

ROADWAYS

— FREEWAYS

THOROUGHFARES

— PRE - 2030

- - - POST - 2030

— WITH CONTINUOUS RIGHT-TURN LANE (PRE - 2030)

ARTERIALS - 4 LANES

— PRE - 2030

- - - POST - 2030

RURAL COLLECTORS - 2 LANES

— PRE - 2030

- - - POST - 2030

OTHER ROADWAYS

— SMART GROWTH STREETS

— ONE-WAY COUPLET (PRE - 2030)

③ NUMBER OF LANES & TRAFFIC FLOW DIRECTION

CAPITAL SOUTHEAST CONNECTOR

— EXPRESSWAY SEGMENT

— THOROUGHFARE SEGMENT

— SPECIAL SEGMENT

OTHER

● FUTURE INTERCHANGE

● EXISTING INTERCHANGE

■ FREEWAY TO FREEWAY INTERCHANGE

◆ EXISTING GRADE SEPARATION

◆ FUTURE GRADE SEPARATION

● EXISTING GRADE SEPARATION & FUTURE INTERCHANGE

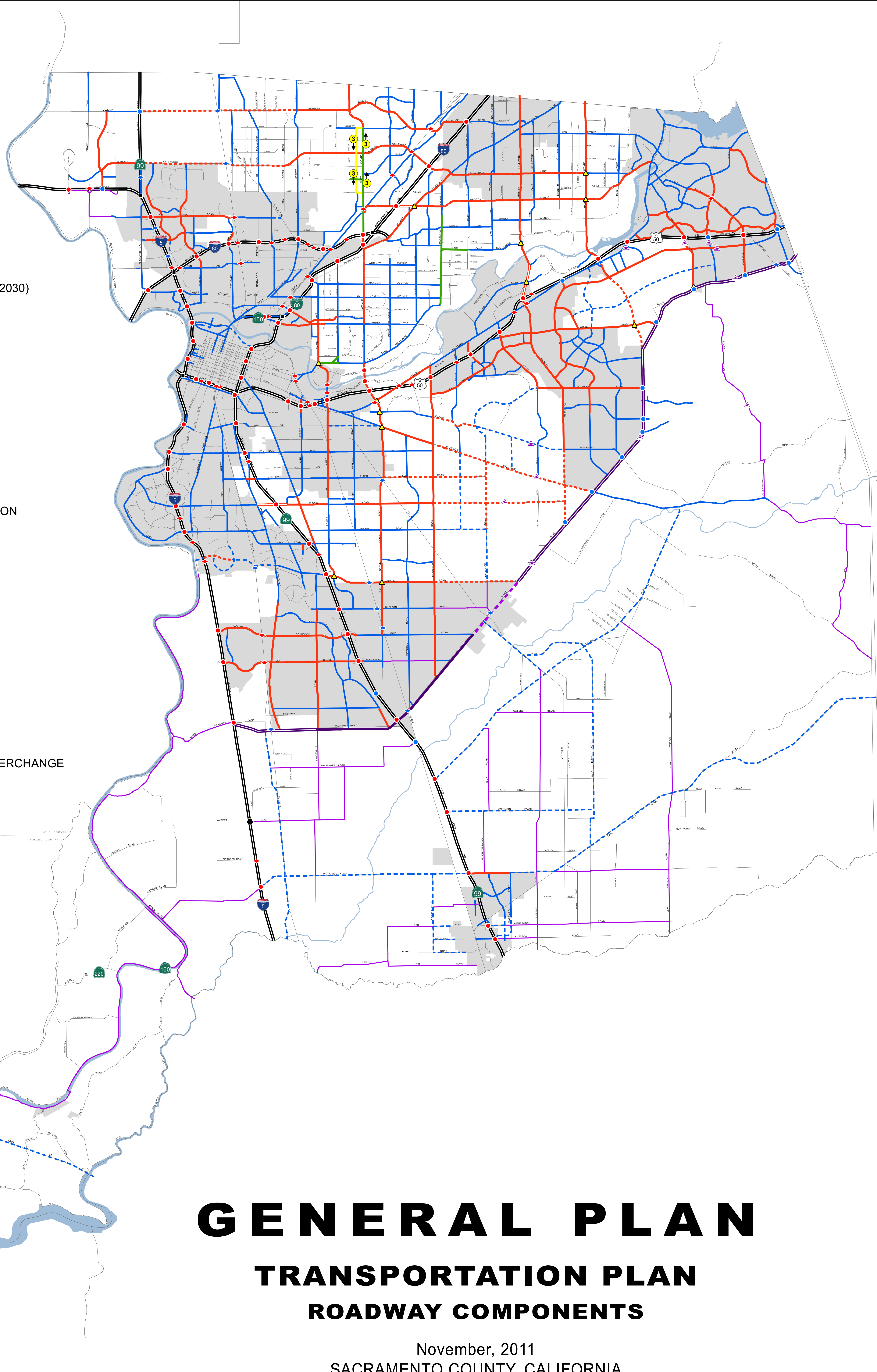
▲ FUTURE HIGH CAPACITY INTERSECTION

▲ WILDLIFE GRADE SEPARATION

■ INCORPORATED AREAS

— LOCAL STREETS

— RAILROADS



GENERAL PLAN TRANSPORTATION PLAN ROADWAY COMPONENTS

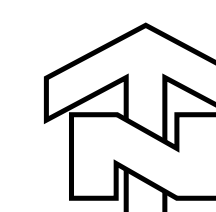
November, 2011
SACRAMENTO COUNTY, CALIFORNIA

GENERAL PLAN AMENDMENTS			
RESOLUTION #	RESOLUTION DATE	CONTROL #	NAME
2012-0524	7/17/2012	08-00153	NORTH WATT CORRIDOR PLAN
2013-0051	1/29/2013	08-00142	CORECVA HILLS
2014-0397	5/28/2014	13-00122	CAPITOL SOUTHEAST CONNECTOR
2016-0589	5/26/2016	PLNP13-00044	ZINFANDEL DRIVE REALIGNMENT
2017-0884	12/13/2017	PLNP17-00039	FAIR OAKS BLVD COMPLETE STREET
2019-0006	1/30/2019	PLNP19-00038	METRO AIRPARK
2019-0908	9/23/2019	PLNP19-00228	DRY CREEK AND LOOP RD

1. On March 28, 2001 the Board of Supervisors adopted a General Plan amendment to downgrade Watt Avenue between Fair Oaks Boulevard to Arden Way from "Thoroughfare" to "Arterial" without abandoning and/or terminating the right-of-way existing as of that date.

2. The location of the future interchange on US 50 between Sunrise Boulevard and Hazel Avenue is shown conceptually. The exact location will be determined with future studies.

3. Refer to Exhibit 1 for the designation of limited access roadways
Refer to Exhibit 2 for the designation of Bus/Carpool lane networks.



0 1 2 4
Scale in Miles