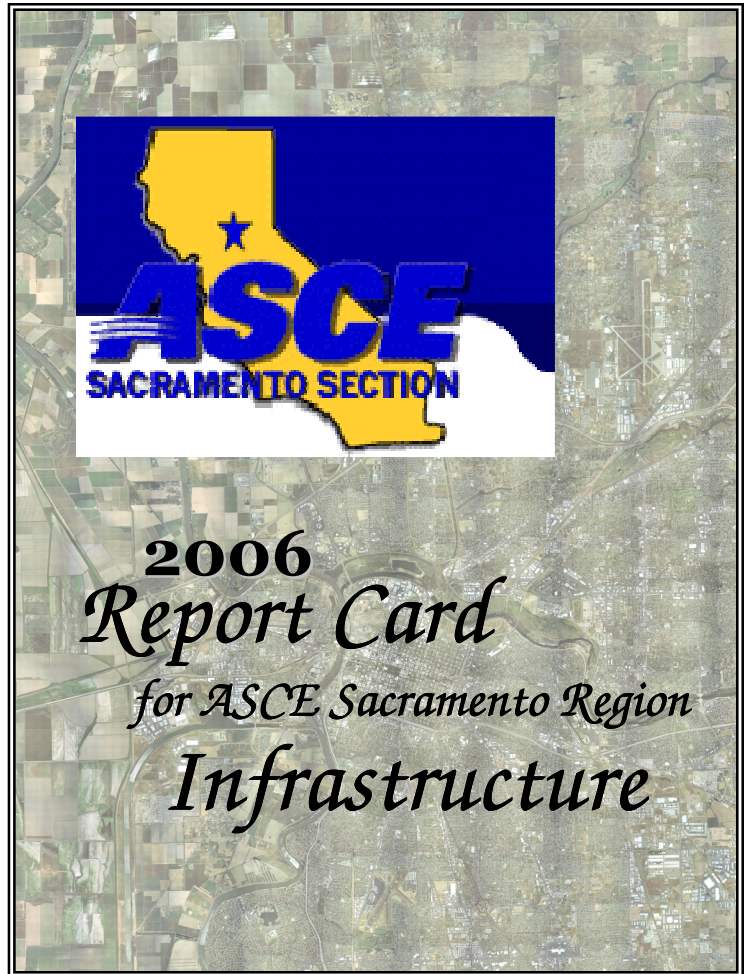


## ASCE Sacramento Region 2006 vs. ASCE National 2005

Category	ASCE Sacramento Region Grade	ASCE National Grade
Bridges	C-	C
Drinking Water	C	D-
Flood Bypass System	C	n/a
Heavy Rail	C+	C-
Levee System	D-	n/a
Roads	D+	D
Traffic Congestion	C-	n/a



*About the Section:*



The Sacramento Section of the American Society of Civil Engineers serves the Civil Engineers of Northern California from Stockton to the Oregon border and from the Nevada border to the Coast Ranges. It is divided into four Branches: Capital, Central Valley, Feather River and Shasta. For more information please visit: [www.asce-sacto.org](http://www.asce-sacto.org)

## C- BRIDGES



Slightly less than 70% of bridges are structurally and functionally sufficient to meet the demands of regional traffic. Bridges which were constructed in earlier eras using standards for that time are challenged by today's commercial vehicles carrying larger, heavier loads in increased traffic volumes. Strengthening structures to prevent their collapse in earthquakes is ongoing as resources are available. Older structures over water are prone to problems with their foundations if scour due to moving water exposes their foundations.

## C DRINKING WATER SYSTEM



The Sacramento region's drinking water was evaluated by questionnaire to purveyors. A total of 25 purveyors responded ranging from very small (under 25 served) to the very large (over 2 million served). Drinking water was evaluated in terms of supply, treatment, and distribution. The Sacramento region is fortunate to have plentiful and high quality supplies. However, the distribution system is aging and requires improvements. Special emphasis should be placed on master planning for treatment and distribution systems.

## C FLOOD BYPASS SYSTEM



The flood protection grading sub-committee evaluated two flood bypass systems. These critical components of the regional flood control system have performed well with a few past problems. A failure of the Sutter Bypass flood control system in 1997 brought the ranking for this critical infrastructure component down to a C.

## C+ HEAVY RAIL



Rail corridors running North and South, East and West from Sacramento were evaluated based upon their operations, available right of way and the condition of their infrastructure. Rail freight traffic is rising and there

is a demand for rail passenger travel particularly on the corridor which travels West between Sacramento and the Bay Area. Studies indicate that availability of rail corridors helps temper traffic congestion.

## D- LEVEE SYSTEM



The levee systems suffer from age, erosion, and seepage issues. Routine maintenance activities have generally been performed very well by the State and Local districts based upon their levels of funding. Costly upgrades needed to enhance the design level of protection have been under-funded. As a result, the committee gave an overall grade for levees a D-.

## D+ ROADS



The region spends \$100 million less annually in roadway maintenance alone than what's needed to adequately maintain our roadway system. The current repair cost for the backlog of deferred maintenance work is around \$1.2 billion. A 1997 congressional decision allowing increased truck weights on freeways has further degraded our regions roadways, increasing road wear by 25 percent.

## C- TRAFFIC CONGESTION



Recent studies indicate that drivers in the Sacramento region spend 42 hours per year delayed by traffic congestion. Congestion in the Sacramento area costs commuters \$650 per person per year in excess fuel and lost time.



For more information visit  
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*2006 Report Card*  
for ASCE Sacramento Region