State Route 3 Turnout Study
Weaverville to Coffee Creek
TRI 3 PM 30.86 – 67.89
May 2012

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In cooperation with the Trinity County Transportation Commission

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Introduction and Purpose

This study evaluates potential opportunities to develop improved (paved) turnouts on State Route (SR) 3 in Trinity County between the communities of Weaverville and Coffee Creek, Post Miles (PM) 30.86 to 67.89 (see Attachment A). Members of the public and elected officials expressed interest in developing turnouts along this section of highway during development of both the Trinity County Regional Transportation Plan and the State Route 3 Transportation Concept Report.

Current opportunities for slow-moving vehicles to pull out of traffic to allow passing are limited to dirt or graveled areas and a few paved locations (such as vista points), none of which are identified or signed as turnouts. Local residents have noted that drivers from out of the area often do not know these areas exist or are reluctant to use the locations that are not paved. Striping for passing is limited within the study area and there are no passing lanes or truck climbing lanes. The posted speed limit for most of the highway within the study area is 55 mph, however, highway alignment and/or grade result in lower speeds in some areas.

The highway within the study limits is located within mountainous terrain and generally curvilinear in alignment. The majority of the highway is located within the Shasta Trinity National Forest. Numerous recreational attractions can be accessed from SR 3, including: Shasta Trinity National Forest; Lewiston Lake; Trinity Lake; Trinity Alps Wilderness Area; Pacific Crest Trail, and; many public and private trails, marinas and camping areas. Recreational vehicles and vehicles pulling boats or trailers are common. Goods movement along the route consists primarily of timber, aggregates, and parcel delivery. The Annual Average Daily Traffic (AADT) within the study limits ranges from 200 to 1250, with volumes decreasing as you travel north out of Weaverville. Summer volumes are about 25 percent higher and truck volumes are about 10% of AADT.

Study Approach

On October 27, 2011, staff from Caltrans District 2 and the Trinity County Transportation Commission met to discuss preparation of a turnout study for SR 3. Staff agreed that District 2 would take the lead on the study, with the desired outcome to be a list of locations that could feasibly be developed into paved turnouts. The determination of "feasibility" would be based on criteria established by the study team and would include factors such as potential benefit to traffic operations, opportunity for limited earth work, and cost effectiveness.

In November 2011, District 2 Maintenance and System Planning staff conducted a series of field reviews of SR 3 between Weaverville and Coffee Creek. The purpose was to identify:

- Existing paved areas (such as vista points) that may serve as turnouts.
- Unpaved locations that currently show signs of being utilized as turnouts.
- Unpaved locations that do not show signs of being utilized as turnouts but appear to have sufficient existing length and width to meet the criteria established for turnouts in the Highway Design Manual (HDM).

The list of eighteen possible turnout locations identified can be seen on Attachment A. Of the eighteen, twelve are northbound and six are southbound.

A variety of details specific to each unpaved location were collected and/or estimated during the field review, including: Post Mile, approximate width, approximate length, sight distance, approximate grade, proximity to a curve, posted speed limit, and opportunity for passing. For some items (such as Post Mile limits and length) the field estimates were refined with Department data resources including the photolog and the Digital Highway Inventory Photography Program (DHIPP). This information (along with photographs and additional observations) has been incorporated into a Site Data Sheet (SDS) for each of the eighteen unpaved locations (see Attachment B).

Site Evaluations

Each location was first evaluated for its potential benefit and feasibility based on the information found on page one of the SDS and the guidance in Section 204.5(4) of the HDM. Each location was then evaluated in relation to any other nearby locations. Finally, the overall spacing and benefit to corridor mobility were considered. Based on this assessment, each location was ranked "High", "Medium", or "Low" regarding value for improvement. The evaluations are found on the second page of each SDS in Attachment B.

Study Recommendations

- Of the twelve potential NB turnouts, the following five ranked high are being recommended for improvement:
    - NB 2B, PM 34.70
    - NB 3, 39.95
    - NB 8, 48.60
    - NB 10, 53.00
    - NB 11, 63.70

- Of the six SB potential turnouts, the following three ranked high are being recommended for improvement:
    - SB 1, 59.85
    - SB 3, 49.45
    - SB 4, 43.30

Each of the recommended locations is between five and ten miles apart, which is an efficient spacing of opportunities to maintain mobility along the entire corridor. The recommended locations also offer the fewest constraints and therefore should prove to be the most cost effective to develop. The six locations ranked medium would not provide as much initial value for the corridor, but may be appropriate to consider pursuing at some point in the future.

Attachment A

Study Area Map

California State Route 3

SR3 Potential Turn Out Opportunities

Northbound

1. TRI PM 33.55
2. TRI PM 34.60
3. TRI PM 39.95
4. TRI PM 40.15
5. TRI PM 41.90
6. TRI PM 47.85
7. TRI PM 48.05
8. TRI PM 48.60
9. TRI PM 49.50
10. TRI PM 53.00
11. TRI PM 63.70
12. TRI PM 64.85

Southbound

1. TRI PM 59.85
2. TRI PM 52.65
3. TRI PM 49.45
4. TRI PM 43.30
5. TRI PM 42.55
6. TRI PM 40.40

Campgrounds, Vista Points and Picnic Areas

- **A** TRI PM 37.90 Vista Point at Rush Creek Rd ●
- **B** TRI PM 39.44 Rush Creek Campground
- **C** TRI PM 42.55 Tannery Gulch Campground
- **D** TRI PM 43.08 Tanbark Day Use Picnic Area ●
- **E** TRI PM 44.33 Stoney Point Campground
- **F** TRI PM 45.45 Fawn Campground
- **G** TRI PM 50.60 Hayward Flat Campground
- **H** TRI PM 58.29 Preacher Meadow Campground
- **I** TRI PM 62.80 North Shore Vista Point ●

● *Locations with red dot are existing paved areas*

Caltrans District 2

System Planning

Attachment B

Site Data Sheets

Key to Site Data Sheets

Acronyms used include:
SDS – Site Data Sheet
NB – Northbound
SB - Southbound
PM – Post Mile
ETW – Edge of travel way
USFS –United States Forest Service
MPH – Miles per hour

The following categories of information are found on the Site Data Sheets (SDS):

Location – There are a total of 18 potential locations (twelve northbound, six southbound) identified for development as turnouts. Each location is designated as northbound (NB 1-12) or southbound (SB 1-6). The locations are numbered by ascending Post Mile (for NB) or descending Post Mile (for SB). The study area map in Attachment A depicts each location by corresponding number.

Rank – Each location has been given a rank of "high", "medium" or "low" for consideration of improvement. The rank is based on the categories of information provided on page 1 of the SDS as well as the evaluation found on page 2. Further information regarding ranking and the evaluation process is included in the Site Evaluations section of this study.

Approximate Starting PM – This is the approximate beginning Post Mile (to within .05 mile) for each location as shown on the Caltrans Photolog.

Approximate Width – The approximate width (in feet) of the location as measured from the ETW. The value presented is either at the midpoint of the location if the width is fairly consistent or a range if the width varies. Measurement was taken in the field using a measurement wheel.

Approximate Length – The approximate length (in feet) for which the identified width is available. This is an estimate of the maximum length that could be achieved without having to undertake earthwork (cut and/or fill). It does not include areas needed for tapers.

Site Distance– Estimate of availability of required stopping sight distance (SSD) for drivers approaching the potential turn out location. Each location is rated as: "appears to be available" (location appears to meet SSD standard), "potentially available" (location may meet SSD standard with only minor work on approach – such as tree trimming/removal) or "may not be available" (location may not currently meet SSD standard and will likely require substantial work at approach for it to do so).

The following were used in making the estimates:

- Minimum required distance of 500 feet for 55 mph speed.

- Distance is estimated from end of location (last point at which a vehicle could renter the through travel lane from the turnout) to the point at which a driver approaching the turnout could first see the end of the location.
- Vertical curvature of the highway is minimal at the study locations and therefore has no affect on required sight distance.

Curve – Indicates horizontal curvature of highway for both the entry and the exit of the location. Curve is categorized as "none" (no or slight curve), "yes" (curve with no speed advisory) or "yes – warning X mph" (curve with posted speed advisory).

Approximate Grade – Estimate of the roadway grade at the location taken by using a field level. The ranges used are: 0-2%, 3-5% and 6+%. "Uphill" or "downhill" for the subject direction of travel is also designated.

Passing – Indicates proximity to striping that allows for passing. Passing is categorized as "not allowed in either direction" (no striping for passing in either direction of travel) or "yes" (passing allowed, with direction and PM limits per the Photolog).

Current Surface – Identifies current surface of location as "dirt", "gravel", or "asphalt". For many locations, two or more surface types exist.

Comments - This section lists other factors relevant to evaluation of suitability for development as a turn out (such as need for cut and/or fill, utility poles, road/driveway connections, etc.).

Evaluation of Potential Turnouts – The top section illustrates the rank given to the individual site with details to support the rank. The bottom section discusses value and benefit of the site in relation to the section and overall corridor. The evaluation is found on the second page of each SDS.

Northbound Site Data Sheets

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Site Data Sheet
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Location	**NB 1**	**PM 33.55**	**Rank: Medium**
Approximate Width	35’		Approximate Length: 200’
Curve	Entry: yes		Exit: no
Sight Distance	May not be available		
Approximate Grade	0 – 2 % uphill		
Passing	Not allowed in either direction		
Current Surface	Dirt, gravel		

Comments:

- Utility Poles along NB edge approximately 220’ apart and about 10’ back from NB ETW
- USFS road 34N95 directly across from location
- At a trailhead for the Weaver Basin Trail System
- Turn out length could increase to 600’ +/- if utility poles are moved

Evaluation of potential turnout NB 1

Rank: Medium. This location may not meet the minimum length guideline in the Highway Design Manual. The length of this location could be increased and the rating higher if the utility poles, which are about 10' from ETW, were relocated. Operationally this is a good location to have slower moving vehicles pull off the roadway as it is just over 2.5 miles north of Weaverville and is at the end of a 3-5% climb and a very curve linear section of roadway with no other passing opportunities. This location shows signs of use, which may be due to it being the location of a trailhead for the Weaver Basin Trail System. The fact that it is located at the trailhead may make it eligible for other funding programs.

This location falls within a one mile stretch where four possible turnout locations have been identified, NB 1, 2A, 2B and 2C (PM 33.55, 34.60, 34.70 and 34.80). The highest ranked location in this section is NB 2B (PM 34.70).

Note: Trinity County has indicated interest in this location for a passing lane longer term, with other potential turn out candidates ranked high therefore preferable to pursue in the near term.

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Site Data Sheet
May 2012

Location	**NB 2A**	**PM 34.60**	**Rank: Medium**
Approximate Width	30 – 60’		Approximate Length: 250’
Curve	Entry: yes		Exit: no
Sight Distance	Potentially available		
Approximate Grade	0-2% downhill		
Passing	Yes - NB allowed 34.75 – 34.95/ allowed in both directions 34.95 – 35.35		
Current Surface	Dirt, gravel and some asphalt		

Comments:

- Very wide
- Looks to be well used
- Possible passing lane location if developed with 2B and 2C
- Power pole approx 40’ from ETW at 200’ mark
- Power pole spacing is approx 150’

State Route 3 Turn Out Study
Site Data Sheet
May 2012

Location	**NB 2B**	**PM 34.70**	**Rank: High**
Approximate Width	40’		Approximate Length: 300’
Curve	Entry: yes		Exit: no
Sight Distance	Appears to be available		
Approximate Grade	0-2 % downhill		
Passing	Yes - NB allowed 34.75 – 34.95/ allowed in both directions 34.95 – 35.35		
Current Surface	Dirt, gravel, asphalt		

Comments:

- Passing does not impact because it is in same direction as turnout location
- Site is long and wide
- Site looks to be well used
- Possible passing lane location if developed with 2A and 2C
- Asphalt remnants exist about 15’ from ETW

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Site Data Sheet
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Location	**NB 2C**	**PM 34.80**	**Rank: Low**
Approximate Width	30’		Approximate Length: 500’
Curve	Entry: yes, warning 35 mph		Exit: no
Sight Distance	Appears to be available		
Approximate Grade	0-2% downhill		
Passing	Yes - NB allowed 34.75 – 34.87/ allowed in both directions 34.87 – 35.35		
Current Surface	Dirt, gravel		

Comments:

- Turnout not feasible due to being striped for passing in both directions
- Site is very long and wide
- Site looks to be well used
- Possible passing lane location if developed with 2A and 2B
- Power poles on NB shoulder end at PM 34.80
- At PM 34.85 is a culvert – out fall is 20’+ from ETW

Evaluation of potential turnout NB 2A (PM 34.60), 2B (PM 34.70) and 2C (PM 34.80)

The area discussed below is one segment with three separate potential turnout locations, NB 2A, B and C (PM 34.60, 34.70 and 34.80) that were evaluated independently but could be looked at as one larger area for future development. These locations are just over 3.5 miles north of Weaverville and just over a mile north of the NB 1 (PM 33.55), which is ranked medium. The area in general has few constraints. There are power polls that run along the outside perimeter of the segment but have a setback from ETW of roughly 40' and are spaced about 150' apart.

2A Rank: Medium. This location meets the guidelines set forth in the Highway Design Manual. This location looks to be used year round and has good solar exposure. However, approaching this location is constrained by a 35 mph curve which impedes the sight distance.

2B Rank: High. This location meets the guidelines set forth in the Highway Design Manual and has the highest benefit based on existing length, width and no constraints. This location is 300' long but could potentially be up to 800' in length if some earthwork (fill) was done between locations 2A & 2B (PM 34.60 & 34.70). If this location was developed, location A and C could still be used as undeveloped turnouts.

2C Rank: Low. Based on the fact that the roadway is striped for passing in the opposite direction it is likely that the Caltrans Headquarters Geometric Reviewer will not approve this location for a turnout.

In summary, this segment has a few possibilities for development. Out of the three locations studied, 2B ranks the highest due to meeting all the Highway Design Manual guidelines and eliciting the signs of highest usage year round and with little constraints to develop. Locations 2A (PM 34.60) and 2C (PM 34.80) can still be used as informal turnouts if 2B (PM 34.70) is developed. Developing 2B (34.70) does not preclude future development of a passing lane.

These locations fall within a mile stretch where four possible turnout locations have been identified NB 1, 2A, 2B and 2C (PM 34.60, 34.70 and 34.80). Location NB 2B (PM 34.70) has the highest rank for this section and is being recommended as the location with the highest benefit to travelers in this section of the corridor. This location is about 4.5 miles north of the intersection of State Route 3/299 (Weaverville) and is roughly five miles south of the next potential turnout location that is ranked high, NB 3 (PM 39.95).

Note: Trinity County has indicated interest in this location for a passing lane longer term, with other potential turn out candidates ranked high therefore preferable to pursue in the near term.

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Location	**NB 3**	**PM 39.95**	**Rank: High**
Approximate Width	15– 20’		Approximate Length: 400’
Curve	Entry: yes		Exit yes
Sight Distance	Potentially available		
Approximate Grade	3 – 5 % uphill		
Passing	Not allowed in either direction		
Current Surface	Gravel		

Comments:

- Tree trimming/removal would increase sight distance
- Shows signs of use
- High snow storage area during winter months

Evaluation of potential turnout NB 3, PM 39.95

Rank: High. This location meets the guidelines set forth in the Highway Design Manual and has a high benefit based on existing length, width and no constraints. This location show signs of use year round. The length of this location (400') is of benefit given the approximate grade is 3-5% uphill making it easier for slower moving vehicles to exit and enter the roadway without completely stopping.

This location falls within a two mile stretch where three possible turnout locations have been identified, NB 3, 4 and 5 (PM 39.95, 40.15 and 41.90). Locations 4 and 5 (ranked medium and low respectively) show signs of standing water or water storage, rock fall nearby and snow storage in winter months. This location is ranked the highest out of the three because it meets the Highway Design Manual criteria, has the least constraints and offers the longest and widest options out of the three. NB 3 (PM 39.95) is roughly four miles from the last ranked high location, NB 2B (PM 34.70), and about eight miles from the next ranked high location, NB 6 (PM 47.85).

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Location	**NB 4**	**PM 40.15**	**Rank: Medium**
Approximate Width	15’		Approximate Length: 400’
Curve	Entry: yes		Exit: yes
Sight Distance	May not be available		
Approximate Grade	3-5 % uphill		
Passing	Not allowed in either direction		
Current Surface	Gravel		

Comments:

- Will require some additional earthwork (cut)
- Shows signs of use
- High snow storage during winter months
- Rock fall catchment area begins at north end of this location

Evaluation of potential turnout NB 4

Rank: Medium. This location appears to meet the guidelines set forth in the Highway Design Manual, however it will likely require earthwork (cut) to accommodate drainage requirements. The sight distance on is poor due to the approach being on a tight curve. On the north end of this location there is a rock entrapment area that may or may not cause some constraints. This location does not have good solar exposure and is a high snow storage area in the winter months. The length of this location (400') could potentially add benefit to the mobility of the corridor as it is on a 3-5% uphill section which will allow slower moving vehicles to exit and enter the roadway without coming to a complete stop.

This location falls within a two mile stretch where three possible turnout locations have been identified NB 3, 4, and 5 (PM 39.95, 40.15 and 41.90). The highest ranked location in this section is NB 3 (PM 39.95).

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Location	**NB 5**	**PM 41.90**	**Rank: Low**
Approximate Width	15’		Approximate Length: 300’
Curve	Entry: yes		Exit: no
Sight Distance	Appears to be available		
Approximate Grade	0-2% uphill		
Passing	NB only starts at PM 41.84 / Passing in both directions 41.96-42.32		
Current Surface	Dirt, gravel		

Comments:

- Turnout not feasible due to being striped for passing in both directions
- May require some additional earthwork (fill)
- At PM 43.1 is the Tanbark picnic area and at 43.3 is the Osprey viewing area
- Creek immediately adjacent
- High snow storage area during winter months

Evaluation of potential turnout NB 5, PM 41.90

Rank: Low. This location appears to meet the guidelines set forth in the Highway Design Manual, however it will likely require earthwork (fill) to accommodate drainage requirements. The roadway is striped for passing in the both directions; therefore, it is likely that the Caltrans Headquarters Geometric Reviewer will not approve this location for a turnout. There is also a creek crossing immediately adjacent to this location.

This location falls within a two mile stretch where three possible turnout locations have been identified, NB 3, 4, and 5 (PM 39.95, 40.15 and 41.90). The highest ranked location in this section is NB 3 (PM 39.95).

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Location	**NB 6**	**PM 47.85**	**Rank: Medium**
Approximate Width	30’		Approximate Length: 300’
Curve	Entry: yes		Exit: yes, 25 mph warning
Sight Distance	Potentially available		
Approximate Grade	3-5% downhill		
Passing	Not allowed in either direction		
Current Surface	Dirt		

Comments:

- A 25 mph curve separates NB 6 and 7
- Tree trimming/removal would increase entry sight distance
- Earthwork may be required at taper at north end
- Creek crossing at northern tip of location
- Culvert at PM 47.86 and 47.94

Evaluation of potential turnout NB 6, PM 47.85

Rank: Medium. This location meets guidelines set forth in the Highway Design Manual. The segment of roadway leading up to this location is very curve linear. A 25 mph curve warning just at the north end separates this location and the next potential turn, NB 7 (PM 48.05). The location is also constrained on the south and north ends with culverts that may need to be improved with any roadway projects. Also, at the north end of this location is a perennial water source.

Along this section of the corridor there are four potential turnout locations, NB 6, 7, 8, and 9 (PM 47.85, 48.05, 48.60 and 49.50) that are all within two miles. The highest ranked location in this section is NB 8 (PM 48.60).

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Location	**NB 7**	**PM 48.05**	**Rank: Low**
Approximate Width	30’		Approximate Length: 230’
Curve	Entry: yes, 25 mph warning		Exit: no
Sight Distance	May not be available		
Approximate Grade	0 – 2% uphill		
Passing	Not allowed in either direction		
Current Surface	Dirt		

Comments:

- A 25 mph curve separates NB 6 and 7
- Tree trimming/removal and earthwork may increase sight distance
- Very wet ground and has minor snow storage during winter months
- Creek crossing at very southern tip of location

Evaluation of potential turnout NB 7, PM 48.05

Rank: Low. This location meets the guidelines set forth in the Highway Design Manual. Coming into this section is very curve linear with a 25 mph curve upon entry of this location making sufficient sight distance difficult to obtain. There tends to be a fair amount of standing water at this location as well as a creek adjacent to it. This location has poor solar exposure and has snow storage during winter months.

Along this section of the corridor there are four potential turnout locations, NB 6, 7, 8, and 9 (PM 47.85, 48.05, 48.60 and 49.50) that are all within two miles. The highest ranked location in this section is NB 8 (PM 48.60).

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Location	**NB 8**	**PM 48.60**	**Rank: High**
Approximate Width	10 – 30’		Approximate Length: 1050’
Curve	Entry: yes , 30 mph warning		Exit: yes, 30 mph warning
Sight Distance	Appears to be available		
Approximate Grade	3 – 5% uphill		
Passing	Not allowed in either direction		
Current Surface	Gravel		

Comments:

- Possible location for a climbing lane
- Location looks to be well used
- Width varies: 0-250’ is 10’, 250’-600’ is 15’, 600’-800’ is 30’ and 800’-1050’ is 20’ wide
- Culverts at PM 48.61 and 48.67 – outfall is 15’ plus from ETW

Evaluation of potential turnout NB 8, PM 48.60

Rank: High. This location meets the guidelines set forth in the Highway Design Manual. The length of this location is 900' but could easily be up to 1050' with minor improvements. The width is mostly 15' or more. This location shows signs that it is heavily used year round and has great solar exposure. The length of this location (400') is of great benefit given the approximate grade is 3-5% uphill making it easier for slower moving vehicles to exit and enter the roadway without completely stopping. There is one short section approximately 600' from the south end that may require guardrail due to a drop off.

This location falls within a two miles stretch where four possible turnouts have been identified, NB 6, 7, 8 and 9 (PM 47.85, 48.05, 48.60 and 49.50). This location is ranked the highest out of the four because it meets the Highway Design Manual criteria, has the least constraints and offers the longest and widest options out of the four. When considering corridor mobility this location would allow more than one vehicle to get off the roadway creating better mobility along this section of the corridor. The last high ranking potential turnout was about 10 miles ago, NB 3 (PM 39.95) and the next high ranking location is roughly five miles north of here, NB 10 (PM 53.00).

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Location	**NB 9**	**PM 49.50**	**Rank: Low**
Approximate Width	50’		Approximate Length: 225’
Curve	Entry: no		Exit: no
Sight Distance	Potentially available		
Approximate Grade	3 - 5 % uphill		
Passing	Not allowed in either direction		
Current Surface	Dirt		

Comments:

- Location for both a NB and a SB turnout (see SB 3)
- K-rail on NB side
- Tree trimming/removal would increase sight distance
- Area used by maintenance for winter material storage
- Culvert at PM 49.55

Evaluation of potential turnout NB 9, PM 49.50

Rank: Low. This location meets the guidance set forth in the Highway Design Manual. It is on a 3-5% uphill grade and it would take substantial earthwork (fill) to add any additional length. There is a culvert on the north end (PM 49.55) that would need to be extended with any roadway improvement that included adding length to the site. Maintenance staff stated they use this location at times to store material but feel the width could accommodate their use as well as a turnout. They are in favor of paving it to reduce damage to the edge of pavement from their equipment and vehicles exiting and entering the roadway.

Along this section of the corridor there are four potential turnout locations, NB 6, 7, 8, and 9 (PM 47.85, 48.05, 48.60 and 49.50) that are all within two miles apart. The highest ranked location and NB 8 (PM 48.60).

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Location	**NB 10**	**PM 53.00**	**Rank: High**
Approximate Width	40’		Approximate Length: 250’
Curve	Entry: yes		Exit: yes
Sight Distance	Appears to be available		
Approximate Grade	0 -2 % downhill		
Passing	Not allowed in either direction		
Current Surface	Gravel		

Comments:

- Looks to be well used
- Great solar exposure

Evaluation of potential turnout NB 10, PM 53.00

Rank: High. This location meets the guidelines set forth in the Highway Design Manual. With minor earthwork (fill) this site could be made longer. The width of this location exceeds the minimum guidelines and at times is 40' wide. This location shows signs of being highly used year round and has great solar exposure with little snow storage during winter months.

This location is roughly five miles north of the last high ranking potential turnout location, NB 8 (PM 48.60) and about 10 miles south of the next high ranking location, NB 11 (PM 63.70). This location is being recommended for improvement because it meets the Highway Design Manual criteria, requires minimal improvements and will enhance mobility in the corridor given spacing between the other high ranking locations.

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Location	**NB 11**	**PM 63.70**	**Rank: High**
Approximate Width	30’		Approximate Length: 300’
Curve	Entry: no		Exit: yes
Sight Distance	Appears to be available		
Approximate Grade	0 -2% uphill		
Passing	Not allowed in either direction		
Current Surface	Dirt, gravel		

Comments:

- Tree trimming/removal would increase sight distance
- This location is identified by field maintenance as heavily used and requires significant efforts to keep maintained
- Edge of pavement shows signs of damage from vehicles exiting and entering the roadway
- Great solar exposure
- Drainage system in cut area on north side of highway
- Culvert at PM 63.72

Evaluation of potential turnout NB 11, PM 63.70

Rank: High. This location meets the guidelines set forth in the Highway Design Manual. This location has good sight distance, great solar exposure and shows signs of use year round. Paving this location would help keep the ETW from getting worn from vehicles exiting and entering onto the roadway. Maintenance staff has expressed that this location works well as a turn out but needs to be paved in order to preserve the edge of pavement and keep dirt and rocks off the travelled way.

This location falls within a 1.5 mile stretch where two possible turnout locations have been identified, this location and NB 12 (PM 64.85). This location is being recommended for improvements in this section of the study corridor. The last potential turnout ranked high was NB 10 (PM 53.00) and is just over ten miles south of this location. The next and last NB potential turnout is NB 12 (PM 64.85) for this study and is located just over a mile north of this location and is ranked medium. It could be cost effective to improve both NB 11 and 12 as little work is needed to either location.

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Location	**NB 12**	**PM 64.85**	**Rank: Medium**
Approximate Width	30’		Approximate Length: 275’
Curve	Entry: no		Exit: no
Sight Distance	Appears to be available		
Approximate Grade	0 – 2% uphill		
Passing	Yes - Start of NB passing at 64.86		
Current Surface	Dirt, gravel		

Comments:

- This is at the north end of Trinity Lake near Eastside Road
- Edge of pavement shows signs of damage from vehicles exiting and entering the roadway
- Culvert at PM 64.94

Evaluation of potential turnout NB 12, PM 64.85

Rank: Medium. This is the last northbound potential turnout location in this study. This location meets the guidelines set in the Highway Design Manual. This location has good sight distance, great solar exposure and shows signs of use year round. Paving this location would help keep the ETW from getting worn from vehicles exiting and entering onto the roadway.

This location falls within a 1.5 mile stretch where two possible turnout locations have been identified, this location and NB 11 (PM 63.70). The last potential turnout was NB 11 (PM 63.70), which is ranked high and is located just over a mile south of this location. It could be cost effective to improve both locations as little work is needed to either. Just north of this location at PM 65.47 is Eastside Road to the right. There is a large graveled area to pull off the roadway if needed before heading north to Coffee Creek and on over Scott Mountain into Siskiyou County.

Southbound Site Data Sheets

State Route 3 Turn Out Study
Site Data Sheet
May 2012

Location	**SB 1**	**PM 59.85**	**Rank: High**
Approximate Width	20’		Approximate Length: 450’
Curve	Entry: yes		Exit: yes
Sight Distance	Appears to be available		
Approximate Grade	0 – 2 % uphill		
Passing	Not allowed in either direction		
Current Surface	Gravel, dirt		

Comments:

- Directly across from Airport Road, which is to the unincorporated town of Trinity Center
- Just south of Swift Creek Bridge
- Gated utility access road at the beginning of location
- Water line crosses highway just over half way through location
- High pedestrian/bike usage in vicinity of Swift Creek Bridge

Evaluation of potential turnout SB 1, PM 59.85

Rank: High. This location meets the guidelines set forth in the Highway Design Manual. There is a road connection (Airport Road) across from this location that serves the small community of Trinity Center. Just north of this location is the Swift Creek Bridge, which is currently being looked at for improvements. It may be feasible to incorporate this potential turnout location into the bridge project. This area is known for heavy bike and pedestrian activity.

This location is the first southbound potential turnout along the corridor. There is benefit to improving this location not only to accommodate through traffic but to assist the small community of Trinity Center with the tourism related traffic that increases during the summer months.

This location is being recommended for improvement. The next recommended turnout location is SB 3 (PM 49.45) is just over ten miles to the south.

Note: Trinity County has indicated that other improvements may be desirable at this location (such as addition of turn lanes), so other potential turn out candidates ranked high are therefore preferable to pursue in the near term.

State Route 3 Turn Out Study
Site Data Sheet
May 2012

Location	**SB 2**	**PM 52.65**	**Rank: Low**
Approximate Width	20’		Approximate Length: 180’
Curve	Entry: yes		Exit: no
Sight Distance	Potentially available		
Approximate Grade	0 – 2 % uphill		
Passing	Not allowed in either direction		
Current Surface	Dirt, gravel		

Comments:

- Could increase length to approximately 450’ if fill some spots at entry and exit
- There are trees and vegetation that are indicative of water near the culverts at entry and exit
- Culverts would need to be extended to lengthen this location
- This location is noted by field maintenance as heavily used and requires significant effort to keep maintained during wet or snow weather
- During wet and snow weather mud is pulled onto the roadway

Evaluation of potential turnout SB 2, PM 52.65

Rank: Low. This location does not meet the length guidelines set forth in the Highway Design Manual. It is also appears there may be the potential environmental concerns due to standing water in the area and growth of some vegetation. If there were no significant environmental issues and some earthwork (fill) and culvert work were done, this location could rank higher. This location has some snow accumulation in winter months but has good solar exposure. Maintenance staff expressed this area is used heavily by trucks which often carry mud back onto the roadway, which tends to create a hazard.

This location sits between two potential turnouts, SB 1 and 3 (PM 59.85 and PM 49.45) that are within a ten mile stretch and both ranked high. Given the level of work that would be required, there is not a great benefit to improve this location based on the other locations that add value to be the entire corridor.

State Route 3 Turn Out Study
Site Data Sheet
May 2012

Location	**SB 3**	**PM 49.45**	**Rank: High**
Approximate Width	10 – 15’		Approximate Length: 500’
Curve	Entry: no		Exit: yes
Sight Distance	Potentially available		
Approximate Grade	0 – 2% downhill		
Passing	Not allowed in either direction		
Current Surface	Dirt and gravel		

Comments:

- May need minor earthwork to achieve uniform width (cut)
- Tree trimming / removal would increase sight distance
- Location for both a SB and a NB turnout (see NB 9)

Evaluation of potential turnout SB 3, PM 49.95

Rank: High. This location appears to meets the guidelines set forth in the Highway Design Manual. This location exceeds the minimum length guidelines, which is very beneficial for tappers and being able to accommodate more than one vehicle off the roadway. This location has great solar exposure and shows little signs of snow accumulation in the winter months. Even though there are slight curves on entry and exit there is good sight distance.

This location provides a high benefit for travelers along the corridor. The last location ranked high was roughly ten miles ago, SB 1 (PM 59.85). The next high ranked location is SB 4 (PM 43.30)and is six miles south of this location. This location is directly across from the NB 9 (PM 49.50), which is ranked low.

State Route 3 Turn Out Study
Site Data Sheet
May 2012

Location	**SB 4**	**PM 43.30**	**Rank: High**
Approximate Width	20’		Approximate Length: 500’
Curve	Entry: no		Exit: yes, 35 mph warning
Sight Distance	Appears to be available		
Approximate Grade	0 -2 % downhill		
Passing	Not allowed in either direction		
Current Surface	Dirt, gravel		

Comments:

- Location could be longer with some earthwork (cut)
- Perennial stream culvert at PM 43.21
- Location is across from Osprey - National Recreation Area
- Show signs of use
- Culvert at PM 43.38

Evaluation of potential turnout SB 4, PM 43.30

Rank: High. This location meets the guidelines set forth in the Highway Design Manual. This location exceeds the minimum length guidelines, which is very beneficial for tappers and being able to accommodate more than one vehicle off the roadway. This location offers good sight distance, great solar exposure and shows signs of use year round.

There is a great corridor benefit to improving this location. It has been roughly six miles since the last potential turnout location, SB 3 (PM 49.45), which has a rank of high. The final two potential turnout locations, SB 4 and 5 (PM 43.30 and 42.55) are ranked medium and low and both fall within the next 3.5 miles. There is an Osprey viewing area directly across from this location.

State Route 3 Turn Out Study
Site Data Sheet
May 2012

Location	**SB 5**	**PM 42.55**	**Rank: Medium**
Approximate Width	15-20’		Approximate Length: 650’
Curve	Entry: no		Exit: no
Sight Distance	Appears to be available		
Approximate Grade	0 -2 % uphill		
Passing	Not allowed in either direction		
Current Surface	Dirt, gravel		

Comments:

- Tannery Gulch campground entrance is located at the southern end of this location
- Edge of pavement shoes signs of damage from vehicles exiting and entering the roadway
- The inlet for culvert at 42.70 would require relocation as it is less than 10’ from ETW
- Location shows signs of some rock fall from slope above
- Culverts at PM 42.58, 42.62, and 42.70

Evaluation of potential turnout SB 5, PM 42.55

Rank: Medium. This location meets the guidelines set forth in the Highway Design Manual. This location exceeds the minimum length guidelines, which is very beneficial for tappers and being able to accommodate more than one vehicle off the roadway. This location offers good sight distance, great solar exposure and shows signs of use year round. Possible issues with this location are there is the potential for drainage or culvert work that would need to be done and there are signs of rock fall from the slope.

The last potential turnout was just under a mile north of this one and is ranked high, SB 4 (PM 43.30). Even though this location is ranked medium and there is another potential turnout closely that is ranked high, this location would add some benefit to the corridor. This location is the last good option for a turnout until the town of Weaverville, which is 12 miles south of here. There is one more potential turnout along this corridor just over two miles south of this location, SB 6 (PM 40.40) that is ranked low and is not being recommended for full development to a turnout.

State Route 3 Turn Out Study
Site Data Sheet
May 2012

Location	**SB 6**	**PM 40.40**	**Rank: Low**
Approximate Width	20’ (10’ paved)		Approximate Length: 500’
Curve	Entry: yes, 30 mph warning		Exit: no
Sight Distance	May not be available		
Approximate Grade	3 - 5 % uphill		
Passing	Not allowed in either direction		
Current Surface	10’ paved shoulder plus 10-15’ gravel and dirt		

Comments:

- Minor additions could enhance usage – signage and longer pavement
- Tree trimming / removal and earthwork may increase sight distance

This picture was taken looking northbound

Evaluation of potential turnout SB 6, PM 40.40

Rank: Low. This location already provides a paved shoulder area for vehicles to get off the roadway but has no signage or advance warning of its existence. Sufficient sight distance will be hard to obtain. There doesn't appear to be any snow accumulation during winter months. This location does show signs of use year round.

This is the last potential turnout location identified in this study. In this three mile section of the corridor there is a location ranked high, SB 4 (PM 43.30) and another ranked medium, SB 5 (PM 42.55) that would generate higher benefits from being improved than this location. Even without further improvements, this location provides some benefit to the corridor. Weaverville is ten miles from this location.