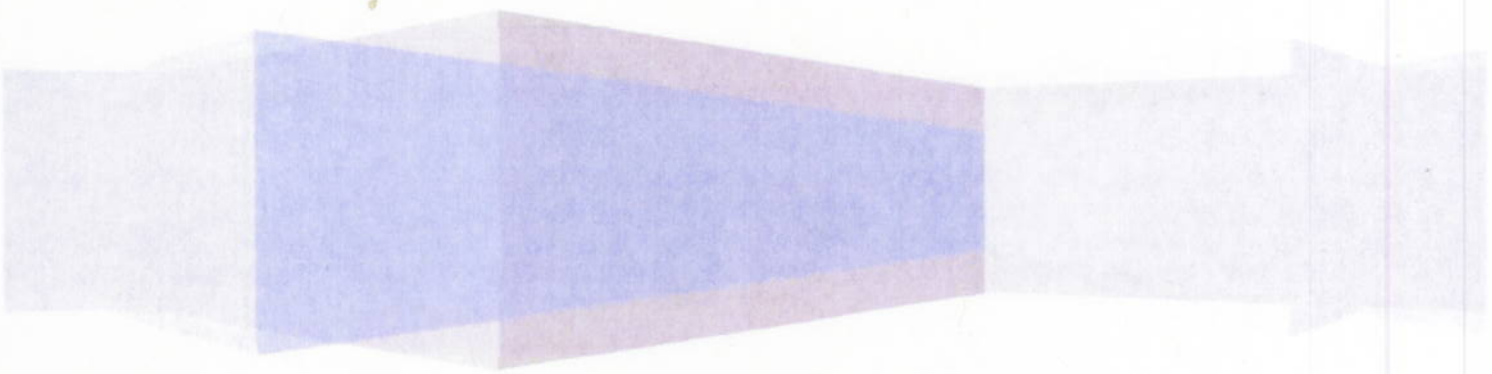
Caltrans District 8

DISTRICT SYSTEM MANAGEMENT PLAN (DSMP) UPDATE

Office of System Planning and Freight / Mass Transportation



Disclaimer: The information and data contained in this document are for planning purposes only and should not be relied upon for final design of any project. Any information in this District System Management Plan (DSMP) is subject to modification as conditions change and new information is obtained. Although planning information is dynamic and continually changing, the District 8 System Planning Division makes every effort to ensure the accuracy and timeliness of the information contained in the DSMP. The information in the DSMP does not constitute a standard, specification, or regulation, nor is it intended to address design policies and procedures.

Approvals:

03/04/16

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Date

3/4/16

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Date

ABOUT THE DISTRICT SYSTEM MANAGEMENT PLAN

System Planning is the long-range transportation planning process for the California Department of Transportation (Caltrans). The System Planning process fulfills Caltrans' statutory responsibility as owner/operator of the State Highway System (SHS) (Gov. Code §65086) by evaluating conditions and proposing enhancements to the SHS. Through System Planning, Caltrans focuses on developing an integrated multimodal transportation system that meets Caltrans' goals of safety, mobility, delivery, stewardship, and service.

The System Planning process is primarily composed of four parts: the District System Management Plan (DSMP), the Transportation Concept Report (TCR), the Corridor System Management Plan (CSMP), and the DSMP Project List. The district-wide **DSMP** is the strategic policy and planning document that focuses on system preservation, operating, managing, and developing the transportation system. The **TCR** is a planning document that identifies the existing and future route conditions as well as future needs for each route on the SHS. The **CSMP** is a complex, multi-jurisdictional planning document that identifies future needs within corridors experiencing or expected to experience high levels of congestion. The CSMP serves as a TCR for segments covered by the CSMP. The **DSMP Project List** is an appendix to the DSMP and provides a list of planned and partially programmed transportation projects used to recommend projects for funding. System Planning products are also intended as resources for stakeholders, the public, and partner, regional, and local agencies.

DSMP Purpose

California's State Highway System needs long range planning documents to guide the logical development of transportation systems as required by CA Gov. Code §65086 and as necessitated by the public, stakeholders, and system users. The purpose of the DSMP is to develop the District's vision of how the transportation system will be maintained, managed, and developed over the next 20 years and beyond. It provides a vehicle for the development of multimodal, multijurisdictional system strategies. The DSMP is developed with the goals of increasing safety, improving mobility, providing excellent stewardship, and meeting community and environmental needs throughout the District.

STAKEHOLDER PARTICIPATION

Feedback from the stakeholders helped solidify the findings of the performance assessment, bottleneck identification, and causality analysis given their intimate knowledge of local conditions. Moreover, stakeholders have provided support and insight, and shared valuable field and project data without which this study would not have been possible. The stakeholders included representatives from the following organizations: WRCOG, RCTC, SCAG, RTA, SANBAG, Counties of San Bernardino and Riverside, the cities within the counties' boundaries and Native American Tribes within District 8.

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LIST OF EXHIBITS

ABOUT THE DSMP UPDATE

The District System Management Plan (DSMP) is an integral part of the System Planning process. It is a long-range, 20-25 year planning document that describes how the District envisions the state transportation system will be maintained, managed, and developed over the next twenty years and beyond. The DSMP serves as a resource for informing federal, state, regional, and local agencies, and the public and private sector of the policies, goals, and strategies that the District intends to follow in its partnership role with these stakeholders.

Traditionally, the Transportation System Development Program (TSDP) was developed following completion of the DSMP. The TSDP presented a dynamic list of projects to assist Caltrans and its local partners in the regional planning and project selection process. It was based on the principles of linking land-use and transportation planning, encouraging smart growth concepts, and implementing and facilitating the regional blueprint planning processes. Although the TSDP was not restricted by monetary resources, the capacity enhancing projects included were largely from the adopted, financially constrained, Regional Transportation Plans (RTP) of the Metropolitan Planning Organization (MPO). The TSDP also included additional capacity enhancing projects that the State Highway System needed to assure the Caltrans goals and strategies, as depicted in the DSMP, were met. Together the DSMP and the TSDP provided the policy framework that guided the analysis and needs identification for the development of Transportation Concept Reports (TCRs) and Corridor System Management Plans (CSMPs).

District 8 produced a DSMP in 2011 and a TSDP in 2012 which included recommendations based upon the consideration of the Southern California Association of Governments (SCAG), 2008 Regional Transportation Plan and SCAG Regional Transportation Model. In 2013, Caltrans developed new System Planning guidelines that combined the DSMP and TSDP into one document. In response to the new guidelines, District 8 updated and combined the District's previous DSMP and TSDP documents in the form of a DSMP addendum which includes updated transportation concepts for State Highway System within Riverside and San Bernardino Counties, and reflects the District's consideration of the currently adopted SCAG 2012 RTP and 2012 RTP Transportation Model.

This addendum includes:

- The Caltrans District 8 District System Management Plan, December 2011, Introduction and Methodology which describes the initial reasoning and methodology used to develop the recommended concepts.
- The Caltrans District 8 Route (Segment) Evaluation Summary which describes the refined reasoning and methodology used to determine the recommended concepts.
- District 8 State Highway System Concept Summary.
- The 2012 forecast for the State Highway System within District 8 which is updated to reflect consideration of the SCAG 2012 RTP and Regional Transportation Model updates.

DISTRICT TRANSPORTATION PLANNING POLICIES

The DSMP delineates major challenges, priorities and policies to respond to a system that is operating at maximum capacity in some areas and underdeveloped in others. It identifies key policies in the area of safety, level of service, land use and its linkage to transportation systems. Since the 2011 DSMP, two significant Deputy Directives were developed that refocuses this document. The DSMP is also shaped by understanding and incorporating broader community values and respect for the environment in transportation planning. District 8 embraces the concept of Context Sensitive Solutions in planning and seeks innovative solutions to integrate bicycle, pedestrian, and transit modes as integral elements of the transportation system.

Land use policies and designations are within the power of local agencies, but Caltrans is placing much greater emphasis on better integrating transportation facilities with land use decisions. Caltrans understands the value of input from local agencies and the public in the planning process. To ensure this occurs, Caltrans established the Director's policy for Complete Streets, Deputy Directive 64-R2 (DD-64-R2), which requires the District to

> *…use innovative and inclusive approaches that integrate and balance community, aesthetic, historic and environmental values with transportation safety, maintenance and performance goals.*

District 8 supports managed lanes (DD-43-R1) on the State Highway System as a sustainable transportation system management strategy. To promote carpooling and transit usage, improve travel time reliability, reduce greenhouse gas emissions and maximize the efficiency of a freeway by increasing person and through-put while reducing congestion and delay. A Managed Lanes System Plan (MLSP) will be developed to ensure that future managed lanes are included in the regional transportation plans and other system planning documents.

Pursuant to statute Senate Bill 99 (SB99), the goals of the Active Transportation Program (ATP) increase use of active modes of transportation. The intent of the program is to provide a broad spectrum of projects to benefit many types of active transportation users. Projects may consist of infrastructure and non-infrastructure projects.

In 2015, the transportation focus shifted from a capacity to a fix-it-first philosophy. Caltrans has undertaken the role to implement a Caltrans' Strategic Management Plan to provide clear direction for meeting statewide objectives, create and strengthen strategic partnerships; and provide performance measures that monitor success. Ongoing efforts essential to the success of these Plans will guide activities in our district, program and division to accomplish our goals.

Introduction and Methodology

The DSMP is a strategic and policy planning document that portrays the District's vision of how the multi-modal transportation system should be operated, managed, and developed over a twenty-year period and beyond. The DSMP summarizes planning concepts as well as proposed transportation improvements on a system-wide level to provide a vision for the development of future transportation concepts and transportation development plans. A Level of Service (LOS) "D" is recommended as the minimum operational LOS for the State Highway System mainline within District 8.

With regard to the LOS methodology used to evaluate the need for improvements on the state highways in District 8, it should be noted that Senate Bill 743 (Steinberg 2013) addresses the evaluation of transportation project impacts under CEQA. As a result of the legislation, an update of CEQA Guidelines implementing Senate Bill 743 is underway. Typically, Caltrans as lead agency for transportation projects on the State Highway System and Intercity Rail Corridors, collaborates with land use lead agencies and transportation providers to ensure that all modes are considered in the planning and development of an integrated transportation system. CEQA Guidelines play an important role in shaping those partnerships and furthers our collective goal of enhancing California's livability. The guideline update is expected to be completed after approximately one year has passed. At that time, the LOS methodology used to produce the improvement recommendations in this document will be re-evaluated as it relates to the new guidelines.

The DSMP further evaluates the LOS "D" concepts on state highways. The performance measures include:

- Net economic benefits of proposed concept
- Right-of-way impacts (i.e., the potential for land acquisitions)
- Environmental impacts (i.e., the potential for environmentally significant impacts to known special status species)

Based upon recommendations from the DSMP, the District will develop a second product, the TCR. A TCR is developed for each state route within the district. The TCR summarizes information from both the DSMP from a system-wide concept to a corridor specific concept. The TCR:

- Provides the basis for Caltrans' input into the regional transportation planning process and nomination of State Highway System projects for funding.
- Provides the basis for analyzing local government and developer requests for mainline highway improvements and mitigation for local development.
- Identifies and protects long-term right-of-way needs.

COMPARISION WITH THE REGIONAL TRANSPORTATION PLAN

The Southern Californina Association of Governments (SCAG) is one of several Regional Transportation Planning Agencies/Metropolitan Planning Organizations within California which in accordance with state and federal laws is the organization required to develop a 20-year Regional Transporation Plan (RTP) for the expenditure of state and federal transportation funds, including funds expended within District 8. The RTP must be financially constrained, that is, the project expenditure plan must not exceed anticipated revenues, and it must also conform to state and federal air-quality requirements and other environmental regulations.

To assure that mobility improves or is maintained at minimum LOS standards and that environmental requirements are met through the RTP, SCAG developed performance measure targets, see Exhibit 1.

Exhibit 1: SCAG Performance Measures

Performance Measure	Measure(s)	Performance Target
Mobility	Speed Delay	Improvement over Base Year
Accessibiltiy	Percent PM peak period work trips within 45 minutes of home Distribution of work trip travel times	Improvement over Base Year
Reliability	Percent variation in travel time	Improvement over Base Year
Productivity	Percent capacity utilized during peak conditions	Improvement over Base Year
Safety	Accident rates	"0" for all types and modes
Sustainability	Total cost per capita to sustain system performance at Base Year conditions	Improvement over Base Year
Cost-Effectiveness	Benefit-to–Cost Ratio	Improvement over Base Year
Environmental	Emissions generated by travel	Meet SIP Emission Budgets and Transportation Conformity requirements
Environmental Justice	Distribution of benfits and costs, Accessibility, Environmental, Emissions, Noise	Equitable distibution of benefits and costs

*Base year 2008

SCAG found that in every Performance Measure category, the RTP meets the Performance Targets for 2035. However, the RTP does not meet the minimum LOS "D" operating condition nor the District's desired system-wide route concept on much of the urban highway system and some very significant portions of rural interstates and other routes. LOS "D" was selected as the minimum operating condition in accordance with Caltrans Highway Design Manual (HDM) Sections 102.1 and 504.7 (Exhibits 2 and 3, respectively) and because LOS "E" is characterized by a less desirable, unstable traffic flow. All operational elements (e.g., ramp metering and changeable message signs) and design standards (e.g., lane and shoulder widths) necessary for the full mainline capacity to be utilized were assumed to be in place. The 2012 RTP model was used to estimate the

2035 LOS in order to determine the need for mainline improvements that are recommended within this DSMP.

Exhibit 2: Excerpts from HDM Sections 102.1 (July 22, 2014)

102.1 Design Capacity (Automobiles)

Level of Service (LOS) is largely related to speed and density among many variables. Freeways should be designed to accommodate the design year peak hour traffic volumes and to operate at a LOS determined by District Planning and/or Traffic Operations. For a rough approximation of the number of lanes required on a multilane freeway, use the following design year peak hour traffic volumes per lane at the specified LOS:

	Level of Service	Design Year Peak Hour Vehicle traffic Volume (Average Automobiles Per Lane Per Hour)
Urban	C-E	1,400-2,400
Rural	C-D	1,000-1,850

For conventional highways and expressways, District Planning and Traffic Operations should be consulted.

Exhibit 3: Excerpts from HDM Sections 504.7 (May 7, 2012)

504.7 Weaving Sections

The criteria contained within this Index apply to:

- New interchanges.
- Modifications to existing interchanges including access control revisions for new ramps or the relocation/elimination of existing ramps.
- Projects to increase mainline capacity when existing interchanges do not meet interchange spacing requirements.

Weaving sections in urban areas should be designed for LOS C or D. Weaving sections in rural areas should be designed for B or C. Design rates for lane balanced weaving sections where at least on ramp or connector will be two lanes should not result in a LOS lower than the middle of LOS D using figure 504.7A. Mainline through capacity is optimized when weaving movements operate at least one level of service better than the mainline level of service. In determining acceptable hourly operating volumes, peak hour factors should be used.

Route (Segment) Evaluation Summary

The DSMP provides a district-wide list of recommended state highway concepts. To achieve LOS D, the DSMP recommends capacity-increasing improvements above and beyond SCAG's financially constrained plan. The list is titled, Exhibit 4: District 8 State Highway System Concept Overview – 2012 RTP Update. Recommendations were made on objective criteria (performance measures) and the practical knowledge and experience of the district staff. The list identifies

additional capacity on all route segments in terms of the number of additional lanes needed to maintain a desired LOS "D" on the mainline through 2035.

With regard to objective criteria, the proposed improvements are evaluated through benefit-cost analysis, and by anticipated right-of-way and environmental impacts. The following provides definitions for the objective criteria used by District 8 to evaluate and recommend system improvements:

- Benefit-cost analysis indicating a benefit-cost ratio equal to or greater than 1.0 in accordance with the California Life-Cycle Benefit/Cost Analysis Model
- Significance of impacts to right-of-way as defined:
    - Minimal: Minimal or no right-of-way acquisition and/or undeveloped property
    - Moderate: Moderate right-of-way acquisition and/or prescriptive rights
    - Significant: Significant right-of-way acquisition including schools, parks, cemeteries, mountainous terrain
- Significance of environmental impacts as defined:
    - Low: Minimal level of environmental impacts to known special status species
    - Medium: Moderate environmental impacts to known special status species
    - High: High level of environmental impacts to known special status species

With regard to practical knowledge and experience, there may be cases such as a gap closure where a project is recommended even though the benefit-cost ratio does not support the improvement.

DEFINITIONS AND METHODOLOGY

Benefit Cost Analysis: The model calculates the life-cycle benefit-cost ratio by comparing the dollar value of the project benefits including travel time savings (reduced delay or travel time), vehicle operation cost savings (reduced fuel consumption and maintenance), accident costs savings (reduced accident rates), and vehicle emission reductions to the dollar value of the project costs (right of way, support, and construction).

It should be noted that some project benefits can be expressed in negative terms due to highway improvements that affect vehicle operating and emissions costs as a function of speed. That is, vehicles traveling faster or slower than the optimal speed of 50 to 55 mph have increased vehicle operating and emissions costs resulting in increased maintenance and fuel consumption.

Project costs were estimated on a per mile basis using data from comparable projects.

Right of Way: The need for additional right-of-way (ROW) was determined by the level of impacts to adjacent land uses. Land uses were identified by the use of city and county zoning maps. ROW widths were estimated using internal public data including Geographic Information System layers, ROW maps, County Assessor Parcel Maps and other available data.

Environmental Impacts: The California Natural Diversity Database (CNDDB) provides location and natural history information on special-status plants, animals, and natural communities. The Environmental Impact exhibits use CNDDB data to evaluate potential biological impacts surrounding proposed projects. The varying diameters of circles and polygons indicate the level of location detail provided in the source documents where special-status species may be located based on ten graphic accuracy classes. These accuracy classes were used to determine the level of biological impacts. Accuracy Class 1 (small circle or polygon) represents a precise location data whereas Accuracy Class 10 (large circle or polygon) represents a general area where special-status species may be located.

Potential biological impacts and Section 4(f) Resources of the property adjacent to the highway were estimated based upon the expected level of disturbance from a proposed widening. As a special provision of the Department of Transportation Act of 1966, Section 4(f) states that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites.

Although other environmental resources such as Cultural Resources or Community Impacts Assessment (Environmental Justice) were considered, these resources are beyond the scope of the DSMP. These issues will be considered during the project delivery process.

Multi-modal Alternative Comparison: For the purposes of analysis, the following definitions are used to compare three improvement strategies, mixed-flow lane additions, managed lane additions, and finally, provision of mass transit services.

Within urbanized areas, the three alternatives are defined as follows:

- Mixed-Flow Lane Equivalent (MFE) is defined as the number of mixed-flow lanes necessary to maintain LOS "D" on the main line. A mixed-flow lane operating at LOS "D" accommodates approximately 1,800 vehicles per hour.

- Managed Lanes (ML) in accordance with Caltrans Deputy Directive 43-R1 (5/29/2015), is defined as a high-occupancy vehicle lane, a high-occupancy toll lane, or an express toll lane. Where single-lane improvements are needed to maintain LOS "D", a capacity of 1,650 vehicles per lane (2+ passenger vehicles) is assumed. Where two-lane capacity improvements are needed, the capacity is assumed to be 1,700 vehicles per lane (2+ passenger vehicles).

- Mass Transit (MTR and MTB) is defined as both passenger rail (MTR) and bus services (MTB). The commuter rail option is applied where commuter rail service currently exists or is planned by 2035 (SR-91, SR-60, I-10, SR-210, I-15 and I-215). Three trains of four-cars each with 144 passengers per car equals 1,728 passengers per hour which is roughly equivalent to one highway lane of traffic at LOS "D". Along highways in urban areas where rail service is not available, the bus alternative is applied. To match the through-put of a mixed-flow lane operating at LOS "D" with bus service would require 45 buses with 40 passengers each per hour.

Within rural areas, the alternatives are defined as follows:

- Mixed-Flow Lane Equivalent (MFE) is defined as the number of mixed-flow lanes necessary to maintain LOS "D" on the main line. A mixed-flow lane operating at LOS "D" accommodates approximately 1,800 vehicles per hour.

- Mass Transit (MTR) improvements are planned for portions of I-15 from the city of Victorville to Las Vegas, Nevada (XpressWest) high-speed rail service) and for SR-330 and SR-18 from the city of San Bernardino to the city of Big Bear Lake (Big Bear Modal Alternatives). The XpressWest service is expected to reduce traffic on I-15 from Victorville to Nevada State Line by 1,400 vehicles during the peak hour in the peak direction. The Big Bear Modal Alternative reduces 270 vehicles/hour on SR-18 and SR-330 in both directions.

DISTRICT-WIDE SYSTEM

The district State Highway System concept overview sheets follow:

State Highway System Concept Overview

Exhibit 4a Map: 2035 Level of Service – No Build
(Assumes that the State Highway System is operating with existing geometrics plus capacity improvements that are fully programmed and under construction.)

Exhibit 4b Map: 2012 Regional Transportation Plan – 2035 Projects – Level of Service

Exhibit 4c Map: Additional Lanes Needed for System to Operate at LOS "D" in year 2035

Recommended Concepts Overview – District 8 State Highway System - Exhibit 5

District 8 2012 Forecast for State Highway System – Exhibit 6

DISTRICT 8

STATE HIGHWAY SYSTEM OVERVIEW

(EXHIBIT 4)

EXHIBIT 4a: MAP

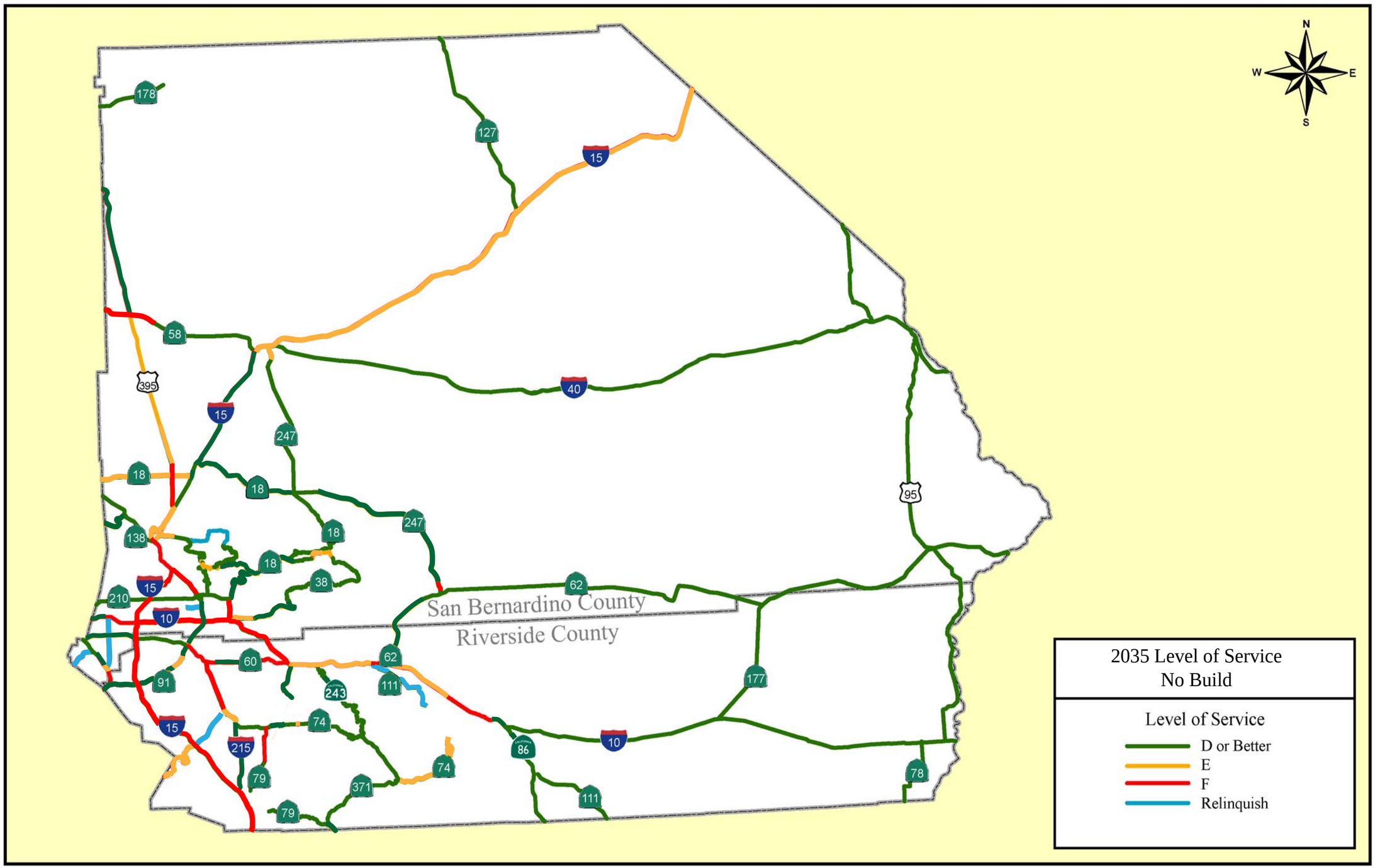


EXHIBIT 4b: MAP

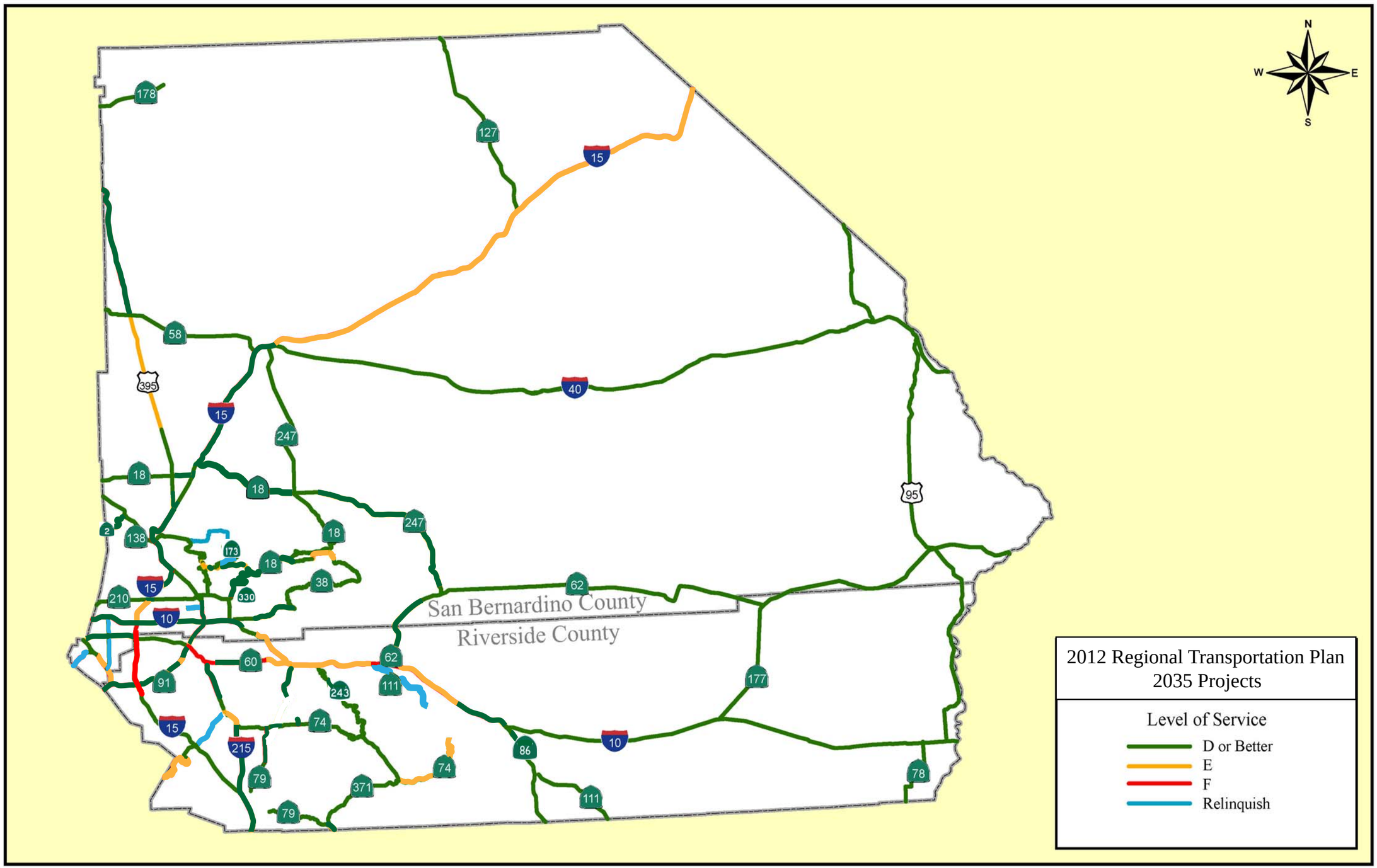
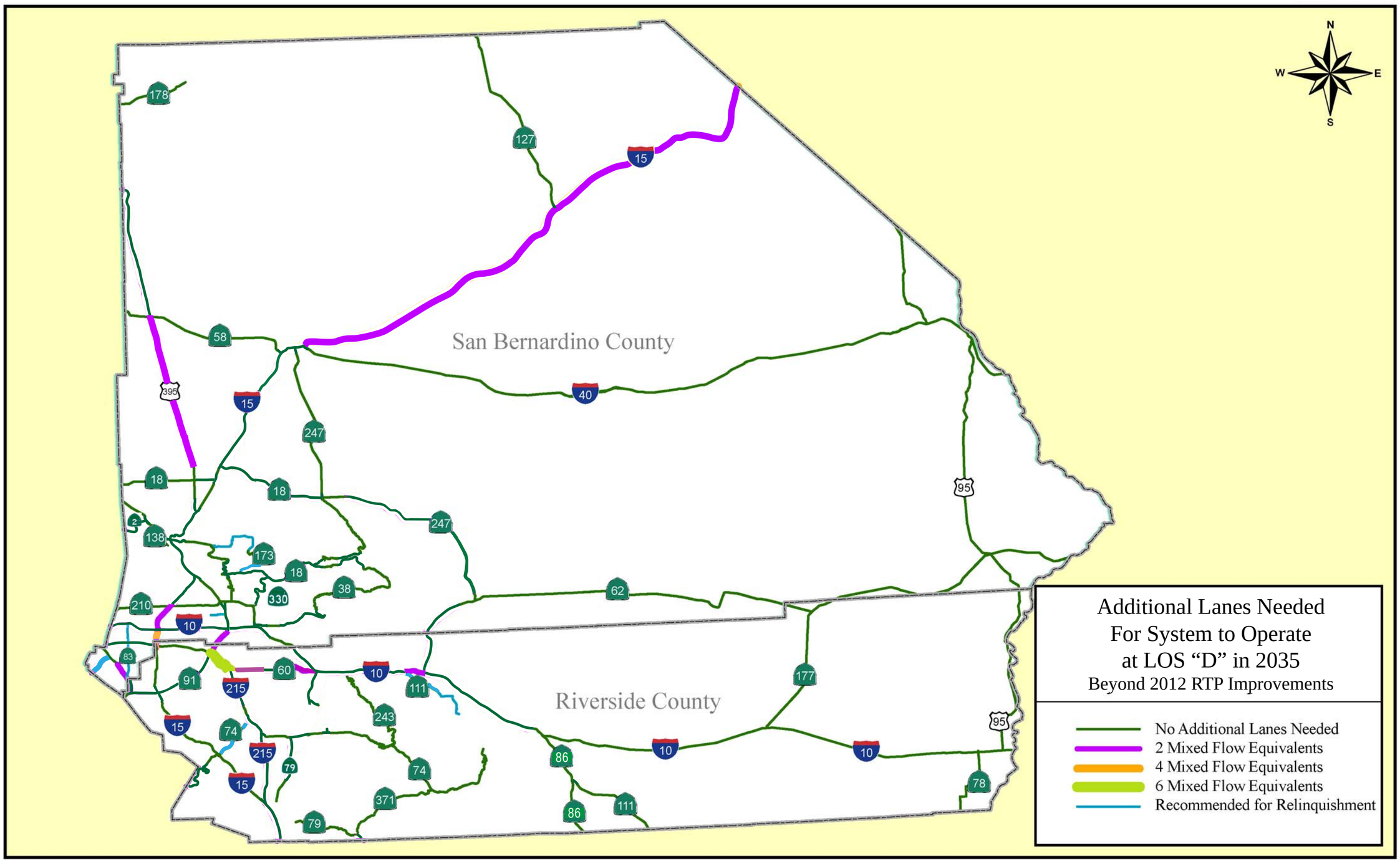


EXHIBIT 4c: MAP



DISTRICT 8

RECOMMENDED CONCEPT OVERVIEW

STATE HIGHWAY SYSTEM

(EXHIBIT 5)

EXHIBIT 5: DISTRICT 8 STATE HIGHWAY SYSTEM CONCEPT OVERVIEW - 2012 RTP UPDATE

Facility	Seg.	County	Post Miles	Description	2012 RTP			LOS "D"		Cost Per Lane Mile	Improvement Cost	Right of Way Impacts (Minimal, Moderate, Significant)	Potential for Environmental Impacts (High, Medium, Low)	LOS "D" Concept Recommended	Alternatives			Recommended Concept
					2035 Concept	LOS	Distance in Miles	No. of Lanes	B/C Ratio						MTR	MTB	Hwy	
SR-2	1	SBd	0.0-6.4	Los Angeles/San Bernardino County Line to SR-138	2 MF	D	-	2 MFE	-	-	-	-	-	-	-	-	-	2 MF
I-10	1	SBd	0.0-9.9	Los Angeles/San Bernardino County Line to I-15	8 MF/4 HOT	C	-	10 MFE	-	-	-	-	-	-	-	-	-	8MF/4 ML
I-10	2	SBd	9.9-R24.2	I-15 to I-215	8 MF/4 HOT	C	-	10 MFE	-	-	-	-	-	-	-	-	-	8MF/4 ML
I-10	3	SBd	R24.2-29.3	I-215 to SR-210	8 MF/4 HOT	D	-	12 MFE	-	-	-	-	-	-	-	-	-	8MF/4 ML
I-10	4	SBd	29.3-33.1	SR-210 to Ford Street	8 MF/4 HOT	C	-	12 MFE	-	-	-	-	-	-	-	-	-	8MF/4 ML
I-10	5	SBd	33.1-37.0	Ford Street to Live Oak Canyon Road	8 MF/2 HOV/1T	D	-	10 MFE/1 T	-	-	-	-	-	-	-	-	-	8 MF/2 ML/1 T
I-10	6	SBd	37.0-R39.2	Live Oak Canyon Road to San Bernardino/Riverside County Line	6 MF/2 HOV/1 T	E	2.2	10 MFE/1 T	0.8	$12,613,000	$55,500,000	Moderate	Low	No	-	-	-	6 MF/2 ML/1 T
I-10	7	Riv	R0.0-6.7	San Bernardino/Riverside County Line to SR-60	6 MF/1 T	E	-	8 MFE/1 T	0.1	$12,602,000	$168,875,000	Moderate	Low	No	-	-	-	6 MF/1 T
I-10	8	Riv	6.7-R25.2	SR-60 to SR-111	8 MF	E	18.5	10 MFE	0.3	$12,608,000	$466,500,000	Moderate	Low	No	-	-	-	8 MF
I-10	**9**	**Riv**	**R25.2-29.7**	**SR-111 to SR-62**	**8 MF**	**F**	**4.5**	**10 MFE**	**1.9**	**$5,200,000**	**$58,750,000**	**Moderate**	**Medium**	**Yes**	**-**	**-**	**2 MF**	**10 MF**
I-10	10	Riv	29.7-46.9	SR-62 to Cook Street	8 MF	E	17.2	10 MFE	-0.9	$5,200,000	$178,880,000	Moderate	Medium	No	-	-	-	8 MF
I-10	11	Riv	46.9-R54.7	Cook Street to Monroe Street	8 MF	D	-	8 MFE	-	-	-	-	-	-	-	-	-	8 MF
I-10	12	Riv	R54.7-R57.8	Monroe Street to SR-86S	8 MF	C	-	8 MFE	-	-	-	-	-	-	-	-	-	8 MF
I-10	13	Riv	R57.8-R58.9	SR-86S to Dillon Road	6 MF	A	-	4 MFE	-	-	-	-	-	-	-	-	-	6 MF
I-10	14	Riv	R58.9-R156.5	Dillon Road to Arizona State Line	4 MF	C	-	4 MFE	-	-	-	-	-	-	-	-	-	4 MF
I-15	1	Riv	R0.0-3.4	San Diego/Riverside County Line to SR-79 South	10 MF/2 HOV	C	-	12 MFE	-	-	-	-	-	-	-	-	-	10 MF/2 ML
I-15	2	Riv	3.4-6.6	SR-79 South to SR-79 North	10 MF/2 HOV	C	-	12 MFE	-	-	-	-	-	-	-	-	-	10 MF/2 ML
I-15	3	Riv	6.6-8.7	SR-79 North to I-215 South	12 MF/2 HOV	B	-	14 MFE	-	-	-	-	-	-	-	-	-	12 MF/2 ML
I-15	4	Riv	8.7-16.3	I-215 South to Bundy Canyon Road	8 MF/2 HOV	C	-	10 MFE	-	-	-	-	-	-	-	-	-	8 MF/2 ML
I-15	5	Riv	16.3-22.3	Bundy Canyon Road to SR-74	6 MF/2 HOV	D	-	8 MFE	-	-	-	-	-	-	-	-	-	6 MF/2 ML
I-15	6	Riv	22.3-36.8	SR-74 to Cajalco Road	8 MF/4 HOT	B	-	12 MFE	-	-	-	-	-	-	-	-	-	8 MF/4 ML
I-15	7	Riv	36.8-40.3	Cajalco Road to Magnolia Avenue	6 MF/ 2 HOT	F	-	12 MFE	-	-	-	-	-	-	-	-	-	6 MF/ 2 HOT
I-15	8	Riv	40.3-41.5	Magnolia Avenue to SR-91	6 MF/ 2 HOT	F	-	12 MFE	-	-	-	-	-	-	-	-	-	6 MF/ 2 HOT
I-15	9	Riv	41.5-51.5	SR-91 to SR-60	6 MF/ 4 HOT	F	-	12 MFE	-	-	-	-	-	-	-	-	-	6 MF/ 4 HOT
I-15	10	Riv	51.5-52.3	SR-60 to Riverside/San Bernardino County Line	6 MF/ 4 HOT	F	-	14 MFE	-	-	-	-	-	-	-	-	-	6 MF/ 4 HOT
I-15	11	SBd	0.0-2.4	Riverside/San Bernardino County Line to I-10	8 MF/4 HOT	F	-	14 MFE	-	-	-	-	-	-	-	-	-	8 MF/4 HOT
I-15	12	SBd	2.4-8.1	I-10 to SR-210	8 MF/4 HOT	E	-	12 MFE	-	-	-	-	-	-	-	-	-	8 MF/4 HOT
I-15	13	SBd	8.1-15.6	SR-210 to Glen Helen Parkway	8 MF/4 HOT	D	-	10 MFE	-	-	-	-	-	-	-	-	-	8 MF/4 HOT
I-15	14	SBd	15.6-R13.7	Glen Helen Parkway to I-215 North	8 MF/4 HOT	D	-	10 MFE	-	-	-	-	-	-	-	-	-	8 MF/4 HOT
I-15	15	SBd	R13.7-R21.4	I-215 North to SR-138	8 MF/4 HOT/1 T	D	-	14 MFE	-	-	-	-	-	-	-	-	-	8 MF/4 HOT/1 T
I-15	16	SBd	R21.4-31.8	SR-138 to US-395	8 MF/4 HOT/1 T	D	-	12 MFE	-	-	-	-	-	-	-	-	-	8 MF/4 HOT/1 T
I-15	17	SBd	31.8-37.5	US-395 to Bear Valley Road	6 MF/2 HOV	C	-	8 MFE	-	-	-	-	-	-	-	-	-	6 MF/2 ML
I-15	18	SBd	37.5-43.4	Bear Valley Road to North Junction SR-18	6 MF/2 HOV	C	-	8 MFE	-	-	-	-	-	-	-	-	-	6 MF/2 ML
I-15	19	SBd	43.4-70.1	North Junction SR-18 to SR-58	6 MF	D	-	6 MFE	-	-	-	-	-	-	-	-	-	6 MF
I-15	20	SBd	70.1-74.4	SR-58 to I-40	6 MF	D	-	6 MFE	-	-	-	-	-	-	-	-	-	6 MF
I-15	**21**	**SBd**	**74.4-R186.2**	**I-40 to Nevada State Line**	**4 MF**	**E**	**111.8**	**6 MFE**	**1.4**	**$5,200,000**	**$1,162,720,000**	**Moderate**	**High**	**Yes**	**-**	**-**	**2 MF**	**6 MF**
SR-18	1	SBd	T6.2-T7.6	SR-210 to 40th Street	4 MF	B	-	4 MFE	-	-	-	-	-	-	-	-	-	4 MF
SR-18	2	SBd	T7.6-T8.3	40th Street to Sierra Way	4 MF	B	-	4 MFE	-	-	-	-	-	-	-	-	-	4 MF
SR-18	3	SBd	T8.3-R17.7	Sierra Way to SR-138	4 MF	B	-	4 MFE	-	-	-	-	-	-	-	-	-	4 MF
SR-18	4	SBd	R17.7-20.6	SR-138 to SR-189	2 MF	E	2.9	4 MFE	0.6	$5,200,000	$30,160,000	Moderate	High	No	-	-	-	2 MF
SR-18	5	SBd	20.6-23.4	SR-189 to Daley Canyon Road	2 MF	D	-	2 MFE	-	-	-	-	-	-	-	-	-	2 MF
SR-18	6	SBd	23.4-24.7	Daley Canyon Road to SR-173	2 MF	E	1.3	4 MFE	0.1	$5,200,000	$13,520,000	Moderate	High	No	-	-	-	2 MF
SR-18	7	SBd	24.7-31.7	SR-173 to SR-330	2 MF	D	-	2 MFE	-	-	-	-	-	-	-	-	-	2 MF
SR-18	8	SBd	31.7-44.3	SR-330 to SR-38/Big Bear Dam	2 MF	D	-	2 MFE	-	-	-	-	-	-	-	-	-	2 MF
SR-18	9	SBd	44.3-45.5	SR-38/Big Bear Dam to West Big Bear Lake City Limits	2 MF	D	-	2 MFE	-	-	-	-	-	-	-	-	-	2 MF
SR-18	10	SBd	45.5-49.1	West Big Bear Lake City Limits to Pine Knot Boulevard	4 MF	A	-	4 MFE	-	-	-	-	-	-	-	-	-	4 MF
SR-18	11	SBd	49.1-50.4	Pine Knot Boulevard to Summit Boulevard	4 MF	B	-	4 MFE	-	-	-	-	-	-	-	-	-	4 MF
SR-18	12	SBd	50.4-51.6	Summit Boulevard to Stanfield Cutoff	4 MF	B	-	4 MFE	-	-	-	-	-	-	-	-	-	4 MF
SR-18	13	SBd	51.6-52.7	Stanfield Cutoff to Division Drive	2 MF	E	1.1	4 MFE	0.3	$5,200,000	$11,440,000	Moderate	Medium	No	-	-	-	2 MF
SR-18	14	SBd	52.7-54.5	Division Drive to SR-38 North Junction	2 MF	E	1.8	4 MFE	0.1	$5,200,000	$18,720,000	Moderate	Medium	No	-	-	-	2 MF
SR-18	15	SBd	54.5-73.4	SR-38 North Junction to SR-247 South Junction	2 MF	C	-	2 MFE	-	-	-	-	-	-	-	-	-	2 MF
SR-18	16	SBd	73.4-87.9	SR-247 South Junction to Central Road	2 MF	D	-	2 MFE	-	-	-	-	-	-	-	-	-	2 MF
SR-18	17	SBd	87.9-89.6	Central Road to Kiowa Road	4 MF	A	-	4 MFE	-	-	-	-	-	-	-	-	-	4 MF

EXHIBIT 5: DISTRICT 8 STATE HIGHWAY SYSTEM CONCEPT OVERVIEW - 2012 RTP UPDATE

Facility	Seg.	County	Post Miles	Description	2012 RTP			LOS "D"				Right of Way Impacts (Minimal, Moderate, Significant)	Potential for Environmental Impacts (High, Medium, Low)	LOS "D" Concept Recommended	Alternatives			Recommended Concept
					2035 Concept	LOS	Distance in Miles	No. of Lanes	B/C Ratio	Cost Per Lane Mile	Improvement Cost				MTR	MTB	Hwy	
SR-18	18	SBd	89.6-94.4	Kiowa Road to Apple Valley Road	4/6 MF	B	-	4 MFE	-	-	-	-	-	-	-	-	-	4/6 MF
SR-18	19	SBd	94.4-R96.6	Apple Valley Road to I-15 North Junction	4/6 MF	C	-	4 MFE	-	-	-	-	-	-	-	-	-	4/6 MF
SR-18	20	SBd	R96.6-97.0	I-15 South Junction to Amargosa Road	6 MF	B	-	6 MFE	-	-	-	-	-	-	-	-	-	6 MF
SR-18	21	SBd	97.0-101.0	Amargosa Road to US-395	6 MF	B	-	4 MFE	-	-	-	-	-	-	-	-	-	6 MF
SR-18	22	SBd	101.0-115.9	US-395 to San Bernardino/Los Angeles County Line	4 MF	A	-	4 MFE	-	-	-	-	-	-	-	-	-	4 MF
SR-38	1	SBd	0.0-0.6	I-10 to Lugonia Avenue	4 MF	B	-	4 MFE	-	-	-	-	-	-	-	-	-	4 MF
SR-38	2	SBd	0.6-5.4	Orange Street to Garnet Avenue	4 MF	B	-	4 MFE	-	-	-	-	-	-	-	-	-	4 MF
SR-38	3	SBd	5.4-15.0	Garnet Avenue to Valley of the Falls Drive	2 MF	D	-	2 MFE	-	-	-	-	-	-	-	-	-	2 MF
SR-38	4	SBd	15.0-46.6	Valley of the Falls Drive to State Lane	2 MF	C	-	2 MFE	-	-	-	-	-	-	-	-	-	2 MF
SR-38	5	SBd	46.6-48.2	State Lane to Big Bear Boulevard	2 MF	E	1.6	4 MFE	0.9	$5,200,000	$16,640,000	Moderate	Medium	No	-	-	-	2 MF
SR-38	6	SBd	48.2-49.5	Big Bear Boulevard to South Junction SR-18	2 MF	E	1.3	4 MFE	0.1	$5,200,000	$11,400,000	Moderate	Medium	No	-	-	-	2 MF
SR-38	7	SBd	49.5E-59.4	North Junction SR-18 to Big Bear Dam	2 MF	C	-	2 MFE	-	-	-	-	-	-	-	-	-	2 MF
I-40	1	SBd	0.0-R2.4	I-15 to Main Street	4 MF	B	-	4 MFE	-	-	-	-	-	-	-	-	-	4 MF
I-40	2	SBd	R2.4-R7.2	Main Street to “A” Street	4 MF	B	-	4 MFE	-	-	-	-	-	-	-	-	-	4 MF
I-40	3	SBd	R7.2-R107.2	“A” Street to Goff’s Road	4 MF	A	-	4 MFE	-	-	-	-	-	-	-	-	-	4 MF
I-40	4	SBd	R107.2-R132.7	Goff’s Road to US-95 North	4 MF	A	-	4 MFE	-	-	-	-	-	-	-	-	-	4 MF
I-40	5	SBd	R132.7-R143.8	US-95 North to US-95 South	4 MF	B	-	4 MFE	-	-	-	-	-	-	-	-	-	4 MF
I-40	6	SBd	R143.8-R154.6	US-95 South to Arizona State Line	4 MF	A	-	4 MFE	-	-	-	-	-	-	-	-	-	4 MF
SR-58	1	SBd	R0.0-5.4	Kern/San Bernardino County Line to US-395	4 MF	A	-	4 MFE	-	-	-	-	-	-	-	-	-	4 MF
SR-58	2	SBd	5.4-R12.9	US-395 to 7.5 miles east of US-395	4 MF	A	-	4 MFE	-	-	-	-	-	-	-	-	-	4 MF
SR-58	3	SBd	R12.9-R21.8	7.5 miles east of US-395 to 2.8 miles west of Hidden River Road	4 MF	A	-	4 MFE	-	-	-	-	-	-	-	-	-	4 MF
SR-58	4	SBd	R21.8-R31.0	2.8 miles west of Hidden River Road to 0.7 miles east of Lenwood Road	4 MF	A	-	4 MFE	-	-	-	-	-	-	-	-	-	4 MF
SR-58	5	SBd	R31.0-R34.8	0.7 miles east of Lenwood Road to I-15	4 MF	A	-	4 MFE	-	-	-	-	-	-	-	-	-	4 MF
SR-60	1	SBd	R0.0-R9.9	Los Angeles/San Bernardino County Line to SBd/Riv County Line	8 MF/2 HOV	D	-	10 MFE	-	-	-	-	-	-	-	-	-	8 MF/2 ML
SR-60	2	Riv	R0.0-R7.5	San Bernardino/Riverside County Line to Valley Way	8 MF/ 2 HOV	B	-	10 MFE	-	-	-	-	-	-	-	-	-	8 MF/2 ML
SR-60	2	Riv	R7.5-R9.9	Valley Way to SR-91/I-215	6 MF/2 HOV	B	-	8 MFE	-	-	-	-	-	-	-	-	-	6 MF/2 ML
SR-60	**3**	**Riv**	**12.2-14.3**	**60/215 East Interchange to Pigeon Pass Road**	**4 MF/2 HOV**	**F**	**2.1**	**8 MFE**	**2.4**	**$25,000,000**	**$210,000,000**	**Moderate**	**Low**	**Yes**	**-**	**90**	**2 MF**	**6 MF/2 ML**
SR-60	4	Riv	14.3-18.4	Pigeon Pass Road to Nason Street	4 MF/2 HOV	D	-	6 MFE	-	-	-	-	-	-	-	-	-	4 MF/2 ML
SR-60	5	Riv	18.4-20.4	Nason Street to Redlands Boulevard	4 MF/2 HOV	C	-	6 MFE	-	-	-	-	-	-	-	-	-	4 MF/2 ML
SR-60	**6**	**Riv**	**20.4-22.1**	**Redlands Boulevard to Gilman Springs Road**	**4 MF**	**F**	**1.7**	**6 MFE**	**0.1**	**$12,618,000**	**$42,900,000**	**Moderate**	**Low**	**Yes**	**-**	**90**	**2 MF**	**6 MF**
SR-60	**7**	**Riv**	**22.1-30.5**	**Gilman Springs Road to 10/60 Interchange**	**4 MF**	**E**	**4.0**	**6 MFE**	**3.5**	**$13,500,000**	**$108,000,000**	**Moderate**	**Low**	**Yes**	**-**	**90**	**2 MF**	**6 MF**
SR-62	1	Riv	0.0-9.2	I-10 to Riverside/San Bernardino County Line	4 MF	B	-	4 MFE	-	-	-	-	-	-	-	-	-	4 MF
SR-62	2	SBd	0.0-8.3	Riverside/San Bernardino County Line to Yucca Valley City Limits	4 MF	C	-	4 MFE	-	-	-	-	-	-	-	-	-	4 MF
SR-62	3	SBd	8.3-12.4	Yucca Valley City Limits to SR-247	6 MF	C	-	6 MFE	-	-	-	-	-	-	-	-	-	6 MF
SR-62	4	SBd	12.4-15.1	SR-247 to Yucca Mesa Road	4 MF	C	-	4 MFE	-	-	-	-	-	-	-	-	-	4 MF
SR-62	5	SBd	15.1-18.3	Yucca Mesa Road to Park Boulevard	4 MF	B	-	4 MFE	-	-	-	-	-	-	-	-	-	4 MF
SR-62	6	SBd	18.3-25.2	Park Boulevard to Lee Drive	4 MF	A	-	4 MFE	-	-	-	-	-	-	-	-	-	4 MF
SR-62	7	SBd	25.2-30.2	Lee Drive to Sunrise Road	4 MF	A	-	4 MFE	-	-	-	-	-	-	-	-	-	4 MF
SR-62	8	SBd	30.2-33.2	Sunrise Road to Adobe Road	4 MF	A	-	4 MFE	-	-	-	-	-	-	-	-	-	4 MF
SR-62	9	SBd	33.2-34.2	Adobe Road to Utah Trail	2 MF	C	-	2 MFE	-	-	-	-	-	-	-	-	-	2 MF
SR-62	10	SBd	34.2-37.9	Utah Trail to Mojave Road	2 MF	C	-	2 MFE	-	-	-	-	-	-	-	-	-	2 MF
SR-62	11	SBd	37.9-79.5	Mojave Road to San Bernardino/Riverside County Line	2 MF	A	-	2 MFE	-	-	-	-	-	-	-	-	-	2 MF
SR-62	12	Riv	79.5-90.2	San Bernardino/Riverside Co. Line to Riverside/San Bernardino County Line	2 MF	A	-	2 MFE	-	-	-	-	-	-	-	-	-	2 MF
SR-62	13	SBd	90.2-125.8	Riverside/San Bernardino County Line to US-95	2 MF	B	-	2 MFE	-	-	-	-	-	-	-	-	-	2 MF
SR-62	14	SBd	125.8-142.7	US-95 to Arizona State Line	2 MF	B	-	2 MFE	-	-	-	-	-	-	-	-	-	2 MF
SR-66	1	SBd	20.1-21.4	Pepper Avenue to 4th Street	4 MF	B	-	4 MFE	-	-	-	-	-	-	-	-	-	Relinquish
SR-66	2	SBd	21.4-23.2	4th Street to 5th Street	4 MF	A	-	4 MFE	-	-	-	-	-	-	-	-	-	Relinquish
SR-71	1	SBd	R0.0-5.7	Los Angeles/San Bernardino Co. Line to 1 mile N. of Pine Avenue	6 MF/2 HOV	D	-	8 MFE	-	-	-	-	-	-	-	-	-	6 MF/2 ML
SR-71	**2**	**SBd**	**5.7-8.4**	**1 mile north of Pine Avenue to San Bernardino/Riverside Co. Line**	**4 MF/2 HOV**	**E**	**2.7**	**8 MFE**	**1.0**	**$12,616,000**	**$68,125,000**	**Moderate**	**Low**	**Yes**	**-**	**90**	**2 MF**	**6 MF/2 ML**
SR-71	3	Riv	0.0-3.0	San Bernardino/Riverside County Line to SR-91	6 MF	E	3.0	8 MFE	0.4	$12,583,000	$75,500,000	Significant	Medium	No	-	-	-	6 MF
SR-74	1	Riv	0.00-11.8	Orange/Riverside County Line to Grand Avenue	2 MF	E	11.8	4 MFE	0.1	$3,517,000	$83,000,000	Significant	High	No	-	-	-	2 MF
SR-74	2	Riv	11.8-17.3	Grand Avenue to I-15	6 MF	A	-	6 MFE	-	-	-	-	-	-	-	-	-	6 MF

EXHIBIT 5: DISTRICT 8 STATE HIGHWAY SYSTEM CONCEPT OVERVIEW - 2012 RTP UPDATE

Facility	Seg.	County	Post Miles	Description	2012 RTP			LOS "D"		Cost Per Lane Mile	Improvement Cost	Right of Way Impacts (Minimal, Moderate, Significant)	Potential for Environmental Impacts (High, Medium, Low)	LOS "D" Concept Recommended	Alternatives			Recommended Concept
					2035 Concept	LOS	Distance in Miles	No. of Lanes	B/C Ratio						MTR	MTB	Hwy	
SR-74	3	Riv	17.3-25.8	I-15 to Seventh Street	6 MF	B	-	4 MFE	-	-	-	-	-	-	-	-	-	Relinquish
SR-74	4	Riv	27.5-30.8	I-215 to Briggs Road	4 MF	C	-	4 MFE	-	-	-	-	-	-	-	-	-	4 MF
SR-74	5	Riv	30.8-34.3	Briggs Road to SR-79 South	6 MF	B	-	4 MFE	-	-	-	-	-	-	-	-	-	6 MF
SR-74	6	Riv	34.3-38.0	SR-79 South to Cawston Avenue	6 MF	B	-	4 MFE	-	-	-	-	-	-	-	-	-	6 MF
SR-74	7	Riv	38.0-45.6	Cawston Avenue to Lincoln Avenue	4 MF	A	-	4 MFE	-	-	-	-	-	-	-	-	-	4 MF
SR-74	8	Riv	45.6-46.6	Lincoln Avenue to Shultz Road	4 MF	A	-	4 MFE	-	-	-	-	-	-	-	-	-	4 MF
SR-74	9	Riv	46.6-71.8	Shultz Road to SR-371	2 MF	C	-	2 MFE	-	-	-	-	-	-	-	-	-	2 MF
SR-74	10	Riv	71.8-R92.3	SR-371 to Cahuilla Way	2 MF	E	20.5	4 MFE	0.4	$5,200,000	$213,200,000	Significant	High	No	-	-	-	2 MF
SR-74	11	Riv	R96.0-101.5	Unconstructed (SR-111 to I-10)	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SR-78	1	Riv	0.00-16.4	Imperial/Riverside County Line to I-10	2 MF	C	-	2 MFE	-	-	-	-	-	-			-	2 MF
SR-79	1	Riv	0.0-2.3	San Diego/Riverside County Line to SR-371	2 MF	D	-	2 MFE	-	-	-	-	-	-	-	-	-	2 MF
SR-79	2	Riv	2.3-12.5	SR-371 to Pauba Road	2 MF	D	-	2 MFE	-	-	-	-	-	-	-	-	-	2 MF
SR-79	3	Riv	12.5-16.0	Pauba Rd. to Temecula City Limits	2 MF	D	-	2 MFE	-	-	-	-	-	-	-	-	-	2 MF
SR-79	6	Riv	R4.7-R6.0	Murrieta Hot Springs Road to Hunter Road	6 MF	B	-	6 MFE	-	-	-	-	-	-	-	-	-	6 MF
SR-79	7	Riv	R6.0-R10.5	Hunter Road to Abelia Street	6 MF	B	-	6 MFE	-	-	-	-	-	-	-	-	-	6 MF
SR-79	8	Riv	R10.5-R12.2	Abelia Street to Scott Road/Washington Street	6 MF	B	-	6 MFE	-	-	-	-	`	-	-	-	-	6 MF
SR-79	9	Riv	R12.2-R19.1	Scott Road/Washington Street to SR-74	6 MF	A	-	6 MFE	-	-	-	-	-	-	-	-	-	6 MF
SR-79	10	Riv	25.7-28.4	SR-74 to South Santa Fe Avenue	6 MF	A	-	6 MFE	-	-	-	-	-	-	-	-	-	6 MF
SR-79	11	Riv	28.4-34.2	Cottonwood Avenue to Potter Road	6 MF	A	-	4 MFE	-	-	-	-	-	-	-	-	-	6 MF
SR-79	12	Riv	34.2-38.1	Potter Road to Potrero Boulevard	4 MF	C	-	4 MFE	-	-	-	-	-	-	-	-	-	4 MF
SR-79	13	Riv	38.1-40.4	Potrero Boulevard to I-10	4 MF	C	-	4 MFE	-	-	-	-	-	-	-	-	-	4 MF
SR-83	1	SBd	R0.0-1.9	SR-71 to Pine Avenue	8 MF	A-F	-	6 MFE	-	-	-	-	-	-	-	-	-	Relinquish
SR-83	2	SBd	1.9-7.2	Pine Avenue to SR-60	8 MF	A-F	-	6 MFE	-	-	-	-	-	-	-	-	-	Relinquish
SR-83	3	SBd	7.2-11.10	SR-60 to I-10	6 MF	B	-	6 MFE	-	-	-	-	-	-	-	-	-	Relinquish
SR-86	1	Riv	0.0-R10.0	Imperial/Riverside County Line (86th Avenue) to 68th Avenue	4 MF	B	-	4 MFE	-	-	-	-	-	-	-	-	-	4 MF
SR-86	2	Riv	R10.0-R18.3	68th Avenue to 53rd Avenue	4 MF	B	-	4 MFE	-	-	-	-	-	-	-	-	-	4 MF
SR-86	3	Riv	R18.3-R22.2	53rd Avenue to Dillon Road	4 MF	C	-	4 MFE	-	-	-	-	-	-	-	-	-	4 MF
SR-86	4	Riv	R22.2-R23.0	Dillon Road to I-10	4 MF	C	-	4 MFE	-	-	-	-	-	-	-	-	-	4 MF
SR-91	1	Riv	R0.0-R2.1	Orange/Riverside County Line to SR-71	10 MF/4 HOT	D	-	14 MFE	-	-	-	-	-	-	-	-	-	10 MF/4 ML
SR-91	2	Riv	R2.1-6.3	SR-71 to Main Street	10 MF/4 HOT	D	-	14 MFE	-	-	-	-	-	-	-	-	-	10 MF/4 ML
SR-91	3	Riv	6.3-7.5	Main Street to I-15	10 MF/4 HOT	C	-	14 MFE	-	-	-	-	-	-	-	-	-	10 MF/4 ML
SR-91	4	Riv	7.5-10.8	I-15 to Pierce Street	8 MF/2 HOV	C	–	10 MFE	–	–	–	-	-	-	-	-	-	8 MF/2 ML
SR-91	5	Riv	10.8-15.6	Pierce Street to Adams Street	8 MF/2 HOV	C	-	10 MFE	-	-	-	-	-	-	-	-	-	8 MF/2 ML
SR-91	6	Riv	15.6-20.0	Adams Street to 14th Street	6 MF/2 HOV	E	4.4	10 MFE	0.9	$25,000,000	$220,000,000	Moderate	Low	No	-	-	-	6 MF/2 ML
SR-91	7	Riv	20.0-21.7	14th Street to 60/91/215 Interchange	6 MF/2 HOV	D	-	8 MFE	-	-	-	-	-	-	-	-	-	6 MF/2 ML
US-95	1	Riv	L0.2-3.5	I-10 to 6th Avenue	2 MF	B	-	2 MFE	-	-	-	-	-	-	-	-	-	2 MF
US-95	2	Riv	3.5-36.2	6th Avenue to San Bernardino/Riverside County Line	2 MF	B	-	2 MFE	-	-	-	-	-	-	-	-	-	2 MF
US-95	3	SBd	0.0-37.3	San Bernardino/Riverside County Line to Havasu Lake Road	2 MF	C	-	2 MFE	-	-	-	-	-	-	-	-	-	2 MF
US-95	4	SBd	37.3-57.3	Havasu Lake Road to East Junction I-40	2 MF	C	-	2 MFE	-	-	-	-	-	-	-	-	-	2 MF
US-95	5	SBd	R57.2-80.5	West Junction I-40 to Nevada State Line	2 MF	C	-	2 MFE	-	-	-	-	-	-	-	-	-	2 MF
SR-111	1	Riv	0.0-18.4	Imperial/Riverside County Line to 66th Avenue	2 MF	C	-	2 MFE	-	-	-	-	-	-	-	-	-	2 MF
SR-111	2	Riv	47.2-55.2	Golf Club Drive to Gateway Drive	4 MF	B	-	4 MFE	-	-	-	-	-	-	-	-	-	Relinquish
SR-111	3	Riv	55.2-R63.3	Gateway Drive to I-10	4 MF	A	-	4 MFE	-	-	-	-	-	-	-	-	-	Relinquish
SR-127	1	SBd	L0.0-L0.2	I-15 to Baker Boulevard	2 MF	D	-	2 MFE	-	-	-	-	-	-	-	-	-	2 MF
SR-127	2	SBd	L0.2-0.9	Baker Boulevard to Silver Lane	2 MF	C	-	2 MFE	-	-	-	-	-	-	-	-	-	2 MF
SR-127	3	SBd	0.9-41.5	Silver Lane to San Bernardino/Inyo County Line	2 MF	B	-	2 MFE	-	-	-	-	-	-	-	-	-	2 MF
SR-138	1	SBd	0.0-6.7	Los Angeles/San Bernardino County Line to SR-2	4 MF	B	-	4 MFE	-	-	-	-	-	-	-	-	-	4 MF
SR-138	2	SBd	6.7-R15.2	SR-2 to I-15	4 MF	C	-	4 MFE	-	-	-	-	-	-	-	-	-	4 MF
SR-138	3	SBd	R15.2-20.8	I-15 to Summit Valley Rd	2 MF	D	-	4 MFE	-	-	-	-	-	-	-	-	-	2 MF

EXHIBIT 5: DISTRICT 8 STATE HIGHWAY SYSTEM CONCEPT OVERVIEW - 2012 RTP UPDATE

Facility	Seg.	County	Post Miles	Description	2012 RTP 2035 Concept	RTP LOS	RTP Distance in Miles	LOS "D" No. of Lanes	B/C Ratio	Cost Per Lane Mile	Improvement Cost	Right of Way Impacts (Minimal, Moderate, Significant)	Potential for Environmental Impacts (High, Medium, Low)	LOS "D" Concept Recommended	Alternatives MTR	Alternatives MTB	Alternatives Hwy	Recommended Concept
SR-138	4	SBd	20.8-R23.9	Summmit Valley Rd to SR-173	2 MF	C	-	2 MFE	-	-	-	-	-	-	-	-	-	2 MF
SR-138	5	SBd	R23.9-R30.8	SR-173 to Pilot Rock Road	2 MF	C	-	2 MFE	-	-	-	-	-	-	-	-	-	2 MF
SR-138	6	SBd	R30.8-35.7	Pilot Rock Road to Waters Drive	2 MF	C	-	2 MFE	-	-	-	-	-	-	-	-	-	2 MF
SR-138	7	SBd	35.7-36.3	Waters Drive to Knapps Cutoff	2 MF	E	0.6	4 MFE	0.1	$5,200,000	$6,240,000	Minimal	Low	No	-	-	-	2 MF
SR-138	8	SBd	36.3-36.7	Knapps Cutoff to Crest Forest Drive	2 MF	D	-	2 MFE	-	-	-	-	-	-	-	-	-	2 MF
SR-138	9	SBd	36.7-R37.8	Crest Forest Drive to SR-18	2 MF	E	1.1	4 MFE	0.1	$5,200,000	$11,440,000	Minimal	Low	No	-	-	-	2 MF
SR-142	1	SBd	0.0-R3.8	Orange/San Bernardino County Line to Chino Hills Parkway	2 MF	E	-	2 MFE	-	-	-	-	-	-	-	-	-	Relinquish
SR-142	2	SBd	R3.8-5.8	Chino Hills Parkway to SR-71	6 MF	C	-	4 MFE	-	-	-	-	-	-	-	-	-	Relinquish
SR-142	3	SBd	5.8-15.3	Unconstructed (SR-71 to SR-210)	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SR-173	1	SBd	L0.0-L7.0	SR-138 to Arrowhead Lake Road	2 MF	B	-	2 MFE	-	-	-	-	-	-	-	-	-	Relinquish
SR-173	2	SBd	L7.0-13.8	Arrowhead Lake Road to Grass Valley Road	1-2 MF	A	-	-	-	-	-	-	-	-	-	-	-	Relinquish
SR-173	3	SBd	13.8-17.2	Grass Valley Road to North Bay Road	2 MF	B	-	2 MFE	-	-	-	-	-	-	-	-	-	2 MF
SR-173	4	SBd	17.2-19.8	North Bay Road to Hook Creek Road	2 MF	C	-	2 MFE	-	-	-	-	-	-	-	-	-	2 MF
SR-173	5	SBd	19.8-23.0	Hook Creek Road to SR-18	2 MF	D	-	2 MFE	-	-	-	-	-	-	-	-	-	2 MF
SR-177	1	Riv	0.0-0.2	I-10 to Ragsdale Road	2 MF	C	-	2 MFE	-	-	-	-	-	-	-	-	-	2 MF
SR-177	2	Riv	0.2-27.0	Ragsdale Road to SR-62	2 MF	C	-	2 MFE	-	-	-	-	-	-	-	-	-	2 MF
SR-178	1	SBd	0.0-14.8	Kern/San Bernardino County Line to Pinnacle Road	2 MF	B	-	2 MFE	-	-	-	-	-	-	-	-	-	2 MF
SR-178	2	SBd	14.8-42.8	Unconstructed (Pinnacle Road to San Bernardino/Inyo County Line)	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SR-189	1	SBd	0.0-2.8	SR-18 to Grass Valley Road	2 MF	C	-	2 MFE	-	-	-	-	-	-	-	-	-	Relinquish
SR-189	2	SBd	2.8-5.6	Grass Valley Road to SR-173	2 MF	D	-	2 MFE	-	-	-	-	-	-	-	-	-	Relinquish
SR-210	1	SBd	0.0-11.5	Los Angeles/San Bernardino County Line to I-15	8 MF/2 HOV	C	-	10 MFE	-	-	-	-	-	-			-	8 MF/2 ML
SR-210	2	SBd	11.5-R21.9	I-15 to I-215	6 MF/2 HOV	B	-	8 MFE	-	-	-	-	-	-	-	-	-	6 MF/2 ML
SR-210	3	SBd	R21.9-R23.1	I-215 to SR-259	8 MF/2 HOV	B	-	10 MFE	-	-	-	-	-	-	-	-	-	8 MF/2 ML
SR-210	4	SBd	R23.1-R26.7	SR-259 to Highland Avenue	8 MF/2 HOV	B	-	10 MFE	-	-	-	-	-	-	-	-	-	8 MF/2 ML
SR-210	5	SBd	R26.7-R33.2	Highland Avenue to I-10	6 MF/2 HOV	B	-	8 MFE	-	-	-	-	-	-	-	-	-	6 MF/2 ML
I-215	1	Riv	R9.0-23.5	I-15 to SR-74 South	6 MF	D	-	6 MFE	-	-	-	-	-	-	-	-	-	6 MF
I-215	2	Riv	23.5-R27.9	SR-74 South to Nuevo Road	6 MF	E	4.4	8 MFE	0.5	$12,614,000	$111,000,000	Moderate	Low	No	-	-	-	6 MF
I-215	3	Riv	R27.9-R30.9	Nuevo Road to Ramona Expressway	6 MF/2 HOV	D	-	8 MFE	-	-	-	-	-	-	-	-	-	6 MF/2 ML
I-215	4	Riv	R30.9-R38.3	Ramona Expressway to SR-60 East Junction	6 MF/2 HOV	D	-	8 MFE	-	-	-	-	-	-	-	-	-	6 MF/2 ML
I-215	**5**	**Riv**	**R38.3-R43.3**	**SR-60 East Junction to 60/91/215 Interchange**	**6 MF/2 HOV/1 T**	**F**	**5.0**	**14 MFE/1 T**	**3.6**	**$25,000,000**	**$750,000,000**	**Minimal**	**Low**	**Yes**	**18**	**270**	**6 MF**	**12 MF/2 HOV/1 T**
I-215	6	Riv	R43.3-45.3	60/91/215 Interchange to Riverside/San Bernardino County Line	8 MF/2 HOV	C	-	10 MFE	-	-	-	-	-	-	-	-	-	8 MF/2 ML
I-215	7	SBd	0.0-4.1	Riverside/San Bernardino County Line to I-10	8 MF/2 HOV	C	-	10 MFE	-	-	-	-	-	-	-	-	-	8 MF/2 ML
I-215	8	SBd	4.1-8.6	I-10 to SR-259	8 MF/2 HOV	C	-	10 MFE	-	-	-	-	-	-	-	-	-	8 MF/2 ML
I-215	9	SBd	8.6-10.1	SR-259 to SR-210	6 MF/2 HOV	B	-	8 MFE	-	-	-	-	-	-	-	-	-	6 MF/2 ML
I-215	10	SBd	10.1-17.8	SR-210 to I-15	6 MF/2 HOV	B	-	8 MFE	-	-	-	-	-	-	-	-	-	6 MF/2 ML
SR-243	1	Riv	0.0-3.6	SR-74 to Country Club Drive	2 MF	C	-	2 MFE	-	-	-	-	-	-	-	-	-	2 MF
SR-243	2	Riv	3.6-7.5	Country Club Drive Marion Ridge Drive	2 MF	C	-	2 MFE	-	-	-	-	-	-	-	-	-	2 MF
SR-243	3	Riv	7.5-28.3	Marion Ridge Drive to San Gorgonio Avenue	2 MF	C	-	2 MFE	-	-	-	-	-	-	-	-	-	2 MF
SR-243	4	Riv	28.3-29.7	San Gorgonio Avenue to I-10	2 MF	D	-	2 MFE	-	-	-	-	-	-	-	-	-	2 MF
SR-247	1	SBd	0.0-2.3	SR-62 to Hillcrest Drive	4 MF	B	-	4 MFE	-	-	-	-	-	-	-	-	-	4 MF
SR-247	2	SBd	2.3-3.0	Hillcrest Drive to Buena Vista Drive	2 MF	D	-	2 MFE	-	-	-	-	-	-	-	-	-	2 MF
SR-247	3	SBd	3.0-39.6	Buena Vista Drive to Camp Rock Road	2 MF	C	-	2 MFE	-	-	-	-	-	-	-	-	-	2 MF
SR-247	4	SBd	39.6-44.9	Camp Rock Road to West Junction SR-18	2MF	C	-	2 MFE	-	-	-	-	-	-	-	-	-	2 MF
SR-247	5	SBd	44.9-76.4	South SR-18 to 1.7 miles south of I-15 (Barstow City Limits)	2MF	B	-	2 MFE	-	-	-	-	-	-	-	-	-	2 MF
SR-247	6	SBd	76.4-78.1	1.7 miles south of I-15 (Barstow City Limits) to I-15	4 MF	B	-	4 MFE	-	-	-	-	-	-	-	-	-	4 MF
SR-259	1	SBd	L0.0-1.5	I-215 to SR-210	4 MF	D	-	4 MFE	-	-	-	-	-	-	-	-	-	4 MF
SR-330	1	SBd	R28.7-T30.1	SR-210 to County Flood Channel	4 MF	A	-	4 MFE	-	-	-	-	-	-	-	-	-	4 MF
SR-330	2	SBd	T30.1-44.1	County Flood Channel to SR-18	2 MF	D	-	4 MFE	-	-	-	-	-	-	-	-	-	2 MF
SR-371	1	Riv	56.4-60.2	SR-79 to Wilson Valley Road	2 MF	D	-	2 MFE	-	-	-	-	-	-	-	-	-	2 MF
SR-371	2	Riv	60.2-67.7	Wilson Valley Road to Cary Road	2 MF	D	-	2 MFE	-	-	-	-	-	-	-	-	-	2 MF
SR-371	3	Riv	67.7-71.3	Cary Road to Contreras Road	2 MF	D	-	2 MFE	-	-	-	-	-	-	-	-	-	2 MF
SR-371	4	Riv	71.3-77.2	Contreras Road to SR-74	2 MF	D	-	2 MFE	-	-	-	-	-	-	-	-	-	2 MF
US-395	1	SBd	R4.0-6.8	I-15 to California Aqueduct	6 MF	D	-	6 MFE	-	-	-	-	-	-	-	-	-	6 MF
US-395	2	SBd	6.8-13.6	California Aqueduct to Holly Road	6 MF	B	-	6 MFE	-	-	-	-	-	-	-	-	-	6 MF
US-395	3	SBd	13.6-15.7	Holly Road to Air Expressway	4 MF	B	-	4 MFE	-	-	-	-	-	-	-	-	-	4 MF
US-395	4	SBd	15.7-21.1	Air Expressway to Desert Flower Road	4 MF	B	-	4 MFE	-	-	-	-	-	-	-	-	-	4 MF
US-395	**5**	**SBd**	**21.1-46.0**	**Desert Flower Road to SR-58**	**2 MF**	**E**	**24.9**	**4 MFE**	**0.3**	**$5,200,000**	**$258,960,000**	**Moderate**	**Medium**	**Yes**	**-**	**-**	**2 MF**	**4 MF**
US-395	6	SBd	46.0-73.5	SR-58 to Kern/San Bernardino County Line	2 MF	D	-	2 MFE	-	-	-	-	-	-	-	-	-	2 MF

Recommended Improvements = $3,698,405,000

MTB: Mass Transit Bus represents the total number of buses needed to maintain LOS "D" in the peak direction during the morning and afternoon peak hours; 90 MTB is equivalent to the capacity of 2 MFE (45 MTB in the morning peak direction and 45 MTB in the afternoon peak direction)

MTR: Mass Transit Rail represents the total number of passenger trains needed to maintain LOS "D" in the peak direction during the morning and afternoon peak hours; 6 MTR is equivalent to the capacity of 2 MFE (3 MTR in the morning peak direction and 3 MRB in the afternoon peak direction)

HOV: High Occupancy Vehicle Lane
HOT: High Occupancy Toll Lane/Express Lanes
MF: Mixed-Flow Lane
MFE: Mixed-Flow Lane Equivalent
ML: Managed Lanes with a buffer
T: Truck Lane

DISTRICT 8

2012 FORECAST FOR STATE HIGHWAY SYSTEM

(EXHIBIT 6)

EXHIBIT 6: 2012 FORECAST - STATE HIGHWAY SYSTEM

								2008 Existing Facility (Caltrans 2008 Traffic Counts)							2035 Facility (SCAG 2012 RTP Model Data)						
Rte	Seg	Co.	Prefix	PM Begin	Prefix	PM End	Limits Description	No. of MF	No. of HOV/ HOT	2008 ADT	Pk Hr %	Dir Split %	Truck ADT %	2008 LOS	No. of MF	No. of HOV/ HOT	2035 ADT	Pk Hr %	Dir Split %	Truck ADT %	2035 LOS
2	1	SBd		0.000		6.358	L.A. Co. Line to SR-138	2	0	4,698	20%	56%	4.0%	D	2	0	6,625	17.7%	53%	5.1%	D

EXHIBIT 6: 2012 FORECAST - STATE HIGHWAY SYSTEM

								2008 Existing Facility (Caltrans 2008 Traffic Counts)							2035 Facility (2012 RTP)						
Rte	Seg	Co.	Prefix	PM Begin	Prefix	PM End	Limits Description	No. of MF	No. of HOV/ HOT	2008 ADT	Pk Hr %	Dir Split %	Truck ADT %	2008 LOS	No. of MF	No. of HOV/ HOT	2035 ADT	Pk Hr %	Dir Split %	Truck ADT %	2035 LOS
10	1	SBd		0.00		9.94	LA/SBd Co. Line to I-15	8	2	251,700	7%	54%	7%	E	8	2	272,540	6.2%	54%	6.7%	D
10	2	SBd		9.94	R	24.24	I-15 to I-215	8	0	212,000	7%	54%	10%	E	8	2	232,325	7.2%	54%	9.2%	D
10	3	SBd	R	24.24		29.31	I-215 to SR-210	8	0	209,600	7%	65%	13%	F	8	2	237,204	7.1%	58%	11.0%	E
10	4	SBd		29.31		33.13	SR-210 to Ford Street	8	0	155,200	7%	64%	11%	E	8	2	198,773	7.3%	60%	13.1%	E
10	5	SBd		33.13		37.03	Ford Street to Live Oak Canyon Rd WB	6	0	125,741	7%	64%	16%	E	8	2	169,534	7.7%	62%	14.7%	D
10	6	SBd		37.03	R	39.2	Live Oak Canyon Rd To SBd/Riv Co. Line	6	0	103,000	7%	64%	16%	D	6	2	144,919	8.0%	62%	16.2%	E
10	7	Riv	R	0		6.7	SBd/Riv Co. Line to SR-60	6	0	97,500	7%	64%	14%	D	7	0	126,834	7.5%	59%	15.3%	E
10	8	Riv		6.70	R	25.20	SR-60 to SR-111	8	0	110,144	9%	64%	17%	C	8	0	169,550	8.4%	55%	23.7%	E
10	9	Riv	R	25.20		29.70	SR-111 to SR-62	8	0	81,000	10%	64%	25%	C	8	0	131,755	9.1%	57%	29.3%	F
10	10	Riv		29.70		46.89	SR-62 to Cook Street	8	0	87,612	9%	64%	25%	C	8	0	137,101	8.8%	52%	32.0%	E
10	11	Riv		46.89	R	54.74	Cook Street to Monroe Street	6	0	81,300	9%	58%	33%	C	8	0	139,190	9.0%	51%	34.2%	D
10	12	Riv	R	54.74	R	57.83	Monroe Street to SR-86S	6	0	57,000	9%	58%	33%	B	8	0	100,611	8.7%	51%	37.9%	C
10	13	Riv	R	57.83	R	58.89	SR-86S to Dillon Rd.	4	0	26,800	12%	64%	34%	B	6	0	36,305	8.7%	56%	58.8%	A
10	14	Riv	R	58.89	R	156.49	Dillon Rd. to AZ State Line	4	0	24,700	12%	64%	39%	C	4	0	42,202	9.3%	54%	51.3%	C

EXHIBIT 6: 2012 FORECAST - STATE HIGHWAY SYSTEM

								2008 Existing Facility (Caltrans 2008 Traffic Counts)							2035 Facility (2012 RTP)						
Rte	Seg	Co.	Prefix	PM Begin	Prefix	PM End	Limits Description	No. of MF	No. of HOV/ HOT	2008 ADT	Pk Hr %	Dir Split %	Truck ADT %	2008 LOS	No. of MF	No. of HOV/ HOT	2035 ADT	Pk Hr %	Dir Split %	Truck ADT %	2035 LOS
15	1	Riv	R	0.00		3.40	SD/Riv Co. Line to SR-79 South	8		129,000	8%	54%	7%	C	10	2 HOV	216,706	8.0%	50%	9.0%	C
15	2	Riv		3.4		6.6	SR-79 South to SR-79 North	8		155,673	8%	54%	7%	D	10	2 HOV	241,168	7.0%	51%	9.0%	C
15	3	Riv		6.60		8.70	SR-79 North to I-215 South	8		186,000	8%	54%	6%	E	12	2 HOV	204,770	7.0%	56%	10.0%	B
15	4	Riv		8.70		16.30	I-215 South to Bundy Canyon Rd	6		121,831	8%	54%	9%	D	8	2 HOV	184,271	8.0%	51%	12.2%	C
15	5	Riv		16.30		22.30	Bundy Canyon Rd to SR-74	6		117,028	8%	54%	9%	D	6	2 HOV	163,208	8.0%	51%	14.4%	D
15	6	Riv		22.30		36.80	SR-74 to Cajalco Road	6		119,171	7%	54%	11%	D	8	4 HOT	162,530	8.0%	50%	15.7%	B
15	7	Riv		36.80		40.35	Cajalco Road to Magnolia Avenue	6		158,573	7%	54%	6%	E	8	4 HOT	221,246	8.0%	51%	14.0%	C
15	8	Riv		40.35		41.50	Magnolia Avenue to SR-91	6		174,000	7%	54%	11%	F	8	4 HOT	234,210	8.0%	51%	15.0%	C
15	9	Riv		41.50		51.50	SR-91 to SR-60	6		149,816	7%	54%	11%	E	8	4 HOT	192,781	8.4%	50%	10.7%	C
15	10	Riv		51.50		52.30	SR-60 to SBd/Riv County Line	6		214,000	7%	54%	8%	F	8	4 HOT	272,384	7.0%	54%	10.0%	E
15	11	SBd		0.00		2.40	SBd/Riv County Line to I-10	8		214,000	7%	64%	8%	F	8	2 HOV	270,905	7.0%	55%	10.0%	F
15	12	SBd		2.40		8.10	I-10 to SR-210	8		172,689	7%	64%	10%	E	8	2 HOV	230,769	7.0%	53%	14.6%	E
15	13	SBd		8.10		15.65	SR-210 to Glen Helen Parkway	8		136,438	7%	65%	15%	D	8	2 HOV	206,003	7.0%	53%	23.7%	D
15	14	SBd		15.65	R	13.78	Glen Helen Parkway to I-215 North	6		133,000	7%	65%	15%	F	8	2 HOV	197,850	7.0%	53%	22.0%	D
15	15	SBd	R	13.78	R	21.40	I-215 North to SR-138	8		154,179	7%	65%	14%	E	8	2 HOV	258,115	8.0%	51%	20.9%	F
15	16	SBd	R	21.40		31.80	SR-138 to US-395	8		131,639	7%	60%	15%	C	8	2 HOV	215,467	7.0%	54%	20.8%	E
15	17	SBd		31.80		37.59	US-395 to Bear Valley Rd	6		101,832	7%	60%	22%	C	6	2 HOV	160,765	7.0%	53%	24.5%	C
15	18	SBd		37.59		43.49	Bear Valley Rd to North Jct SR-18	6		84,773	8%	68%	22%	D	6	2 HOV	131,786	8.0%	51%	23.5%	C
15	19	SBd		43.49		70.10	North Jct SR-18 to SR-58	6		54,479	10%	63%	22%	C	6	0	101,516	8.5%	51%	33.4%	D
15	20	SBd		70.10		74.40	SR-58 to I-40	6		68,333	11%	58%	18%	D	6	0	111,701	9.0%	50%	33.0%	D
15	21	SBd		74.40	R	186.20	I-40 to Nevada State Line	4		37,129	14%	62%	20%	D	4	0	64,059	10.4%	50%	26.3%	E

EXHIBIT 6: 2012 FORECAST - STATE HIGHWAY SYSTEM

								2008 Existing Facility (Caltrans 2008 Traffic Counts)							2035 Facility (2012 RTP)						
Rte	Seg	Co.	Prefix	PM Begin	Prefix	PM End	Limits Description	No. of MF	No. of HOV	2008 ADT	Pk Hr %	Dir Split %	Truck ADT %	2008 LOS	No. of MF	No. of HOV/ HOT	2035 ADT	Pk Hr %	Dir Split %	Truck ADT %	2035 LOS
18	1	SBd	T	6.20	T	7.55	Jct. SR-210 to 40th St.	4		27,555	9%	62%	11%	B	4	0	27,499	9%	53%	10.0%	B
18	2	SBd	T	7.55	T	8.30	40th. St to Sierra Way	4		17,800	9%	62%	11%	B	4	0	19,074	10%	59%	7.0%	B
18	3	SBd	T	8.30	R	17.70	Sierra Way to Jct. SR-138	4		17,200	10%	62%	12%	B	4	0	19,380	10%	55%	10.0%	B
18	4	SBd	R	17.70		20.60	Jct. SR-138 to Jct. SR-189	2		8,800	10%	62%	23%	D	2	0	9,086	10%	65%	19.5%	E
18	5	SBd		20.60		23.38	Jct. SR-189 to Daley Canyon Rd.	2		7,100	15%	62%	18%	E	2	0	5,846	14%	52%	18.3%	D
18	6	SBd		23.38		24.70	Daley Canyon Rd. to SR-173	2		11,000	15%	62%	18%	E	2	0	10,789	15%	57%	17.0%	E
18	7	SBd		24.70		31.65	Jct. SR-173 to SR-330	2		7,551	15%	75%	13%	E	2	0	8,354	13%	52%	14.0%	D
18	8	SBd		31.65		44.30	SR-330 to SR-38 West	2		6,530	15%	75%	13%	E	2	0	6,691	14%	51%	11.6%	D
18	9	SBd		44.30		45.50	SR-38 West to West Big Bear Lake City Limits	2		4,600	15%	75%	13%	D	2	0	6,282	14%	51%	13.6%	D
18	10	SBd		45.50		49.10	West Big Bear Lake City Limits to Pine Knot Blvd	2		5,821	14%	70%	13%	D	4	0	9,412	13%	51%	12.2%	A
18	11	SBd		49.10		50.43	Pine Knot Blvd to Summit Blvd	4		12,800	13%	70%	13%	B	4	0	13,827	12%	51%	11.0%	B
18	12	SBd		50.43		51.61	Summit Blvd. to Stanfield Cutoff	4		24,617	13%	70%	13%	D	4	0	13,827	12%	51%	11.0%	B
18	13	SBd		51.60		52.67	Stanfield Cutoff to Division Dr	2		19,700	13%	70%	13%	F	2	0	23,022	13%	51%	11.3%	E
18	14	SBd		52.67		54.54	Division Dr to SR-38 East	2		15,220	13%	70%	13%	F	2	0	19,610	13%	56%	10.6%	E
18	15	SBd		54.54		73.43	SR-38 East to SR-247	2		3,582	9%	70%	11%	C	2	0	4,293	10%	51%	13.6%	C
18	16	SBd		73.43		87.87	SR-247 to Central Rd.	2		8,924	9%	54%	14%	D	2	0	11,369	9%	50%	16.7%	D
18	17	SBd		87.87		89.57	Central Rd. to Kiowa Rd.	4		14,801	9%	63%	18%	A	4	0	15,244	8%	51%	11.9%	A
18	18	SBd		89.57		94.39	Kiowa Rd. to Apple Valley Rd.	4		31,121	8%	57%	12%	B	4	0	31,726	8%	50%	12.3%	B
18	19	SBd		94.39		96.60	Apple Valley Rd. to N. Jct. I-15	4		38,626	9%	57%	10%	C	4	0	52,141	8%	51%	8.2%	C
							Break in route														
18	20	SBd		96.60		97.00	S. Jct. I-15 to Amargosa Rd.	4		43,500	9%	59%	9%	D	6	0	42,027	9%	51%	8.0%	B
18	21	SBd		97.00		101.00	Amargosa Rd. to Jct. US-395	4		23,836	9%	59%	8%	B	6	0	36,424	8%	53%	5.2%	B
18	22	SBd		101.00		115.90	US-395 to SBd/LA Co. Line	2		7,018	12%	59%	7%	D	4	0	14,692	10%	51%	5.0%	A

EXHIBIT 6: 2012 FORECAST - STATE HIGHWAY SYSTEM

								2008 Existing Facility (Caltrans 2008 Traffic Counts)							2035 Facility (2012 RTP)						
Rte	Seg	Co.	Prefix	PM Begin	Prefix	PM End	Limits Description	No. of MF	No. of HOV/ HOT	2008 ADT	Pk Hr %	Dir Split %	Truck ADT %	2008 LOS	No. of MF	No. of HOV/ HOT	2035 ADT	Pk Hr %	Dir Split %	Truck ADT %	2035 LOS
38	1	SBd		0.00		0.60	I-10 to Lugonia Ave. & Orange St.	2	0	16,900	10%	67%	9%	E	4	0	24,753	10.1%	50%	8.0%	B
38	2	SBd		0.60		5.38	Lugonia Ave. to Garnet Ave	2	0	16,406	11%	68%	11.9%	E	4	0	27,793	9.6%	50%	6.9%	B
38	3	SBd		5.38		14.99	Garnet Ave to Valley of the Falls Dr.	2	0	8,026	15%	68%	13.0%	D	2	0	12,612	12.8%	51%	8.6%	D
38	4	SBd		14.99		46.62	Valley of the Falls Dr. to State Ln.	2	0	3,029	18%	68%	13.0%	C	2	0	5,712	14.1%	51%	10.0%	C
38	5	SBd		46.62		48.16	State Ln. to Big Bear Blvd.	2	0	8,422	14%	68%	13.5%	E	2	0	8,942	13.6%	51%	12.2%	E
38	6	SBd		48.16		49.50	Big Bear Blvd. to S. Jct. SR-18	2	0	14,629	10%	68%	14.0%	E	2	0	15,298	10.1%	50%	15.4%	D
38	7	SBd		49.50		59.40	N. Jct. SR-18 to S. Jct. SR-18/Big Bear Dam	2	0	2,500	20%	68%	12.2%	E	2	0	3,129	17.4%	52%	10.9%	C

EXHIBIT 6: 2012 FORECAST - STATE HIGHWAY SYSTEM

								2008 Existing Facility (Caltrans 2008 Traffic Counts)							2035 Facility (2012 RTP)						
Rte	Seg	Co.	Prefix	PM Begin	Prefix	PM End	Limits Description	No. of MF	No. of HOV/ HOT	2008 ADT	Pk Hr %	Dir Split %	Truck ADT %	2008 LOS	No. of MF	No. of HOV/ HOT	2035 ADT	Pk Hr %	Dir Split %	Truck ADT %	2035 LOS
40	1	SBd		0	R	2.4	I-15 to Main St.	4	0	19,500	11%	68%	40%	B	4	0	36,298	8.6%	50%	52.0%	B
40	2	SBd	R	2.4	R	7.2	Main St. to "A" St.	4	0	17,800	12%	68%	37%	B	4	0	34,189	8.4%	51%	51.0%	B
40	3	SBd	R	7.2	R	107.2	"A"St. to Goff's Rd.	4	0	14,100	12%	67%	43%	B	4	0	29,295	7.9%	50%	58.2%	A
40	4	SBd	R	107.2	R	132.7	Goff's Rd. to US-95 N	4	0	13,200	13%	67%	43%	A	4	0	28,882	7.7%	50%	58.0%	A
40	5	SBd	R	132.7	R	143.8	US-95 N to US-95 S	4	0	15,800	12%	67%	45%	B	4	0	35,872	7.5%	51%	51.0%	B
40	6	SBd	R	143.8	R	154.6	US-95 S to Arizona State Line	4	0	13,830	9%	67%	54%	A	4	0	29,340	6.5%	50%	60.0%	A

EXHIBIT 6: 2012 FORECAST - STATE HIGHWAY SYSTEM

								2008 Existing Facility (Caltrans 2008 Traffic Counts)							2035 Facility (2012 RTP)						
Rte	Seg	Co.	Prefix	PM Begin	Prefix	PM End	Limits Description	No. of MF	No. of HOV/ HOT	2008 ADT	Pk Hr %	Dir Split %	Truck ADT %	2008 LOS	No. of MF	No. of HOV/ HOT	2035 ADT	Pk Hr %	Dir Split %	Truck ADT %	2035 LOS
58	1	SBd	R	0.00		5.40	Kern/SanBernardinoCo. Line to US-395	2	0	13,300	10%	69%	49%	E	4	0	17,740	10.3%	50%	37.0%	A
58	2	SBd		5.40	R	12.90	US-395 to 7.5 miles east of US-395	2	0	10,700	10%	69%	40%	E	4	0	14,932	7.0%	52%	27.0%	A
58	3	SBd	R	12.90	R	21.80	7.5 mi east of US-395 to 2.8 mi W of Hidden River Rd.	4	0	11,000	11%	56%	40%	A	4	0	15,426	8.8%	52%	27.0%	A
58	4	SBd	R	21.80	R	31.10	2.8 mi W of Hidden River Rd. to 0.7 mi east of Lenwood Rd.	2	0	11,200	12%	56%	40%	D	4	0	17,364	7.9%	52%	27.0%	A
58	5	SBd	R	31.10	R	34.80	0.7 miles east of Lenwood Rd. to I-15	4	0	11,800	10%	68%	39%	A	4	0	18,371	8.0%	57%	27.0%	A

EXHIBIT 6: 2012 FORECAST - STATE HIGHWAY SYSTEM

								2008 Existing Facility (Caltrans 2008 Traffic Counts)							2035 Facility (2012 RTP)						
Rte	Seg	Co.	Prefix	PM Begin	Prefix	PM End	Limits Description	No. of MF	No. of HOV/ HOT	2008 ADT	Pk Hr %	Dir Split %	Truck ADT %	2008 LOS	No. of MF	No. of HOV/ HOT	2035 ADT	Pk Hr %	Dir Split %	Truck ADT %	2035 LOS
60	1	SBd	R	0.00	R	10.0	LA/SBd Co. Line to SBd/ Riv Co. Line	8	2	221,600	7.1%	55%	12%	D	8	2	265,622	6.0%	50%	13.0%	D
60	2	Riv	R	0.00		12.21	SBd/Riv Co. Line to Jct.I-215/SR-91	8/6	2	137,400	7.1%	60%	13%	D	8/6	2	190,619	6.0%	50%	15.6%	C
							Break in route														
60	3	Riv	R	12.21		14.3	60/215 East Interchange to Pigeon Pass Rd	4	2	127,043	9.1%	60%	11%	F	4	2	170,276	7.5%	50%	17.0%	F
60	4	Riv		14.3		18.4	Pigeon Pass Rd to Nasson St	4	2	90,042	8.9%	60%	11%	F	4	2	133,854	7.0%	51%	19.2%	D
60	5	Riv		18.4		20.4	Nasson St to Redlands Blvd	4	2	72,000	8.8%	60%	11%	E	4	2	111,536	7.0%	50%	21.0%	C
60	6	Riv		20.4		22.101	Redlands Blvd to Gilman Springs Rd	4	0	55,356	8.6%	60%	16%	D	4	0	105,767	7.0%	50%	22.0%	F
60	7	Riv		22.101		30.5	Gilman Springs Rd to 10/60 Interchange	4	0	44,000	9.3%	60%	16%	C	4	0	97,241	7.0%	52%	22.9%	E

Segment 4 - 2 HOV lanes end 0.6 mile east of Redlands BL*Segment 3 - 1 Truck climbing lane from East Jct. I-215 to Day
*Segment 4 - 2 HOV lanes end 0.6 mile east of Redlands Blvd,
*Segment 5 - 1 truck climbing lane: Gilman Springs Rd. - Jackra

EXHIBIT 6: 2012 FORECAST - STATE HIGHWAY SYSTEM

								2008 Existing Facility (Caltrans 2008 Traffic Counts)							2035 Facility (2012 RTP)						
Rte	Seg	Co.	Prefix	PM Begin	Prefix	PM End	Limits Description	No. of MF	No. of HOV/ HOT	2008 ADT	Pk Hr %	Dir Split %	Truck ADT %	2008 LOS	No. of MF	No. of HOV/ HOT	2035 ADT	Pk Hr %	Dir Split %	Truck ADT %	2035 LOS
62	1	Riv		0		9.2	I-10 to Riv/SBd Co. Line	4	0	19,200	9%	53%	14%	B	4	0	26,168	9.3%	52%	12.6%	B
62	2	SBd		0		8.3	Riv/SBd Co Ln to Yucca Valley Limits	4	0	22,600	9%	53%	15%	B	4	0	31,883	9.4%	50%	13.5%	C
62	3	SBd		8.3		12.4	YUCCA VALLEY LIMITS to SR-247	4	0	26,900	10%	53%	15%	C	6	0	35,474	9.7%	50%	14.1%	C
62	4	SBd		12.4		15.1	SR-247 to YUCCA MESA ROAD	4	0	28,500	10%	53%	6%	B	4	0	31,579	9.6%	51%	6.0%	C
62	5	SBd		15.1		18.3	YUCCA MESA RD to PARK BLVD	4	0	20,900	10%	53%	6%	B	4	0	26,386	9.6%	51%	6.0%	B
62	6	SBd		18.3		25.2	Park Blvd to Twentynine Palms Limits	4	0	16,500	10%	53%	9%	A	4	0	18,225	9.5%	50%	6.0%	A
62	7	SBd		25.2		30.2	Twentynine Palms Limits to Sunrise Rd	4	0	15,500	10%	53%	9%	A	4	0	17,409	9.5%	50%	6.0%	A
62	8	SBd		30.2		33.2	SUNRISE RD to ADOBE RD	4	0	13,000	10%	53%	9%	A	4	0	16,217	9.4%	51%	6.0%	A
62	9	SBd		33.2		34.2	ADOBE RD to UTAH TRAIL	2	0	8,450	9%	53%	26%	C	2	0	7,394	9.2%	53%	8.0%	C
62	10	SBd		34.2		37.2	UTAH TR to TWENTYNINE PALMS LIMITS	2	0	2,700	15%	53%	26%	C	2	0	4,814	12.1%	53%	8.0%	C
62	11	SBd		37.2		79.5	Twentynine Palms Limits to SBd/Riv Co Ln	2	0	570	14%	53%	26%	B	2	0	1,590	5.7%	50%	9.0%	A
62	12	Riv		79.5		90.2	SBD/RIV CO LN to RIV/SBD CO LN	2	0	1,300	21%	53%	7%	B	2	0	2,007	14.3%	51%	12.8%	A
62	13	SBd		90.2		125.8	RIV/SBD CO LN to US-95	2	0	2,000	21%	53%	7%	C	2	0	2,030	19.8%	51%	13.0%	B
62	14	SBd		125.8		142.7	US-95 to ARIZ STATE LINE	2	0	2,700	13%	53%	21%	B	2	0	6,803	8.2%	50%	8.8%	B

EXHIBIT 6: 2012 FORECAST - STATE HIGHWAY SYSTEM

								2008 Existing Facility (Caltrans 2008 Traffic Counts)							2035 Facility (2012 RTP)						
Rte	Seg	Co.	Prefix	PM Begin	Prefix	PM End	Limits Description	No. of MF	No. of HOV/ HOT	2008 ADT	Pk Hr %	Dir Split %	Truck ADT %	2008 LOS	No. of MF	No. of HOV/ HOT	2035 ADT	Pk Hr %	Dir Split %	Truck ADT %	2035 LOS
66	1			20.14		21.4	Pepper Ave to 4th St	4	0	22,447	9%	56%	3%	B	4	0	20,848	10.3%	50%	5.6%	B
66	2			21.4		23.16	4th St to 5th St	4	0	17,798	9%	56%	2%	A	4	0	16,050	10.7%	50%	2.3%	A

EXHIBIT 6: 2012 FORECAST - STATE HIGHWAY SYSTEM

								2008 Existing Facility (Caltrans 2008 Traffic Counts)							2035 Facility (2012 RTP)						
Rte	Seg	Co.	Prefix	PM Begin	Prefix	PM End	Limits Description	No. of MF	No. of HOV/ HOT	2008 ADT	Pk Hr %	Dir Split %	Truck ADT %	2008 LOS	No. of MF	No. of HOV/ HOT	2035 ADT	Pk Hr %	Dir Split %	Truck ADT %	2035 LOS
71	1	SBd	R	0.00	R	5.70	LA/SBd Co. Line to Soquel Cyn. Rd.	6	2	75,675	8%	57%	9%	B	6	2	133,151	9.0%	53%	15.0%	D
71	2	SBd	R	5.7	R	8.48	Soquel Cyn Rd to SBd/RIV Co. Line	4	2	57,066	8%	57%	9%	A	4	2	114,521	9.0%	52%	15.4%	E
71	3	Riv		0	G	3	SBd/ Riv Co. Line to SR-91	4	0	55,000	8%	57%	9%	C	6	0	120,626	9.0%	53%	13.1%	E

For Segment 2, HOV Lanes end at PM 7.98.

EXHIBIT 6: 2012 FORECAST - STATE HIGHWAY SYSTEM

								2008 Existing Facility (Caltrans 2008 Traffic Counts)							2035 Facility (2012 RTP)						
Rte	Seg	Co.	Prefix	PM Begin	Prefix	PM End	Limits Description	No. of MF	No. of HOV/ HOT	2008 ADT	Pk Hr %	Dir Split %	Truck ADT %	2008 LOS	No. of MF	No. of HOV/ HOT	2035 ADT	Pk Hr %	Dir Split %	Truck ADT %	2035 LOS
74	1	Riv		0.00		11.83	Orange Co.Line to Grand Avenue	2	0	9,800	12%	87%	7%	D	2	0	16,116	16.0%	50%	7.0%	E
74	2	Riv		11.82		17.25	Grand Avenue To JCT.I-15	2	0	22,219	8%	61%	8%	E	6	0	46,399	5.0%	51%	6.0%	A
74	3	Riv		17.25		25.75	JCT. I-15 to Seventh Street	4	0	31,000	9%	61%	11%	B	6*	0	42,005	7.2%	50%	5.7%	B
							Break in route														
74	4	Riv		27.54		30.81	S JCT I-215 to Briggs Rd.	4	0	26,552	8%	61%	12%	B	4	0	54,007	6.0%	51%	5.0%	C
74	5	Riv		30.81		34.33	Briggs Rd. to SR-79 South/Winchester	4	0	29,639	9%	61%	12%	B	6	0	63,515	7.6%	50%	4.5%	B
74	6	Riv		34.33		37.96	Jct. SR-79 South/Winchester to Warren Rd	4	0	32,896	8%	65%	7%	C	6	0	73,315	6.4%	53%	4.0%	B
74	7	Riv		37.96		45.61	Warren Rd to Lincoln Ave	4	0	25,457	9%	65%	7%	B	4	0	47,279	4.5%	50%	3.9%	A
74	8	Riv		45.61		46.63	Lincoln Ave. to Schultz Rd.	4	0	3,700	9%	65%	7%	A	4	0	16,291	8.6%	51%	2.0%	A
74	9	Riv		46.63		71.75	Schultz Rd. to JCT SR-371	2	0	3,181	11%	65%	7%	C	2	0	6,840	7.6%	51%	3.8%	C
74	10	Riv		71.75		92.34	JCT SR-371 to Cahuilla Way	2	0	3,400	13%	79%	7%	C	2	0	19,071	10.4%	50%	4.9%	E
74	11	Riv		93.35	R	96.01	Cahuilla Way to JCT SR-111														
74	12	Riv	R	96.01		101.52	Unconstructed														

Relinquished

*6 MF from 11.82 to 22.7

EXHIBIT 6: 2012 FORECAST - STATE HIGHWAY SYSTEM

								2008 Existing Facility (Caltrans 2008 Traffic Counts)							2035 Facility (2012 RTP)						
Rte	Seg	Co.	Prefix	PM Begin	Prefix	PM End		No. of MF	No. of HOV/ HOT	2008 ADT	Pk Hr %	Dir Split %	Truck ADT %	2008 LOS	No. of MF	No. of HOV/ HOT	2035 ADT	Pk Hr %	Dir Split %	Truck ADT %	2035 LOS
78	1	Riv		0.00		16.41	Imp/Riv Co. Line to I-10	2	0	2,215	11%	66%	8.0%	B	2	0	3,290	9.3%	53%	9.2%	B

EXHIBIT 6: 2012 FORECAST - STATE HIGHWAY SYSTEM

New Segmentation Final								2008 Existing Facility (Caltrans 2008 Traffic Counts)							2035 Facility (2012 RTP)						
Rte	Seg	Co.	Prefix	PM Begin	Prefix	PM End	Limits Description	No. of MF	No. of HOV/ HOT	2008 ADT	Pk Hr %	Dir Split %	Truck ADT %	2008 LOS	No. of MF	No. of HOV/ HOT	2035 ADT	Pk Hr %	Dir Split %	Truck ADT %	2035 LOS
79	1	Riv		0.00		2.30	SD/RIVCo Line to SR-371	2	0	2,650	13%	66%	17%	C	2	0	11,177	11%	50%	4%	D
79	2	Riv		2.30		12.54	SR-371 to Pauba Rd	2	0	8,300	12%	66%	17%	D	2	0	11,080	11%	52%	11%	D
79	3	Riv		12.54		16.00	Pauba Rd to Riv Co/Temecula City Limits	2	0	8,300	12%	66%	10%	D	2	0	11,996	11%	52%	11%	D
							Break in route														
79	4	Riv		19.55		19.80	Bedford Court to I-15	4	0	52,000	8%	66%	11%	C	8	0	59,996	8%	59%	10%	C
							Break in route														
79	5	Riv	R	2.28	R	2.50	N. Jct. I-15 to Ynez Rd.	6	0	54,500	9%	68%	14%	D	6	0	76,478	8%	50%	9%	C
							Break in route														
79	6	Riv	R	4.78	R	6	Murrieta Hot Springs Rd. to Hunter Rd	6	0	30,500	9%	68%	9%	B	6	0	55,132	8%	51%	7%	B
79	7	Riv	R	6	R	10.5	Hunter Rd to Abelia St	4	0	25,546	9%	68%	9%	C	6	0	48,819	9%	50%	7%	B
79	8	Riv	R	10.5	R	12.24	Abelia St to Scott Rd./Washington St.	2	0	19,735	9%	68%	9%	F	6	0	43,224	9%	50%	6%	B
79	9	Riv	R	12.24	R	19.16	Scott Rd./Washington St. to W. Jct. SR-74	2	0	13,921	9%	68%	9%	E	6	0	41,720	7%	50%	6%	A
							Break in route														
79	10	Riv		25.7		28.49	East SR-74 to S. Santa Fe Ave./Cottonwood Ave	2	0	15,175	10%	68%	10%	E	6	0	22,383	11%	50%	8%	A
79	11	Riv		28.49		34.2	S. Santa Fe Ave./Cottonwood Ave to Potter Rd	4	0	10,509	9%	68%	10%	A	6	0	27,222	8%	63%	5%	A
79	12	Riv		34.2		38.12	Potter Rd to Potrero Blvd	4	0	27,800	8%	68%	10%	C	4	0	45,305	8%	52%	7%	C
79	13	Riv		38.12		40.44	Potrero Blvd to I-10	4	0	26,333	8%	68%	10%	B	4	0	42,219	8%	51%	8%	C

EXHIBIT 6: 2012 FORECAST - STATE HIGHWAY SYSTEM

								2008 Existing Facility (Caltrans 2008 Traffic Counts)							2035 Facility (2012 RTP)						
Rte	Seg	Co.	Prefix	PM Begin	Prefix	PM End	Limits Description	No. of MF	No. of HOV/ HOT	2008 ADT	Pk Hr %	Dir Split %	Truck ADT %	2008 LOS	No. of MF	No. of HOV/ HOT	2035 ADT	Pk Hr %	Dir Split %	Truck ADT %	2035 LOS
83	1	SBd	R	0.00		1.89	SR-71 to Pine Ave	*2/4	0	20,500	9%	65%	20%	B	8	0	45463	8.3%	54%	10.7%	A
83	2	SBd		1.89		7.18	Pine Ave to SR-60	4	0	23,306	9%	65%	16%	B	8	0	54837	8.5%	50%	9%	A
83	3	SBd		7.18		11.10	SR-60 to Upland, I-10	6	0	30,950	9%	65%	6%	B	6	0	40282	8%	51%	6%	B

*2 lanes from PM 0.56 to 1.11

EXHIBIT 6: 2012 FORECAST - STATE HIGHWAY SYSTEM

								2008 Existing Facility (Caltrans 2008 Traffic Counts)							2035 Facility (2012 RTP)						
Rte	Seg	Co.	Prefix	PM Begin	Prefix	PM End	Limits Description	No. of MF	No. of HOV/ HOT	2008 ADT	Pk Hr %	Dir Split %	Truck ADT %	2008 LOS	No. of MF	No. of HOV/ HOT	2035 ADT	Pk Hr %	Dir Split %	Truck ADT %	2035 LOS
86S	1	Riv		0.00	R	10.00	Imperial Co. Line to Ave. 68	4	0	19,800	9%	64%	27%	B	4	0	29,887	7%	57%	27%	B
86S	2	Riv	R	10.00	R	18.30	Ave. 68 to Ave. 54	4	0	28,500	8%	64%	33%	B	4	0	33,550	9%	54%	33%	B
86S	3	Riv	R	18.30	R	22.20	Ave. 54 to Dillon Rd.	4	0	29,500	8%	55%	24%	B	4	0	53,966	8%	53%	22%	C
86S	4	Riv	R	22.20	R	23.00	Dillon Rd. to I-10	4	0	30,500	8%	55%	22%	B	4	0	57,887	8%	53%	19%	C

EXHIBIT 6: 2012 FORECAST - STATE HIGHWAY SYSTEM

								2008 Existing Facility (Caltrans 2008 Traffic Counts)							2035 Facility (2012 RTP)						
Rte	Seg	Co.	Prefix	PM Begin	Prefix	PM End	Limits Description	No. of MF	No. of HOV/ HOT	2008 ADT	Pk Hr %	Dir Split %	Truck ADT %	2008 LOS	No. of MF	No. of HOV/ HOT	2035 ADT	Pk Hr %	Dir Split %	Truck ADT %	2035 LOS
91	1	Riv	R	0	R	2.1	Or/Riv County Line to SR-71	8	4	259,900	6.7%	53%	5.0%	D	10	4 HOT	386,373	6.4%	51%	5.7%	D
91	2	Riv	R	2.1		6.3	SR-71 to Main St	8	2	252,981	6.5%	53%	5.2%	D	10	4 HOT	329,039	6.7%	52%	8.6%	D
91	3	Riv		6.3		7.5	Main St to I-15	8	2	233,000	6.4%	53%	5.6%	D	10	4 HOT	298,622	5.5%	56%	5.7%	C
91	4	Riv		7.5		10.8	I-15 to Pierce St.	6	2	214,149	7.0%	53%	5.8%	F	8	2	274,462	6.8%	49%	8.1%	C
91	5	Riv		10.8		15.6	Pierce St to Adams St	6	2	182,871	7.0%	53%	6.6%	D	8	2	227,430	6.8%	50%	10.0%	C
91	6	Riv		15.6		20	Adams St to 14th Street	6	0	167,437	7.1%	53%	6.8%	E	6	2	198,485	7.8%	49%	7.9%	E
91	7	Riv		20		21.7	14th Street to SR-60/I-215	6	0	155,449	7.0%	52%	7.1%	E	6	2	177,203	8.1%	47%	12.3%	D
															111 MF (6 EB & 5 WB)						

EXHIBIT 6: 2012 FORECAST - STATE HIGHWAY SYSTEM

								2008 Existing Facility (Caltrans 2008 Traffic Counts)							2035 Facility (2012 RTP)						
Rte	Seg	Co.	Prefix	PM Begin	Prefix	PM End	Limits Description	No. of MF	No. of HOV/ HOT	2008 ADT	Pk Hr %	Dir Split %	Truck ADT %	2008 LOS	No. of MF	No. of HOV/ HOT	2035 ADT	Pk Hr %	Dir Split %	Truck ADT %	2035 LOS
95	1	RIV	L	0.2		3.5	I-10 to Sixth Avenue	2	0	3,500	11%	74%	12%	C	2	0	5,595	6.9%	55%	10.0%	B
95	2	RIV		3.5		36.2	Sixth Avenue to SBd/Riv Co. Line	2	0	2,100	14%	74%	18%	C	2	0	3,270	8.7%	55%	9.8%	B
95	3	SBd		0		37.3	SBd/Riv Co. Line to Havasu Lake Road	2	0	2,600	12%	74%	19%	C	2	0	3,415	14.2%	55%	20.4%	C
95	4	SBd		37.3		57.3	Havasu Lake Road to East Junction I-40	2	0	5,600	10%	74%	19%	D	2	0	7,617	9.1%	55%	14.6%	C
							Break in route														
95	5	SBd		R57.2		80.5	West Junction I-40 to Nevada State Line	2	0	3,300	13%	74%	13%	C	2	0	4,354	15.5%	51%	9.1%	C

EXHIBIT 6: 2012 FORECAST - STATE HIGHWAY SYSTEM

								2008 Existing Facility (Caltrans 2008 Traffic Counts)							2035 Facility (2012 RTP)						
Rte	Seg	Co.	Prefix	PM Begin	Prefix	PM End	Limits Description	No. of MF	No. of HOV/ HOT	2008 ADT	Pk Hr %	Dir Split %	Truck ADT %	2008 LOS	No. of MF	No. of HOV/ HOT	2035 ADT	Pk Hr %	Dir Split %	Truck ADT %	2035 LOS
111	1	Riv		0.0		18.4	Imperial County Line to JCT SR-195	2	0	2,100	13%	66%		B	2	0	6,727	11.1%	50%	15.0%	C
							Break in route														
111	2	Riv		47.2		55.2	Golf Club Dr. to Gateway Drive *	4	0	19,100	10%	66%	10%	B	4	0	24,001	9.9%	51%	9.1%	B
111	3	Riv		55.2	R	63.3	Gateway Drive to JCT I-10	4	0	16,000	12%	66%	5%	B	4	0	17,754	11.8%	51%	6.0%	A

EXHIBIT 6: 2012 FORECAST - STATE HIGHWAY SYSTEM

								2008 Existing Facility (Caltrans 2008 Traffic Counts)							2035 Facility (2012 RTP)						
Rte	Seg	Co.	Prefix	PM Begin	Prefix	PM End	Limits Description	No. of MF	No. of HOV/ HOT	2008 ADT	Pk Hr %	Dir Split %	Truck ADT %	2008 LOS	No. of MF	No. of HOV/ HOT	2035 ADT	Pk Hr %	Dir Split %	Truck ADT %	2035 LOS
127	1	SBd	L	0	L	0.17	Jct. I 15 to Baker Blvd. (Jct. Old State Highway)	2	0	6,700	16%	75%	10%	D	2	0	7,039	15.2%	60%	11.4%	D
127	2	SBd	L	0.17		0.85	Baker Blvd. (Jct. Old State Highway) to Silver Ln.	2	0	2,100	16%	75%	10%	C	2	0	2,750	13.0%	60%	12.7%	C
127	3	SBd		0.85		41.47	Silver Ln. to SBd/Inyo Co. Line	2	0	840	22%	74%	10%	B	2	0	1,506	11.9%	60%	7.2%	B

EXHIBIT 6: 2012 FORECAST - STATE HIGHWAY SYSTEM

								2008 Existing Facility (Caltrans 2008 Traffic Counts)							2035 Facility (2012 RTP)						
Rte	Seg	Co.	Prefix	PM Begin	Prefix	PM End	Limits Description	No. of MF	No. of HOV/ HOT	2008 ADT	Pk Hr %	Dir Split %	Truck ADT %	2008 LOS	No. of MF	No. of HOV/ HOT	2035 ADT	Pk Hr %	Dir Split %	Truck ADT %	2035 LOS
138	1	SBd		0		6.7	SBd Co. Line to SR-2	2/4	0	13,500	8%	62%	11%	D	4	0	20,518	8.9%	51%	18.0%	B
138	2	SBd		6.7	R	15.2	SR-2 to I-15	2/4	0	17,600	10%	62%	12%	E	4	0	27,278	10.4%	50%	14.3%	C
138	3	SBd	R	15.2	R	19.8	I-15 to Summit Valley Rd	2	0	4,400	10%	62%	12%	C	2	0	20,635	7.8%	50%	7.0%	D
138	4	SBd	R	19.8	R	23.9	Summit Valley Rd to SR-173	2	0	4,400	10%	62%	13%	C	2	0	9,007	7.2%	50%	7.0%	C
138	5	SBd	R	23.9	R	30.8	SR-173 to Pilot Rock Rd	2	0	1,600	13%	62%	6%	B	2	0	6,262	10.0%	58%	3.6%	C
138	6	SBd	R	30.8		35.7	Pilot Rock Rd. to Waters Dr.	2	0	1,700	12%	62%	6%	B	2	0	6,225	10.0%	62%	4.0%	C
138	7	SBd		35.7		36.3	Waters Dr. to Knapps Cutoff	2	0	5,800	13%	62%	6%	D	2	0	9,602	11.3%	55%	9.0%	E
138	8	SBd		36.3		36.7	Knapps Cutoff to Crest Forest	2	0	3,100	14%	62%	6%	C	2	0	6,469	10.9%	58%	4.0%	D
138	9	SBd		36.7	R	37.8	Crest Forest to SR-18	2	0	7,400	14%	62%	6%	D	2	0	7,455	10.0%	55%	6.1%	E

EXHIBIT 6: 2012 FORECAST - STATE HIGHWAY SYSTEM

								2008 Existing Facility (Caltrans 2008 Traffic Counts)							2035 Facility (2012 RTP)						
Rte	Seg	Co.	Prefix	PM Begin	Prefix	PM End	Limits Description	No. of MF	No. of HOV/ HOT	2008 ADT	Pk Hr %	Dir Split %	Truck ADT %	2008 LOS	No. of MF	No. of HOV/ HOT	2035 ADT	Pk Hr %	Dir Split %	Truck ADT %	2035 LOS
142	1	SBd		0		R3.8	Or/SBd Co. Line to Chino Hills Parkway	2	0	14,400	12%	74%	1%	E	2	0	17,427	10.8%	65%	3.0%	E
142	2	SBd		R3.8		5.8	Chino Hills Parkway to SR-71	4/6	0	27,400	11%	74%	9%	D	6	0	37,220	11.9%	60%	8.0%	C
142	3	SBd		5.8		15.3	SR-71 to SR-210 (unconstructed)														

6 MF from PM 5.4 to 5.8 only

EXHIBIT 6: 2012 FORECAST - STATE HIGHWAY SYSTEM

								2008 Existing Facility (Caltrans 2008 Traffic Counts)							2035 Facility (2012 RTP)						
Rte	Seg	Co.	Prefix	PM Begin	Prefix	PM End	Limits Description	No. of MF	No. of HOV/ HOT	2008 ADT	Pk Hr %	Dir Split %	Truck ADT %	2008 LOS	No. of MF	No. of HOV/ HOT	2035 ADT	Pk Hr %	Dir Split %	Truck ADT %	2035 LOS
173	1	SBd	L	0.00	L	7.00	SR-138 to Arrowhead Lake Rd	2	0	1,200	18%	0.7756	4%	C	2	0	1,874	14.8%	51%	8.0%	B
173	2	SBd	L	7.00		12.90	Arrowhead Lake Road to Rifle Range Rd	SEGMENT CLOSED													
173	3	SBd		12.90		17.20	Rifle Range Rd. to North Bay Road	2	0	600	17%	0.5478	21%	A	2	0	1,102	13.9%	50%	15.0%	B
173	4	SBd		17.20		19.70	North Bay Rd. to Hook Creek Road	2	0	2,800	12%	0.5478	21%	C	2	0	3,453	13.6%	50%	4.0%	C
173	5	SBd		19.70		23.00	Hook Creek Rd. to SR-18	2	0	5,400	12%	55%	22%	C	2	0	7,861	14.1%	52%	7.8%	D

*Typical level of service analysis not applicable to unpaved segment

EXHIBIT 6: 2012 FORECAST - STATE HIGHWAY SYSTEM

								2008 Existing Facility (Caltrans 2008 Traffic Counts)							2035 Facility (2012 RTP)						
Rte	Seg	Co.	Prefix	PM Begin	Prefix	PM End	Limits Description	No. of MF	No. of HOV/ HOT	2008 ADT	Pk Hr %	Dir Split %	Truck ADT %	2008 LOS	No. of MF	No. of HOV/ HOT	2035 ADT	Pk Hr %	Dir Split %	Truck ADT %	2035 LOS
177	1	Riv		0.00		0.20	I-10 to Ragsdale Road	2	0	3700	13%	53%	8.0%	C	2	0	5,575	13.1%	61%	9.6%	C
177	2	Riv		0.20		27.00	Ragsdale Road to SR-62	2	0	1300	24%	53%	17.0%	B	2	0	2,438	22.1%	65%	18.5%	C

EXHIBIT 6: 2012 FORECAST - STATE HIGHWAY SYSTEM

								2008 Existing Facility (Caltrans 2008 Traffic Counts)							2035 Facility (2012 RTP)						
Rte	Seg	Co.	Prefix	PM Begin	Prefix	PM End	Limits Description	No. of MF	No. of HOV/ HOT	2008 ADT	Pk Hr %	Dir Split %	Truck ADT %	2008 LOS	No. of MF	No. of HOV/ HOT	2035 ADT	Pk Hr %	Dir Split %	Truck ADT %	2035 LOS
178	1	SBd		0		14.8	Kern/SBd Co. Line to Pinnacle Rd	2	0	2,350	13%	71%	10.0%	C	2	0	3,114	10.5%	50%	9.6%	B
178	2	SBd		14.8		42.8	**Unconstructed**														

EXHIBIT 6: 2012 FORECAST - STATE HIGHWAY SYSTEM

								2008 Existing Facility (Caltrans 2008 Traffic Counts)							2035 Facility (2012 RTP)						
Rte	Seg	Co.	Prefix	PM Begin	Prefix	PM End	Limits Description	No. of MF	No. of HOV/ HOT	2008 ADT	Pk Hr %	Dir Split %	Truck ADT %	2008 LOS	No. of MF	No. of HOV/ HOT	2035 ADT	Pk Hr %	Dir Split %	Truck ADT %	2035 LOS
189	1	SBd		0.00		2.80	SR-18 to Grass Valley Road	2	0	4,100	10%	58%	6%	C	2	0	5,684	9.8%	58%	6.2%	C
189	2	SBd		2.80		5.60	Grass Valley Road to SR-173	2	0	9,700	9%	57%	4%	D	2	0	9,747	10.8%	58%	4.8%	D

EXHIBIT 6: 2012 FORECAST - STATE HIGHWAY SYSTEM

								2008 Existing Facility (Caltrans 2008 Traffic Count Data)							2035 Facility (2012 RTP)						
Rte	Seg	Co.	Prefix	PM Begin	Prefix	PM End	Limits Description	No. of MF	No. of HOV/ HOT	2008 ADT	Pk Hr %	Dir Split %	Truck ADT %	2008 LOS	No. of MF	No. of HOV/ HOT	2035 ADT	Pk Hr %	Dir Split %	Truck ADT %	2035 LOS
210	1	SBd		0		11.498	LA/SBd Co. Line to Jct. I-15	8*	2	159,366	8%	64%	5.0%	E	8*	2	194,721	6.4%	50%	11%	C
210	2	SBd		11.498	R	21.872	Jct. I-15 to Jct. I-215	6	2	87,582	9%	64%	5.0%	B	6	2	114,814	6.6%	51%	14%	B
210	3	SBd	R	21.872	R	23.095	Jct. I-215 to Jct. SR-259	6	0	52,370	9%	64%	5.0%	D	8	2	67,736	13.8%	50%	15%	B
210	4	SBd	R	23.095	R	26.729	Jct. SR-259 to Highland Ave.	6	0	101,931	8%	64%	5.0%	D	8	2	123,636	8.1%	51%	12%	B
210	5	SBd	R	26.729	R	33.18	Highland Ave. to Jct. I-10	4	0	78,040	9%	64%	5.0%	F	6	2	95,998	9.1%	53%	13%	B
								*4 EB/3 WB treated at 8+2 for analysis							*4 EB/3 WB treated at 8+2 for analysis						

EXHIBIT 6: 2012 FORECAST - STATE HIGHWAY SYSTEM

								2008 Existing Facility (Caltrans 2008 Traffic Counts)							2035 Facility (2012 RTP)						
Rte	Seg	Co.	Prefi	PM Begi	Prefi	PM End	Limits Description	No. of MF	No. of HOV/ HOT	2008 ADT	Pk Hr %	Dir Split %	Truck ADT %	2008 LOS	No. of MF	No. of HOV/ HOT	2035 ADT	Pk Hr %	Dir Split %	Truck ADT %	2035 LOS
215	1	Riv	R	9.00		23.54	I-15 to SR-74	4	0	83,300	8%	56%	7.2%	D	6	0	123,698	7.8%	50%	8.7%	D
215	2	Riv		23.54	R	27.89	SR-74 to Nuevo Road	4	0	88,400	8%	56%	12.5%	E	6	0	135,013	8.4%	50%	12.5%	E
215	3	Riv	R	27.89	R	30.93	Nuevo Road to Ramona Expressway	6	0	103,000	8%	56%	12.0%	D	6	2	160,520	8.3%	51%	12.0%	D
215	4	Riv	R	30.93	R	38.34	Ramona Expressway to SR-60 East	6	0	121,400	8%	56%	10.2%	D	6	2	165,232	8.3%	51%	12.1%	D
215	5	Riv	R	38.34		43.27	SR-60 East to 60/91/215	6*	2	163,500	8%	56%	11.8%	F	6*	2	267,766	8.3%	51%	14.4%	F
215	6	Riv	R	43.27		45.33	60/91/215 to Riv/SBd County Line	6	0	139,800	8%	53%	8.2%	D	8	2	162,623	7.8%	51%	8.1%	C
215	7	SBd		0		4.05	Riv/SBd Co. Line to I-10	6	0	193,100	8%	53%	6.8%	F	8	2	171,244	7.9%	50%	9.3%	C
215	8	SBd		4.05		8.6	I-10 to SR-259	6	0	155,700	8%	53%	7.4%	F	8	2	186,226	8.4%	50%	10.1%	C
215	9	SBd		8.6		10.05	SR-259 to SR-210	4	0	70,200	8%	53%	11.1%	D	6	2	114,463	8.4%	51%	12.4%	B
215	10	SBd		10.05		17.75	SR-210 to I-15	4	0	71,100	9%	53%	9.1%	D	6	2	102,719	8.4%	51%	12.5%	B
								*segment 5 3 MF each Dir and 1 truck climbing lane in SB							*segment 5 3 MF each Dir and 1 truck climbing lane in SB						

EXHIBIT 6: 2012 FORECAST - STATE HIGHWAY SYSTEM

								2008 Existing Facility (Caltrans 2008 Traffic Counts)							2035 Facility (2012 RTP)						
Rte	Seg	Co.	Prefix	PM Begin	Prefix	PM End	Limits Description	No. of MF	No. of HOV/ HOT	2008 ADT	Pk Hr %	Dir Split %	Truck ADT %	2008 LOS	No. of MF	No. of HOV/ HOT	2035 ADT	Pk Hr %	Dir Split %	Truck ADT %	2035 LOS
243	1	Riv		0		3.6	SR-74 to Country Club Drive	2	0	3,700	13%	83%	4%	D	2	0	4,723	12.2%	51%	5%	C
243	2	Riv		3.6		7.5	Country Club Dr to Marion Ridge Dr	2	0	4,500	11%	83%	4%	D	2	0	5,312	11.9%	51%	5%	C
243	3	Riv		7.5		28.3	Marion Ridge Dr to San Gorgonio Ave	2	0	1,900	17%	83%	4%	C	2	0	3,605	14.1%	50%	6%	C
243	4	Riv		28.3		29.7	San Gorgonio Ave to Banning, I-10	2	0	5,300	11%	83%	4%	D	2	0	6,468	10.5%	50%	5%	D

EXHIBIT 6: 2012 FORECAST - STATE HIGHWAY SYSTEM

								2008 Existing Facility (Caltrans 2008 Traffic Counts)							2035 Facility (2012 RTP)						
Rte	Seg	Co.	Prefix	PM Begin	Prefix	PM End	Limits Description	No. of MF	No. of HOV/ HOT	2008 ADT	Pk Hr %	Dir Split %	Truck ADT %	2008 LOS	No. of MF	No. of HOV/ HOT	2035 ADT	Pk Hr %	Dir Split %	Truck ADT %	2035 LOS
247	1	SBd		0		2.3	SR-62 to Hillcrest Dr.	2	0	12,000	9%	53%	9%	D	4	0	20,942	9.0%	51%	8%	B
247	2	SBd		2.3		3.0	Hillcrest Dr. to Buena Vista Dr.	2	0	12,000	9%	53%	9%	D	2	0	16,700	8.0%	53%	10%	D
247	3	SBd		3.0		39.6	Buena Vista Dr. to Camp Rock Rd.	2	0	4,059	9%	53%	12%	C	2	0	8,620	6.3%	51%	13%	C
247	4	SBd		39.6		44.9	Camp Rock Rd. to W. Jct Rte 18	2	0	2,532	9%	53%	13%	B	2	0	4,581	9.4%	55%	20%	C
							Break in route														
247	5	SBd		44.9		76.4	S. SR-18 to 1.7 miles S. I-15 Barstow City Limits	2	0	2,000	10%	55%	17%	B	2	0	6,660	6.8%	58%	12%	B
247	6	SBd		76.4		78.1	1.7 miles S. I-15 Barstow City Limits to I-15	4	0	14,500	10%	55%	10%	A	4	0	24,783	8.6%	53%	3%	B

EXHIBIT 6: 2012 FORECAST - STATE HIGHWAY SYSTEM

								2008 Existing Facility (Caltrans 2008 Traffic Counts)							2035 Facility (2012 RTP)						
Rte	Seg	Co.	Prefix	PM Begin	Prefix	PM End	Limits Description	No. of MF	No. of HOV/ HOT	2008 ADT	Pk Hr %	Dir Split %	Truck ADT %	2008 LOS	No. of MF	No. of HOV/ HOT	2035 ADT	Pk Hr %	Dir Split %	Truck ADT %	2035 LOS
259	1	SBd		L0.0/1.5		L0.0/1.5	I-215 to SR-210	4		61,000	10%	59%	4%	D	4	0	63,599	10.5%	51%	4.7%	D

EXHIBIT 6: 2012 FORECAST - STATE HIGHWAY SYSTEM

								2008 Existing Facility (Caltrans 2008 Traffic Counts)							2035 Facility (2012 RTP)						
Rte	Seg	Co.	Prefix	PM Begin	Prefix	PM End	Limits Description	No. of MF	No. of HOV/ HOT	2008 ADT	Pk Hr %	Dir Split %	Truck ADT %	2008 LOS	No. of MF	No. of HOV/ HOT	2035 ADT	Pk Hr %	Dir Split %	Truck ADT %	2035 LOS
330	1	SBd	R	28.7	T	30.1	SR-210 to County Flood Channel	4	0	9,700	14%	84%	3%	A	4	0	21,577	7.9%	50%	3.0%	A
330	2	SBd	T	30.1		44.1	County Flood Channel to SR-18	2	0	9,700	14%	84%	3%	E	2	0	20,201	8.4%	50%	3.2%	D

EXHIBIT 6: 2012 FORECAST - STATE HIGHWAY SYSTEM

								2008 Existing Facility (Caltrans 2008 Traffic Counts)							2035 Facility (2012 RTP)						
Rte	Seg	Co.	Prefix	PM Begin	Prefix	PM End	Limits Description	No. of MF	No. of HOV/ HOT	2008 ADT	Pk Hr %	Dir Split %	Truck ADT %	2008 LOS	No. of MF	No. of HOV/ HOT	2035 ADT	Pk Hr %	Dir Split %	Truck ADT %	2035 LOS
371	1	Riv		56.4		60.2	Aguanga, Jct Rte 79 to Wilson Valley Road	2	0	6,200	10%	66%	6%	C	2	0	12,696	9.9%	51%	6.0%	D
371	2	Riv		60.2		67.7	Wilson Valley Road to Cary Road	2	0	7,300	10%	66%	6%	D	2	0	13,463	9.9%	50%	6.0%	D
371	3	Riv		67.7		71.3	Cary Road to Anza, Contreras Road	2	0	7,100	10%	72%	6%	D	2	0	10,616	11.9%	52%	7.0%	D
371	4	Riv		71.30		77.20	Anza, Contreras Road to Jct Rte 74, Anza East	2	0	6,900	10%	72%	6%	D	2	0	9,592	11.3%	52%	6.7%	D

EXHIBIT 6: 2012 FORECAST - STATE HIGHWAY SYSTEM

								2008 Existing Facility (Caltrans 2008 Traffic Counts)							2035 Facility (2012 RTP)						
Rte	Seg	Co.	Prefix	PM Begin	Prefix	PM End	Limits Description	No. of MF	No. of HOV/ HOT	2008 ADT	Pk Hr %	Dir Split %	Truck ADT %	2008 LOS	No. of MF	No. of HOV/ HOT	2035 ADT	Pk Hr %	Dir Split %	Truck ADT %	2035 LOS
395	1	SBd	R	4		6.8	I-15 to California Aqueduct	2	0	28,433	9%	59%	16%	F	6	0	44,890	9.1%	53%	18.1%	D
395	2	SBd		6.8		13.6	California Aqueduct to Holly Rd	2	0	23,868	9%	59%	17%	E	6	0	35,818	9.1%	52%	17.6%	B
395	3	SBd		13.6		15.71	Holly Rd to Air Expressway	2	0	19,000	8%	59%	18%	E	4	0	27,959	9.1%	54%	21.8%	B
395	4	SBd		15.71		21.1	Air Expressway to Desert Flower Rd	2	0	12,612	12%	59%	18%	E	4	0	18,945	10.5%	52%	20.7%	B
395	5	SBd		21.1		46	Desert Flower Rd to SR-58	2	0	8,430	12%	59%	18%	D	2	0	18,952	9.7%	50%	16.8%	E
395	6	SBd		46		73.5	SR-58 to Kern Co. Line	2	0	4,784	12%	72%	12%	D	2	0	10,778	8.6%	50%	20.4%	D

TERMS AND ACRONYMS

(EXHIBIT 7)

Acronyms

ADT – Average Daily Traffic
ATP – Active Transportation Program
Caltrans – California Department of Transportation
CEQA – California Environmental Quality Act
CNDDB – C p7
Co. – County
CSMP – Corridor System Management Plan
DSMP – District System Management Plan
HDM – Caltrans Highway Design Manual
HOV – High Occupancy Vehicle Lane
HOT – High Occupancy Toll Lane
LOS – Level of Service
MF – Mixed-Flow Lane
MFE – Mixed-Flow Lane Equivalent
ML – Managed Lane
MTB – Mass Transit - Bus
MTR – Mass Transit Rail
PM – Post Mile
Riv – Riverside County
RTP – Regional Transportation Plan
SBd – San Bernardino County
SCAG – Southern California Association of Governments
SHS – State Highway System
SR – State Route
T – Truck Lane
TCR – Transportation Concept Report
TSDP – Transportation System Development Plan
V/C – Volume to Capacity Ratio

Definitions

Annual Average Daily Traffic (**AADT) –** Annual Average Daily Traffic is the total volume for the year divided by 365 days. The traffic count year is from October 1st through September 30th. Traffic counting is generally performed by electronic counting instruments moved from location throughout the State in a program of continuous traffic count sampling. The resulting counts are adjusted to an estimate of annual average daily traffic by compensating for seasonal influence, weekly variation and other variables which may be present. Annual ADT is necessary for presenting a statewide picture of traffic flow, evaluating traffic trends, computing accident rates, planning and designing highways, and other purposes.

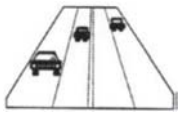
Capacity – The maximum sustainable hourly flow rate at which persons or vehicles reasonably can be expected to traverse a point or a uniform section of a lane or roadway during a given time period under prevailing roadway, environmental, traffic, and control conditions.

Concept LOS – The minimum acceptable level of service over the next 20-25 years.

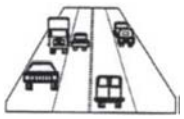
Corridor – A broad geographical band that follows a general directional flow connecting major sources of trips that may contain a number of streets, highways, bicycle, pedestrian, and transit route alignments. Off system facilities are included for informational purposes and not analyzed in the TCR.

Facility Type – The facility type describes the state highway facility type. The facility could be freeway, expressway, conventional, or one-way city street.

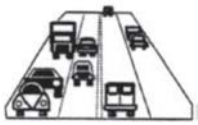
Level of Service (LOS) – It is a qualitative measure describing operational conditions within a traffic stream and their perception by motorists. A LOS definition generally describes these conditions in terms of speed, travel time, freedom to maneuver, traffic interruption, comfort, and convenience. LOS can generally be categorized as follows:



LOS A describes free flowing conditions. The operation of vehicles 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 represents a range in which 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 demonstrates a range in which the ability to maneuver is severely restricted because of the traffic congestion. Travel speed begins to be reduced as traffic volume increases.

LOS E reflects operations at or near capacity and is quite unstable. Because the limits of the level of service are approached, service disruptions cannot be damped or readily dissipated.

LOS F is a stop and go, low speed conditions 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.

Mainline – Includes travelway for through traffic but not freeway to freeway interchanges, local road interchanges, ramps, or auxiliary lanes.

Multimodal – The availability of transportation options using different modes within a system or corridor, such as automobile, subway, bus, rail, or air.

Peak Hour – The hour of the day in which the maximum volume occurs across a point on the highway.

Peak Hour Volume – The hourly volume during the highest hour traffic volume of the day traversing a point on a highway segment. It is generally between six percent and 10 percent of the Annual Daily Traffic (ADT). The lower values are generally found on roadways with low volumes.

Planned Project – A planned improvement or action is a project in a financially constrained section of a long-term plan, such as an approved Regional or Metropolitan Transportation Plan (RTP or MTP), Capital Improvement Plan, or measure.

Post-25 Year Concept – This dataset may be defined and re-titled at the District's discretion. In general, the Post-25 Year concept could provide the maximum reasonable and foreseeable roadway needed beyond a 20-25 year horizon. The post-25 year concept can be used to identify potential widening, realignments, future facilities, and rights-of-way required to complete the development of each corridor.

Post Mile (PM) – A post mile is an identified point on the State Highway System. The milepost values increase from the beginning of a route within a count to the next county line. The milepost values start over again at each county line. Mile post values usually increase from south to north or west to east depending upon the general direction the route follows within the state. The mile post at a given location will remain the same year after year. When a section

of road is relocated, new milepost (usually noted by an alphabetical prefix such as "R" or "M") are established for it. If relocation results in a change in length, "mile post equations" are introduced at the end of each relocated portion so that mile posts on the reminder of the route within the county will remain unchanged.

Programmed Project – A programmed improvement or action is a project in a near-term programming document identifying funding amounts by year, such as the State Transportation Improvement Program or the State Highway Operations and Protection Program.

Rural – Fewer than 5,000 in population designates a rural area. Limits are based upon population density as determined by the U.S. Census Bureau.

RTP Model – Forecasting model developed by Southern California Association of Governments (SCAG) prepares travel demand model approximately every 4 years in conjunction with the Regional Transportation Plan Project List. SCAG's trip based model is structured on a four-step gravity model, which includes trip generation, trip distribution, mode choice, and trip assignment.

Segment – A portion of a facility between two points.

Urban – 5,000 to 49,999 in population designates an urban area. Limits are based upon population density as determined by the U.S. Census Bureau.

Urbanized – Over 50,000 in population designates an urbanized area. Limits are based upon population density as