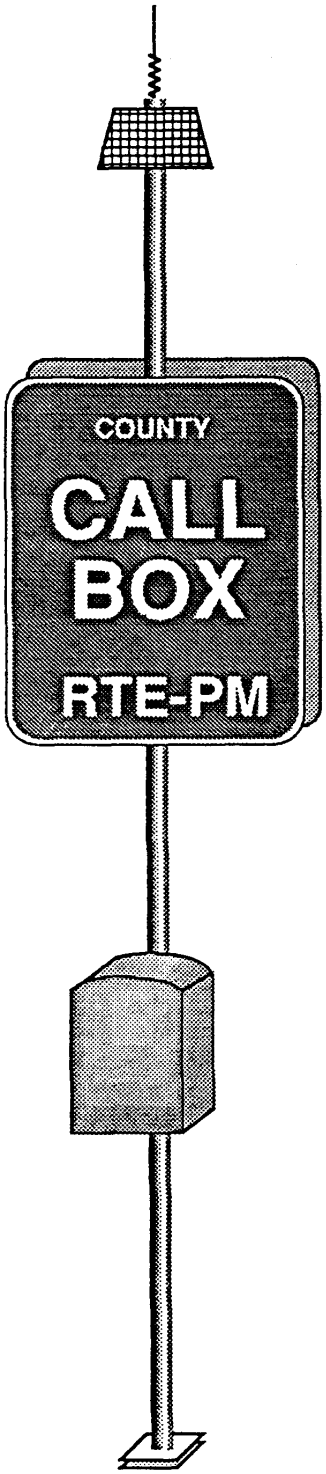

CHP/CALTRANS CALL BOX AND MOTORIST AID GUIDELINES

NOVEMBER 2007

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Foreword

This set of program Guidelines has been developed by the California Highway Patrol (CHP) and the California Department of Transportation (Caltrans), in cooperation with the California Service Authority for Freeway Emergencies/Expressways Committee (CalSAFE) for use in the SAFE call box program. The SAFE call box program operates over 16,000 motorist aid call boxes in California. This program is supported by over 85 percent of all registered vehicle owners in California who pay one dollar per vehicle registration, annually, to fund this meaningful and important public service to all motorists who drive on California State highways.

CalSAFE is made up of program managers from each county or regional SAFE organization, the California Highway Patrol, and the Department of Transportation. Members of CalSAFE actively provide valuable input to assist in the development of these guidelines. CHP and Caltrans appreciate these regional and county governmental agencies for their sincere dedication and efforts to provide the resources and administrative support to assure that the SAFE call box program is successful in providing motorist aid services on the State Highway System.

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I. INTRODUCTION

A. BACKGROUND

In 1985 the California Legislature passed Senate Bill 1190 to enable counties to generate revenue for the purpose of purchasing, installing, operating and maintaining an emergency motorist aid system. This legislation, enacted January 1, 1986, required that the California Department of Motor Vehicles (DMV) collect revenue, the Department of the California Highway Patrol (CHP) and the California Department of Transportation (Caltrans) provide review, approval, and operating services. These guidelines have been written to facilitate the coordination with the county governments and agencies that choose to provide call box and motorist aid services to their constituencies. (Also refer to Annex A and Annex B).

B. LEGISLATIVE HISTORY

1. Senate Bill 1199. Enacted January 1, 1986. Provided the basic format for the formation of Service Authorities for Freeway Emergencies (SAFEs). Outlined governmental responsibilities, revenue generating policies, and prescribed locations for call box placement. Included emergency mechanical service patrols and other motorist assistance programs.

2. Senate Bill 1597. Enacted January 1, 1987. Amended SB 1199 by deleting emergency mechanical service patrols and changed the legislation to be directed solely and entirely to call boxes.

3. Assembly Bill 3660. Enacted January 1, 1987. Amended SB 1199 to permit the placement of call boxes on state highway routes, which connect segments of the California Freeway and Expressway System and are under CHP jurisdiction.

4. Senate bill 202. Enacted January 1, 1987. Permitted county transportation commissions to serve as SAFEs. Determined how generated revenue was to be obligated, including revenue bonds.

5. Senate Bill 592. Enacted January 1, 1988. Permitted the Metropolitan Transportation Commission (MTC) to serve as the SAFE for all nine Bay Area Counties if the counties elected to be included.

6. Senate Bill 2182. Enacted September 22, 1988. Removed all references to call box systems as “emergency” and declared it a misdemeanor to damage or destroy a call box. Stated that no reimbursement to local governments by the State would be required by call box legislation. Authorized reimbursement of expenses for members of a SAFE board.

7. Assembly Bill 2937. Enacted January 1, 1991. Provided for the installation of call boxes on state highways and county expressways using SAFE funds.

8. Senate Bill 1254. Enacted October 5, 1991. Allowed for the establishment of a SAFE by the Sacramento Area Council of Governments (SACOG) to function as a SAFE for any or all of the counties of Sacramento, Yolo, Yuba, Sutter, and San Joaquin.

9. Assembly Bill 1390. Enacted October 7, 1991. Authorized a county and its cities to designate a Council of Governments to serve as a SAFE for the County.

10. Senate bill 565. Enacted October 8, 1991. Allowed for use of SAFE funds, which are in excess of the amount needed for the motorist aid system of call boxes, to be used for additional motorist aid services or support.

11. Assembly Bill 1077. Enacted January 1, 1993. Requires that SAFE motorist aid systems meet standards of Title II of the Americans with Disabilities Act of 1990.

12. Assembly Bill 3020. Enacted September 30, 1996. In counties with a population of over 6,000,000 persons, call boxes may be installed on unincorporated county roads. Added and deleted routes in the California Freeway and Expressway System.

13. Senate Bill 396. Enacted July 21, 1997. Authorizes SAFEs to contract with the CHP or a private entity to handle calls in accordance with a contract that shall contain guidelines for services to be provided, including, but not limited to, reporting requirements, immediate transfer of emergency calls and traffic management information to the CHP, performance standards, and coordination with the eligible tow service providers.

14. Senate Bill 1740. Enacted September 9, 2002. Authorizes a SAFE to develop policies relating to retention of records, including records relating to the authority's operations, contracts, and programs, and the length of time that the authority will retain the records.

15. Senate Bill 795. Enacted September 11, 2003. Authorizes a SAFE to operate the Freeway Service Patrol in the county or region in which the SAFE was created; clarifies that Caltrans and CHP shall be reimbursed for costs specifically associated with their review and approval of motorist aid system implementation plans; removes the two-year restriction period that a SAFE can issue revenue bonds for each county within its jurisdiction; authorizes a SAFE to contract with the CHP or a private or public entity to handle call box calls; and requires a SAFE that contracts with a private or public entity to comply with the specifications set forth in the Guidelines, but for those contracts commencing on or before July 1, 2003, the performance standards in those contracts shall remain in effect until modifications are made to the Guidelines.

C. STATEWIDE SYSTEMS STANDARDS

The above legislative history provides a clear picture of legislative intent that California SAFE motorist aid systems should be developed on a county-by-county basis at no cost to the State. However, there must be overall planning to provide standardization and compatibility on a statewide basis. Motorists who travel from one SAFE jurisdiction to another must be able to receive a minimum standard level of service. Consequently, each motorist aid project must be designed to be integrated as part of the statewide roadway system. To achieve that integration, it is necessary that the following standards be met:

1. Call boxes must be easily identifiable to the motoring public. This will require that all call boxes be a uniform color and be signed identically. The signs must be the same shape, color, and design so that motorists will be able to find assistance easily, regardless of where they reside or travel in California. Refer to Annex C for materials specifications.

2. Every call box must have a unique number to simplify identification for service providers, automated dispatch systems (e.g., those used by the CHP and SAFE private call answer centers), law enforcement officers, and the motoring public. The numbering system approved by the CHP and Caltrans is explained in Annex D.

3. In order to provide reasonable access to the greatest number of motorists, the highest operable part of the call box shall not be higher than **1.4 m** and the handset cord must be at least **736 mm** long.

4. Any other motorist aid systems to be installed pursuant to Streets and Highways Code Section 2557(d) shall meet or exceed all specifications and/or guidelines established by the CHP and/or Caltrans.

II. POLICIES AND PROCEDURES

A. STATE AGENCIES, GENERAL

1. The joint responsibility of the CHP and Caltrans shall be to assist each SAFE in developing a plan to install, operate, and maintain a motorist aid system of call boxes.

2. Caltrans Districts and CHP Divisions will assist the SAFE with planning and design specifications for call box motorist aid projects.

3. Final approval of any call box implementation plan will be executed by Caltrans – Division Chief of Traffic Operations. Final approval of any call box implementation plan will be executed by the CHP – Office of the Commissioner.

B. CALIFORNIA DEPARTMENT OF MOTOR VEHICLES (DMV)

DMV will:

1. Commence the collection of the $1.00 fee per registration after the authorizing agency has submitted to the DMV Director the following:

    a. A written request that DMV begin fee collection.

    b. A copy of the resolution and minutes establishing the SAFE.

2. Contact the authorized SAFE representative by telephone and:

    a. Provide the DMV liaison name and telephone number.

    b. Explain implementation procedures.

    c. Provide implementation date.

    d. Follow up with confirmation letter from the DMV Director.

3. Collect additional vehicle registration fees and distribute them to the SAFE after deduction of administrative costs.

C. CALIFORNIA DEPARTMENT OF TRANSPORTATION (Caltrans)

Caltrans will:

1. Work cooperatively with the SAFEs to establish guidelines for call box spacing and placement. Caltrans will also work with the SAFEs and provide guidance for the development of call box site plans.

2. Provide district representatives to participate in reviews or consultations requested by the SAFE.

3. Work cooperatively with the SAFEs to establish guidelines for the size, shape, color, location on post, and design of call box signs. Caltrans shall review and approve any new designs for call box signs prior to their installation on the call boxes.

4. Review call box system plans installation or replacement instructions, crash test data and reports with primary consideration for safety.

5. Issue permits to the SAFE for the construction and maintenance of a call box system pursuant to Section V, paragraphs E and F of these guidelines.

6. Notify a SAFE of call box installations that will be negatively impacted by roadway construction. This could include call box sites blocked by a barrier rail, a newly constructed curb, or any other obstruction. Caltrans will notify a SAFE if a roadway repavement project will result in an uneven transition between the surface of the roadway and the pathway leading to the call box. Caltrans will also notify a SAFE of call box installations that will be removed due to roadway construction by submitting a "Caltrans Blue Memo" (see Annex E for sample of a "Caltrans Blue Memo"). Thirty-days prior notice will be provided by Caltrans. If a temporary barrier rail is to be placed in front of a call box, the SAFE shall decide whether to remove or bag the box and its pair during construction.

7. Should an occasion arise where a local agency believes a call box was damaged by Caltrans, Caltrans will respond to claims filed using Form LD-0274 (see Annex F).

8. Inspect installations, replacements and upgrades to assure compliance with the terms of the encroachment permit.

9. Provide ex officio representation on the California SAFE Committee.

10. Pursuant to Streets and Highways Code Section 2557(d), review and approve plans all proposed amendment(s) to the SAFE's Motorist Aid System implementation plan. As part of this review, ensure that TTY devices in call boxes are included as part of the implementation plan.

11. Provide call box knockdown data if requested by a SAFE.

12. Negotiate a cooperative agreement with each SAFE individually to comply with reimbursement procedures. See Section VII.

13. In relation to the TTY settlement agreement Munoz et al. v. Sacramento Council of Governments et al., for a period of seven (7) years from July 27, 2007, Caltrans will notify plaintiff's counsel with the response to a SAFE's request to approve a modified implementation plan.

D. CALIFORNIA HIGHWAY PATROL (CHP)

The CHP will:

1. Provide field and Telecommunications Section representation on SAFE technical advisory committees.

2. Provide review of final call box motorist aid technical and operational specifications as they relate to CHP communications centers.

3. Coordinate the review and final approval of proposed motorist aid system technical elements with the engineering staff of the California Department of General Services, Telecommunications Division. Their ongoing review will ensure that no county freeway motorist aid system will in any way interfere with existing telecommunications systems or prevent anticipated enhancements to those systems.

4. Answer all call box motorist aid telephone calls and provide central dispatching services for SAFE call box motorist aid systems in areas of CHP jurisdiction and within Caltrans right-of-way, if the SAFE has not contracted the answering of call box calls with a private vendor.

5. Provide communication center staffing to handle dispatching services and when requested, will agree to provide standard monthly reports that will determine if levels of service have been met. (See Annex G for staffing formulas.)

6. Make building modifications needed to accommodate additional equipment for call box motorist aid services when necessary.

7. Maintain, in cooperation with Caltrans, the statewide numbering system for the unique identification of all individual call boxes.

8. a. For Non-Privatized SAFEs: Respond to call box vandalism/knockdown reports and alarms and notify the SAFE or its representative, as appropriate. The CHP will provide to the SAFE, at no cost, the citation of the motorist and a record of the identity and mailing address of the responsible party, if possible, so that the SAFE can bill the motorist for remuneration of damage incurred; and will notify SAFE of knockdown or vandalism incidents.

   b. For Privatized SAFEs: Upon notification from a Private Call Answering Center (PCAC) or privatized SAFE, respond to call box vandalism/knockdown reports and alarms. The CHP will investigate all crime or traffic related incidents involving a call box. If the privatized SAFEs requires a crime or traffic damage report, the privatized SAFE will be required to purchase the crime incident or traffic report from the CHP in accordance with existing CHP policy, unless the SAFE is reimbursing the CHP for the cost of a Public Safety Dispatcher (PSD) Personnel Year (PY) at the affected Communications Center of the damaged call box. The cost of reports is identified in Annex H.

   Review of Reports - Upon request, an accident report may be reviewed in its entirety without charge by a party of proper interest. The review must take place at the Office where the report is on file.

9. Provide to the SAFE, when possible, photographs of vehicle causing knockdown showing where the vehicle collided with the call box. The CHP incurs costs for developing photographs of crime incidents and traffic accidents. The fee for

black-and-white and/or color prints shall consist of the Department's processing costs plus applicable sales tax, which was paid to the vendor. The SAFE shall reimburse the CHP for these costs.

10. Negotiate a contract with each SAFE individually for the handling of call box calls.

11. Provide ex officio representation on the California SAFE Committee.

12. Develop, in conjunction with the SAFEs, a set of Policies and Procedures encompassing all aspects of the handling of freeway call box calls. These procedures include that portion of the CHP communications center Standard Operating Procedure (SOP), and will strive for consistency in all counties. CHP will coordinate with each SAFE to develop the local Policy and Procedure package as soon as the motorist aid system has been selected and the system design has been completed. These Policies and Procedures may be revised upon mutual agreement of CHP and SAFE as the need arises.

13. Pursuant to Streets and Highways Code Section 2557(d), review and approve all proposed amendments(s) to the SAFE's Motorist Aid System implementation plan. As part of this review, ensure that TTY devices in call boxes are included as part of the implementation plan.

14. In relation to the TTY settlement agreement Munoz et al. v. Sacramento Council of Governments et al., for a period of seven (7) years from July 27, 2007, CHP will notify plaintiff's counsel with the response to a SAFE's request to approve a modified implementation plan.

E. SERVICE AUTHORITY FOR FREEWAY EMERGENCIES/EXPRESSWAYS (SAFE)

The SAFE will:

1. Schedule an initial meeting immediately after the formation of the SAFE with representatives from the CHP and Caltrans to discuss the program and the "CHP/Caltrans Call Box Motorist Aid Guidelines".

2. Form a Technical Advisory Committee (TAC) to include representation from Caltrans and CHP to provide consultation and review of proposals based on the interests and concerns of the County and State agencies and the Americans with Disabilities Act, if appropriate for public safety. This Committee shall provide ongoing consultation and review throughout the development and implementation of the project. The SAFE will schedule the first TAC meeting as needed, following the formation of the SAFE. Upon approval of the initial implementation plan and the completion of the project implementation, a SAFE may elect to dissolve the TAC.

3. Initiate the imposition of an additional vehicle registration fee on vehicles registered within their respective jurisdiction through DMV.

4. Develop plans and specifications for site locations, call box spacing, and equipment for their call box system within the general guidelines. Call box spacing shall be based on Section V.C.

5. Develop the standards of service and reliability that it intends to achieve with its call box motorist aid system, and use those standards as the basis of its system plan.

6. Consult with the CHP and Caltrans during the development of project plans to assure that the proposed call box motorist aid system operational and safety performance is compatible with existing and planned CHP operating standards and Caltrans Safety Standards.

7. Reimburse the CHP for all costs incurred as a direct result of establishing a call box motorist aid system pursuant to the terms in Section VII of these guidelines.

8. Reimburse Caltrans for costs incurred for necessary call box motorist aid system safety review, permits and other related services pursuant to the terms in Section VII of these guidelines.

9. Be responsible for the operation of the call box motorist aid system equipment.

10. Be responsible for maintaining the call boxes in good working order. The SAFE or the SAFE's maintenance contractor will be required to possess and understand Caltrans-approved detailed written installation and replacement instructions of the approved motorist aid system. The SAFE maintenance contractor, if applicable, shall provide a performance bond to ensure that work to repair inoperable instruments or systems shall be initiated within two working days. The two-day period shall begin when the contractor is notified of a malfunction.

11. Be responsible for arranging for testing of call box designs incorporating new or changed features that may affect crashworthiness or motorist safety as determined by Caltrans or CHP. The SAFE shall submit the plans (including detailed drawings showing weights, locations and model numbers of all components), installation or replacement instructions and test results to the CHP and Caltrans for review and approval of any desired new or modified products prior to final approval or installation.

12. Be responsible for testing new technical design (See Section IV.B.1.a-b.) or operational features offered by competitive call box vendors, proposed to be implemented by the SAFE, which affect motorist and/or dispatch use or management applications. SAFE shall submit the plans (including detailed

drawings showing weights, locations and model numbers of all components), installation or replacement instructions and test results to the CHP and Caltrans for review and approval of any desired new products prior to final approval or installation.

13. Provide detailed installation instructions, plans and specifications to Caltrans at least one month prior to conducting any qualification crash tests. After crash testing has been completed, SAFE shall submit test results, photos, and movie films of the crash tests for review and approval by Caltrans.

14. Maintain a record, by location number, of all units struck by any vehicle. The data collected should contain, as available, photographs and accident reports submitted to SAFE by CHP as outlined in section II.D.9 of these guidelines regarding damage to call box system components, the vehicle and injuries incurred, if any.

15. Maintain information regarding the call boxes struck by vehicles, including photographs and accident reports submitted to SAFE by CHP as outlined in Section II.D.9.

16. Notify Caltrans' District Office of Permits when an installation has been completed so Caltrans may inspect and approve the work per the permit allowing the work.

17. Conduct a public information program to ensure that motorists understand what the call boxes are and how and what the call boxes are to be used for.

18. Pursuant to Section 2421.5 of the VC, CHP and SAFE shall negotiate and sign, in a timely manner, a formal agreement outlining the terms and conditions of call box answering services to be provided, prior to the commencement of the service term/period.

19. Comply with section III.B.1.i of these guidelines to ensure call boxes are equipped with TTY devices or comparable equipment as indicated.

III. COMMUNICATIONS

A. CHP DISPATCH SERVICE

1. Call box traffic will be handled by CHP dispatch centers as third level priority, after 911 and allied agency calls.

2. The CHP standard for level of service of freeway call box call handling is as follows:

a. Call Box calls should be handled ideally no longer than 60 seconds after the first ring. (See Annex G). Experience has shown that when emergency communications traffic becomes unusually heavy, call box traffic also increases, and motorists may have to wait extended lengths of time for service. SAFEs must recognize that this should be expected.

b. In situations where a "dedicated" call box operator setup is established, the SAFE may contract with CHP for a different level of service than defined in (a) above. Any change in level of service shall be funded by the requesting SAFE and shall be defined in a written agreement with the requesting SAFE.

3. The CHP will annually or monthly as agreed to by the CHP and the SAFE, provide descriptive statistical information to describe call box telephone activity and level of service.

B. THE CALL BOX MOTORIST AID SYSTEM

1. New call box motorist aid systems shall be designed with full duplex voice communications between the motorist and the dispatcher. This has been recommended primarily because it permits the motorist to receive the precise type of assistance required at the earliest possible time. It also enables the motorist to request special types of tow service and arrange for payment prior to service being dispatched. Following are mandatory standards that apply to a full duplex system:

a. Normal telephone handset operation.

b. Audio level at the handset (motorist) and through the system (dispatcher) sufficient to overcome heavy traffic (ambient) noise.

c. A signal or message to inform the motorist of the status of the call, i.e., all circuits busy.

d. Simple functionality to complete connection after accessing the call box. There shall be no requirement for complex multiple operations such as push-to-talk transmit.

e. Simple written instructions using universally understood symbols where possible.

f. Multilingual written instructions where deemed appropriate by the SAFE.

g. Sufficient lighting such as backlighting to illuminate operating instructions.

h. A time phase disconnect features to eliminate excessive line costs or system congestion.

i. All call boxes must contain TTY devices, or comparable alternative equipment if approved by the U.S. Access Board's final ADA Guidelines on Call Boxes. All SAFE call boxes must comply with the ADA by providing equal access to deaf and hard-of-hearing people so that they have equal opportunity to receive the same information and services as hearing people. So far as the CHP is aware, at this time, TTYs are the only devices that provide deaf and hard-of-hearing people with equal access to call boxes. ATM-like "yes-no" devices alone or call connect lights together with tapping protocols are insufficient. The CHP/Caltrans Call Box and Motorist Aid Guidelines are intended to reflect the U.S. Access Board's final ADA Guidelines regarding deaf and hard-of-hearing people's access to call boxes, and if U.S. Access Board's ADA Guidelines

are adopted which expressly require or permit devices other than TTYs, then those devices may be permitted in lieu of TTYs.

C. CHP COMMUNICATIONS CENTER

1. Additional equipment, including working positions and automated systems to accommodate call box telephone traffic, will be integrated to serve the functions of all dispatch traffic, and will not solely serve the needs of a call box motorist aid system. Call box Motorist aid systems must interface with this equipment.

2. Equipment installed at CHP communications centers to accommodate the call box motorist aid system will meet CHP standards; and be common to all center equipment and/or telecommunications systems.

3. When requested by and also funded by the SAFE or otherwise, CHP will consider adding the following equipment to communications centers that will:

a. Automatically log all telephone and radio traffic and compile statistics to assist in center management, computation of costs, and system management.

b. Automatically distribute all telephone traffic, by priority, to the first available dispatcher.

c. Automatically transmit a tone announcement to the call box callers informing them of the procedures that will be followed in handling their call.

d. Provide taped message when a call is queued, instructing caller that dispatch has been reached and to hold for the first available operator.

e. Provide automatic number identification of the call box by number and location, and display pertinent ready reference information concerning service providers, such as hospitals, fire department, etc., within the jurisdiction of that call box.

4. Call box motorist aid telephone calls will not be screened by communications operators in CHP dispatch centers unless the SAFE agrees to pay all personnel and equipment costs for that service.

5. Initially, the CHP will hire the number of personnel needed to handle <u>anticipated</u> call box calls at the agreed upon level of service. These positions will only be authorized by the Legislature after the steps required by Section 28 of the 1988 Budget Act are met. SAFEs are required to

submit a letter requesting a specific number of positions to handle call box calls. The SAFE must specify that it will reimburse CHP for all personnel costs associated with those positions. A Section 28 normally takes 60 to 90 days to provide CHP with the authorized positions requested. Refer to Annex I for a sample letter.

6. Once the motorist aid system is fully implemented, the CHP will reevaluate the number of personnel needed to handle actual call box calls at the applicable level of service. Recommendations for additional personnel or personnel reductions will be related to the SAFE in writing.

7. All additional CHP communications personnel hired to accommodate call box motorist aid calls will perform all normal duties of dispatch employees, and will not function exclusively to respond to call box motorist aid calls unless agreed to by the CHP and the SAFEs.

D. SYSTEM MANAGEMENT

1. System diagnostic messages will be transmitted directly to maintenance or system management locations of the SAFE's choosing. With the sole exception of the alarms discussed below, CHP will not assume responsibility for any maintenance messages or information.

2. Alarms that may signify vandalism or a knockdown may register in the appropriate CHP communications center. This type of alarm will alert the dispatch center in order to facilitate a timely response by CHP.

3. No aspect of the call box equipment or system shall interfere with or prevent planned future enhancements of the State/CHP telecommunication systems.

4. Equipment added to or replaced in CHP communications centers by CHP will interface with and not inhibit or interfere with the operation of established call box motorist aid systems. Unanticipated problems will be corrected as rapidly as resources permit.

IV. SAFEs WITH PRIVATE CALL ANSWER CENTERS (PCAC)

1. Pursuant to Section 2421.5 California Vehicle Code, a SAFE may elect to contract the call box answering responsibilities with a PCAC. The SAFE shall include the CHP in their planning efforts and jointly develop an action plan to transfer the call box call responsibilities to the PCAC.

2. If a SAFE is procuring PCAC services through a competitive bid process, the CHP shall review and provide comments to the SAFE during the Request For Proposal (RFP) development; participate in the bidder's conference; and participate on the evaluation panel for the selection of the PCAC contractor.

3. The transfer of call box answering responsibilities from the CHP to a PCAC shall be jointly coordinated by the SAFE and CHP and conducted in 4 phases as follows:

a. Phase 1 – In Phase 1, the CHP and SAFE shall jointly develop a four-phase action plan to begin the transferring of the call box answering responsibilities to the new PCAC contractor. The action plan shall include, at a minimum, providing the *CAD* call box location description information to the SAFE and assisting with developing the operational procedures and protocols (Call Type Transfer Matrix) for the PCAC answering call boxes. The CHP and the SAFE shall begin Phase 1 immediately after the SAFE has entered into an agreement/contract with the PCAC contractor. The CHP and the SAFE shall determine the actual start date of Phase 2 and estimate the start dates for Phases 3 and 4. In Phase 1, the CHP and the SAFE shall determine/estimate the number of authorized full PYs required for Phases 2 through 4. Upon commencement of Phase 1 and formal written notification to CHP, the SAFE shall continue to fund the PYs for at least 6 months after formal written notification has been received by the CHP. The CHP will make an assertive effort to vacate the SAFE funded PYs as quickly as possible within the 6-month period. The SAFE will be required to reimburse the CHP for only the filled SAFE-funded positions during that time period.

b. Phase 2 - Phase 2 shall start with a partial transfer of the call boxes to the PCAC and allow a minimum of approximately 2 weeks as an evaluation period to determine the success of the partial transfer and when the remainder of the call boxes can be transferred to the PCAC. The partial transfer of call boxes should consist of call boxes with a significant call volume in order to evaluate the performance of the new PCAC. The CHP and SAFE shall determine the actual start dates to begin Phases 3 and 4. The CHP shall retain the full amount of authorized PYs agreed upon by the CHP and the SAFE in Phase I above and invoice the SAFE for reimbursement for the entire quarter that the completion date falls in.

c. Phase 3 - Phase 3 shall begin immediately when all (100%) call boxes are transferred and answered by the PCAC. For Phase 3, the CHP and SAFE shall reduce the number of authorized PYs in Phase 2 by 50%. The CHP shall provide staff resources during the two-peak 8-hour shifts to handle the residual workload after the completion of Phase 2. The CHP will assist the PCAC, as necessary, in order for the PCAC to learn their new responsibilities. The residual workload has been significant in some CHP Centers after the call box answering responsibilities have been transferred to the PCAC. If the SAFE requests the CHP to provide staff resources to assist with the residual workload after the call answering responsibilities have been transferred to the PCAC, the SAFE shall reimburse the CHP for the PY costs.

d. Phase 4 - The Phase 4 start date will be the date that all call box answering

responsibilities have been transferred to the PCAC and the CHP Communications center staff is no longer required to assist the PCAC with call box related issues, other than calls transferred to the CHP. The CHP and SAFE shall mutually agree on the completion date of Phase 3. When Phase 4 commences and with the next full quarter, the CHP will no longer invoice the SAFE for reimbursement of any Public Safety Dispatcher PYs.

e. Call box programs that had existing PCAC operations prior to the date that this Section IV was added to these Guidelines (July 2003) shall be deemed to be in Phase 4 of PCAC implementation.

4. Remote Agent Messaging System (RAMS):
The SAFE and the local CHP will agree as to whether RAMS terminal(s) will be provided at each communications center at no cost to CHP. Increases to meet CHP operational needs and RAMS message and screen menu designs shall be jointly agreed upon by both the SAFE and the CHP. The RAMS shall consist of the data circuit(s), that deliver a good quality computer processing unit, non-glaring type monitor screen to prevent the glare of ambient lighting, mouse, keyboard, A/C power strip, and if necessary, the installation of an additional electrical circuit(s) and receptacle(s) to accommodate the RAMS terminal(s). The SAFE shall retain ownership and maintain the RAMS equipment and data circuit.

5. The SAFE shall work with the CHP in developing a Call Type Transfer Matrix in order for the private call answering center to determine which call types are routed via the RAMS or "Live Transferred" to CHP Communications Center.

6. SAFE's with Private Call Answering Centers have three options to handle Rotation Tow calls that occur when a motorist requests rotation tow. SAFE may

   Option 1. Handle rotational tow requests themselves and not send rotational tow requests to CHP (through FSP providers or AAA for example);

   Option 2. Contract with CHP to have Retired Annuitants (RATTs) to make rotational tow requests,

   Option 3. Contract with CHP so that a rotation tow is deployed as requested by a call box motorist.

   If Option 3 is selected, then the local SAFE and CHP must enter into a funding agreement. If the service provided by CHP is calculated to be less than 10% of a PY, CHP will not seek reimbursement from the SAFE. If the formula shows that a reimbursement is above the 10% threshold then payment for these services shall be paid at the PSD II rate. The SAFEs operating under Option 3 shall provide rotation tow data from its call answering centers to CHP initially on a monthly basis, or as requested by CHP.

   The following formula for calculating the CHP workload for requesting Rotational Tow services for motorist aid call box callers shall apply to each individual CHP Communications Center servicing a SAFE. The "# of Rotational

Tow Requests" variable in the formula shall be taken from the data provided to CHP by the SAFE at an interval set by CHP.

$$\frac{\text{\# of Rotational Tow Requests X 1.5 min (Avg length for CHP to place a call to rotational tow vendor)}}{\text{3600 seconds/hour x 1738 hours/year}}$$

= Personnel Years (PY)

When computations using the Reimbursable Positions Formula yield results which included a "partial operator" – for example, "4.2" – the following method of "rounding" will be used:

0.01 to 0.09	=	No reimbursement
0.10 to 1.00	=	1
1.01 to 1.09	=	1 + exact fraction
1.10 to 2.00	=	2
etc		

V. DESIGN AND CONSTRUCTION

A. CALL BOX SITE REQUIREMENTS

1. Within spacing requirements, call box locations will be selected to have minimal impact on normal highway operation. A call box will not be located where there is less than an eight feet shoulder. Any exceptions shall be reviewed and approved by the local district at Caltrans.

2. Locations for call box installations shall conform to and be placed according to the typical call box site plans for given conditions unless prior authorization for a different site plan has been permitted by the local district office. Refer to Annex J.

B. CALL BOX HARDWARE SYSTEM SUPPORT REQUIREMENTS

1. Call boxes located on poles or posts in areas exposed to traffic will be mounted on a breakaway support, the design of which has been approved by Caltrans. Where a proposed breakaway support design has not been previously crash tested and approved, the SAFE is responsible for having the necessary full-scale crash tests performed with automobiles, and obtaining Caltrans approval prior to installation. All crash testing shall be performed in accordance with National Cooperative Highway Research Program (NCHRP) Report 350 "Recommended Procedures for the Safety Performance Evaluation of Highway Features".

a. New or modified designs, equipment, installation methods, or changes in component weight or location shall be crash tested using an automobile by an independent contractor in accordance with NCHRP Report 350.

b. An exception to full-scale crash testing may be granted by Caltrans if by engineering analyses the following can be demonstrated:
(i) the changes made to the call box installation do not cause the weight of the installation to exceed the weight of previously crash tested and approved call box installations (i.e., weight range between 116.1 kg (256 lbs) and 150 kg (331 lbs)) and;
(ii) the center of gravity (CG) of the call box installation remains within the range of other previously tested call box installations (i.e., CG range between 1,930 mm (76 inches) and 2,819 mm (111 inches)).

Call box installations may be modified if the resulting modification results in raising the overall installation CG without compromising the safety performance, if the overall installation weight is not increased. Likewise, if a modification is made to the call box that lowers the overall installation CG, then the weight of the installation must also be reduced. Performing modifications that result in a lower installation CG are not recommended. When additional weight is added to an installation, it should result in raising the overall installation CG.

c. At least 30 days prior to crash testing, dimensioned plans clearly showing orientation, weight, finish or components, specifications of equipment, and detailed installation instructions shall be submitted to Caltrans for review and approval.

d. Caltrans shall be notified two weeks prior to conducting a crash test, and may witness installation and testing.

e. The independent contractor conducting the crash tests shall submit a formal written report containing all data, information and results necessary to make an evaluation following the crash tests for Caltrans to review and approve.

2. Call boxes may be mounted on existing Caltrans structures where the call box will not interfere with the safety and structural function of the structure. The installation of call boxes on existing Caltrans structures with yielding or breakaway supports will not be permitted.

3. No unauthorized marking shall be placed on the call box, call box sign post or pole.

4. The standard call box sign shown on Caltrans Sign Specification Sheet SG-25 is the only approved sign and must be used. Signs should be an appropriate size for the community or environment and should be easily readable by the motorist. Special signs are designed to be used in the coastal zone, on scenic highways, in

state parks or in communities that request special signage. For routes on the California system of officially designated scenic highways, to keep signing compatible with scenic values, SAFE may specify special signs. The SAFE coordinator will notify the District Scenic Highway Coordinator of proposals involving special signs on scenic highways.

5. The call box shall be painted or finished with the shade of yellow conforming to specifications established by Caltrans. Call boxes installed along low-volume, two-lane scenic byways (definition: Federal Register / Vol. 60, No. 96) may be painted or finished with a shade of green conforming to specifications established by Caltrans. However, since the color yellow is the standard and statewide consistency across counties should be maintained, the installation of green call boxes along low-volume, two-lane scenic byways should be limited. To ensure that the number of green call boxes is kept to a minimum, information about requests should be provided to the CalSAFE Committee so that the number of call boxes can be documented.

   In addition, call boxes that are painted in green and located adjacent to a state highway and within 3.66 m (12 ft) off the traveled way may be marked with a Type L-1 Object Marker. If used, the Type L-1 marker with the 200 mm x 600 mm (8 in x 24 in) target plate shall be used on state highways in advance of the green-colored call box. Also refer to Annex K.

C. CALL BOX SPACING

1. Within the guidelines, call box spacing should ensure motorist safety by providing the closest feasible spacing to reduce both pedestrian and vehicle exposure time. Closer spacing also contributes to congestion relief by providing faster notification and clearing of disabled vehicles from the roadway.

2. Variation in terrain, available revenue, urban/rural characteristics, and proximity for roadside services are factors in the decision of spacing between call boxes. For existing systems in place for two or more years, call box usage may also be considered when determining spacing. In order to allow flexibility and still maintain consistency in these installations, the county SAFEs should adhere to the following suggested spacing guidelines:

ADT	SUGGESTED SPACING
Lower than 40,000	3.2 km or more (2.00 mi or more)
40,000 to 75,000	1.6 km to 3.2 km (1.00 mi to 2.00 mi)
75,000 to 100,000	0.8 km to 1.6 km (0.50 mi to 1.00 mi)

Higher than 100,000	0.8 km or less (0.50 mi or less)

3. A reasonable spacing on rural highways with low ADTs may be based on geometric and economic needs. Other factors may include the cellular coverage area and isolation. Spacing does not constitute a system of call boxes but rather a service. These call boxes should only be placed in an area where adequate safe clearance from the roadway is available.

4. On Caltrans toll bridges, call boxes should be spaced between 600 to 1,200 feet, depending on whether or not adequate shoulders are provided. Special situations and deviations from this should be discussed with the district traffic liaison.

D. CALL BOX REMOVAL, RELOCATION, AND REPAIRS

1. Caltrans will notify the SAFE at least 30 days in advance of the performance of any work that will require the temporary or permanent removal, removal from service (bagging), or relocation of any call boxes.

2. Caltrans will notify the SAFE at least 30 days in advance of the completion of any work that requires the temporary removal, removal from service (bagging), or relocations of call boxes.

3. All temporary or permanent removal or relocation of call boxes will be performed by the SAFE or its designated contractors.

4. Caltrans will instruct its engineers and contractors to work with SAFEs to include adequate turnouts for call box placement, where possible, when restriping, freeway widening or other work will result in the permanent elimination of adequate shoulder width in areas with existing call boxes.

5. Should a call box be taken out of service for repair or temporarily removed due to roadway construction, its pair shall be bagged or temporarily removed. Any exceptions shall be reviewed and approved by the local district at Caltrans.

6. There may be factors, including, but not limited to, significant decreases in annual call volume, administrative issues, and operational issues, that warrant the need to remove call boxes on a systemwide basis. The SAFE will develop a systemwide call box removal plan that shall include a list of recommended call box sites to be removed, the resulting spacing between remaining adjacent sites, and justification for removal. If call boxes are being removed as a result of low call box usage, call box usage data for each call box shall also be provided. However, it should be noted that a call box may be removed due to systemwide decreases in call volume. The SAFE shall submit the call box removal plan to the CHP and Caltrans for review and approval. With the exception of removals for

construction, a removal that is planned or in existence for more than six months is considered a permanent removal and requires an approved removal plan

A SAFE does not need to submit a removal plan to the CHP and Caltrans for the removal of individual call boxes. However, removals greater than 10% of the number of installed call boxes on any one corridor does require a removal plan.

7. Where a call box has been removed, the site shall be restored to its original pre-installation conditions. All call box materials (e.g., pedestrian pads, asphalt paths, retaining walls, handrails, etc.) shall be removed from the site. The surface area where the call box was installed shall be graded flush with the surrounding soil.

8. Along freeways, expressways, and divided conventional highways, call boxes shall be removed from both sides of the roadway to maintain call box pairing.

E. CALL BOX RETAINING WALLS

1. Effective July 1, 1999, at existing call box sites where retaining walls over 300 mm high were constructed, SAFEs should mitigate the transverse walls and/or exposed support posts. Each SAFE should survey its sites with retaining walls and develop a mitigation plan to reduce the number and/or height of retaining walls. Minor grading of existing roadside slopes around the call box may provide suitable site conditions and eliminate the need for transverse retaining walls.

2. Each SAFE has flexibility regarding their mitigation schedule for existing installations. The time frame to complete this schedule will vary among SAFEs due to their unique financial condition, but each SAFE should develop a systematic program to identify, fund and reconstruct or relocate existing call box sites having these conditions.

3. Improvement priorities should be based upon accident history at or nearby the site, the height of the wall(s), its proximity to the edge of the traveled way, funding availability, scheduled construction improvements, and other factors deemed important by the SAFE and Caltrans District staff.

4. All new Type B (built on “cut slopes”) call box sites that require retaining walls should be designed without transverse walls and/or exposed support posts greater than nominally 300mm above finished grade. While it is more desirable to use a retaining wall without transverse walls, successful crash testing has been performed in accordance with NCHRP Report 350. See Annex L for Caltrans’ Call Box Retaining Wall Policy.

5. New Type C (built on “fill slopes”) call box sites that require retaining walls greater than 100mm are not permitted. Retaining walls less than 100mm are permitted.

F. EXCEPTIONS TO THESE GUIDELINES FOR DESIGN & CONSTRUCTION

1. Exceptions to these guidelines should be addressed prior to the permit application and review process. Exceptions may be given on a case-by-case basis for new and existing sites and shall be granted by the Caltrans Traffic Operations Headquarters Reviewer through the District in SAFE call box program coordinator.

VI. CALL BOX MOTORIST AID SYSTEM REVIEW

A. The SAFE will submit the following documentation to the CHP and Caltrans for State review:

1. A copy of the resolution that establishes the SAFE.

2. Proposed operational specifications of the system.

3. Proposed technical specifications and system architecture.

4. Proposed system description, i.e. number of call boxes required for complete implementation, locations, call box site development plans, spacing, etc. (See Annex M)

5. A five-year implementation plan that includes the initial installation of call boxes encompassing anticipated expansion from implementation to five years in the future. This shall include the location, and number of call boxes to be installed each fiscal year.

B. The SAFE should allow up to 60 days for state review of and response to the initial system design request for proposal (RFP), and 60 days for any subsequent RFP review. If the State will require greater than 60 days, the state will notify the SAFE, in writing, of the amount of time that will be required for review, as well as explain the reason for delay.

C. Caltrans and CHP will attempt to respond in a timely fashion to all requests to review proposals. Early notice of planned systems will help to ensure timely introduction of resource needs and authorizations into the State budget process thus minimizing delay in the installation and/or operation of a new system.

D. The assumption of SAFE call box call responsibilities may require additional building space at some CHP communications centers. Further, there may be circumstances where such space limitations could temporarily prevent the CHP from supporting a county motorist aid call box system. In such a case it may be necessary to make major alterations or to construct a completely new dispatch facility. Generally, such major capital projects require three years to complete from initial budgeting through the completing of construction.

E. Caltrans will issue an encroachment permit for design, construction and installation work within the freeway right-of-way when the CHP and Caltrans have completed the review and have approved final plans, detailed proposed installation and replacement instructions, and specifications for the motorist aid call box system. Additionally, Caltrans must be assured that the work will be contracted with proper safety precautions and that the proper liability insurance has been obtained prior to design, construction and installation work.

F. An encroachment permit will also be required for the SAFE or SAFE's contractor for maintenance, ongoing design or service work within State right-of-way. Caltrans will issue this permit upon assurance that all equipment and installation procedures to be used in conjunction with ongoing design and service or maintenance work is equipped with proper safety devices, personnel involved are fully instructed on safety precautions to be observed, and the proper liability insurance has been obtained.

VII. BILLING AND REIMBURSEMENTS

A. Based upon the provisions in the agreement executed between Caltrans and the SAFE, Caltrans shall be reimbursed by the SAFE for costs incurred in providing services and assistance in the planning, safety review, review of preliminary system plans and installation instructions, implementation of call box and other motorist aid systems funded by a SAFE. SAFEs may, at their sole discretion and cost, conduct annual financial, compliance, and/or performance audits of all Caltrans work and charges related to agreements between the SAFEs and Caltrans. Caltrans will charge a SAFE for review, approval, and permit services only after such services have been provided.

B. Based upon the provisions in the agreement executed between the CHP and the SAFE, CHP shall be reimbursed by the SAFE for all costs incurred for services and assistance provided in the planning, implementation, and/or dispatch operation of call box motorist aid systems. For non-privatized SAFEs, this will include costs for CHP staffing (SAFE Coordinator position, Communications Operators, and Communications Supervisors), equipment and facilities, as well as those personnel costs incurred by the Department of General Services, Telecommunications Division, during the engineering review. However, for fully-privatized SAFEs, CHP staffing costs for Communications Supervisors and Operators will not be reimbursed if the residual workload cannot be substantiated by the CHP.

C. CHP will bill SAFEs quarterly for the costs outlined in Section B, above.

D. Sections 2557 (a) of the Streets and Highway Code was amended by SB 795 and enacted September 11, 2003 to clarify that reimbursement by SAFEs to Caltrans

and CHP shall be for the review of plans and amendments for the implementation of a motorist aid system of call boxes.

VIII. CONTRACT AGREEMENTS

A. SAFE's will enter into individual agreement with both Caltrans and the CHP. Said agreements will contain complete statements of responsibilities and negotiated positions of the agreeing parties.

B. Some of the terms and conditions to be established in the CHP/SAFE agreement are as follows:

1. Effective time period of the agreement.

2. Review and renewal procedures.

3. Default consequences.

4. Outline of, and basis for, reimbursement charges.

5. Invoicing and payment procedures.

6. CHP standard levels of service.

C. A cooperative agreement developed jointly by Caltrans and each SAFE is the implementing document for Caltrans. Terms and conditions for development of a call box motorist aid system are established in the Caltrans-SAFE cooperative agreement.

IX. OTHER MOTORIST AID SYSTEM APPLICATIONS

A. OTHER APPLICATIONS

The following describes other applications and locations of a call box system and other safety related motorist aid systems.

1. CONVENTIONAL HIGHWAY APPLICATIONS

A Call box motorist aid system shall be established on portions of the California Freeway and Expressway System, a county expressway system, state highway routes that connect segments of these systems and unincorporated county roads. These routes will be located within the county in which the authority is established and over which the Department of California Highway Patrol or an agency designated by the CHP has law enforcement responsibility.

Through current and future reviews of the existing freeway and expressway system, SAFEs shall work with the CHP and Caltrans in the development of motorist aid systems of call boxes on existing and newly constructed portions of the above-mentioned roadways.

2. TOLL ROAD GUIDELINES

Motorist safety is the primary concern of the CHP and Caltrans, whether on freeways, expressways, state highways, toll bridges or on toll roads. Motorist aid call boxes play an integral role in helping stranded motorists by providing a vital communication link with CHP dispatch centers. SAFEs can expand their call box system on toll roads in cooperation with the toll road authority.

Neither public and private toll road authorities nor SAFEs are required to install roadside call boxes nor pay for the costs of call box design, approval, installation, maintenance and repair, since that is not currently required of Caltrans or of the county departments of transportation or public works when a public road is constructed. The SAFE will negotiate with the toll road authority to determine the responsibility for all aspects of acquisition, installation, operation and maintenance of a motorist aid call box system. A cooperative agreement between the SAFE and the toll road authority may be necessary to outline their respective responsibilities.

3. SAFETY RELATED MOTORIST AID SYSTEMS

Streets and Highways Code §2557(d) allows for the use of excess funds received under the original legislation to be used for other motorist aid projects. The money used must exceed the amount needed for full implementation and ongoing administrative costs to maintain and operate the motorist aid system of call boxes. This money may be used for safety related projects on portions of the California Freeway and Expressway System, a county expressway system, state highway routes that connect segments of these systems and unincorporated county roads. Freeways and expressways shall be defined as those listed in the most recent Streets and Highways Code §250-257 (See Annex B).

This money may be used for additional motorist aid services or support including, but not limited to, safety related projects such as:

- Changeable message signs (CMS)
- Lighting for call boxes
- Support for traffic operations centers
- Contracting for the removal of disabled vehicles from the traveled portion of the right-of-way (Freeway Service Patrol)

4. NEW TECHNOLOGIES AND ITS APPLICATIONS

New call box technology plays an integral role in Intelligent Transportation Systems (ITS). The current generation of call boxes, typified by the California Service Authority For Freeway Emergencies/Expressways (SAFE) program, are expandable, programmable units. These "smart" boxes, with minor infrastructure changes, can become potential data links to other traffic-related monitoring, communication and control functions that can potentially interface with Transportation Management Centers.

SAFEs are encouraged to consider expanding the scope of their call box infrastructure by integrating the following future technologies and applications:

- Traffic Census
- Real time or near-real time traffic counts and speeds for use in incident notification.
- Closed Circuit Television (CCTV) surveillance systems using miniature camera technology.
- Automatic Vehicle Location (AVL) and Automated Vehicle Identification (AVI).
- Traveler Information Systems using infrared, microwave or standard low-powered radio frequency links.
- Hazardous weather condition detection and reporting, e.g. fog and dust storm alerts.
- Weigh-in-Motion Facilities.
- Hazardous materials (HAZMAT) tracking.
- Public transit, freight and fleet management applications.
- Cellular satellite, personal communications service (PCS) and other advanced communications backbone systems.
- Pollution monitoring.

B. RESPONSIBILITIES

The following responsibilities applies to the call box and other motorist aid systems discussed in Section IX, A.

1. DEPARTMENT OF MOTOR VEHICLES (DMV) WILL:

a. Have no additional responsibilities.

2. THE CALIFORNIA HIGHWAY PATROL (CHP) WILL:

a. Review for approval, any proposed call box system or special project on any public or private toll road submitted by a SAFE that directly affects CHP operations.

b. Review for approval, any implementation plan submitted by a SAFE regarding installation of call boxes on public or private toll roads.

c. Coordinate specifications and development guidelines for any ITS-related call box applications that impact CHP communications center or other field operations.

d. Assist SAFEs in planning and development of operational concepts and subsequent operational tests of ITS-related call box applications.

3. THE CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS) WILL:

a. Review for approval, any proposed call box system or special project on any public or private toll road submitted by a SAFE.

b. Work with regional or local SAFEs in determining location of motorist aid system of call boxes on newly constructed highways.

c. Review for approval, any implementation plan submitted by a SAFE regarding installation of call boxes on public or private toll roads.

d. Review Cooperative Agreements between SAFEs and toll authorities to assure that they are consistent with contracts between Caltrans and the toll authorities.

e. Provide specifications for any motorist aid system.

f. Coordinate specifications and development guidelines for peripheral equipment that can potentially integrate with call box installations for ITS-related call box applications.

g. Insure that call box communications with the Traffic Management Center are designed according to approved standards for existing and planned TMC equipment.

h. Assist SAFEs in planning and development of operational concepts and subsequent operational tests of ITS-related call box applications.

4. COUNTY SAFE WILL:

a. Submit any proposed call box system or special project on any public or private toll road along with project operation and maintenance cost estimates to CHP and Caltrans for review and approval.

b. Not implement any proposed special project until reviewed and approved by CHP and Caltrans.

c. Enter into cooperative agreements with private or public toll road authorities for funding, placement, operation and maintenance of call boxes and other motorist aid systems on the roadway and submit to CHP and Caltrans for review and approval.

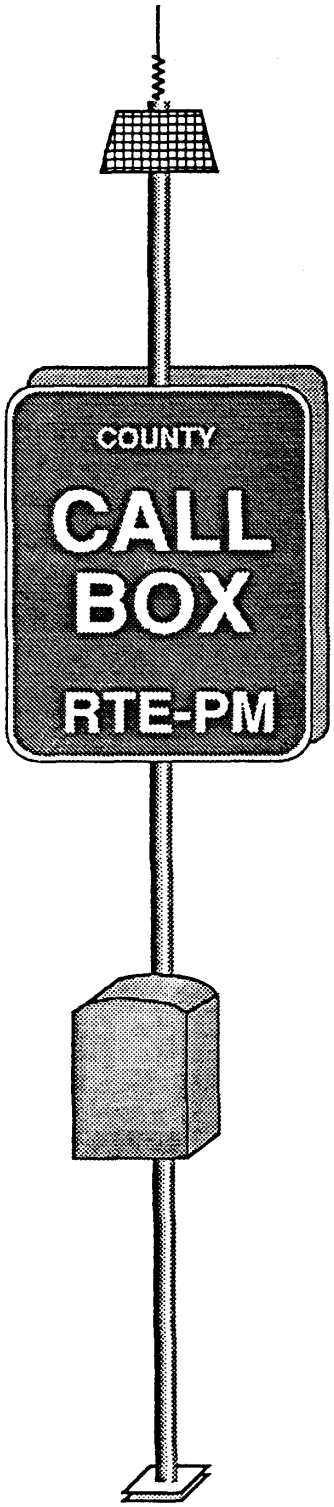
d. If planning any ITS applications, define and plan for the integration of ITS-related technologies into the call box infrastructure and will coordinate with Caltrans and CHP operational concepts and design operational tests to determine cost and technical feasibility of proposed concepts. Will reimburse each department for any costs incurred during the review and approval process.

e. Reimburse CHP and Caltrans for any costs incurred during the review and approval process or negotiate payment to CHP and Caltrans for ITS applications.

5. PUBLIC OR PRIVATE TOLL ROAD AUTHORITIES WILL:

a. Coordinate with local SAFE regarding call box location and Implementation Plan.

b. Enter into cooperative agreements with SAFEs for funding, placement, operation and maintenance of call boxes and other motorist aid systems on the roadway.



CHP/CALTRANS CALL BOX AND MOTORIST AID GUIDELINES

ANNEXES

ANNEX A:	STREETS AND HIGHWAY CODE
ANNEX B:	STREETS AND HIGHWAY CODE
ANNEX C:	SIGN SPECIFICATIONS
ANNEX D:	STATEWIDE CALL BOX NUMBERING SYSTEM
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ANNEX G:	CHP REIMBURSABLE POSITION FORMULA
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ANNEX J:	CALL BOX PLACEMENT CRITERIA
ANNEX K:	CALL BOX RETAINING WALL POLICY
ANNEX L:	IMPLEMENTATION PLAN
ANNEX M:	ADOPT-A-HIGHWAY CALL BOX GUIDELINES

ANNEX A

Streets and Highway Code

§ 131.1. Motorist call boxes; contract for installation, operation, and maintenance; reimbursement for costs.

Upon the request of any service authority for freeway emergencies that has imposed additional fees on vehicles pursuant to Section 9250.10 of the Vehicle Code, the department may contract with the authority for the installation, operation, and maintenance of motorist call boxes on portions of the California Freeway and Expressway System within the county. The service authority shall reimburse the department for all costs incurred under this section.

(Added by Stats.1985, c. 1350, § 1. Amended by Stats.1988, c. 1132, § 1, eff. Sept. 22,1988.)

Chapter 14

SERVICE AUTHORITY FOR FREEWAY EMERGENCIES

Section

2550. Legislative intent.
2550.1. Renumbered.
2551. Establishment of authority in counties; designation; "authority" and "service authority" defined.
2551.5. Compensation of members; expenses.
2551.6 Authority to operate the freeway service patrol.
2552. Metropolitan transportation commission as authority for two or more counties; funding.
2553. Membership.
2554. Duty of authority.
2555. Fees on registered vehicles of county.
2556. Merger of existing authority into authority established by metropolitan transportation commission.
2557. Use of moneys received on emergency motorist aid system; review and approval of plans for implementation of system proposed; construction and maintenance or lease or lease-purchase of facilities.
2558. Revenue bonds; issuance; pledge of revenues; use of proceeds on call boxes; priority of liens.
2559. Removal, damage, or interference with call box; violation; repair costs.

Chapter 14 was added by Stats. 1985, C. 1350, § 2.

§ 2550. Legislative Intent

The Legislature declares that its intent in enacting this chapter is to encourage the placement of call boxes along the California Freeway and Expressway System to enable motorists in need of aid to obtain assistance. However, it is not intended that a motorist aid system of call boxes be considered an emergency telephone system.

(Added by Stats.1988, c. 1132, § 3, eff. Sept. 22, 1988.)

Historical and Statutory Notes

Former § 2550 was renumbered § 2551 and amended by Stat.s.1988, c. 1132, § 2.

Cross References

Highway patrol to answer calls and provide dispatching services for authority, see Vehicle Code § 2421.5.

§ 2550.1. Renumbered § 2552 and amended by Stats. 1988, c. 1132, § 4

§ 2551. Establishment of authority in counties; designation; "authority" and "service authority" defined

(a) A service authority for freeway emergencies may be established in any county if the board of supervisors of the county and the city councils of a majority of the cities within the county having a majority of the population of cities within the county adopt resolutions providing for the establishment of the authority.

(b) The resolutions may designate the county transportation commission for the county, created pursuant to Division 1 2 (commencing with Section 1 30000) of the Public Utilities Code or council of governments formed pursuant to Chapter 5 (commencing with Section 6500) of Division 7 of Title 1 of the Government Code, as the service authority for freeway emergencies. The powers of a commission or council of governments so designated are limited to those of the service authority.

(c) The Metropolitan Transportation Commission may function as the service authority for freeway emergencies in any or all of the Counties of Santa Clara, San Mateo, Alameda, Contra Costa, Mann, Solano, Sonoma, Napa, and the City and County of San Francisco upon adoption of a resolution by the commission to act as a service authority and upon ratification of the commission's resolution in a particular county by the board of supervisors of the city and county or by the board of supervisors of the county and by the city councils of the cities within the county having a majority of the population of the cities within the county.

(d) The Sacramento Area Council of Governments may function as the service authority for freeway emergencies in any or all of the Counties of Sacramento, Yolo, Yuba, Sutter, and San Joaquin, or any other county that is not already a member of the council, upon

adoption of a resolution by the council to act as a service authority and upon ratification of the resolution in a particular county by the board of supervisors of the county and by the city councils of the cities within the county having a majority of the population of the cities within the county.

(e) As used in this chapter, "authority" and "service authority" mean a service authority for freeway emergencies created pursuant to this chapter.

(Amended by Stats.1991, c. 549 (S.B.1254), § 1, eff. Oct. 7,1991; Stats.1991, c. 711 (A.B.1390), § 1.5;Stats.1998, c.877 (A.B.2132), § 29.)

(Formerly § 2550, added by Stats.1985, c. 1350, § 2. Amended by Stats.1986, c. 997, § 1; Stats.1987,.c. 250, § 1. Renumbered § 2551 and amended by Stats.1988, c. 1132, § 2, eff. Sept. 22, 1988.)

Historical and Statutory Notes

1991 Legislation

Under the provisions of § 4 of Stats. 1991, c. 711, the 1991 amendments of this section by c. 549 and c. 711 were given effect and incorporated in the form set forth in § 1 of c. 549, operative until Jan. 1, 1992, then in the form set forth in § 1.5 of c. 711. an amendment of this section by § 1 of Stats. 1991, c. 711, failed to become operative under the provisions of § 4 of that Act.

Amendment of this section by § 1.5 of Stats.1991, c. 549, failed to become operative under the provisions of § 5 of that Act.

Former § 2551 was renumbered § 2553 and amended by Stats.1988, c. 1132, § 5.

Cross References

Highway patrol to answer calls and provide dispatching services for authority, see Vehicle Code § 2421.5.

§ 2551.5. Compensation of members; expenses

The board of supervisors, and the city councils of the cities in the county, may authorize the members of the service authority to receive for each attendance at meetings of the service authority, and for each day any member is engaged in authorized service authority business other than attendance at meetings of the service authority, the maximum sum of one hundred dollars ($100), but not to exceed five hundred dollars ($500) in any calendar month, and to be allowed their actual and necessary expenses incurred in the discharge of their duties.

(Added by Stats. 1988, c. 11 32, § 3.5, eff. Sept. 22, 1988.)

§ 2551.6 Authority to operate the Freeway Service Patrol

A service authority may agree to operate the freeway service patrol in the county or region in which the service authority was created. If another agency is operating a

freeway service patrol in the county or region, the service authority shall obtain approval from that agency before operating the freeway service patrol.

(Added by Stats. 2003, c. 374, § 1, eff. Sept. 12, 2003.)

§ 2552. Metropolitan transportation commission or Sacramento area council of governments as authority for two or more counties; funding

When the Metropolitan Transportation Commission or the Sacramento Area Council of Governments functions as the service authority for two or more counties, the revenues which it receives pursuant to Section 9250.10 of the Vehicle Code, after retention of amounts necessary to reimburse the commission or the council for its reasonable and necessary administrative costs, shall be expended for implementation, maintenance, and operation of a motorist aid system within those counties. The amount expended for each of those counties shall be in the same proportion as the revenues generated within the county bears to the total revenues received by the commission or the council. Expenditures may be made in a county in addition to revenues proportionately generated if the expenditures are approved by all of the donor county representatives on the service authority.

(Amended by Stats.1991, c. 549 (S.B.1254), § 2, eff. Oct. 7, 1991.)
(Formerly § 2550.1, added by Stats. 1987, c. 250, § 1 .5. Renumbered and amended by Stats. 1988, c. 11 32, § 4, eff. sept. 22, 1988.)

Historical and Statutory Notes

Former § 2552 was renumbered § 2554 and amended by Stats. 1988, c. 11 32, § 6.

§ 2553. Membership

An authority, other than the Metropolitan Transportation Commission or a county transportation commission or a council of governments designated pursuant to Section 2551, shall have seven members, with two members selected by the board of supervisors and five members selected jointly by the city councils of cities within the county.

If the Metropolitan Transportation Commission functions as a service authority, it shall consist of all the members of the commission as set forth in Section 66503 of the Government Code.

If the Sacramento Area Council of Governments functions as a service authority, it shall consist of (a) all of the members of the board of directors of the council, as set forth in the Joint Powers Agreement of the Sacramento Area Council of Governments, dated October 21, 1980, pursuant to Chapter 5 (commencing with Section 6500) of Division 7 of Title I of the Government Code, (b) one member representing San Joaquin County, (c) one member representing the cities of San Joaquin County, (d) one member representing any other county that is not already a member of the council, and (e) one member

representing the cities within that county.

(Amended by Stats.1991, c. 549 (S.B.1254), § 3, eff. Oct. 7,1991; Stats.1991, c. 711 (A.B.1 390),§ 2.5;Stats.1998, c.877 (A.B.2132), §30,)

(Formerly § 2551, added by Stats.1985, c. 1350, § 2. Amended by Stats.1986, c. 997, § 2; Stats.1987, c. 250, § 2. Renumbered § 2553 and amended by Stats.1988, c. 1132 § 5, eff. Sept. 22, 1988.)

Historical and Statutory Notes

1991 Legislation

Under the provisions of § 5 of Stats. 1 991, c 711, the 1991 amendments of this section by c. 549 and c. 711 were given effect and incorporated in the form set forth in § 3 of c. 549, operative until Jan. 1, 1 992, then in the form set forth in § 2.5 of c. 711. An amendment of this section by § 2 of Stats.1991, c. 711, failed to become operative under the provisions of § 5 of that Act

Amendment of this section by § 3.5 of Stats. 1991, c. 549, failed to become operative *under* the provisions of § 6 of that Act.

Former § 2553 was renumbered § 2555 and amended by Stats.1988, c. 1132, § 7.

§ 2554. Duty of authority

An authority may contract and may undertake any act convenient or necessary to carry out this chapter and any other law relating to the authority.

(Formerly § 2552, added by Stats. 1985, c. 1 350, § *2.* Renumbered § 2554 and amended by Stats. 1988,c. 1132, § 6, eff. Sept. 22, 1988.)

Historical and Statutory Notes

Former § 2554 was renumbered § 2557 and amended by Stats.1988, c. 1132, § 8.

Notes of Decisions

1. Competitive bidding

Local service authority for freeway emergencies was not required to engage in competitive bidding in soliciting bids for emergency call box system by fact that county and cities which established local authority would be required to engage in competitive bidding if they individually let the contract; as separate entity, local authority was not subject to Pub.Con.Code §§ 20128 and 20162 requiring competitive bidding of county or participating cities. San Diego Service Authority for Freeway Emergencies v. Superior Court (Cubic Communications, Inc.) (App. 4 Dist.1988) 244 Cal.Rptr. 440, 198 C.A.3d 1466.

§ 2555. Fees on registered vehicles of county

An authority may impose a fee, of one dollar ($1) per year, on vehicles registered in the county pursuant to Section 9250.10 of the Vehicle Code.

(Amended by Stats.1995, c. 766 (S.B.726), § 3.)
(Formerly § 2553, added by Stats. 1 985, e. 1 350, § 2. Renumbered § 2555 and amended by Stats. 1988,c. 1132, § 7, eff. Sept. 22, 1988.)

Historical and Statutory Notes

Former § 2555 was renumbered § 2558 and amended by Stats. 1988, c. 1132, § 9.

§ 2556. Merger of existing authority into authority established by metropolitan transportation commission or Sacramento area council of governments

An existing service authority established by any of the counties or the city and county enumerated in subdivision (c) of Section 2551 may be merged into a service authority established by the Metropolitan Transportation Commission or by the Sacramento Area Council of Governments.

(Amended by Stats.1991, c. 549 (S.B.1254), 5 4, eff. Oct. 7, 1991.)
(Added by Stats.1987, c. 250, § 6. Amended by Stats.1988, c. 1132, § 10, eff. Sept. 22, 1988.)

§ 2557. Use of moneys received on emergency motorist aid system; review and approval of plans for implementation of system proposed; construction and maintenance or lease or lease-purchase of facilities; use of excess funds for additional services

(a) Except as provided in subdivisions (c) and (d), the moneys received by each authority pursuant to subdivision (b) of Section 9250.10 of the Vehicle Code shall be used for the implementation, maintenance, and operation of a motorist aid system of call boxes, including the lease or lease-purchase of facilities and equipment for the system, on the portions of the California Freeway and Expressway System and a county expressway system, and, the unincorporated county roads in that county, and on state highway routes that connect segments of these systems, which are located within the county in which the authority is established. The Department of Transportation and the Department of the California Highway Patrol shall each review and approve plans for implementation of a motorist aid system of call boxes proposed for any state highway route and shall be reimbursed by the service authority for all costs incurred due to the review and approval of the plan.

(b) An authority or any other public entity may construct and maintain, and lease or lease-purchase on terms and conditions it deems appropriate, the facilities of a motorist aid system or it may contract with a private person or entity to do so.

(c) If leases or lease-purchase agreements are entered into pursuant to subdivision (a), or if revenue bonds are issued and sold pursuant to Section 2558, the moneys received by each authority pursuant to subdivision (b) of Section 9250.10 of the Vehicle Code shall be used to the extent necessary to make lease payments or to pay the principal of, and interest on, the amount of bonded indebtedness outstanding, as the case may be. Facilities and equipment acquired through the expenditure of proceeds from the sale of those bonds shall have a useful life at least equal to the term of the bonds.

(d) (1) Any money received by an authority pursuant to subdivision (b) of Section 9250.10 of the Vehicle Code which exceeds the amount needed for implementation and ongoing costs to maintain and operate the motorist aid system of call boxes, installed pursuant to subdivision (a), may be used for purposes of paragraph (2) and for additional motorist aid services or support, including, but not limited to, the following safety-related projects:

(A) Changeable message signs.

(B) Lighting for call boxes.

(C) Support for traffic operations centers.

(D) Contracting for removal of disabled vehicles from the traveled portion of the right-of-way, including operation of the freeway service patrol pursuant to Chapter 15 (commencing with Section 2560).

(2) Any amendment to an existing plan for a motorist aid system of call boxes adopted by an authority for any state highway route shall, prior to implementation, be submitted to the Department of Transportation and the Department of the California Highway Patrol for review and approval and shall not be implemented until so reviewed and approved. The authority shall reimburse each department for the costs of that review.

(e) An authority may develop policies for the retention of records, including, but not limited to, authority operations, contracts, and programs, and the length of the retention period.

(f) A motorist aid system constructed, maintained, or operated pursuant to this section shall meet the applicable standards of Title II of the Americans with Disabilities Act of 1990 (Public Law 101-336) and federal regulations adopted pursuant thereto.

(Amended by Stats. 1990, c. 282 (A.B.2937), § 1; Stats 1991, c. 751 (S.B.565), § 1, eff. Oct 9, 1991; Stats 1992,c.913 (A.B. 1077), §41,eff. Jan 1,1993; Stats 2002, c. 441 (S.B. 1740), §1, eff. Sept. 9, 2002; Stats 2003, c. 374 (S.B. 795), §2, eff. Sept. 12, 2003) (Formerly § 2554, added by Stats.1985, C. 1350, § 2. Amended by Stats.1986, c. 124, § 1; Stats.1986, c. 730, § 1; Stats. 1986, c. 997, § 3.5; Stats. 1987, C. 250, § 3. Renumbered § 2557 and amended by Stats. 1988,c. 1132, § 8,eff. Sept.22, 1988.)

Historical and Statutory Notes

Amendment of this section by § 3 of Stats. 1986, c. 997, failed to become operative under the provisions of § 5 of that Act. Effect of amendment of section by two or more acts at the same session of the legislature, see Government Code § 9605.

Library References

Highways 9 1/4. WESTLAW Topic No. 200. C.J.S. Highways §§ 176, 178.

§2558. Revenue bonds; issuance; pledge of revenues; *use* of proceeds on call boxes; priority of liens

(a) Subject to subdivision (b), a service authority may issue revenue bonds pursuant to Chapter 6 (commencing with Section 54300) of Division ***2*** of Title 5 of the Government Code, or Chapter 5 (commencing with Section 4950) of Part 3 of Division 5 of the Health and Safety Code, as nearly as practicable, for the implementation and maintenance of a motorist aid system of call boxes and shall pledge revenues to be received from fees referred to in Section 2555 as security for the payment of principal or of interest or other amounts due on those revenue bonds. In addition, a service authority which has entered into one or more leases or lease-purchase agreements for facilities of a motorist aid system may also pledge, as security for the payment of amounts due under the lease or agreements, revenues to be received from those fees. The pledge of revenues provided for in this subdivision shall be a first and prior lien and, without any action other than the adoption by the members of a resolution providing for the pledge, the lien of the pledge shall attach and become perfected as to each fee imposed pursuant to Section 9250.10 of the Vehicle Code as and when the fee becomes due and payable. However, if a service authority has, at the same time, existing obligations under one or more issues of revenue bonds, one or more leases or lease-purchase agreements, or both, the respective priorities of the liens of pledges of revenue shall be determined on the basis of the respective dates on which resolutions providing for those pledges were adopted, with the highest priority being accorded the pledge of revenues provided for in the earliest of those resolutions. Bond proceeds shall not be used for operation of a motorist aid system of call boxes.

(b) A service authority may issue revenue bonds for each county within its jurisdiction.

(Formerly § 2555, added by Stats. 1985, c. 1350, § 2. Amended by Stats. 1986, c. 997, § 4; Stats. 1987, c. 250, § 4. Renumbered § 2558 and amended by Stats. 1988, c. 11 32, § 9, eff. Sept. 22, 1988; Amended by Stats. 2003, c. 374 (S.B. 795), §3, eff. Sept. 12, 2003.)

Notes of Decisions

1. Competitive bidding

Fact that local service authority for freeway emergencies could finance implementation and maintenance of emergency call box system by issuing revenue bonds pursuant to Gov. Code § 54300 et seq. and Health & Safety Code § 4950 et seq. containing competitive bidding provisions did not require local authority to let contract through competitive bidding where financing was accomplished solely through imposition of vehicle registration fee. San Diego Service Authority for Freeway Emergencies v. Superior Court (Cubic Communications, Inc.) (App. 4 Dist. 1988) 244 Cal.Rptr. 440, 198 C.A.3d 1466.

§2559. Removal, damage, or Interference with call box; violation; repair costs

It is a misdemeanor for any person to remove, damage, interfere with the use of, or obstruct any motorist aid call box provided pursuant to this chapter without the consent of the authority.

A person convicted under this section may be required by the court to pay to the service authority the costs of repairing or replacing the call box, in addition to any other penalty.

(Added by Stats.1988,c. 1132, § 1 1,eff. Sept.22, 1988.

Vehicle Code

§ 2421.5. Service authority for freeway emergencies; central dispatching services; reimbursement for costs.

(a) When any Service Authority for Freeway Emergencies has imposed additional fees on vehicles pursuant to Section 2555 of the Streets and Highways Code, the authority may contract with the department or a private or public entity to handle calls originating from the authority's motorist aid call box system.

(b) (1) If the contract is with the department, its terms shall comply with the requirements specified in paragraph (2) for the system on the portions of the California Freeway and Expressway System and on county roads in rural, unincorporated areas of the county and on state highway routes that connect segments of these systems, if they are located within the county in which the authority is established and the Department of the California Highway Patrol has law enforcement responsibility over them.
(2) The contract shall contain guidelines, as jointly agreed to between the authority and the department, following consultation with the authority, for services to be provided, including, but not limited to, reporting requirements, immediate transfer of emergency calls and traffic management information to the department, computer interface capability with the department, performance standards, and coordination with the eligible tow service providers.

(c) If the contract is with a private or public entity, the authority shall ensure that the specifications in the "CHP/Cal Trans Call Box and Motorist Aid Guidelines" are met and coordinate with the department to determine which calls will be transferred to it for response. The authority shall reimburse the department for all costs incurred under this subdivision in accordance with the "CHP/Cal Trans Call Box and Motorist Aid Guidelines." If an authority has a contract with a private or public entity having a commencement date of July 1, 2003, or prior, the performance standards of those contracts shall remain in effect until modifications are made to the applicable sections of the statewide guidelines.

(d) The authority may contract with the Department of the California Highway Patrol to perform duties as mutually agreed by the parties.

(Amended by Stats. 2003, c. 14 (S.B. 795), § 4, eff. Sept. 12, 2003.)

§ 9250.10. Service authority for freeway emergencies; additional fees; distribution after deduction of administrative costs

(a) In addition to any other fees specified in this code and the Revenue and Taxation code, any additional fees imposed by a service authority for freeway emergencies pursuant to Section 2555 of the Streets and Highways Code shall be paid to the department at the time of registration or renewal of registration of every vehicle subject to registration under this code in the subject counties, except those vehicles that are expressly exempted under this code from the payment of registration fees

(b) After deducting its administrative costs, the department shall distribute the additional fees collected pursuant to subdivision (a) to the authority in the county in which they were collected.

(Amended by Stats.1988, c. 1132, § 13, eff. Sept. 22, 1988.)
(Added by Stats.1985, c. 11350, § 4.)

Library References

Automobiles 49, 101. C.J.S. Motor Vehicles § 143 et seq.

ANNEX B

Streets and Highway Code

Chapter 2, Article 2

THE CALIFORNIA FREEWAY AND EXPRESSWAY SYSTEM

Section

250. Establishment and construction of statewide system.
251. Correction of deficiencies on state highway system and connections.
252. Review of freeway and expressway system; correlation of planning and construction work; scientific studies.
252.5. Repealed.
253. Routes included in freeway and expressway system.
253.1. Composition of freeway and expressway system.
253.2. Additional inclusions; portions of Routes 1 to 4, 12, 1 3, 16, 1 7 and 20.
2533. Additional inclusions; portions of Routes 22,23, 25, 26,29, 33, 35, 36, 38, 39, 41, 43, 45.
253.4. Additional inclusions; portions of Routes 46, 49, 58, 62, 76 and 77.
2535. Additional inclusions; portions of Routes 79, 84, 86, 91, 92, 94, 95,99, 101 and 110.
253.6. Additional inclusions; portions of Routes 111,113,116,120,127,128,132.
253.7. Additional inclusions; portions of Routes 137, 138, 142, 152, 160, 166, 168, 170, 178,180,190,193,198.
253.8. Additional inclusions; portions of Routes 227, 244, 299, 395, 480, and 905.
254. Designation of portions of state highways as part of freeway and expressway system.
255. Termination of easements of access to state highways.
256. Repealed.
256.1. Deletion of highways; notice; hearing.
257 "Freeway" and "expressway" defined.

Article 2 was added by Stats. 1959, c. lO62p. 3110, § 1.

Former Article 2, The Primary State Highways, enacted by Stats, 1935, c. 29, p. 272, *embracing sections 250, 251, was repealed by Stats. 1947, c. 772, p. 1852.*

Cross References

Authority to lay out. acquire and construct freeways, see § 100.1.
Connections with freeways, see § 100.2.
Controlled access highways as subject to all Code provisions pertaining to freeways, see § 23.5.
Emergency water hydrants and telephone or other communication facilities on freeways, see §§ 152,153.
Franchises in freeways, see § 683.
Freeway, defined, see § 23.5.
Location for highways, see § 75.
Utilities in freeways, see § 700 et seq.

Law Review Commentaries

Highway location in California: Federal impact. Arthur R. Silen (1970) 21 Hast.L.J. 781. Urban freeways and the interstate system. Gary T. Schwartz (1976) 49 So.Cal.L.R. 406.

Library References

Highway location and construction. Reports of Assembly Interim Committee on Conservation, Planning, and Public Works, 1955-1957, vol. 1 3, No. 13. Vol. 2 of Appendix to Journal of the Assembly, Reg. Sess., 1957.

§ 250. Establishment and construction of statewide system

It is hereby declared to be essential to the future development of the State of California to establish and construct a statewide system of freeways and expressways and connections thereto without regard to present jurisdiction over the highways, roads, and streets that might be included. It is the intent, further, that the California Freeway and Expressway System be completed with provision for control of access to the extent necessary to preserve the value and utility of the facilities to be constructed.

(Added by Stats.1959, c. 1062, p. 3110, § 1.)

Historical and Statutory Notes

Section 89 of Stats.1959, c. 1062, p. 3122, provided: "It is the purpose of the Legislature in extending lengths of routes presently in the State Highway System and in adding routes to the State Highway System in this act that additional mileage be incorporated into the State Highway System in order that said mileage may become a part of the California Freeway and Expressway System. There shall be no expenditures made on the extensions of state highways added by this act or on any state highways added by this act other than planning, design, maintenance, right-of-way acquisition and right-of-way clearance until the 1963-64 Fiscal Year."

Former § 250, enacted by Stats. 1935, c. 29, p. 272, derived from Stats. 1927, c. 794, p. 1562, § 1, which stated that the highways specifically described in the article were primary state highways, was repealed by Stats. 1947, c. 772, p. 1852, § 6.

Law Review Commentaries

Pre-emption aspects of freeway problems. Jack M. Howard (1966) 1 7 Hast.L.J. 571.

Library References

Highways 97 3/4 et seq. WESTLAW Topic No. 200. C.J.S. Highways § 175.

§ 251. Correction of deficiencies on state highway system and connections

It is further declared to be essential to the future development of the State of California that the deficiencies on the State Highway System not a part of the California Freeway and Expressway System and deficiencies on connections to the State Highway System be corrected simultaneously with the highways in the California Freeway and Expressway System in proportion to the relative deficiencies and the needs of traffic service.

(Added by Stats.1959, c. 1062,p.3111, § 1.)

Historical and Statutory Notes

Former § 251, enacted by Stats.1 935, c. 29, p. 272, amended byStats.1 935, c. 274, p. 959; Stats.1937, c.841,p.2359;Stats.1939,c.473,p.1819,§1,derivedfrOmStatS.1927,C.794,P.1562,§1;StatS.1933, c. 9, pp. 1 7, 18, § § 1, 3, which listed the routes and portions of routes which were primary state highways, was repealed by Stats. 1947, c. 772, p. 1852, § 6.

Library References

Highways 97 3/4 et seq. WESTLAW Topic No. 200. C.J.S. Highways § 1 75.

§ 252. Review of freeway and expressway system; correlation of planning and construction work; scientific studies

The Legislature recognizes that the dynamic growth of this State will require periodic review of the California Freeway and Expressway System. The Legislature recognizes further that all highway planning and construction work should be correlated with a plan to provide a comprehensive system of access-controlled freeways and expressways throughout the State, and that the California Freeway and Expressway System established by this article has been selected and developed as a result of scientific studies by all levels of government in the State of California.

(Added by Stats.1959,c.1062,p.3111,§ 1.)

Historical and Statutory Notes

Former § 252, added by Stats. 1947, c. 1449, p. 3020, § 1, after the repeal of former Article 2, declared that the highway from San Leandro to Oakland via Alameda and the Posey Tube was a primary state highway.

Library References

Highways 303. WESTLAW Topic No. 200. C.J.S. Highways § 179 et seq.

§ 252.5. Repealed byStats.1 980, c. 777, p.2320, § 57

Historical and Statutory Notes

The repealed section, added by stats. 1973, c. 724, p. 1305, § 1, required the adoption of a transportation plan before the adoption of system locations in Los Angeles County.

§ 253. Composition of freeway and expressway system

The California Freeway and Expressway System is hereby established and shall be composed of the highways specified in this article.

(Added by Stats. 1968, c. 282, § 3, eff. June 11, 1968.)

Historical and Statutory Notes

Former § 253, added by Stats. 1963, c. 385, p. 1190 § 4, amended by Stats. 1963, c. 1698, p. 3329 § 2; Stats.1965, c. 1371, p.3262, § 1; Stats.1965,c. 1372, p.3269, § 1, relating to composition of freeway and expressway system, was repealed by Stats. 1968, c. 282, § 2, eff. June 11, 1968.

Former §253,addedbyStats.1959,C. lO62,p. 3111, § 1,amendedbyStats.1961,c. 1 146,p.2886, §1, Stats. 1963, c. 1698, p. 3326, § 1, relating to composition of freeway and expressway system, was repealed by Stats. 1963, c. 385, p. 1189, § 3; Stats. 1963, c. 1698, p. 3337, § 34, operative July 1, 1964.

Section 34 of Stats. 1963, c. 1698, p. 3337, provided: "Sections 2,4,7,9, 15, 17, 19,22,24,28,31,32, and 33.5 of this act shall become operative at the same time as Chapter 385 of the Statutes of 1963 becomes operative [July 1,1964]; concurrently there with Sections 253, 313, 317, 320,334,335,336,337,341, 348, 365, 375, 429,441,442,541,543,581, 582 and 592 of the Streets and Highways Code as amended by Sections l,3,S,6,8,10,11,12,13,14,16,18,20,21,23,25,26,27,29,and30Ofth§act§eIW§Ied."

Derivation: Former § 253, added by Stats. 1963, c. 1190, § 4, amended by Stats. 1963, c. 1698, p. 3329,§2;Stats.1965,c.1371,p.3262,§ 1;Stats.1965,c.1372,p.32ó9,§ 1.

Former§ 253,addedbyStats.1959,c. 1062,p. 3111, § 1,amendedbyStats.1961,c. 1 146,p.2886, §1;Stats.1963,c. 1698,p.[3326],§ 1.

Law Review Commentaries

Pre-emption aspects of freeway problems. Jack M. Howard (1966) 17 Hast.L.J. 571.

Library References

Highways 21. WESTLAW Topic No. 200. C.J.S. Highways §§ 29, 32, 36.

§ 253.1. Routes included in freeway and expressway system

The California freeway and expressway system shall include:

Routes 5, 6, 8, 10, 14, 15, 18, 24, 28, 30, 32, 34, 37, 40, 44, 47, 48, 50, 51, 52, 53, 54, 55, 56, 57, 59, 60, 61, 63, 65, 67, 68, 70, 71, 73, 74, 78, 80, 81, 83, 85, 87, 88, 89, 90, 93, 97, 100, 102, 103, 105, 107, 108, 118, 121, 122, 124, 125, 126, 133, 134, 136, 139, 140, 145, 148, 149, 154, 156, 157, 161, 163, 164, 171, 179, 181, 183, 184, 199, 205, 210, 215, 217, 221, 223, 230, 232, 234, 235, 237, 238, 239, 241, 242, 247, 249, 251, 252, 256, 257, 258, 259, 261, 280, 330, 371, 380, 405, 505, 580, 605, 680, 710, 780, 805, 880, and 980 in their entirety.

(Added by Stats. 1968, c. 282, § 5, eff. June 11, 1968. Amended by Stats. 1969, c. 294, p. 656, § 1; Stats. 1969,c. 726, p. 1458, §1; Stats.1970,c. 1473,p.27l 3, §1;Stais.1970,c. 1547,p. 3143, §3;Stats.1971,c. 146,P. 198,§ 1;Stats.1971,c.998,p. 1916,§3;Stats.1972,c. 1216,p.[234]S,§ 1;Statc.1973,c.735,p. 1321,§ 1; Stats.1975, §64.2; Stats. 1984, c. 409, § 1; Stats. 1988, c. 106, § 7, eff. May 13, 1988, operative Jan. 1, 1989.)

Historical and Statutory Notes

Amendment of this section by **§** 3 of Stats. 1969, c. 726, failed to become operative under the provisions of **§** 5 of that Act.

Section 4 of Stats. 1970, c. 1547, p. 3143, provided:

"It is the intent of the Legislature, if amendments to Section 253.1 of the Streets and Highways Code proposed by both this bill and Assembly Bill No. 508 [Stats. 1970, c. 1473, p. 2917] are enacted, that both amendments be given effect and incorporated In Section 253.1 in the form set forth in Section 3 of this act. Therefore, in the event Assembly Bill No. 508 is enacted and amends Section 253.1, Section 3 of this act shall become operative at the same time that Section 253.1 as amended by Assembly Bill No. 508 becomes operative, and at that time, Section 253.1 of the Streets and Highways Code as amended by Section I of this act is repealed."

Under the provisions of§ 4 ofStats.1971, c. 998, the 1971 amendments of this section by c. 146 and c. 998 were given effect and incorporated in the form set forth in § 3 of c. 998. An amendment of this section by § I of Stats. 1971, c. 998, failed to become operative under the provisions of§ 4 of that Act.

Amendment of this section by § 3 of Stats. 1971, c. 146, failed to become operative under the provisions of § 4 of that Act.

Section 15 of Stats. 1973, c. 735, p. 1325, provided:

"Any section of any act enacted by the Legislature at its 1973-74 Regular Session, which takes effect on or before January 1, 1974, and which amends, amends and renumbers, or repeals a section amended or repealed by this act, shall prevail over this act, whether such act is enacted prior or subsequent to this act."

Section 20 of Stats. 1975, c. 38, p. *72,* provided:

"Any section of any act enacted by the Legislature at its 1975-76 Regular Session which takes effect on or before January 1, 1976, and which amends, amends and renumbers, or repeals a section amended or repealed by this act, shall prevail over this act, whether such act is enacted prior or subsequent to this act."

Former § 253.1, added by Stats. 1967, c. 674, p. 2043, § 1, designating portion of Route I from Route 42 to Route 101 near El Rio as part of freeway and expressway system, was repealed by Stats. 1968, c.282,§4,eff.June 11, 1968.

§ 253.2. Additional Inclusions; portions of Routes I to4, 12,13,16, l7 and 20

The California freeway and expressway system shall also include:
Route 1 from:

(a) Los Angeles-Ventura county line to Route 101 near El Rio.
(b) Route 101 near Las Cruces to Route 227 south of Oceano.
(c) Route 101 near San Luis Obispo to San Simeon.
(d) Carmel to the west city limits of Santa Cruz.
(e) The Higgins-Purisima Road to Route 280 south of San Francisco.
(f) Route 280 to the San Francisco county line.
(g) Route 101 near the southerly end of Marin Peninsula to the vicinity of Valley Ford.

(h) Route 128 near the mouth of the Navarro River to Route 101 near Leggett.

Route 2 from Glendale Boulevard in Los Angeles County to Route 210.

Route 3 from Route 299 near Weaverville to Route 5 near Yreka.

Route 4 from:

(a) Route 80 in Hercules to Route 99 near Stockton.

(b) Route 99 near Stockton to Route 65.

Route 12 from:

(a) Route 1 near Valley Ford to Route 101 at Santa Rosa.

(b) Route 101 near Santa Rosa to Melita Road near Santa Rosa.

(c) Route 29 in the vicinity of Napa to Route 80 near Cordelia.

(d) Route 80 near Fairfield to Route 99 near Lodi via Rio Vista.

(e) Route 99 near Lodi to Route 88 near Lockeford.

(f) Route 88 near Clements to Route 49 near San Andreas.

Route 13 from:

(a) Route 61 near the Oakland International Airport to Route 24.

(b) Route 80 to Route 61 near Emeryville.

Route 16 from:

(a) Route 505 to Route 5 near Woodland.

(b) Route 50 near Perkins to Route 49 near Drytown.

Route 17 from:

(a) Route 1 near Santa Cruz to Granite Creek Road near Scott's Valley.

(b) The south city limits of Los Gatos to Route 280 in San Jose.

Route 20 from Route 101 to Route 80 near Emigrant Gap.

(Amended by Stats. 1990, c. 1187 (A.B.2785), § 1.)
(Added by Stats. 1968, c. 282, § 7, eff. June 11, 1968. Amended by Stats. 1969, c. 726, p. 1458, § 2; Stats. 1970, c.634, p. 1253, §1; Stats.1971,c. 179, p.246. § 1; Stats.1971,c.963, p. 1874, §2; Stats.l97l,c. l247,P. 2449, §6; StatL1973,c. 735, p. 1322, §2; Stais.1975,c 39, p.67, *§2;* Statc.1976,c 1354, p.ó[172], §3;Sta13.l9Bl, C. 292,p. 1409, §2;Statc.1984,c.409,§2.)

Historical and Statutory Notes

Operative effect of Stats. 1969, c. 726, p. 1458 see Historical and Statutory Notes under § 253.1.

Amendment of this section by Stats. 1969, c. 726, p. 1459, § 4 failed to become operative see Historical and Statutory Notes under § 253.1.

Under the provisions of§ 10 of Stats.1971, c. 1247, the 1971 amendments of this section by c. 1 79, c. 963, and c. 1247 were given effect and incorporated in the form set forth in § 6 of c. 1247. An amendment of this section by § 1, § § 3 to 5, and § § 7 to 9 of Stats. 1971, c. 1247, failed to become operative under the provisions of § 10(d) of that Act.

Under the provisions of§ 3 of Stats.1971, c. 963, the 1971 amendments of this section by c. 179 and c. 963 were given effect and incorporated in the form set forth in § 2 of c. 963. An amendment of this section by § I of Stats. 1971, c. 963, failed to become operative under the provisions of § 3 of that Act.

Former § 253.2, added by Stats. 1967, c. 1 584 p. 3792, § 1, designating portion of Route I from Route 101 Near Las Cruces to Route 227 south of Oceano as part of freeway and expressway system was repealed by Stats. 1968, C. 282, § 6, eff. June 11, 1968.

§ 253.3. Additional lnclusions; portions of Routes 22, 23, 25, 26, 29, 33, 35, 36, 38, 39, 41, 43, 45

The California freeway and expressway system shall also include:
Route 22 from:
(a) Studebaker Road in Long Beach to Route 405.
(b) Route 405 to Route 55 near Orange.
Route 23 from:
(a) Route 101 in Thousand Oaks to Route 11 8.
(b) Route 11 8 to Route 126 near Fillmore.
Route 25 from:
(a) Route 1 80 near Paicines to Route 1 56 in Hollister.
(b) Route 1 56 in Hollister to Route 101 near Gilroy.
Route 26 from Route 99 near Stockton to Route 12.
Route 29 from:
(a) Route 80 near Vallejo to Oak Knoll Avenue north of the City of Napa.
(b) The Napa-Lake county line to Route 20.
Route 33 from:
(a) Route 101 near Ventura to Route 1 50.
(b) Route 1 50 to Route 166 near Maricopa.
(c) Route 1 52 west of Los Banos to Route 5 near Santa Nella.
Route 35 from Route 280 to Route 1 near Daly City.
Route 36 from:
(a) Route 5 at Red Bluff to Route 395.
(b) Route 1 39 north of Susanville to Route 395 near Termo.
Route 38 from Route 10 near Redlands to Route 18 near Baldwin Lake.
Route 39 from Route 5 to Route 210.
Route 41 from:
(a) Route 1 near Morro Bay to Route 101 near Atascadero.
(b) Route 46 to Route 99 near Fresno.
(c) Route 99 near Fresno to Route 1 80.
(d) Route 1 80 to Yosemite National Park.
Route 43 from Route 5 to Route 99 near Selma.
Route 45 from Route 20 near Colusa to Route 32 near Hamilton City.

(Added by Stats. 1968, c. 282, § *9,* eff. June 11, 1968. Amended by Stats. 1971, c. 998, p. 1915, §2;Stats.1972,C.1216,p.2345,§2;Stats.1973,c.735,p.1322,§3;Stats.1984,c409,§3;Stats.1988,c.106,§8,eff.May13, 1988, operative Jan. 1, 1989;Stats.1988,c.609,§ 1.)

Historical and Statutory Notes

Former § 253.3, added by Stats. 1967, c. 1584, p. 3792, § 2, designating Route 227 from Route I south of Oceano to Route 101 near Arroyo Grande as part of freeway and expressway system, was repealed by Stats.1968, c. 282, § 8, eff. June 11, 1968.

§ 253.4. Additional inclusions; portions of Routes 46, 49, 58, 62, 76 and 77

The California freeway and expressway system shall also include:
Route 46 from Route 101 in San Luis Obispo County to Route 99 near Famoso.

Route 49 from:

(a) Route 41 near Oakhurst to Route 1 40 at Mariposa.
(b) Route 108 south of Jamestown to Route 108 near Sonora.
(c) Route 88 near Jackson to Route 50 near Placerville.
(d) Route 80 near Auburn to Route 20 in Grass Valley.
(e) Route 20 at Nevada City to Route 89 near Sattley.
(f) Route 89 near Sierraville to Route 70 near Vinton.

Route 58 from:

(a) Route 5 to Route 43.
(b) Route 43 to Route 99.
(c) Route 99 near Bakersfield to Route 15 near Barstow.

Route 62 from Route 10 near Whitewater to Route 247 near Yucca Valley.
Route 76 from Route 5 near Oceanside to Route 15.
Route 77 from Route 93 westerly of Moraga to Route 24 near Lafayette.

(Added by Stats.1968, c. 282, § 10, eff. June 11, 1968. Amended by Stats.1969, c. 294 p. 656, § 2, eff. June 30, 1969; Stats.1970, c. 1473, § 2; Stats.1970, c. 1547, p. 3143, § 2, Stats.1972, c. 524, p.905, § 1; Stats.1975, c. 39, p. 68, § 3; Stats.1976, c. 1354, p. 6173, § 4; Stats.1981, c. 292, p. 1410, § 3; Stats.1984, c. 409, § 4.)

§ 253.5. Additional inclusions; portions of Routes 79, 84, 86, 91, 92, 94, 95, 99, 101, and 110

The California freeway and expressway system also includes:
Route 79 from:

(a) Route 8 near Descanso to Route 78.
(b) Route 371 near Aguanga to Route 15 near Temecula.
(c) Route 1 5 near Temecula to Route 74 near Hemet.
(d) Route 74 near Hemet to Route 10 near Beaumont.

Route 84 from:

(a) The westerly approach to the Dumbarton Bridge to Route 880.
(b) Route 880 to Route 238.
(c) Route 680 near Scotts Corners to Route 580 in Livermore.
(d) Route 580 in Livermore to Route 4 near Brentwood.
(e) Route 12 at Rio Vista to Route 50 near Broderick.

Route 86 from Route 78 near Brawley to Route 10 in lndio.
Route 91 from Route 405 to Route 21 5 near Riverside.
Route 92 from:

(a) Route 1 near Half Moon Bay to Route 280.
(b) Route 280 to Route 238.

Route 94 from Route 5 near San Diego to 0.3 miles east of Sweetwater Bridge.
Route 95 from Route 10 near Blythe to Route 40 near Needles.
Route 99 from:

(a) Route 5 south of Bakersfield to Route 50 in Sacramento.
(b) Route 5 in Sacramento to Route 36 near Red Bluff.

Route 101 from:

(a) Route 5 near Seventh Street in Los Angeles to near Fell Street in San Francisco.
(b) A point in Mann County opposite San Francisco to the Oregon state line north of Crescent City.

Route 110 from Route 47 to Colorado Boulevard in Pasadena.

(Added by Stats.1968, c. 282, § 11, elf. June 11, 1968. Amended by Stats.1969, c. 294, p.656, § 3, elf. June 29,1969; Stats.1971, C. 66, p. 91, § 1; Stats.1971, c. 1247, p. 2446, § 2; Stats.1972, c. 1216, p.2346, § 3; Stats.1975, C. 39, p. 69, § 4; Stats.1976, C. 1354, p. 6173, § 5; Stats.1981, c. 292, p. 1410, § 4; Stats.1982, C. 681, p. 2805, § 64.4; Stats.1984, c. 409, — 5; Stats.1988, C. 106, § 9, elf. May 13, 1988, operative Jan. 1, 1989.)

§ 253.6. Additional inclusions; portions of Routes 111, 113, 116, 120, 127, 128, 132

The California freeway and expressway system shall also include:

Route 111 from:
(a) The international boundary south of Calexico to Route 78 near Brawley passing east of Heber.
(b) Route 78 near Brawley to Route 86 near Mecca via the north shore of the Salton Sea.
(c) San Rafael Drive in Palm Springs to Route 10 near Whitewater.

Route 113 from Route 80 near Davis to Route 99 near Tudor.

Route 116 from:
(a) Route 181 near Forestville to Route 101 near Cotati.
(b) Route 101 near Petaluma to Route 121 near Schellville.

Route 120 from:
(a) Route 5 near Mossdale to the west boundary of Yosemite National Park.
(b) The east boundary of Yosemite National Park to Route 395 near Mono Lake.

Route 127 from Route 15 near Baker to Route 190 near Death Valley Junction. Route 128 from:
(a) The mouth of the Navarro River to Route 101 near Cloverdale.
(b) Route 101 to Route 29 at Calistoga.
(c) Route 121 to Route 113 near Davis.

Route 132 from:
(a) Route 580 west of Vernalis to Route 99 at Modesto.
(b) Route 99 to Route 65.

(Amended by Stats.1990, c. 1187 (A.B.2785), § 2.)
(Added by Stats.1968, c. 282, § 12, elf. June 11, 1968. Amended by Stats.1972, c. 1216, p. 2347, § 4; Stats.1976, c. 1354, p. 6174, § 6; Stats.1988, c. 106, § 10, elf. May 13, 1988, operative Jan. 1, 1989.)

§ 253.7. Additional inclusions; portions of Routes 137, 138, 142, 152, 160, 166, 168, 170, 178, 180, 190, 193, 198

The California freeway and expressway system shall also include:

Route 133 from Route 73 to Route 241.
Route 137 from Route 99 near Tulare to Route 65 near Lindsay.
Route 138 from Route 5 near Gorman to Route 15 near Cajon Pass.
Route 142 from Route 71 near Chino to Route 30 near Upland.
Route 152 from Route 101 to Route 65 near Sharon via Pacheco Pass.
Route 160 from:

(a) Route 4 near Antioch to Route 12 near Rio Vista.
(b) Sacramento to Route 51.

Route 166 from:

(a) Route 101 near Santa Maria to Route 33 in Cuyama Valley.
(b) Route 33 near Maricopa to Route 5.

Route 168 from Fresno to Huntington Lake.
Route 170 from:

(a) Los Angeles International Airport to Route 90.
(b) Route 101 near Riverside Drive to Route 5 near Tujunga Wash.

Route 178 from:

(a) Bakersfield to Route 14 near Freeman.
(b) Route 14 near Freeman to the vicinity of the San Bernardino county line.

Route 180 from:

(a) Route 25 near Paicines to Route 5.
(b) Route 5 to Route 99 passing near Mendota.
(c) Route 99 near Fresno to General Grant Grove section of Kings Canyon National Park.

Route 190 from Route 136 near Keeler to Route 127 near Death Valley Junction.
Route 193 from Route 65 near Lincoln to Route 80 near Newcastle.
Route 198 from Route 5 near Oilfields to the Sequoia National Park line.

(Added by Stats. 1968, c. 282, § 1 3, eff. June 11, 1968. Amended by Stats. 1970, c. 1473, p. 2914, § 3; Stats.1971, C. 146, p. 198, § 2; Stats.1972, c. 1216, p. 2347, § 5; Stats.1981, c. 292, p. 1411, § 5; Stats.1984, c. 409, § 6.)

§ 253.8. Additional inclusions; portions of Routes 227, 244, 299, 395, 480, and 905

The California freeway and expressway system shall also include:
Route 227 from Route 1 south of Oceano to Route 101 near Arroyo Grande.
Route 244 from Route 80 to Auburn Boulevard.
Route 299 from Route 101 near Arcata to Route 395 at Alturas.
Route 395 from:

(a) Route 1 5 near Cajon Pass to the Nevada state line.
(b) Nevada state line northwest of Reno to Route 36 near Johnstonville.
(c) Route 36 near Termo to the Oregon state line.

Route 905 from Route 5 near the south end of San Diego Bay to the international boundary southerly of Brown Field.

(Amended by Stats.1991, C. 498 (S.B.181), § 2.)
(Added by Stats.1968, C. 282, § 14, eff. June 11, 1968. Amended by Stats.1969, c. 294, p. 657, § 4, elf. J—Ine 30, 1969; Stats.1972, c. 1216, p. 2348, § 6; Stats.1981, C. 292, p. 1412, § 6; Stats.1988, c. 106, § 11, elf. May 13, 1988, operative Jan. 1, 1989.)

§ 254. Designation of portions of state highways as part of freeway and expressway system

As specific locations are determined by the commission for portions of state highways included in the California freeway and expressway system, the commission shall designate the particular portion as a part of the California freeway and expressway system and the planning and design of such highways shall include provision for such access control as the department and the commission determine essential to protect the investment of any improvements made and to permit the ultimate development of a full freeway or an expressway when traffic and other conditions require. Such declaration by the commission shall have the effect of declaring the particular portion affected a freeway within the meaning of Section 100.2.

(Added by Stats.1959, C. 1062, p. 3115, § 1. Amended by Stats.1980, c. 777, p. 2320, § 58.)

Cross References

MacArthur Freeway, (portion of Route 280), see § 580. San Gabriel River Freeway (Route 605), see § 619. Santa Paula Freeway (portion of Route 126), see § 426.

Law Review Commentaries

Pre-emption aspects of freeway problems. Jack M. Howard (1966) 1 7 Hast.L.J. 571.

Library References

Highways 95(1), 103. WESTLAW Topic No. 200. C.J.S. Highways §§ 157 et seq., 179 et seq.

§ 255. Termination of easements of access to state highways

Nothing contained in this article shall prevent the department, either by acquisition or by condemnation, from terminating easements of access to any state highway not in the California Freeway and Expressway System, provided that such action by the department shall not have the effect of including the highway in the California Freeway and Expressway System.

(Added by Stats.1959, c. 1062, p. 3115, § 1.)

Cross References

Acquisition of realty by eminent domain for state highway purposes, see § 102 et seq. Connections with freeways, see § 100.2.

Library References

Eminent Domain 19. WESTLAW Topic No. 148. C.J.S. Eminent Domain § 32 et seq.

§ 256. Repealed by Stats. 1961, c. 291, p. 1406, § 1, eff. Sept. 2, 1981

Historical and Statutory Notes

The repealed section, added by Stats. 1959, c. 1062, § 1, amended by Stats. 1961, c. 1272, § 1; Stats.1963, c. 1441, § 1; Stats.1969, c. 1134, § 2; Stats.1970, c. 429, § 1, Stats.1980, c. 777 § 59, related to review of the system and report to the legislature.

§ 256.1. Deletion of highways; notice; hearing

Prior to submitting a written report required by statute recommending to the Legislature the deletion of a highway, or a portion thereof, from the state highway system, the commission or the department shall hold a public hearing on, and shall give written notices to the legislative bodies of the cities and counties located in the affected area of, the proposed recommendation, and shall publish notice of the public hearing in a newspaper of general circulation in the areas affected by the proposed deletion. The commission or the department may, at its own option, because of controversy or lack of local consensus, hold the hearing at a location which is reasonably convenient to the communities affected by the proposed deletion, to the general public, and to the commission or the department in the discharge of its regular business.

(Added byStats.1 970, C. 895, p. 1631, § 1. Amended by Stats.1980, c. 1050, p. 3359, § 9.5.)

Historical and Statutory Notes

The 1980 amendment substituted the second sentence for the former second sentence which read:

"The public hearing shall be held in the state highway district, as defined by Section 188.8, within which is located the major portion of the highway that is proposed to be deleted."

§ 257. "Freeway" and "expressway" defined

For the purpose of this article only, and to distinguish between the terms "freeway" and "expressway," the word "freeway" shall mean a divided arterial highway for through traffic with full control of access and with grade separations at intersections, while the word "expressway" shall mean an arterial highway for through traffic which may have partial control of access, but which may or may not be divided or have grade separations at intersections.

(Added by Stats.1959,C. 1062, p.3115, § 1.)

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

MUTCD NUMBER None

CODE SG25

NOTES:

1. County , Route and Location Number will vary, specify when ordering.
2. Line 1, County may be abbreviated Co., when using a longer county name.

SIGN	DIMENSIONS (INCHES)								
	A	B	C	D	E	F	G	H	J
SPECIAL	12	18	3/8	1-1/2	2	1C	3D	1-1/2	1-1/2C
SPECIAL	18	24	1/2	1-1/2	2-1/2	1-1/2C	4D	2-1/2	2C
STANDARD	30	36	3/4	1-1/2	4	2C	6E	3	3D

2C = 2", Series C font

6E = 6", Series E font

SIGN	DIMENSIONS (MILLIMETERS)								
	A	B	C	D	E	F	G	H	J
SPECIAL	300	450	9	38	50	25C	75D	38	38C
SPECIAL	450	600	13	38	63	38C	100D	63	50C
STANDARD	750	900	19	38	100	50C	150E	75	75D

COLORS
BORDER & LEGEND - WHITE (REFLECTIVE)
BACKGROUND - BLUE (REFLECTIVE)

- THE POLICY FOR INTENDED USAGE OF THIS SIGN IS SHOWN ON REVERSE SIDE

CHIEF, OFFICE OF SIGNS AND DELINEATION | DATE | REVISION | REVISION

POLICY: SG25

The CALL BOX sign (SG25) is used to designate call boxes on the county SAFE (Service Authority for Freeway Emergencies/Expressways) Call Box System. The special sign sizes are intended for use only on scenic highways, within designated coastal zones and National or State parks, to keep signing compatible with scenic values.

The call box identification number is established by using the route number to the left of the hyphen. The first two numbers to the right of the hyphen are the post mile numbers (or three numbers if applicable); the last number locates the call box within the post mile.

For northbound and eastbound routes, this number will be 2 for the first call box; 4 for the second; 6 for the third; and 8 for the fourth, within a given post mile.

For southbound and westbound routes, this number will be 3 for the first call box; 5 for the second; 7 for the third; and 9 for the fourth, within a given post mile.

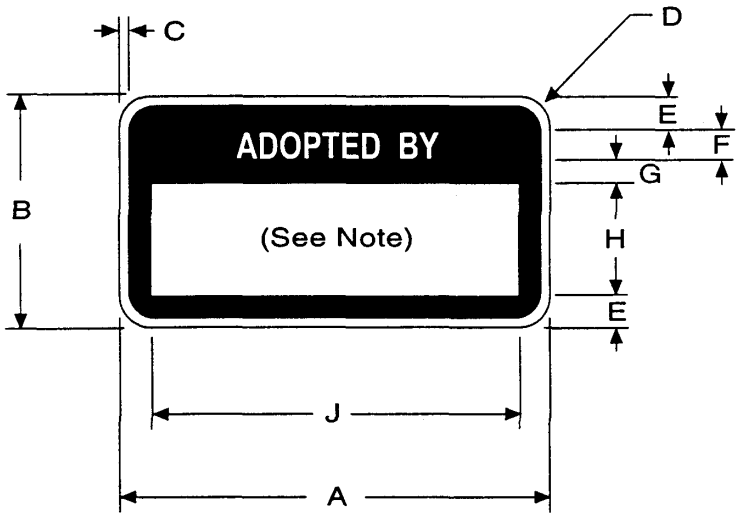
- A letter code may precede the post mile (R for realignment, etc.).

- Call boxes located in the median shall be designated by the letter "M" following the post mile.

- Call boxes located on a transition or connector shall be designated by the letter "T" following the post mile.

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

MUTCD NUMBER None CODE SG25A



Note: Information placed in this area will be provided by the participant, at their expense. The message and logos shall be approved by the reponsible agency.

SIGN	DIMENSIONS (INCHES)								
	A	B	C	D	E	F	G	H	J
SPECIAL	12	6	3/8	1-1/2	7/8	3/4D	1/2	3	10-1/4
SPECIAL	18	12	1/2	1-1/2	1-1/2	1-1/2D	1	6	15
STANDARD	30	18	3/4	1-1/2	2-1/4	2D	1-1/2	10	25-1/2

SIGN	DIMENSIONS (MILLIMETERS)								
	A	B	C	D	E	F	G	H	J
SPECIAL	300	150	9	38	22	19D	13	75	256
SPECIAL	450	300	13	38	38	38D	25	150	375
STANDARD	750	450	19	38	56	50D	38	250	638

COLORS
BORDER & LEGEND - WHITE (REFLECTIVE)
BACKGROUND - BLUE (REFLECTIVE)

- THE POLICY FOR INTENDED USAGE OF THIS SIGN IS SHOWN ON REVERSE SIDE

CHIEF, OFFICE OF SIGNS AND DELINEATION | DATE | REVISION | REVISION

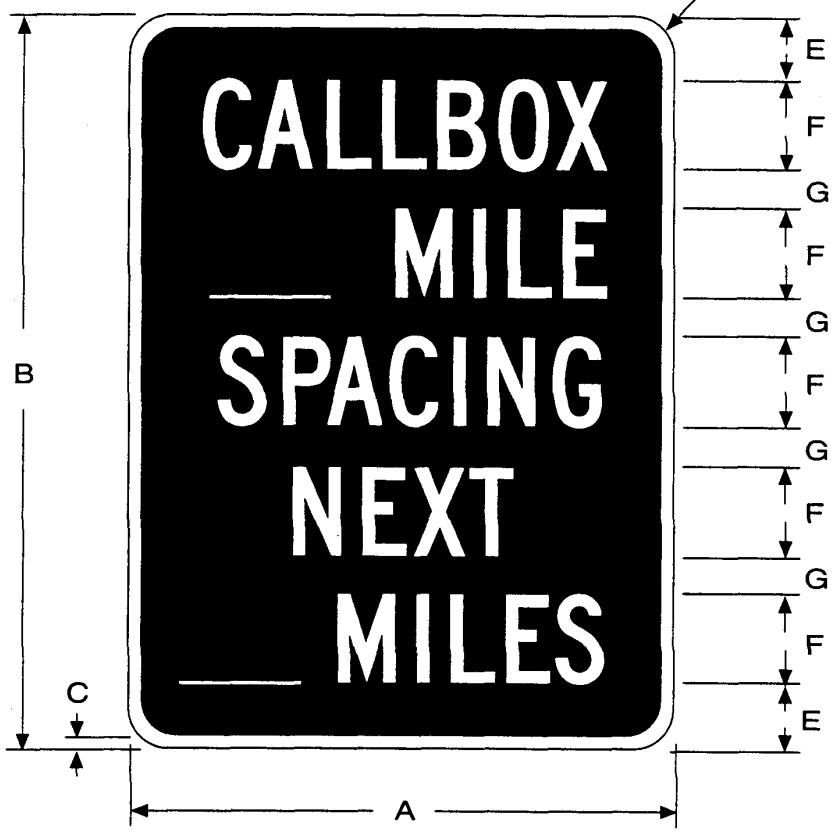
ANNEX C

POLICY: SG25A

The ADOPTED BY sign (SG25A) may be used to inform motorists on highways, that have the SAFE Call Box System, that a particular call box location or segment of highway has been adopted by an individual, organization or company. (Refer to Annex M.)

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

MUTCD NUMBER None CODE SG40



NOTE: Line 2 may be revised to "VARIABLE" for locations where callboxes are placed at varying distances.

SIGN	DIMENSIONS (INCHES)						
	A	B	C	D	E	F	G
MINIMUM	24	30	3/8	1-1/2	3	4C	1
STANDARD	36	48	5/8	2-1/4	4	6C	2-1/2
FREEWAY	48	60	3/4	3	5	8C	2-1/2

SIGN	DIMENSIONS (MILLIMETERS)						
	A	B	C	D	E	F	G
MINIMUM	600	750	9	38	75	100C	25
STANDARD	900	1200	16	56	100	150C	63
FREEWAY	1200	1500	19	75	125	200C	63

COLORS
BORDER & LEGEND - WHITE (REFLECTIVE)
BACKGROUND - BLUE (REFLECTIVE)

- THE POLICY FOR INTENDED USAGE OF THIS SIGN IS SHOWN ON REVERSE SIDE

CHIEF, OFFICE OF SIGNS AND DELINEATION | DATE | REVISION | REVISION

ANNEX C

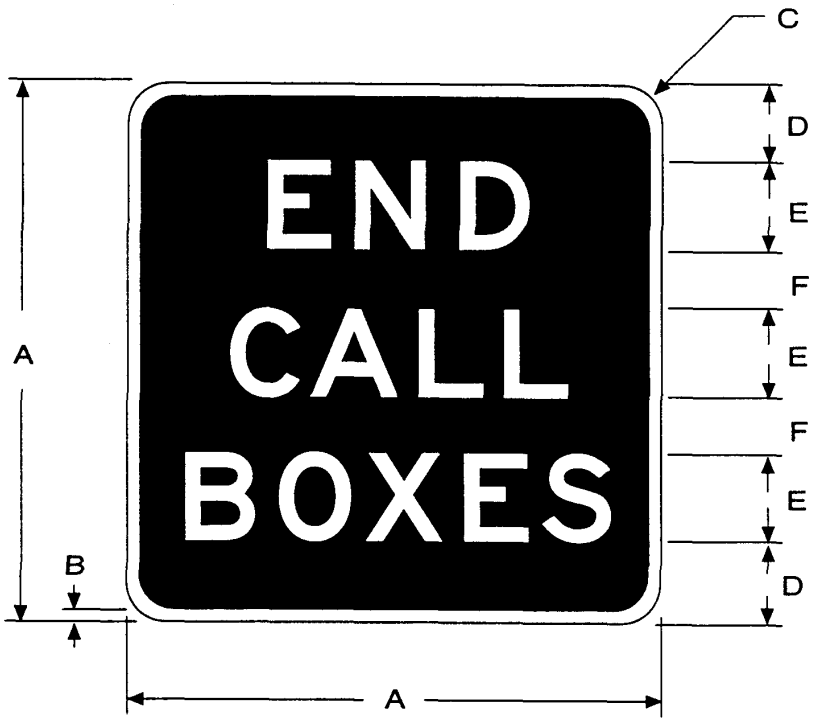
POLICY: SG40

The CALL BOX _____ MILE SPACING NEXT _____ MILES sign (SG40) may be used to inform motorists on highways, that have the SAFE Call Box System, of the distance between call box locations for a particular segment of highway.

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

MUTCD NUMBER None

CODE SG41



SIGN	DIMENSIONS (INCHES)					
	A	B	C	D	E	F
MINIMUM	24	3/8	1-1/2	3-3/4	4D	2-1/4
STANDARD	36	5/8	2-1/4	5	6D	4
FREEWAY	48	3/4	3	7-1/2	8D	4-1/2

SIGN	DIMENSIONS (MILLIMETERS)					
	A	B	C	D	E	F
MINIMUM	600	9	38	94	100D	56
STANDARD	900	16	56	125	150D	100
FREEWAY	1200	19	75	188	200D	113

COLORS
BORDER & LEGEND - WHITE (REFLECTIVE)
BACKGROUND - BLUE (REFLECTIVE)

- THE POLICY FOR INTENDED USAGE OF THIS SIGN IS SHOWN ON REVERSE SIDE

CHIEF, OFFICE OF SIGNS AND DELINEATION | DATE | REVISION | REVISION

ANNEX C

POLICY: SG41

The END CALL BOXES sign (SG41) may be used to inform motorists of the end of the SAFE Call Box System for a particular segment of highway.

ANNEX D

STATEWIDE CALL BOX NUMBERING SYSTEM

The standard statewide numbering system approved by Caltrans and CHP for all California call box systems is as follows:

1. The unique number for each call box shall contain a two letter county designation, a freeway or roadway number, a hyphen followed by a specific two or three digit number representing mile post and another number signifying the quarter mile road segment.

2. The two letter county designations appropriate to this system are found on page two of this annex. This designation shall be used for some documentation procedures and in automatic databases, but will NOT appear on the call box sign.

3. The freeway or roadway number used is the number normally used to represent the road in the California Streets and Highways Code. The designation may consist of from one to three numbers and may include a letter. Example: 299E, 80, 680, 1.

4. The specific box number after the hyphen shall be represented first by the mile post whole number.

5. A number shall be added representing the quarter mile segment in which the box is placed. Even numbers shall be used for boxes placed on the north and eastbound sides of the road; odd numbers shall be used for boxes placed on the south and westbound sides.

   Examples: Call box placed in the first quarter mile segment of the mile between the 45th and 46th mile posts in Ventura County on Highway 101 on the northbound side would be numbered: 101-452.

6. The even numbers used for the north and eastbound sides are 2, 4, 6, and 8; the odd numbers used for the south and westbound are 3, 5, 7, and 9.

7. Transition and/or connector roads will use the same numbering system with a "T" added to the number. A letter code may follow the post mile number to designate a special type of road, such as "R" for realignment.

8. Some modifications to the above numbering system might be required for call boxes installed on Caltrans toll bridges.

ANNEX D

COUNTY LETTER DESIGNATION

1	Alameda	AL	30	Orange	OR
2	Alpine	AP	31	Placer	PL
3	Amador	AM	32	Plumas	PM
4	Butte	BU	33	Riverside	RV
5	Calaveras	CV	34	Sacramento	SA
6	Colusa	CO	35	San Benito	ST
7	Contra Costa	CC	36	San Bernardino	SB
8	Del Norte	DN	37	San Diego	SD
9	El Dorado	EL	38	San Francisco	SF
10	Fresno	FR	39	San Joaquin	SJ
11	Glenn	GL	40	San Luis Obispo	SL
12	Humboldt	HU	41	San Mateo	SM
13	Imperial	IM	42	Santa Barbara	SR
14	Inyo	IN	43	Santa Clara	SC
15	Kern	KR	44	Santa Cruz	SZ
16	Kings	KN	45	Shasta	SH
17	Lake	LK	46	Sierra	SI
18	Lassen	LS	47	Siskiyou	SK
19	Los Angeles	LA	48	Solano	SO
20	Madera	MD	49	Sonoma	SN
21	Marin	MR	50	Stanislaus	SS
22	Mariposa	MP	51	Sutter	SU
23	Mendocino	MC	52	Tehama	TE
24	Merced	ME	53	Trinity	TR
25	Modoc	MO	54	Tulare	TU
26	Mono	MN	55	Tuolomne	TM
27	Monterey	MY	56	Ventura	VE
28	Napa	NP	57	Yolo	YL
29	Nevada	NV	58	Yuba	YB

Department of Transportation–District 04

Blue Memo 3-809.02
MTC Roadside Call Boxes

October 11, 2002

This memo supersedes Blue Memo 2-80.02, *Roadside Call Boxes,* dated June 8, 2000.

The Metropolitan Transportation Commission Service Authority for Freeways and Expressways (MTC SAFE) administers the call box program, which currently comprises 3400 call boxes on approximately 1100 miles of road in the nine Bay Area counties.

If a call box is in the way of a construction operation or if access to it is obstructed by construction activities, you shall request that MTC SAFE temporarily remove or relocate the box. Neither Caltrans nor the contractor shall remove, relocate, or reinstall any call boxes. MTC SAFE or one of its contractors must perform this work.

During or Prior to Construction

Make the request to MTC SAFE in writing 30 calendar days prior to the date that you need the call box removed. Use Form 4CD 1310. Fax, email, or mail your request.

Notify MTC SAFE of any changes to the construction schedule that were made after you requested a call box removal, reinstallation, or relocation.

After Construction

Notify MTC SAFE using Form 4CD 1310 when construction is complete; MTC SAFE will reinstall or relocate the call box. Prior to the permanent relocation of a call box, MTC SAFE will obtain a new encroachment permit from the Caltrans senior permit engineer (510 286-4425). Reinstallation of the call box at the same location does not require a new encroachment permit.

MTC SAFE Contact

Call Box Project Manager
Metropolitan Transportation Commission SAFE
1999 Harrison Street, Suite 1700
Oakland, CA 94612-4700
Voice: (510) 817-3205
Fax: (510) 817-3299
Email: LLEE@mtc.ca.gov

ANDREW B. FREMIER
Deputy District Director
Construction

Page 1 of 1

ANNEX E

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

MTC SAFE Roadside Call Box Removal/Reinstallation Request
4 CD 1310

To: _____
Call Box Project Manager
Metropolitan Transportation Commission SAFE
1999 Harrison St., Suite 1700
Oakland, CA 94612-4700

Date:

Caltrans is performing major construction at the following location. The following call boxes are affected.

Contract Number _____

Co-Rte-PM _____

Direction _____

Type of Work _____

Resident Engineer _____

RE's Telephone Number _____

Call Box Number (s) _____
_____

☐ Remove the call boxes prior to: _____
Estimated reinstallation date: _____
I will notify you separately of any other call boxes that require removal.

☐ Construction work is complete in the vicinity of the call boxes listed above. Please reinstall/relocate the affected call boxes. If necessary, obtain location approval from the Caltrans permit engineer prior to relocation. I will notify you separately of any other call boxes that require installation.

☐ Construction work will cause the call box(es) listed above to be permanently inaccessible.

ANNEX F

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

CLAIM AGAINST DEPARTMENT OF TRANSPORTATION/FOR AMOUNTS $1,000 OR LESS

LD - 0274

PERSONAL INFORMATION NOTICE

Pursuant to the Federal Privacy Act (P.L. 93-579) and the information Practices Act of 1977 (Civi Code Sections 1978, et seq.), notice is hereby given for the request of personal information by this form. The requested personal information is voluntary. The phnciple purpose of the voluntary information is to facilitate the processing of this form. The failure to provide all or any part of the requested information may delay processing of this form No disclosure of personal information will be made unless permissible under Article 6, Section 1798.24 of the IPA of 1977. Each individual has the right upon request and proper identification, to inspect all personal information in any record maintained on the individualby an identifying particular. Direct any inquiries on information maintenance to the Department of Transportation, Legal UnA. IPA Forms Mcer.

This form Is to be used when filing a claim against the Department of Transportagon as provided in Government Code Section.93.5,7.

PLEASE: - print or use typewriter when filling out form.

. signanddateclaimform.

(UNSIGNED AND UNDATED FORMS WILL NOT BE PROCESSED.)

CAUTION: Claims for road repair *(Chip Seal)* damage must be received within **30** days **of** the incident. **All** others within **6** months.

		STATE USE ONLY FILE NUMBER
1. NAME: LAST FIRST	MIDDLE	
HOME ADDRESS	BUSINESS PHONE ( )	HOME PHONE ( )
CITY	STATE	ZIP CODE
2. PUT A SPECIFIC TIME AND DATE WHEN THE DAMAGE **FIRST** OCCURED	TIME OF INCIDENT AM / PM	DATE OF INCIDENT

3. STATE THE LOCATION OF THE INCIDENT WITHIN ONE-HALF MILE *(CITY, COUNTY, HIGHWAY, NEAREST OFF-RAMP, CROSS STREET OR POST MILE).*

4. EXPLAIN HOW THE INJURY OR DAMAGE OCCURRED.	

WHAT PARTICULAR ACT OR OMISSION ON THE PART OF CALTRANS OR ITS CONTRACTOR CAUSED THE INJURY OR DAMAGE?

VIHAT INJURY OR DAMAGE DO YOU CLAIM RESULTED?

WHATISTHEDOLLARAMOUNTOFYOURCLAIMFORDAMAGES? *(SUBMITTWOESTIMATESORPAIDRECEIPTS)*

5. INSURANCE INFORMATION IS REQUIRED	NAME OF INSURER		
ARE YOU THE REGISTERED OWNER?	YES ☐ NO ☐	*HAVE YOU SUBMITTED A CLAIM TO YOUR INSURANCE CARRIER?*	YES ☐ NO ☐
IF YES, *WERE YOU PAID?*	YES ☐ NO ☐	FOR WHAT AMOUNT? $	

VEHICLE INFORMATION

MAKE OF VEHICLE	YEAR	LICENSE NO.

IHEREBYCERTIFY UNDER PENALTY OFPERJURY, THAT THE FOREGOING FACTS ARE TRUE AND CORRECT TO THE BEST OFMYKIVOWLEDGEAND BELIEF.

SIGNATURE OF CLAIMANT	DATE

REVERSE SIDE FOR STATE USE AND FILING INFORMATION ON CLAIMS

ANNEX G

A. INITIAL IMPLEMENTATION

Initial call box telephone activity will be estimated by the SAFE's consultant using call data from similar dispatch centers, considering the number of boxes to be installed and average daily traffic (ADT) statistics as provided by Caltrans, and any other applicable statistics.

During initial implementation, CHP will monitor actual call box call activity monthly to determine whether or not the SAFE's consultant recommendation was accurate and allows for sufficient staffing to answer the SAFE's call box calls. Based on actual activity, CHP will recommend staffing increases, as necessary, during the process initial implementation and after call box call volume has "leveled off".

B. AFTER INTIAL IMPLEMENTATION

Ninety days prior to the beginning of the fiscal year following the full implementation of the SAFE's call box motorist aid system, and 90 days prior to the beginning of each subsequent fiscal year, CHP will re-evaluate dispatch center call box operator staffing requirements. The most recent 12 months (annual average) of call box activity (when available) will be used with the CHP Reimbursable Position Formula to determine the currently required staffing level. The CHP will submit to the SAFE a letter, with applicable data, indicating any recommended staffing adjustments. If a change in staffing is recommended, the SAFE will then respond, in writing, indicating concurrence or disagreement with the recommendations.

The SAFE may request, or CHP may perform, if the need arises, staffing analysis at other times of the year. If a change of staffing is required due to a non-predicted need, the CHP and/or SAFE may request, in writing, such a change. Staffing changes may be necessary for, but need not be limited to, the following: increases in number of call boxes or significant increases in number of call box calls.

C. REIMBURSABLE POSITION FORMULA

The following formula will be used to determine the number of reimbursable positions:

$$\frac{\text{Number of Incoming C/B Calls x Avg Length of Incoming C/B Calls}}{\text{3600 seconds/hour x 1738 hours/year}}$$

$$= \text{Personnel Years (PY)}_{\text{Incoming Calls}}$$

$$\text{PY}_{\text{Incoming Calls}} \text{ x 20\% (Estimated Outgoing Call Rate*)} = \text{PY}_{\text{Outgoing Calls}}$$

ANNEX G

* (20% Estimated Outgoing Call Rate is an approximate statewide average. This figure will be used to calculate SAFE-reimbursed staffing at all CHP dispatch centers.)

E. "ROUNDING" OF OPERATORS

When computations using the Reimbursable Positions Formula yield results which included a "partial operator" – for example, "4.2" – the following method of "rounding" will be used:

0.01 to 0.09	=	exact fraction
0.10 to 1.00	=	1
1.01 to 1.09	=	1 + exact fraction
1.10 to 2.00	=	2
etc.		

Implementation of this method will not affect the total number of Communications Operator II positions currently funded by the SAFEs, but will allow CHP to provide call box call answering services to the very small SAFEs at an affordable price. However, determining actual reimbursable positions can be treated on a case-by-case basis.

ANNEX H

CHP Reports
Fee Schedule for Privatized SAFEs

(a) Crime Incident and Accident Reports, Photographs, and Other Records - In accordance with the CHP Administrative Procedures Manual (APM) and section 20012 of the California Vehicle Code (CVC), the CHP shall take responsible steps to ensure parties requesting review or purchase of photographs or copies of incident or accident reports are authorized to receive them. A party requesting copies of a report shall complete a CHP 190, Application for Release of Information, and present the application to the CHP Office responsible for the accident report, accompanied by payment of a fee. The fees listed below shall be charged for each completed copy of an accident report when requested by party of interest. MAIT reports, when printed on both sides, shall be charged by sheets of paper not by individual printed sides. Sales tax shall not be applied.

Nos. of Pages of Report	Price
01-25	$6.00
26-50	$12.00
51-75	$18.00
76-100	$24.00
Over 100, for each addt'l pages or portion thereof	$6.00

(b) Supplemental Reports - Supplemental reports are provided only upon request. When a CHP 251, Counter Receipt, for the sale of the initial report is provided, supplemental pages, up to 25, shall be provided free of charge. In absence of a counter receipt, a charge of $1.00 per page up to a maximum of $6.00 for the first 25 pages will apply then the above charge schedule will apply for reports with more than 25 pages.

ANNEX I

SAMPLE LETTER FOR SAFES REQUESTING POSITIONS

Commander _____
California Highway Patrol
Communications Center Support Section
P.O. Box 942898
Sacramento, CA 94298-0001

Dear Commander _____:

The _____ Service Authority for Freeway Emergencies/Expressways (SAFE) intends to begin the installation of the call box system on _____, 2008. Approximately ___ call boxes will be installed, checked out and activated every week. The full system of ___ boxes should be completely operational by _____, 2009.

The full system design, with technical and operational configurations, will be submitted to the CHP for review and final approval from the Office of the Commissioner by _____, 2009. The sixty days required for CHP review will permit us to begin according to schedule.

In order to have sufficient public safety dispatchers hired with time to provide three months of training when the system begins operation, SAFE requests that CHP begin the process to hire public safety dispatcher(s). SAFE and CHP agree that ___ public safety dispatchers are sufficient to answer an estimated average of ___ call box calls per day at a ___ second level of service. The SAFE understands and agrees that all costs associated with these positions will be assumed by the SAFE in accordance with Contract Number ____.

Please direct all questions concerning the call box program to (name and phone number).

Sincerely,

Signature

ANNEX I

SAMPLE LETTER FOR SAFES REQUESTING POSITIONS

Commander _____
California Highway Patrol
Communications Centers Support Section
P.O. Box 942898
Sacramento, CA 94298-0001

Dear Commander _____:

The Avalon Service Authority for Freeway Emergencies/Expressways (SAFE) intends to begin the installation of the call box system on January 1, 2008. Approximately 10 call boxes will be installed, checked out and activated every week. The full system of 500 boxes should be completely operational by December 15, 2009.

The full system design, with technical and operational configurations, will be submitted to the CHP for review and final approval from the Office of the Commissioner by October 1, 2009. The sixty days required for CHP review will permit us to begin according to schedule.

In order to have sufficient public safety dispatchers hired with time to provide three months of training when the system begins operation, SAFE requests that CHP begin the process to hire public safety dispatcher(s). SAFE and CHP agree that two public safety dispatchers are sufficient to answer an estimated average of 30 call box calls per day at a 120 second level of service. The SAFE understands and agrees that all costs associated with these positions will be assumed by the SAFE in accordance with Contract #09-679.

Please direct all questions concerning the call box program to (name and phone number).

Sincerely,

JANE C. SMITH
Deputy Director
Avalon County SAFE

ANNEX J

Call Box Placement Criteria

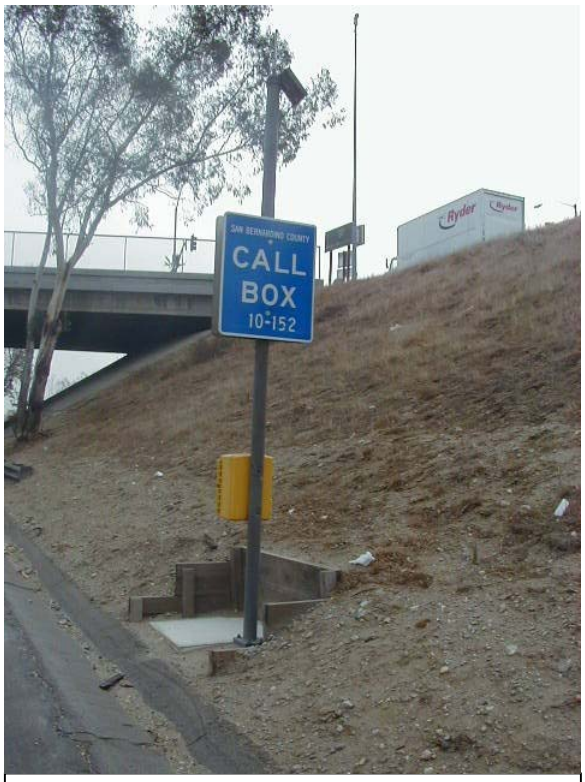
GENERAL

- Call boxes shall be installed in pairs on opposite sides of a freeway, expressway or multi-lane highway. To optimize accessibility, the first call box that is installed can be placed within ±150 meters (500 feet) of its preliminary design location. The companion call box should be placed within ±60 meters (200 feet) of the first call box (as measured along the roadway centerline).
- On conventional state routes, a single call box can be placed on one side to service both directions of traffic where no more than two lanes of traffic exist for the entire cross section of the facility and there is no concrete barrier, median, left hand turn lane, or other feature that divides directional flow lanes.
- Where possible on new installations, effort should be made to install A, C (with retaining walls< 4" and preferably using break-away handrails), L, & M sites. B sites should be considered when all other site types cannot be used.
- Call boxes should be placed alongside the right shoulder. The shoulder does not have to be paved, but it must be a minimum of 2.4m (8 feet) wide.
- Placement or replacement of call boxes should be coordinated with any proposed construction project.
- See attached for photos of the different call box site types that have been approved for installation.

ANNEX J

DESIRABLE CALL BOX SITES	UNDESIRABLE CALL BOX SITES
• Within interchanges, sites which minimize the need to cross traffic lanes to reach the call box. • Sites near existing luminaires or illuminated overhead signs for supplemental lighting during hours of darkness. • Sites that provide a clear, unobstructed pathway to the call box pad. • Sites behind existing roadway features such as guard rails or bridge rails. (In the case of guard rails, place call box installations behind fixed portions only.) • Sites that do not require a retaining wall. Minor shaping and grading of roadside soil slopes can provided suitable conditions without constructing a retaining wall. • Highly visible sites, such as the crest of a vertical curve.	• Sites in gore areas • Sites adjacent to transition lanes where weaving traffic is common. • Sites where existing roadway features such as dikes, curbs, ditches, etc., prevent the use of the call box by mobility impaired individuals. • Sites where sound walls and fences that restrict pedestrian emergency escape routes. • Sites that require the construction of a retaining wall. • Sites shaded by landscaping or obscured by existing signs or structures. • Sites near drainage inlets or grates. **Exceptions to these guidelines should be addressed during the permit application process. Exceptions may be given on a case by case basis.

Site Type A – installed at-grade, in soil.



Site Type B – installed in a cut-slope.

Site Type C – installed on an in-fill slope.

Site Type D – mounted on a soundwall.

Site Type E – installed behind a k-rail or concrete barrier

Site Type F – installed behind a guard rail.

Site Type G – installed at-grade, in concrete.

Site Type H or K – installed on a k-rail or concrete barrier.

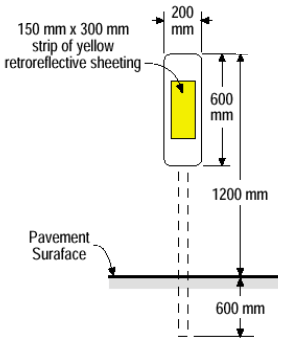
Site Type L – installed behind a curb.

Site Type M – same as a Site Type F, except no guard rail.

ANNEX K

Type L-1 Object marker. Motorist Aid Call Boxes that are located adjacent to a State Highway and within 3.66 m (12 ft) off the traveled way may be marked with a Type L-1 Object Marker. If used, the Type 'L-1' Marker with the 200 mm x 600 mm (8 in x 24 in) target plate shall be used on State Highways in advance of motorist aid call boxes.

'L' Marker



Type L-1

Type 'L' Marker is used to mark an object adjacent to the roadbed (outside of the paved shoulder) and within 3.66 m off the traveled way.

- **The Type 'L-1' Marker with the 200 mm x 600 mm target plate shall be used on State Highways.**

ANNEX L

Call Box Retaining Wall Policy

The following is the California Department of Transportation's (Caltrans') policy regarding the design and construction of retaining walls at call box sites. This policy has been developed by a joint subcommittee of local Service Authority for Freeway Emergencies/Expressways (SAFE) staff, Caltrans, and Federal Highway Administration (FHWA) representatives. The purpose of the policy is to:

1) Improve the site design of call box systems which are operated within the state highway right-of-way; and
2) Ensure crashworthiness of features at call box sites.

Retaining walls at call box sites are most often constructed in "cut" (Type B) and "fill" (Type C) sections of freeways and highways and typically include one longitudinal wall and two transverse walls. The longitudinal wall is parallel to the flow of traffic and the two transverse walls are installed perpendicular to the flow of traffic.

The site design of these installations may be improved by reducing the number of transverse walls at these site types. The SAFEs and Caltrans agree to jointly achieve this design objective by implementing the following:

- SAFE replacement of Type "B" and "C" installations with other sites types where possible;
- SAFE grading surrounding terrain to eliminate or minimize the size of necessary retaining walls on Type B sites;
- Caltrans and SAFE prioritization of transverse wall mitigation efforts on call box sites with transverse walls greater than 300 millimeters;
- SAFE mitigation plan to replace all Type "C" sites with transverse walls greater than 100mm; and
- Acknowledgement that "shielded" "B" and "C" sites would not require mitigation efforts.

The above bullets outline the general effort between the SAFEs and Caltrans; below outlines specific steps required of both the SAFEs and Caltrans for achieving this design objective:

New Installations:

1. Effective February 1, 1999, all SAFE agencies should avoid the installation of type "B" and "C" call box sites unless installed where shielded by existing roadway features, i.e., bridges, guard rails, etc. Greater latitude in spacing requirements should be used to allow for the installation of site types other than "B" or "C".

2. In the event spacing requirements recommended an optimal site that may require a retaining wall, the SAFE should first consider grading the surrounding area to convert the installation to an "A" site type.

3. If grading for a particular site is not reasonable, the SAFE will attempt to relocate the call box up or down the highway at an alternate site. Although each SAFE is encouraged to maintain the spacing as outlined in the Caltrans/CHP Call Box and Motorist Aid Guidelines, this particular safety issue should be weighed against the need for a "regularly spaced system". Caltrans' HQ Traffic Reviewer, through the District SAFE Coordinator should be consulted when issues arise. The SAFE should work with the HQ Traffic Reviewer through the District SAFE Coordinator if spacing beyond 60 meters (along the roadway centerline) appears desirable.

4. If an alternate site cannot be found using options 2 or 3 above, consideration should be given to eliminating the site and its companion entirely.

5. If alternatives listed in 2 and 3 above do not yield a desirable site and because of a need for system continuity, a site or sites cannot be eliminated, the SAFE should work with the HQ Traffic Reviewer through the District SAFE Coordinator to install a "B" retaining wall that does not exceed 300mm above finished grade. Type "C" sites should not use retaining walls greater than 100mm in height.

6. In the event the SAFE deems that a site cannot be moved and it requires special grading consideration, the SAFE should contact the HQ Traffic Reviewer through the District SAFE Coordinator to develop a solution.

<u>Existing Installations:</u>

7. No later than June 30, 2000, all existing SAFEs should perform a general survey of their systems to determine the distribution and nature of non-shielded "B" and "C" site types. SAFEs should determine height information of each transverse wall and other site characteristics to estimate the scope of work and cost to address in a transverse wall mitigation effort. Results of the survey should be shared with Caltrans and will be used to develop a retaining wall mitigation plan, described in item 8 below.

8. Based on the results of the survey, each SAFE should adopt a retaining wall mitigation plan to reduce transverse retaining walls in excess of 300mm at non-shielded type "B" sites and eliminate retaining walls and handrails at Type "C" sites, where the retaining walls are greater than 100mm. This mitigation plan will identify a schedule and steps for removal of transverse walls, grading to eliminate need for retaining walls, relocation of call box sites to non-"B" and "C" sites, or reconstruction.

9. In cases where sites must be repaired within 24 hours (e.g., knockdowns and site repairs), these shall be restored as is, per existing SAFE contracting requirements.

10. Existing type “B” and “C” call box sites modified for Intelligent Transportation System improvements will be addressed under the “Existing Installations” criteria.

11. Each SAFE has flexibility regarding their mitigation schedule for existing installations. The time frame to complete this schedule will vary among SAFEs due to their unique financial condition, but each SAFE should develop a systematic program to identify, fund and reconstruct or relative existing call box sites having these conditions.

12. For issues that cannot be resolved through the above listed means, the SAFE should work with the HQ Traffic Reviewer through the District SAFE Coordinator to establish a solution for exceptions.

ANNEX M

This annex is an example of what is expected in an implementation plan. To obtain approval for a SAFE program implementation plan by Caltrans and the CHP, a SAFE shall submit two (2) copies of the implementation plan each to the Deputy Director, Transportation Management of Caltrans and to the Commissioner of the CHP for review and approval. This submittal shall be made if one or more of the following conditions apply:

A. No current implementation plan is on file with Caltrans and the CHP.

B. A SAFE amends its implementation plan for any reason, including, but not limited to, funding programs to comply with Americans with Disabilities Act provisions.

To assist Caltrans and the CHP reviewers, the SAFE program implementation plan should include sections that are labeled and presented in the order listed below. For ease of reproduction and filing, all material in the report should be prepared using 8-1/2" x 11" paper or up to 8-1/2" x 17" paper that can be folded to 8-1/2" x 11" paper for filing.

The following annex provides instructions for preparation of implementation plans in boxes on the left side of each pair of facing pages and the example information on the right side.

Section 1. Title Sheet and Table of Contents

This section should include:

A. Implementation plan title.
B. Name and address of the agency responsible for the county or regional Service Authority.
C. Date of implementation plan and reference to the following five fiscal years that the plan covers.
D. Name, title, and telephone number of the current program manager.
E. On the following page, a table of contents of the implementation plan.

ANNEX M

Section 2. Implementation Plan Summary

This section should include a description of the history of the SAFE and what has been accomplished since it was first established. It should outline the reason(s) why the implementation plan is being submitted and, if applicable, a brief outline of what changes are being made to the current implementation plan.

Section 3. Implementation Plan Status and Schedule

This section describes the current status of the call box program in the Service Authority and presents a schedule for implementation of call boxes and other motorist aid systems within the jurisdiction of the service authority. This section contains a listing of highway routes, spacing and the total number of call boxes on each route.

Table 1 shows figures arranged by route number for roadway segments of similar spacing. This table is designed to show program status as it now exists and how it will is proposed upon full implementation.

Table 2 shows a summary of the existing and proposed call box system totals. Table 3 shows a year-by-year breakdown of system development from the present fiscal year to five years in the future. An implementation plan for a new system, for example, may have a five year call box installation plan. This schedule may included, but is not limited to, anticipated expansion of the call box system and implementation of other motorist aid systems.

A listing of priorities for call box system development follows Table 3 to qualify the rationale for the schedule for implementation of call box placement. Discussion specifies whether the program is funded by bonds or if it is being financed by funds collected by the DMV as become available. If other motorist aid systems are part of the implementation plan, a brief discussion in this section will explain how other motorist aid systems relate to the overall call box development plan. Other motorist aid systems are usually funded by a SAFE only after if can be demonstrated that call boxes can be fully implemented within five years.

ANNEX M

Section 4. SAFE Call Box System Maps

Caltrans has compiled a set of post mile maps of all state highway routes. These maps are available for base maps that can be referenced and marked to show existing and proposed call box placement and spacing. Maps of the County or Regional SAFE identify existing and proposed call box locations and spacing. A map entitled "Existing Conditions" I marked to indicate the current status of call box system development showing the date of existing facilities. A second map entitled "Fully Implemented Conditions" is marked to indicate the fully implemented plan and the date that full implementation is anticipated. The maps are marked with a pattern scheme as outlined in the following table. Please note, if an agency prefers to use color, the different color codes are also provided:

Sample

Colors / Patterns to Designate Spacing of Call Boxes

Conditions	1/4 Mile	1/2 Mile	1 Mile	2 Miles
Existing	Red	Yellow	Blue	Blue Dashes
Fully Implmnted	Green	Purple	Orange	Orange Dashes

A legend should be provided on each map to designate other motorist aid systems funded by the SAFE that are operational or planned such as: Call box installations at commuter rail park-and-ride lots not located within the Caltrans right-of-way, lighted call boxes, changeable message signs, and Freeway Service Patrol areas.

Section 5. Detailed Budget Projection

This section projects the SAFE operating budget based on existing and anticipated revenues and expenditures within a 10 fiscal year period. It shows anticipated revenues and expenditures until full implementation of call boxes and other motorist aid systems have been achieved within five years and an additional five years beyond the implementation schedule.

ANNEX M

Section 1. Title Sheet and Table of Contents (sample)

AVALON COUNTY
SERVICE AUTHORITY FOR FREEWAY EMERGENCIES/EXPRESSWAYS
CALL BOX AND OTHER MOTORIST AID SYSTEMS
IMPLEMENTATION PLAN

Avalon County Council of Governments
4600 Safe Way
Project City, CA 95678

17 August 1992
Including Fiscal Years
1992-93 through 1997-98

Project Manager:
Jane C. Bureaucrat
Avalon County SAFE Coordinator
916-555-7535

ANNEX M

Section 2. Implementation Plan Summary (sample)

IMPLEMENTATION PLAN SUMMARY

The Avalon County Service Authority for Freeway Emergencies/Expressways (SAFE) was organized May 26, 1987. At present, there are 78 existing call boxes in place and it is anticipated that this system will be expanded to 228 total call boxes within five years. Other motorist aid systems are planned concurrently with full development of the call box system to be completely implemented within five years.

The Avalon County SAFE has budgeted its resources to implement the following motorist aid systems:

1) A motorist aid system of call boxes installed at the prescribed spacing requirements of the existing "Call Box and Motorist Aid Guidelines" on all freeways, expressways and state highway routes that connect segments of these systems.

2) A disabled access program for the services of the call box system to comply with the Americans with Disabilities Act of 1990.

3) Two changeable message signs.

4) Freeway Service Patrol on the Interstate 5 corridor.

Avalon County does not anticipate funding to be made available by means of bond issue. In the past, Avalon County SAFE has negotiated with Acme Call Box Systems, Inc. of Redding to install call boxes as funds become available. A recent increase in the past three years in the population of Avalon County has created a subsequent increase in DMV revenues that can be used by the Service Authority for call boxes and other motorist aid systems.

ANNEX M

Section 3. Implementation Plan Status and Schedule (sample)

IMPLEMENTATION PLAN STATUS AND SCHEDULE

The Avalon County SAFE has been in operation for five years. The original cooperative agreement has expired and time has come to renegotiate cooperative agreements with the California Highway Patrol (CHP) and the California Department of Transportation (Caltrans). Due to a new schedule of development, increased revenue, and the Americans with Disabilities Act of 1990, the Avalon County SAFE has reformulated its implementation plan for the next five years.

The Avalon County SAFE anticipates that during the first year of the new implementation plan, that the Service Authority will collect revenue that will be pooled to finance Americans with Disabilities provisions for the disabled community and to expand its call box system by 19 units. Funding will be collected to cover administrative costs, purchasing and distribution of 911 cellular telephones and to contract with a consultant to formulate a call box system expansion design for an additional 150 call boxes. The initial 19 boxes will be installed following consultant design and acquisition of encroachment permits.

This section describes the current status of the call box program in the Avalon County Service Authority and presents a schedule for implementation of call boxes and other motorist aid systems. This section contains a listing of highway routes, spacing and the total number of call boxes on each route for system implementation. The existing program features call boxes with no other motorist aid systems; however, the tables provided will designate a Freeway Service Patrol beat and the purchase and installation of two changeable message signs.

Table 1
Call Box Deployment Plan for Full Implementation

Existing Segment-**Route No. 5**		Average ADT	Existing Spacing/Tot.	Proposed Spacing/Tot.	Total Nos. of Call Boxes per Segment
PM 0.00	Avalon Co./Tehama Co. line				
(a)*	-to-	30,000-39,500	2 miles / 12	1 mile / 10	22
PM 9.77	Knighton Rd. Interchange				
(b)*	-to-	39,500-47,500	½ mile / 16	½ mile / 14	30
PM 18.07	Twinview Blvd. Interchange				
(c)*	-to-	14,800-37,500	2 miles / 50	1 mile / 48	98
PM 67.02	Avalon Co./Siskiyou Co. line				
Route 5 totals		**14,800-47,500**	**1-2 miles / 78**	**½ - 1 mile / 72**	**150**

* Segments (a) and (c) shall be considered for two changeable message signs in FY1995/96

** Segment (b) shall be considered for a Freeway Service Patrol in FY1996/97.

ANNEX M

Section 3. Implementation Plan Status and Schedule (sample) (continued)

Table 1 (continued)
Call Box Deployment Plan for Full Implementation

Segment-**Route No. 44**		Average ADT	Existing Spacing/Tot.	Proposed Spacing/Tot.	Total Nos. of Call Boxes per Segment
PM 2.13	Shasta View Drive				
(d)	-to-	4,800-13,500		1 mile / 10	10
PM 9.77	Old Highway to Millville				
Route 44 totals		**4,800-13,500**		**1 mile / 10**	**10**
Segment-**Route No. 273**		Average ADT	Existing Spacing/Tot.	Proposed Spacing/Tot.	Total Nos. of Call Boxes per Segment
PM 3.81	Jct. Rte. 5 Freeway				
(e)	-to-	7,800-26,500		1 mile / 11	11
PM 14.18	Redding, Hospital Lane				
Route 273 totals		**7,800-26,500**		**1 mile / 11**	**11**
Segment-**Route No. 299**		Average ADT	Existing Spacing/Tot.	Proposed Spacing/Tot.	Total Nos. of Call Boxes per Segment
PM 8.65	French Gulch Road				
(f)	-to-	3,600-10,300		1 mile / 14	14
PM 21.65	Redding W. City Limits				
PM 24.82	Lake Blvd. Interchange				
	North Jct. Rte. 5 freeway				
(g)	-to-	2,600-14,200		1 mile / 43	43
PM 67.02	Burney, Plumas Street				
Route 299 totals		**2,600-14,200**		**1 mile / 57**	**57**

Table 2
Call Box Development Plan for Full Implementation Summary

Call Box System Totals			
Route	Existing Call Boxes	Proposed Call Boxes	Total Call Boxes
5	78	72	150
44		10	10
273		11	11
299		57	57
Total	**78**	**150**	**228**

ANNEX M

Section 3. Implementation Plan Status and Schedule (sample) (continued)

Table 3
Call Box Development Plan for Full Implementation Year-to-Year

Fiscal Year	Total # of New Call Box Installations	Totals Per Route / (Segment)				Running Total
		Rte. 5	**Rte. 273**	**Rte. 44**	**Rte. 299**	
Prior to 92-93		**78**				**78 Existing**
Phase I						
92-93	19		6(e)			
				5(d)		
					2(f)	
					6(g)	97
93-94	37				5(f)	
					16(g)	118
Phase II						
		8(b)				
		2(a)				
		6(c)				134
93-94	37	6(b)				
		8(a)				
		20(c)				
					1(f)	
					2(g)	171
95-96*	38	22(c)				
			5(e)			
				5(d)		
					2(f)	
					4(g)	209
96-97**	19					
					4(f)	
					15(g)	
Total	**150**	**72**	**11**	**10**	**57**	**228**

* Segments (a) and (c) shall be considered for two changeable message signs in FY1995/96

** Segment (b) shall be considered for a Freeway Service Patrol in FY1996/97.

ANNEX M

Section 3. Implementation Plan Status and Schedule (sample) (continued)

Priorities for Call Box System Development Schedule

Priority #1: Collect FY92-93 DMV registration and renewal revenues to purchase cellular telephone 911 devices to distribute to physically and speech and hearing impaired drivers within Avalon County in compliance with the Americans with Disabilities Act of 1990. Distribution is scheduled to take place at the beginning of FY93-94.

Priority #2: Call Box Development Plan – Phase I. Begin placement at two mile spacing on State Routes 273, 44, and 299 to expand the system out from Redding towards outlying areas. During FY92-93, 19 total boxes shall be placed along County roadways while the SAFE gathers additional funds for Disabled Access cellular 911 telephones. During FY93-94, 21 call boxes shall be placed to complete Phase I.

Priority #3: Call Box Development Plan – Phase II. Continue placement of call boxes on freeways, expressways and highways that connect these systems within the County. Initial emphasis will be placed on infill of freeway Route 5 to reduce spacing by one half on the highest volume roadway in the County. Priority within FY93-94 will be Route 5 segments b, a, and c. Secondary emphasis will be placed on infill of the call box system on other roadways.

Priority #4: When call box system is at the infill stage on both freeways and expressways, other motorist aid systems will be provided. During FY95-96, two changeable message signs shall be placed on Route 5 north and south of the City of Redding to advise of possible traffic problems on the freeway through the city where traffic volumes are the highest.

Priority #5: A Freeway Service Patrol is anticipated beginning FY96-97. At this time, the call box system will be complete along the Route 5 corridor and other roadways in the county will be in the process of receiving the final call boxes to finish Phase II of the Call Box Development Plan.

ANNEX M

Section 4. SAFE Call Box System Maps (sample)

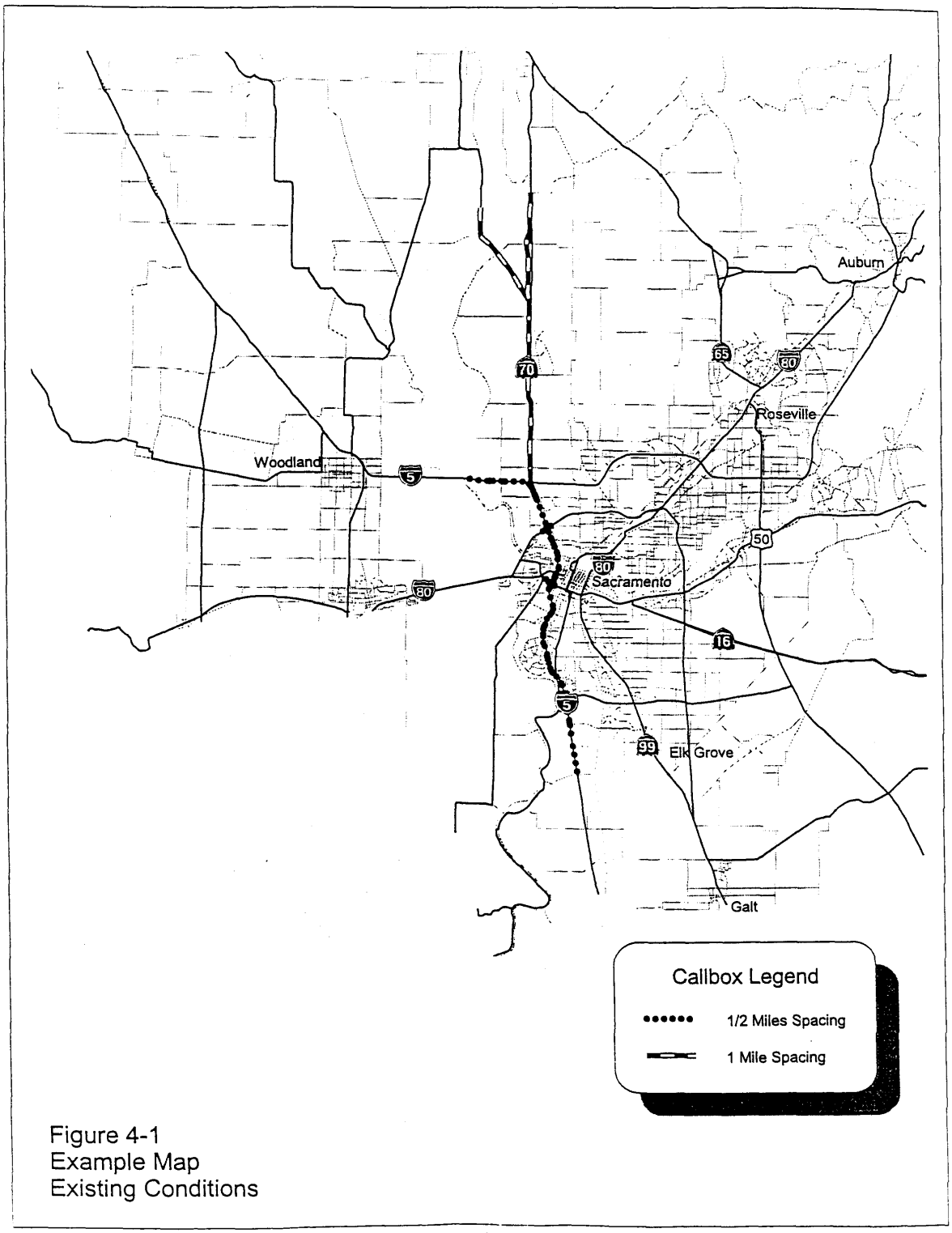


Figure 4-1
Example Map
Existing Conditions

ANNEX M

Section 4. SAFE Call Box System Maps (sample) (cont'd)

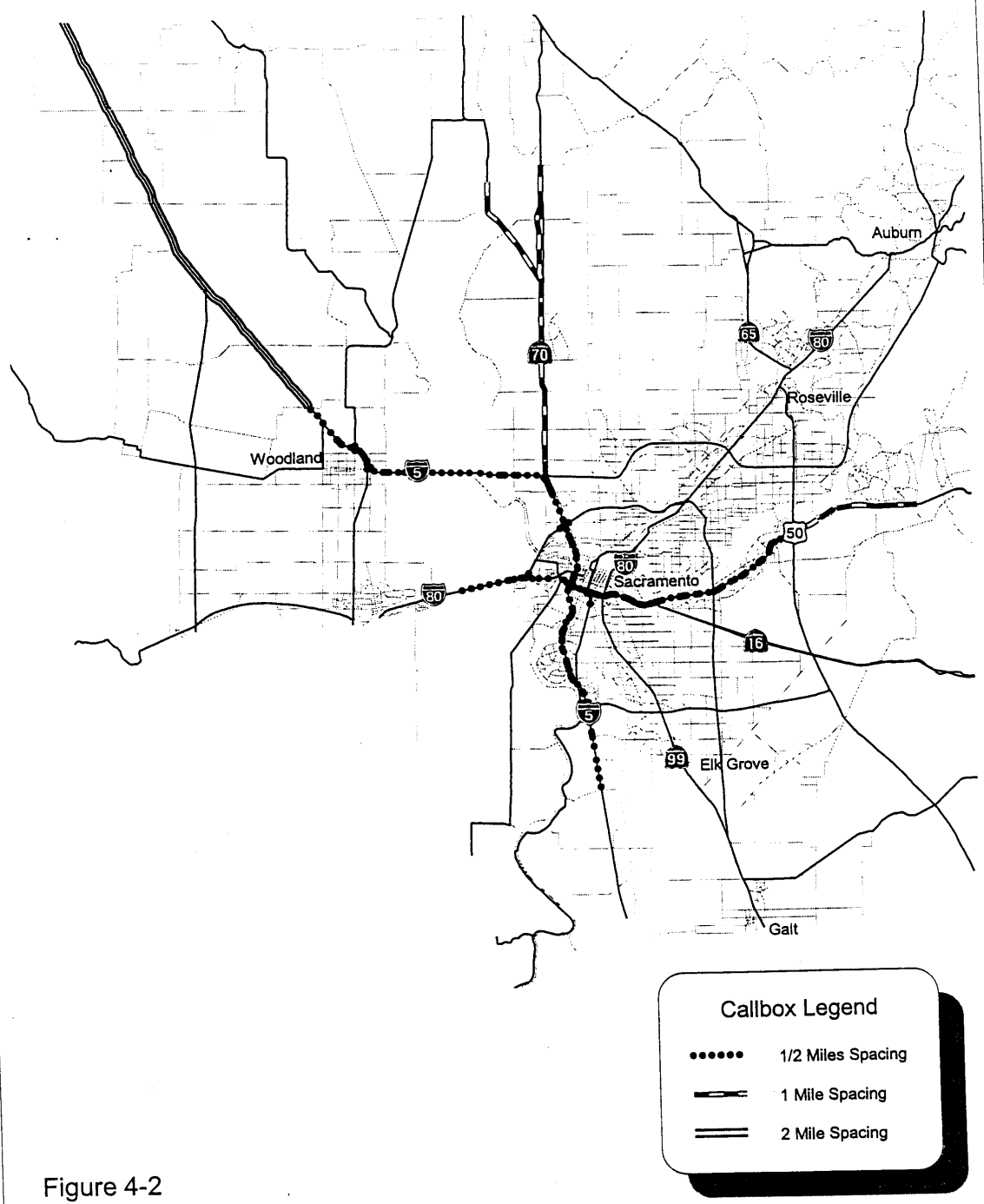


Figure 4-2
Example Map
Fully Implemented

Avalon County SAFE Budget

	ANNUAL CASH FLOW INCOME	Current Budget 1999/00	2000/01	2001/02	2002/03	2003/04	2004/05
1	Gross Registration Revenue	$ 631,000	$ 631,000	$ 631,000	$ 631,000	$ 631,000	$ 631,000
2	DMV Adm. Charge	$ (6,310)	$ (6,310)	$ (6,310)	$ (6,310)	$ (6,310)	$ (6,310)
3	County Auditor Adm. Charge	$ (200)	$ (209)	$ (218)	$ (228)	$ (239)	$ (249)
4	SAFE Fund Balance	$ 820,000	$ 1,073,211	$ 395,758	$ 331,587	$ 157,437	$ 2,695
5	Intr. Of Fund Balance @ 4.5%	$ 36,900	$ 48,294	$ 17,809	$ 14,921	$ 7,085	$ 121
	TOTAL INCOME	$ 1,481,390	$ 1,745,986	$ 1,038,039	$ 970,970	$ 788,973	$ 627,257
	EXPENSES based on nos. of call boxes	78	97	134	171	209	228
	New call boxes		19	37	37	38	19
	CALL BOX EQUIPMENT & MAINTENANCE						
6	New System Inst. & Maint.		$ 82,840	$ 161,320	$ 161,320	$ 165,680	$ 82,840
7	Existing System Maint. (incl. Knockdowns)	$ 24,960	$ 31,040	$ 42,880	$ 54,720	$ 66,800	$ 72,960
	CALL BOX CELLULAR TELEPHONE CHARGES						
8	New System Cellular Network Start-up Charges		$ 1,900	$ 3,700	$ 3,700	$ 3,800	$ 1,900
9	Existing System Cellular Network charges	$ 7,800	$ 9,700	$ 13,400	$ 17,100	$ 20,900	$ 22,800
	CALL ANSWERING						
10	Dispatch & Call Answering Equipment & Lease		$ 2,800	$ 700	$ 732	$ 764	$ 799
11	CHP Call Answering	$ 23,400	$ 29,100	$ 40,200	$ 51,300	$ 62,700	$ 68,400
12	CAPITAL EQUIPMENT REPLACEMENT RESERVE		$ 25,000	$ 26,125	$ 27,301	$ 28,529	$ 29,813
13	PROGRAMMING, OPERATIONS, & ANALYSIS	$ 90,000	$ 94,050	$ 98,282	$ 102,705	$ 107,327	$ 112,156
14	CONTINGENCY RESERVE (10%)	$ 148,139	$ 174,599	$ 103,804	$ 97,097	$ 78,897	$ 62,726
	OTHER MOTORIST AID SYSTEMS						
15	Changeable message signs				$ 65,000	$ 95,000	$ 140,000
16	Freeway Service Patrol						$ 10,000
17	DISABLED ACCESS - 911 CELLULAR TELEPHONES		$ 695,000				
	TOTAL EXPENSES	$ 294,299	$ 1,146,029	$ 490,411	$ 580,975	$ 630,397	$ 604,394
	ANNUAL BALANCE	$ 1,187,091	$ 599,957	$ 547,628	$ 389,995	$ 158,576	$ 22,863

Avalon County SAFE Budget

	ANNUAL CASH FLOW INCOME	2005/06	2006/07	2007/08	2008/09	2009/10
1	Gross Registration Revenue	$ 646,775	$ 662,944	$ 679,518	$ 696,506	$ 713,919
2	DMV Adm. Charge	$ (6,468)	$ (6,629)	$ (6,795)	$ (6,965)	$ (7,139)
3	County Auditor Adm. Charge	$ (260)	$ (272)	$ (284)	$ (297)	$ (311)
4	SAFE Fund Balance	$ 105,703	$ 351,653	$ 590,181	$ 821,765	$ 1,046,850
5	Intr. Of Fund Balance @ 4.5%	$ 4,757	$ 15,824	$ 26,558	$ 36,979	$ 47,108
	TOTAL INCOME	$ 750,507	$ 1,023,520	$ 1,289,178	$ 1,547,988	$ 1,800,427
	EXPENSES based on nos. of call boxes	228	228	228	228	228
	New call boxes					
	CALL BOX EQUIPMENT & MAINTENANCE					
6	New System Inst. & Maint.					
7	Existing System Maint. (incl. Knockdowns)	$ 72,960	$ 72,960	$ 72,960	$ 72,960	$ 72,960
	CALL BOX CELLULAR TELEPHONE CHARGES					
8	New System Cellular Network Start-up Charges					
9	Existing System Cellular Network charges	$ 22,800	$ 22,800	$ 22,800	$ 22,800	$ 22,800
	CALL ANSWERING					
10	Dispatch & Call Answering Equipment & Lease	$ 835	$ 872	$ 912	$ 953	$ 995
11	CHP Call Answering	$ 68,400	$ 68,400	$ 68,400	$ 68,400	$ 68,400
12	CAPITAL EQUIPMENT REPLACEMENT RESERVE	$ 31,155	$ 32,557	$ 34,022	$ 35,553	$ 37,153
13	PROGRAMMING, OPERATIONS, & ANALYSIS	$ 117,203	$ 122,478	$ 127,989	$ 133,749	$ 139,767
14	CONTINGENCY RESERVE (10%)	$ 75,051	$ 102,352	$ 128,918	$ 154,799	$ 180,043
	OTHER MOTORIST AID SYSTEMS					
15	Changeable message signs					
16	Freeway Service Patrol	$ 10,450	$ 10,920	$ 11,412	$ 11,925	$ 12,462
17	DISABLED ACCESS - 911 CELLULAR TELEPHONES					
	TOTAL EXPENSES	$ 398,854	$ 433,339	$ 467,413	$ 501,139	$ 534,580
	ANNUAL BALANCE	$ 351,653	$ 590,181	$ 821,765	$ 1,046,849	$ 1,265,847

ANNEX N

ADOPT-A-HIGHWAY CALL BOX GUIDELINES

I. Program Scope

A. Participants

1. Individuals, businesses, corporations and organizations may participate. Political candidates and political action committees may not participate.

2. Cities, counties and other local agencies may participate when officially authorized by the local elected body. Cities, counties and local agencies submitting an Adopt-A-Call Box application must accompany it with a resolution from their respective boards authorizing participation in the program.

3. The Service Authority for Freeway Emergencies/Expressways (SAFE) cannot adopt a call box.

B. Types of Participation

Participation in the Adopt-A-Call Box program requires the establishment of a SAFE by the County Board of Supervisors. (See Annex A). Counties have legislative approval to establish a SAFE organization to administer a motorist aid cal box system. Through the Department of Motor Vehicles, a $1 fee is added to the vehicle registration in that county which allows the SAFE to organize and maintain a motorist aid call box system.

Participants may pay for the installation of a new call box in accordance with established guidelines or they may elect to pay for the maintenance and operation of an existing call box, or both. Participants shall pay a pre-determined fee to the local SAFE, which administers the call box program for the county or region. These fees may vary between SAFEs.

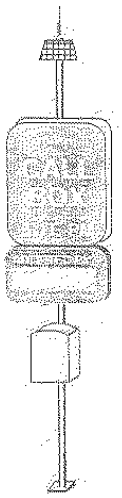
C. Recognition

1. Recognition for contributions may include, but is not limited to: media releases, recognition signs, information displays in rest areas or vista points and/or public advertisement.

2. Caltrans Districts are encouraged to issue press releases to recognize participants. Media events may be arranged to publicize one or more donors.

3. Courtesy signs will be limited to a 10 x 25.5 inches (250 x 640 mm) recognition panel. Size of recognition panel shall be in compliance with the attached sign specification SG25A. (See Annex C).

ANNEX N



Recognition panels shall have a white background. (At least half of the panel color should be white). Logos and lettering may include the tasteful use of colors and stylized lettering. However, the accumulated use of red, orange, or yellow for logos shall not exceed 30 percent of the entire panel area. The use of any fluorescent, neon, reflective or day glow colors is prohibited. The Traffic Operations Program Manager may approve exceptions to this policy.

The SAFE and Caltrans should review an accurate, scaled, and colored drawing before approval of any customized panel. Participants should be advised of this requirement before customized panels are made.

The display of any phone number on a recognition sign, including instances where the phone number is part of the adopter's name, is prohibited.

The use of street names incorporated into the adopter's name is also prohibited.

D. <u>Restrictions and Controls</u>

1. SAFE organizations will collect revenues from private donations and arrange for installation and maintenance of the call boxes. No individual or group of individuals may be permitted to do work at the call box site within California State right-of-way.

2. The identification and selection of potential call box sites will require consensus among Caltrans, CHP, and the SAFE. In accordance with federal guidelines, within a state, at least 20 percent of the call boxes displaying sponsorship logos shall be located outside urbanized areas with a population greater than 50,000.

3. Adoption of existing call boxes should be available on a first-come, first-serve basis. SAFEs should establish waiting lists for locations with interest by more than one

party. SAFEs should encourage parties on waiting lists to consider alternate locations.

4. SAFEs are encouraged to implement time limits for the terms of the adoption. The Adopt-A-Call Box program requires a minimum two-year commitment for participation.

II. Responsibilities

A. Caltrans HQ SAFE Coordinator

1. Provides technical support to District SAFE coordinators.

2. Assists District SAFE coordinators with guideline compliance of recognition sign proposals.

3. Assists District SAFE coordinator with issues and concerns regarding the program's policies.

4. Participates in California SAFE Committee meetings representing Caltrans.

5. Provides technical support to California SAFEs.

B. District SAFE Coordinator

1. Receives and coordinates referrals from District's Adopt-a-Highway coordinator.

2. Disseminates information about the program to prospective participants. Refers interested parties to the Local Agency SAFE Program Manager.

3. Assists SAFE with technical support. Provides SAFE with information regarding sign suppliers and specifications.

4. Works with HQ SAFE coordinator in developing policies related to new conditions within the program.

5. Reviews and approves proposed sign recognition panels.

6. Reviews and approves proposed call box installation locations.

7. Coordinates call box locations with neighboring districts.

8. Ensures call box spacing and location is in conformance with Table 1.

Table N-1

Call Box Spacing

Traffic Volumes (AADT)	Call Box Spacing (minimum)
> 100,000	0.4 km to 0.8 km
40,000 to 100,000	0.8 km to 1.6 km
< 40,000	1.6 km or more

Determination of traffic volumes (AADT) will be based upon the most recent publication of Caltrans' Traffic Volumes on California State Highways.

The minimum call box spacing is required for new call box installations on Interstate Routes and expressways and on conventional highways with AADTs greater than 40,000.

Spacing of new call boxes on conventional highways with AADTs less than 40,000 may be random. Random spacing does not constitute a system but rather a service.

For all freeways and expressways, and for conventional highways with AADTs greater than 100,000, a call box must be placed on both sides of the highway. Both call boxes must be made operational on the same day.

On two-lane conventional highways with AADTs less than 40,000, a single call box installed on either side of the highway is acceptable.

On conventional highways with AADTs that range from 40,000 to 100,000, an individual assessment will be made by all of the partners to determine where the call boxes should be placed.

C. District Adopt-a-Highway Coordinator

1. Refers call box inquiries to District SAFE coordinator.
2. Assists District SAFE coordinator with program implementation.

D. District Permit Engineer

1. Works with District SAFE coordinator in the planning of the program.

2. Issues permit for call box installations including recognition signs.

3. Issues annual maintenance permit for the call boxes.

E. Local Agency SAFE Program Manager

1. Administers the Adopt-a-Call Box program for their respective area.

2. Includes the Adopt-a-Call Box program in their Implementation Plans.

3. Provides information materials to interested parties.

4. Collects revenues for installation, maintenance or operation of call boxes from donor.

5. Arranges for call box installation, maintenance and dispatching services.

6. Coordinates with CHP Communication Centers for call answering.

7. Orders, obtains, and arranges recognition sign installations.

8. Coordinates recognition press releases as necessary.

9. Coordinates with Caltrans District SAFE coordinator to ensure recognition signs comply with Caltrans requirements and specifications.

10. Prepares annual report of the Adopt-a-Call Box program.

Call Box System Implementation

As previously indicated, the selection of potential sites for adopted call boxes will require a consensus among Caltrans, the CHP, and the SAFE. Freeways and expressways with high AADTs are facilities with high exposure, making them attractive for prospective sponsorship. Other areas with less exposure might be ignored by sponsors. Selection and prioritization of new call boxes should be reviewed by all partners to ensure that gaps in coverage are kept to a minimum, and that proper consideration be given to service needs on isolated rural routes.