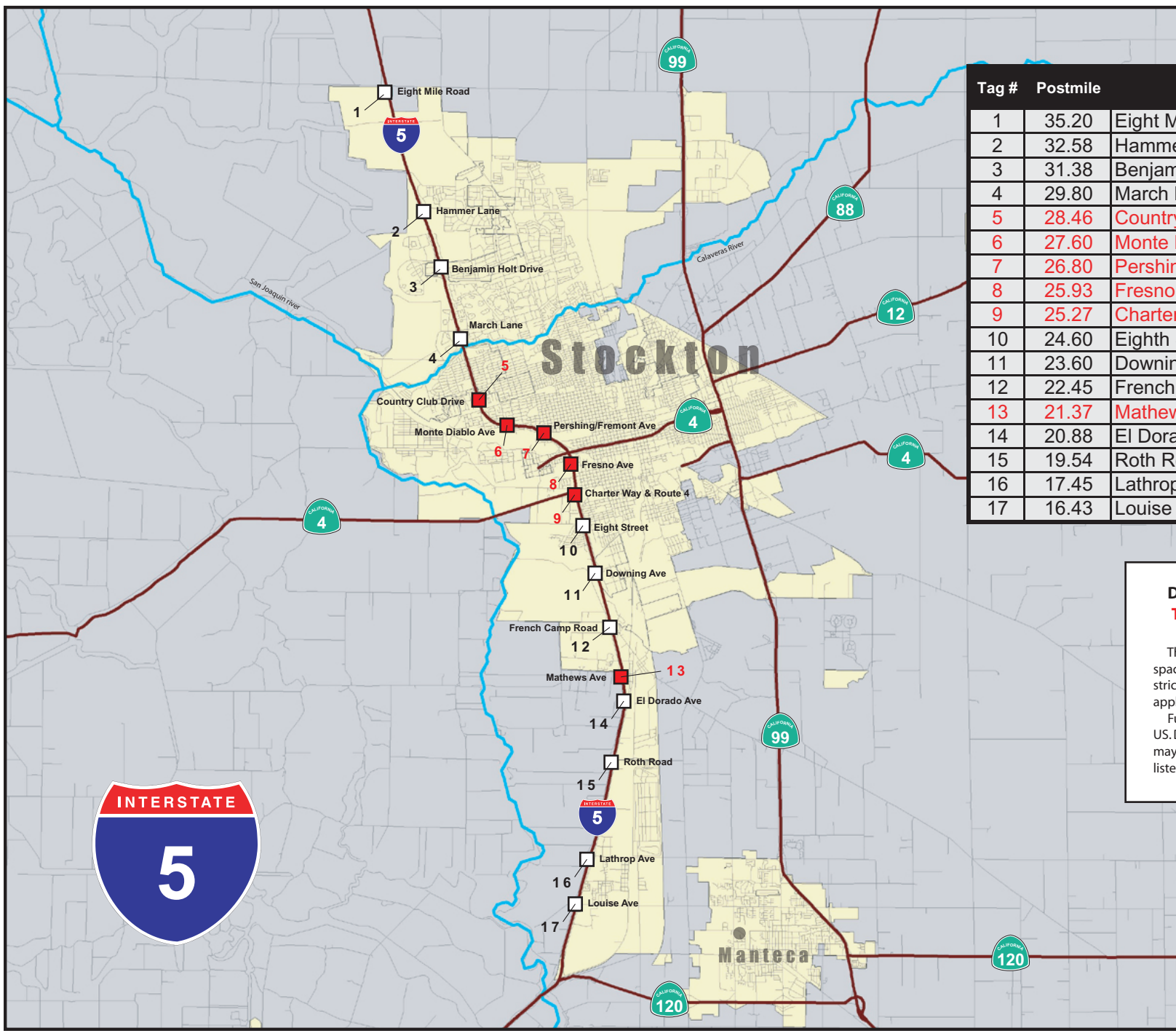
I-5 vs. Rte 99 Urban Interchange Spacing Deficiencies



Tag #	Postmile	I-5 Locations	SPACING IN MILES
1	35.20	Eight Mile Road	2.62
2	32.58	Hammer Lane	1.20
3	31.38	Benjamin Holt Drive	1.58
4	29.80	March Lane	1.34
5	28.46	Country Club Drive	0.86
6	27.60	Monte Diablo Ave	0.80
7	26.80	Pershing/Fremont Ave	0.87
8	25.93	Fresno Ave	0.66
9	25.27	Charter Way & Route 4	0.67
10	24.60	Eighth Street	1.00
11	23.60	Downing Ave	1.15
12	22.45	French Camp Road	1.08
13	21.37	Mathews Ave	0.49
14	20.88	El Dorado Ave*	1.34
15	19.54	Roth Road	2.09
16	17.45	Lathrop Ave	1.02
17	16.43	Louise Ave	0.00

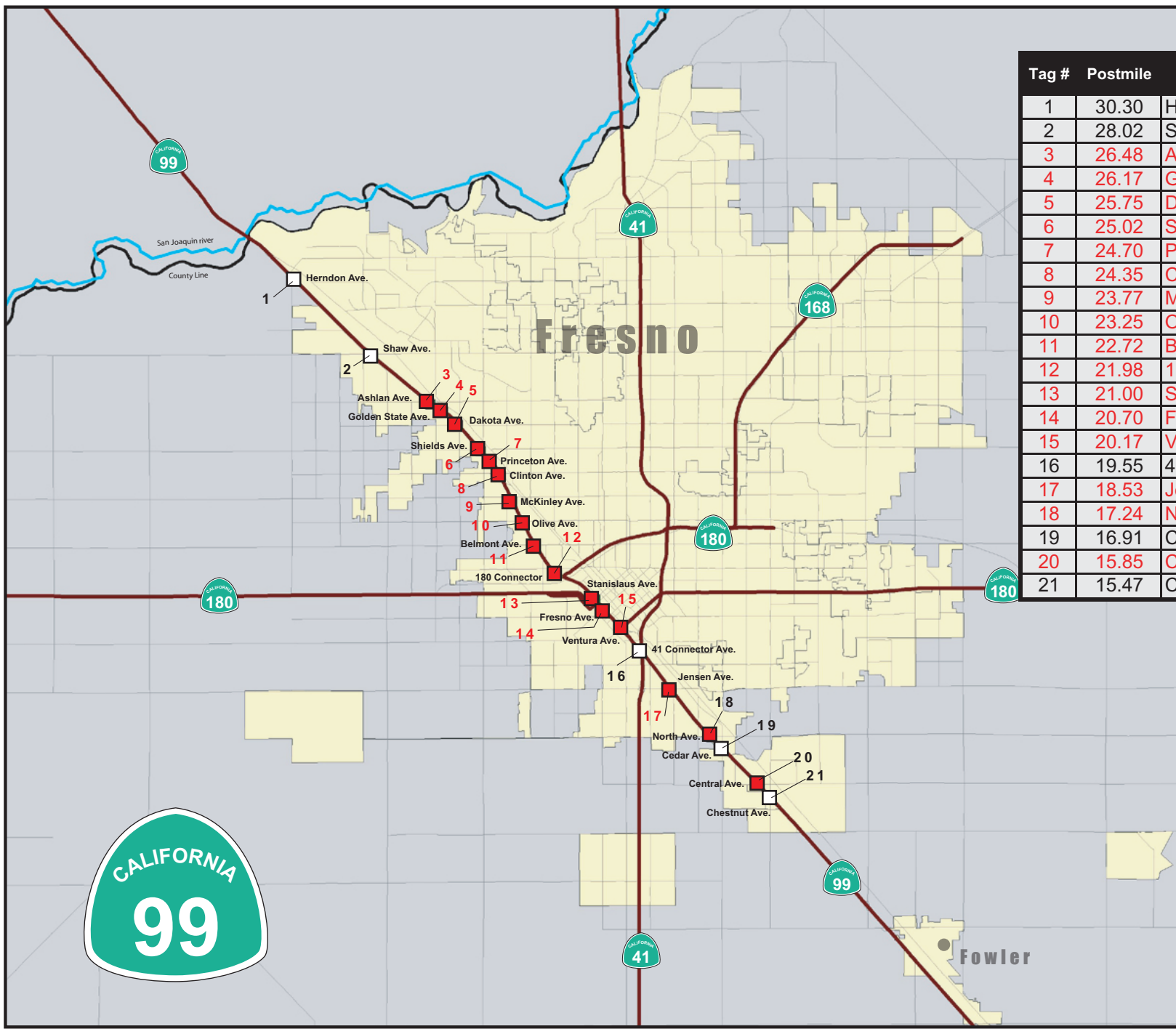
Disclaimer Statement:
This is not a proposal

This is a display of Interchange spacing for bridge structures if strict Interstate standards were applied.

Future negotiations with the US. Department of Transportation may eliminate some or all of the listed locations.

Note:

Standard Interchange spacing shall be 1 mile in urban areas, 2 miles in rural areas, and 2 miles between freeway-to-freeway interchanges and local street interchanges.



Tag #	Postmile	Rte 99 Locations	SPACING IN MILES
1	30.30	Herndon Ave	2.28
2	28.02	Shaw Ave	1.54
3	26.48	Ashlan	0.31
4	26.17	Golden State Ave*	0.42
5	25.75	Dakota Ave*	0.73
6	25.02	Shields Ave*	0.32
7	24.70	Princeton*	0.35
8	24.35	Clinton Ave	0.58
9	23.77	McKinley Ave*	0.52
10	23.25	Olive Ave	0.53
11	22.72	Belmont Ave	0.74
12	21.98	180 Connector	0.98
13	21.00	Stanislaus Ave*	0.30
14	20.70	Fresno Ave	0.53
15	20.17	Ventura Ave	0.62
16	19.55	41 Connector	1.02
17	18.53	Jensen Ave	1.29
18	17.24	North Ave*	0.33
19	16.91	Cedar Ave*	1.06
20	15.85	Central Ave*	0.38
21	15.47	Chestnut Ave*	0.00

N

* Partial Interchange

Caltrans

December, 2004

District 06 & 10