a *short line* railroad, which feeds traffic to or delivers traffic from a Class I or Class II railroad. All switching and terminal rail companies are Class III railroads, regardless of operating revenues.

Classification. Grouping of railcars in a rail yard in accordance with train movement requirements, usually by destination station or junction. A yard where such activity takes place may be called a **classification yard**.

Coastal shipping (or *short-sea* or *coastwise shipping*). Commercial marine shipping operations between ports along a single coast or involving a short sea crossing.

Container and container shipping. A container is a large, standard-size, weather-tight, metal box into which cargo is packed for shipment aboard specially configured, ocean-going containerships. It is designed to be moved with common handling equipment enabling high-speed intermodal transfers in economically large units between ships, railcars, truck chassis, and barges using a minimum of labor. International shipping containers are commonly 20 or 40 feet in length. U.S. domestic standard containers are larger, generally 48 or 53 feet (rail and truck).

Container terminal. A facility where cargo containers are transshipped from one vehicle or one mode of transportation to another for continued transport. Such a facility at a port, where ocean-going container vessels dock to discharge and load containers by cranes is a **maritime container terminal**. A facility where the transshipment is between land vehicles, such as between trucks and trains, is an **inland container terminal**. (Also see **Terminal**.)

Container throughput. A measure of the number of containers handled over a period of time; a measure of productivity for a seaport or terminal.

Deep-sea shipping vessels. Ocean-going ships that transport cargo to and from seaports. Vessels include **dry bulk carriers**, which transport commodities such as iron ore, coal, and food; **liquid bulk carriers** such as tankers that ship crude oil, chemicals, and petroleum products; diesel-powered **container ships** that transport imports and exports in standardized containers; **general cargo ships**; and **roll on-roll off (Ro/Ro)** vessels that transport wheeled cargo such as cars, trucks, and trains.

Distribution Center (DC). A strategically located warehouse-type facility, often highly automated, that receives, sorts, processes, temporarily stores, and redistributes inventory (products, goods) to retailers, wholesalers, or consumers. May or may not be dedicated to a single retail organization.

Dock. A space used for loading or receiving merchandise at a freight terminal.

Dredge. To remove sediment from the bottom of a harbor channel, river, or other waterway to improve the passage for vessels.

Dry Bulk Cargo. Cargo loaded or unloaded by means of conveyor belts, spouts, or scoops, and not placed individually; flowing cargoes such as rice, grain, various ores, etc.; stored loose.

Focus Routes. Identified in the Caltrans Interregional Transportation Strategic Plan (ITSP), this subset of the **High Emphasis Routes** highlights the State's highest priority routes that, when complete, will connect all urban areas and geographic goods movement gateways, as well as link rural and small urban areas to the trunk system.

Foreign Trade Zone. A designated, sometimes enclosed area, often associated with a seaport or international airport, where goods can be landed, stored, processed, and re-exported duty-free without intervention by customs authorities.

General cargo. In contrast to bulk cargo, any containerized or **breakbulk** goods.

Goods movement. The processes and activities involved in picking up, moving, and delivering products or raw materials from points of origin (or producers) to points of delivery or use (or consumers).

Grade separation. A construction design in which travelled ways – e.g., highways, railroad lines, or pedestrian walkways – cross under or over each other at different vertical elevations in order to avoid conflicts.

Greenhouse gas (GHG). Gases that trap heat in the atmosphere and thus potentially influence climate change, such as carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride.

Gross vehicle weight. The combined total weight of a vehicle and its freight.

High Emphasis Routes. Highways having the State's highest priority for programming to meet freeway/expressway standards or otherwise designated for their critical importance to interregional travel. First recognized in the 1990 Interregional Road System Plan (Caltrans).

Hub. A common connection point for components in a network; a common term in describing a freight transportation network, as in "hub and spoke."

Import. To receive, bring in, or carry in goods from an outside source, especially to bring in goods or materials from a foreign country for trade or sale (opposite, see **Export**).

Infrastructure. In goods movement, the roads and highways, tunnels and bridges, rail lines and yards, seaports and improved waterways, airports, and related intermodal yards and communication systems (including **intelligent transportation systems**) that support the movement of products and raw materials.

Intelligent transportation systems (ITS). Advanced applications of electronics, communications, computers, detection and sensing devices, and similar technologies to improve safety, efficiency, and congestion-free movement typically through transmittal of real-time information.

Intermodal freight transportation. Transportation of freight, typically in an intermodal **container** or vehicle, using more than one mode of transportation (e.g., rail, ship, or truck) in a single trip, generally with no handling of the freight itself when changing modes.

Intermodal terminal. A location where different transportation modes and networks connect.

Just-in-time (JIT) shipping. In goods movement, an inventory control strategy that strives to achieve a steady flow of materials through the supply chain and to minimize or avoid warehousing by having components or products produced and shipped to arrive just in time for use.

Less than truckload (LTL). A shipment of cargo that is not large enough to fill a standard-size container; various shippers may pool their LCL shipments together in one container. In trucking, a shipment that would not by itself fill the truck to capacity by weight or volume.

Logistics. In the freight industry, a collective term for a wide set of activities dedicated to the production, transformation, and distribution of goods, from raw material sourcing to final market distribution, as well as the related information flows and scheduling.

Marine terminal. Any designated area of a seaport used for the receipt or shipment of waterborne cargo, typically including wharves, storage areas, loading and unloading equipment, rail and truck facilities, offices, maintenance areas, and other related functions.

Multimodal. The availability of multiple transportation options, or modes, within a system or a corridor. The transportation of goods under a single contract, but performed with at least two different means of transport (See also *intermodal freight transportation*).

NO_x. Generic term for oxides of nitrogen, a family of compounds. In air pollution control, nitrogen dioxide (NO₂) is of primary interest and used as an indicator for the larger group of nitrogen oxides. NO₂ reacts in the atmosphere to form ozone.

Off-dock rail. Freight railyards located not immediately on a marine terminal but rather within the larger region served by a port. Typically, cargo is trucked from a marine terminal or transload facility to these yards, where transcontinental rail service is available.

On-dock rail. Freight railyards located at marine terminals, providing direct shipside rail service. On-dock railyards receive import cargo discharged from marine vessels as well as export cargo unloaded from freight trains. Typically, these yards consist of rail tracks, temporary storage areas for equipment and cargo, and staging areas.

Panamax vessel. An ocean-going ship with dimensions of the maximum size possible to pass through the Panama Canal. In 2011, these dimensions are: maximum length 295 meters, maximum beam overall 32.25 meters, and maximum draught 13.50 meters. When expansion of the canal is completed, the *new Panamax* vessel will be: maximum length 366 meters, maximum beam 49 meters, and maximum draft 15.2 meters.

Particulate matter (PM). In air pollution control, solid particles and liquid droplets found in the air. Particles range in size from visible materials, such as dust, dirt, soot, or smoke, to particles so small that they can only be detected using an electron microscope. Particle pollution includes "inhalable coarse particles," with diameters larger than 2.5 micrometers and smaller than 10 micrometers and "fine particles," with diameters that are 2.5 micrometers and smaller. Diesel engines emit a complex mix of toxic pollutants, including very small carbon particles ("soot") called diesel PM, known to contain over 40 cancer-causing substances.

PrePass®. Is an automated system allowing heavy vehicles that are registered in the program to legally bypass open weigh stations.

Project cargo. Term broadly applied to large, heavy, high value or project-critical materials and equipment being shipped (either domestic or overseas) for a specific purpose, such as for a new factory, highway, oil drilling platform, wind turbine generators, etc.

Proposition 1B. The ballot initiative passed by California voters in November of 2006, subsequently enacted as the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006. Prop 1B authorized the State to sell \$19.925 billion of general obligation bonds to fund transportation projects "to relieve congestion, improve the movement of goods, improve air quality, and enhance the safety and security of the transportation system."

Public-private partnerships. In transportation planning, arrangements between government and private sector entities for the purpose of providing or improving infrastructure, facilities, and services. (Sometimes called **P3** projects.)

Public use airport. A publicly or privately owned airport that offers the use of its facilities to the public without users obtaining special clearances, and that has been issued a California Airport Permit by Caltrans.

Rail yard. A rail terminal, typically with a network of tracks and multiple sidings, at which traditional railroad activities occur, such as assembling trains and sorting and redistribution of railcars and cargo (see **classification**). Railcars in yards are moved by gravity (e.g., rolling into position from a manufactured hill, or **hump**) or by specially designed yard locomotives called **switchers**.

Rolling stock. The inventory of wheeled transport vehicles owned by a railroad or motor carrier; often used in rail transportation, usually referring to both powered and unpowered vehicles, including locomotives, railroad cars, and passenger coaches.

Short line railroad. An independent or subsidiary railroad that operates over a relatively short distance; generally, a **Class III railroad**. Short line and regional railroads operate and maintain 29 percent of the American railroad industry's route mileage, and account for 9 percent of the rail industry's freight revenue and 11 percent of railroad employment.

SOx. Generic term for compounds of sulfur, including sulfur dioxide.

STAA – Surface Transportation Assistance Act of 1982. The Surface Transportation Assistance Act (STAA) allows large trucks, commonly called STAA trucks, to operate on routes that are part of the National Network. The Federal Highway Administration (FHWA) provides standards for STAA trucks (based on the Code of Federal Regulations Title 23 Part 658), which designate the truck sizes that all states must allow on the National Network. (The National Network includes the Interstate System and other designated highways that were a part of the Federal-Aid Primary System on June 1, 1991. The “other designated highways” are listed in Title 23 Part 658, Appendix A). STAA standards vary according to types of trucks. For a STAA truck tractor-semitrailer combination (18-wheeler), the semitrailer may be up to 53 feet in length. (See **trucks**.)

Strategic Highway Network (STRAHNET). A network of highways which are important to the United States' strategic defense policy and which provide defense access, continuity, and emergency capabilities for defense purposes.

Supply chain. A network of production, trade, and services required to move a product or service from supplier to customer, beginning with the transformation of raw materials, through intermediate manufacturing stages, to the delivery of finished goods to a market.

Sustainability. Policies and strategies that are aimed at meeting contemporary social needs without compromising the ability of future generations to meet their needs.

Switching. Movement of freight cars between two locations in close proximity. Typically involves moving cars within a rail yard or from specific industry locations to a yard for placement on a train.

Terminal. Generally, a facility at which freight is received, handled, and shipped. Usually a location where vehicle combinations (rail cars, trucks, trailers, chassis, etc.) are regularly exchanged and temporarily stored. operates cargo-handling equipment to load and unload ships.

Terminal Access Route. A designated truck route from a STAA-designated route to a terminal. Federal law requires that states allow STAA trucks reasonable access to terminals.

Throughput. In goods movement, a measure of how much cargo is moving through a system, measured in terms of volume of trucks, trains, or cargo.

Ton and Tonne. A *ton* (also known as a *short ton*) is a unit of weight equal to 2,000 pounds, used almost exclusively in the United States. A *tonne* (or metric ton) is a unit of weight equal to 1,000 kilograms, used everywhere else in the world. A tonne is equivalent to about 2,205 pounds.

Trackage rights. In rail transportation, rights obtained by one railroad to operate its trains over another railroad's tracks.

Tractor-trailer. A combined trucking vehicle consisting of a motorized towing engine and cab (tractor) and an attached trailer, semitrailer, or both (a double) having four or more axles (also known as "semis," "big rigs" or "18-wheelers").

Trade Corridor Improvement Fund (TCIF). One of the key program elements authorized by the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters in 2006 as Proposition 1B. The \$2 billion fund is available to the California Transportation Commission (CTC), as appropriated, for programmed infrastructure improvements along federally designated "Trade Corridors of National Significance" or other corridors with a high volume of freight movement.

Transloading. The operation of transferring cargo from one transportation mode to another. May also refer to the operation of transferring cargo from one container to another for any of a number of reasons, such as for consolidation, weight restrictions, palletizing, leasing contract requirements, or supply chain management (e.g., to synchronize delivery of goods to meet real-time demands).

Twenty-foot equivalent unit (TEU). A standardized transportation (often maritime) industry measurement used when counting cargo containers of varying lengths. Used as an approximate measure for describing a ship's cargo-carrying capacity, or a shipping terminal's cargo handling capacity. A standard forty-foot (40 x 8 x 8 feet) container equals two TEUs (each 20 x 8 x 8 feet). Ships can carry about 4,500 to 15,000 TEUs. Trains can carry about 240 TEUs; trucks only carry one or two TEUs.

Unit train. Freight trains moving large tonnages of a single (often bulk) product between two points without intermediate yarding or switching.

Waybill. Document used to identify the shipper and consignee, routing, cargo, rate, weight, and other shipping information.

APPENDIX G: LIST OF ACRONYMS

Acronym	Description
AAR	Association of American Railroads
AASHTO	American Association of State Highway and Transportation Officials
ARB	California Air Resources Board
ASO	Alternative Stopping Opportunity
BCA	Benefit/Cost Analysis
BCAG	Butte County Association of Governments
BNSF	Burlington Northern-Santa Fe Railroad
CA	California
Caltrans	California Department of Transportation
CFMP	California Freight Mobility Plan
CFNR	California Northern Railroad
CHP	California Highway Patrol
CMAQ	Congestion Mitigation and Air Quality
CMS	Changeable Message Sign
CRF	Critical Rural Freight
CSMP	Corridor System Management Plan
CTA	California Trucking Association
CTPAC	California Transportation Permit Advisory Council
CVEF	Commercial Vehicle Enforcement Facility
CVO	Commercial Vehicle Operations
DWSC	Deep Water Ship Channel
EB	Eastbound
EDCTC	El Dorado County Transportation Commission
FAF34	Freight Analysis Framework version 3.4
FEDEX	Federal Express
FHWA	Federal Highway Administration
GCPPWA	Glenn County Planning and Public Works Agency
GCTC	Glenn County Transportation Commission
HAR	Highway Advisory Radio
HDT	Heavy Duty Truck
HOS	Hours of Service
HSIP	Highway Safety Improvement Program
ITIP	Interregional Transportation Improvement Program
ITSP	Interregional Transportation Strategic Plan
LEHD	Longitudinal Employer-Household Dynamics
LODES	Longitudinal Employer-Household Dynamics (LEHD) Origin-Destination Employment Statistics
LOS	Level of Service
MAP-21	Moving Ahead for Progress in the 21st Century
MCOM	Multistate Corridor Operations and Management
MHR	Sacramento Mather Airport
MPO	Metropolitan Planning Organization
MTC	Metropolitan Transportation Commission
MTP/SCS	Metropolitan Transportation Plan/ Sustainable Communities Strategy
NB	Northbound
NCTC	Nevada County Transportation Commission
NFN	National Freight Network

Acronym	Description
NHPP	National Highway Performance Program
NHS	National Highway System
NN	National Network
NVRR	Napa Valley Railroad Company
NWPRR	Northwestern Pacific Railroad Network
OD	Origin-Destination
PCS	Pavement Condition Survey
PCTPA	Placer County Transportation Planning Agency
PFN	Primary Freight Network
ROI	Return on Investment
RTIP	Regional Transportation Improvement Program
RTP/SCS	Regional Transportation Plan / Sustainable Communities Strategy
RTPA	Regional Transportation Planning Agency
RUCS	Rural-Urban Connections Strategy
RWIS	Road Weather Information System
SACOG	Sacramento Area Council of Governments
SACTA	Sacramento County Transportation Authority
SB	Southbound
SCAG	Southern California Association of Governments
SCS	Sustainable Community Strategy
SERA	Sierra Northern Railway
SGS	Sustainable Communities Strategies
SHA	State Highway Account
SHOPP	State Highway Operation and Protection Program
SHS	State Highway System
SMF	Sacramento International Airport
SR	State Route
STAA	Surface Transportation Assistance Act of 1982
STB	Surface Transportation Board
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
TA	Terminal Access
TCR	Transportation Concept Report
TIP	Transportation Improvement Program
TIS	Travelers' Information System
TMPO	Tahoe Metropolitan Planning Organization
TRPA	Tahoe Regional Planning Agency
U.S. or US	United States
UDOT	Utah Department of Transportation
UPRR	Union Pacific Railroad
UPS	United Parcel Service
USDOT	United States Department of Transportation
USPS	United States Postal Service
VMT	Vehicle Miles Traveled
WB	Westbound

APPENDIX H: ADDITIONAL RESOURCES

Freight Data and Analysis Sources

Data Source	Description	Data Year	URL
Freight Analysis Framework Version 3 (FAF3) - Federal Highway Administration (FHWA)	Comprehensive multi-source database used for commodity flows. Reports tonnage, value, and ton-mile data and inter-regional freight flows by all modes for 2-digit STCC commodity code. Used to identify commodity flows	2007-2040	http://www.ops.fhwa.dot.gov/freight/freight_analysis/faf/
California Truck Volumes – Caltrans Division of Traffic Operations	Truck volume estimates and counts. Reports total AADT, truck AADT, and truck percentages by 4 vehicle classes and percent trucks at multiple locations on the State Highway System. Used to identify corridors with high truck volumes.	1992-2013	http://traffic-counts.dot.ca.gov/
EMFAC2011 Mobile Source Emission Inventory – California Air Resources Board (ARB)	Inventory tool to assess the population, activity, and emissions from mobile sources. Reports on 28 classes of heavy duty trucks including emissions, vehicle-miles traveled (VMT), and annual trips. Used to value truck historical VMT trends as well as forecast estimates for each county in the District.	Hist.-2050	http://www.arb.ca.gov/emfac/
California County Population Estimates and Forecasts – Demographic Research Unit, California Department of Finance	Official State of California annual population estimates and forecasts 50 years into the future by county. Used to identify historical and future population growth estimates to assist in evaluating future conditions.	Hist.-2060	http://www.dof.ca.gov/research/demographic/
Long-Term Socio-Economic Forecasts by County – Caltrans Transportation Planning Division	Forecasts of general economic activity at the county level. Reports on population, crop and production value, and goods movement industry sector employment for historical and forecast years. Used to forecast income and employment by goods producing industries by county.	2006-2040	http://www.dot.ca.gov/hq/tpp/offices/eab/socio_economic.html
Longitudinal Employer-Household Dynamics (LEHD) Origin-Destination Employment Statistics (LODES) - US Bureau of the Census	Provides detailed spatial distributions of workers' employment and residential locations and the relation between the two at the Census Block level. Used to develop maps showing where goods producing employment is concentrated.	2002-2011	http://lehd.ces.census.gov/data/ http://onthemap.ces.census.gov/
Pavement Condition Report (PCR) – Caltrans Division of Maintenance	Pavement inventory, identifies project needs, prioritizes pavement distress and summarizes condition of the State Highway System. PCR data comes from the annual Pavement Condition Survey (PCS), a visual and automated inspections of roadways. Used to identify locations on the SHS where pavement improvements are needed.	2011	http://www.dot.ca.gov/hq/maint/Pavement/Pavement_Program/PDF/2011_SOP.pdf

Other Goods Movement Planning Efforts

Plan Sponsor	Plan Title	Year	Relevant Information
Business, Transportation and Housing Agency/ California Environmental Protection Agency	Goods Movement Action Plan(GMAP)	2007	Discusses ways to improve and expand California’s goods movement industry and infrastructure in a manner which will generate jobs, increase mobility and relieve traffic congestion, improve air quality and protect public health, enhance public and port safety, and improve California’s quality of life. http://www.dot.ca.gov/hq/tpp/offices/ogm/gmap.html
Caltrans	California Aviation System Plan (CASP)	2013	Several reports identifying airport capital needs in California. http://www.dot.ca.gov/hq/planning/aeronaut/documents/casp/
	California Air Cargo Ground-Side Needs Study	2013	Assesses air cargo trends including for Sacramento International and Mather Field in Sacramento. Examines ground access issues to these airports. Reviewed Airport Master Plans and interviewed Sacramento International airport staff to discuss needs. http://www.dot.ca.gov/hq/tpp/offices/ogm/air_cargo.html
	Caltrans District 3 System and Freight Planning Reports	2015	Provides District 3 Freight Planning Fact Sheets and deliverables for this Goods Movement Study. http://www.dot.ca.gov/dist3/departments/planning/freight.htm
	Caltrans District 3 Transportation Concept Reports (TCRs)/ Corridor System Management Plans (CSMPs)	2014	Provides data, projects and goods movement information on State Highways in District 3. http://www.dot.ca.gov/dist3/departments/planning/systemplanningTCR.htm http://www.dot.ca.gov/dist3/departments/planning/CSMP.htm
	California Freight Mobility Plan (CFMP)	2015	Successor to the GMAP completed by 2015 for incorporation into the California Transportation Plan (CTP). The CFMP will recommend a possible approach and timing for developing a vision of goods movement, development and updating of goals and policies, and identification of potential infrastructure improvement. Plan will consider regional differences and evaluate how to best obtain substantive input from stakeholders. http://www.dot.ca.gov/hq/tpp/offices/ogm/california_freight_mobility_plan.html
	California Roadside Rest Area Master Plan	2011	Identifies truck parking issues and plans for expansion at Roadside Rest Areas. http://dot.ca.gov/hq/LandArch/srra/index.htm
	California State Rail Plan – 2007-08 to 2017-18	2013	Provides a description of the freight rail network, issues concerning the industry, and policy recommendations and goals for the maintenance, preservation and improvement of the system. http://californiastaterailplan.dot.ca.gov/
I-80 Winter Operations Coalition	I-80 Coalition Freight & Goods Movement Issues Overview: Freight Action And Coordination Plan		Provides an overview of freight/goods movement issues for the I-80 Coalition and documents what other states and coalitions are doing to involve the freight/goods movement industry as well as understand their needs. http://www.kimley-horn.com/projects/i-80coalition/freight.html
	I-80 Corridor System Master Plan	2012	Discusses the development of a comprehensive strategy for implementing coordinated planning and system development for the entire Corridor. States that the I-80 is a heavily used freight corridor and that potential ports, airports, heavy rail and high-speed ground transportation developments will likely have a large effect on traffic volume and operations along the Corridor. http://www.i80vision.org/home/background

Plan Sponsor	Plan Title	Year	Relevant Information
Port of West Sacramento/ City of West Sacramento	Business Plan	2013	Discusses the Port Business Plan http://www.cityofwestsacramento.org/documents/port/PortBusinessPlan.pdf
Sacramento Area Council of Governments (SACOG)	Innovations Survey Rural-Urban Connections Strategy (RUCS)	2009	Survey on innovations related to Rural-Urban Connections Strategy. http://www.sacog.org/rucs/
	MTP2035 Issue Papers: Freight Movement	2006	Discusses issues related to the movement of goods facing the Sacramento region over the next 25 years and attempts to answer questions about the movement of goods to, from, and within Sacramento, why we should be concerned about it, and what SACOG can/cannot do in the area. http://sacog.org/mtpscs/
	Rural Transportation: Current Conditions RUCS Transportation Workshop	2008	Observes unique issues in rural areas in the SACOG region. Objectives include economic and environmental sustainability; engaging the region in a conversation; and, developing tools and strategies to help answer questions. Discusses goods movement in rural roads and rural trucking. http://www.sacog.org/rucs/
	Regional Goods Movement Study: Phase One Report; Phase Two White Papers	2007	Detailed report addressing goods movement activities in the six-county SACOG region including highway, railroad, marine, and air cargo transportation; assesses current conditions goods movement in the SACOG region. Phase II analyzed problems, options and scenarios for the SACOG region. http://www.sacog.org/goodsmovement/study/
San Joaquin Valley Governments Regional Transportation Planning Agencies	San Joaquin Valley Interregional Goods Movement Plan	2013	Plan identifies a future preferred goods movement system for the San Joaquin Valley, but discusses Port of West Sacramento. http://www.sjvcogs.org/goods.html
Shasta Regional Transportation Agency (SRTA)	North State Transportation for Economic Development Study (NSTEDS)	2013	Discussion of planned transportation system enhancement for North State Counties including Butte, Colusa, Glenn, and Sierra Counties in District 3. The study reviewed current and future transportation system Level of Service, identification of projects to include in strategy testing, and commodity flows based on an analysis of FAF3. http://www.srta.ca.gov/140/Transportation-Economic-Development-Stud

Additional data and study resources can be found in the *District 3 Goods Movement Study: Task 2: Literature Review*. November 22, 2013.

<http://www.dot.ca.gov/dist3/departments/planning/goodsmovement.htm>