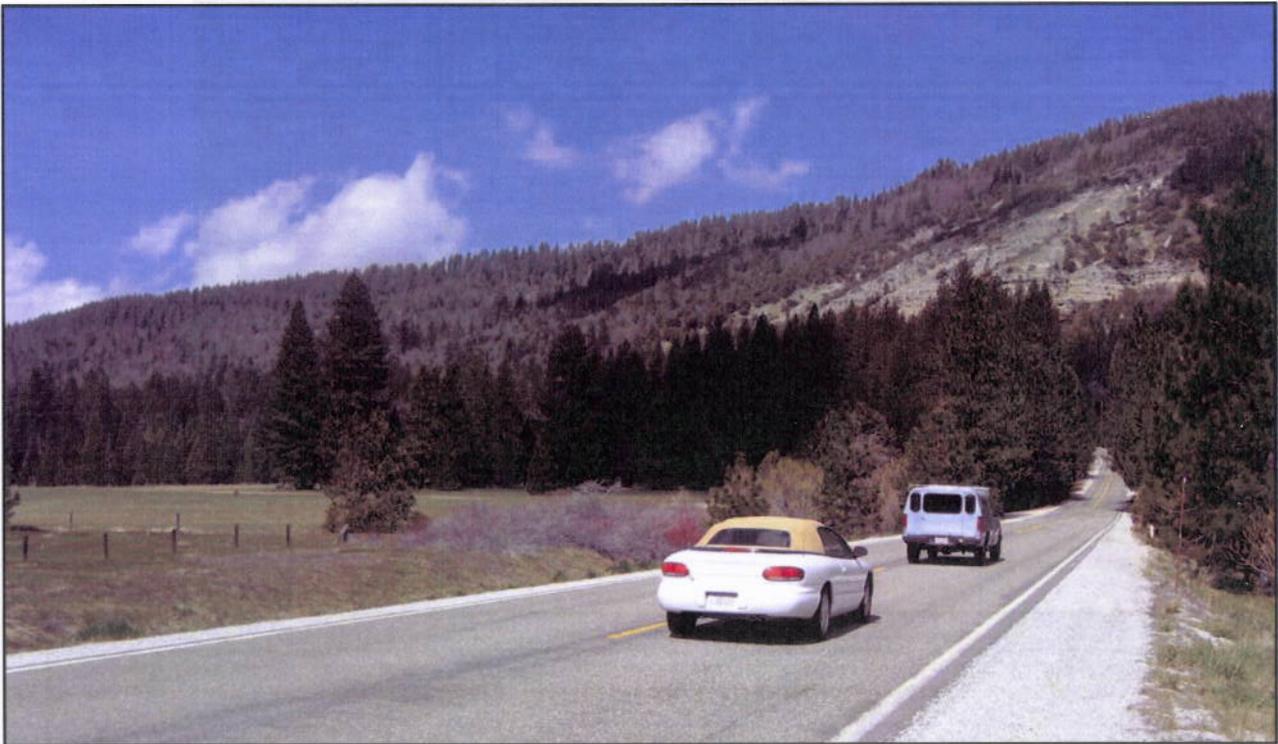


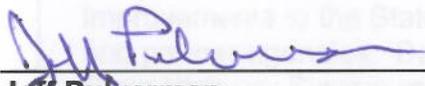


# TRANSPORTATION CORRIDOR CONCEPT REPORT

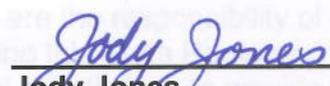


The Transportation Corridor Concept Report (TCCR) is Caltrans' long range planning document for each State Highway Route. The TCCR provides information regarding route segments including high priority projects for the highway over the next 20 years, and existing and forecasted traffic data. Projects identified in the TCCR will require environmental and engineering studies before final approval and are subject to change. Funding for identified projects may not yet be secured.

## Approvals

  
\_\_\_\_\_  
Jeff Pulverman  
District 3 Deputy Director  
Planning and Local Assistance

5/26/09  
\_\_\_\_\_  
Date

  
\_\_\_\_\_  
Jody Jones  
District 3 Director

5/27/09  
\_\_\_\_\_  
Date

# Transportation Concept Report Basic Data



**State Route 20 in Marysville**

## **Segment Summary Information**

The following pages provide summaries of all the route segments along State Route (SR) 20. Each summary includes a segment map, segment overview, traffic analysis data, and list of future projects. The future projects are separated into three categories: Planned (projects included in an approved Regional Transportation Plan); Programmed (projects included in the State Transportation Improvement Program, State Highway Operations and Protection Plan, or California Federal Transportation Improvement Program); and, Conceptual (projects needed to maintain mobility on the segment, but not yet included in a plan or programming document). Each project listing includes a brief description, estimated cost (if available), and completion year.

## **State – Local Responsibility**

Improvements to the State Highway System are the responsibility of both Caltrans and partner agencies. Developments affecting this State Route and the regional State Highway System may necessitate local jurisdictions to provide nexus based proportional fair-share funding for future highway improvements and other transportation system improvements.

# State Route 20 Summary

SR 20 is an “ocean to mountains” route that begins at SR 1 near Fort Bragg and ends at Interstate 80 near Emigrant Gap. Within District 3, the route runs 122 miles west to east through Colusa, Sutter, Yuba, and Nevada counties. SR 20 is mainly a two-lane highway that serves regional, interregional, commute, commercial, agricultural, and recreational traffic. SR 20 serves as a major east-west connector to I-5 and SR 99, and interconnects with other major routes, including SR 70 and I-80.

SR 20 is part of the Interregional Transportation Strategic Plan and is classified as a High Emphasis Focus Route. A Highway Emphasis Focus Route is one of Caltrans’ highest priority route designations for completion to at least minimum facility standards within a 20-Year planning period, assuring that a statewide trunk system is in place and complete for higher volume interregional trip movements.

“Concept LOS” and “Concept Facility” have traditionally been used in Caltrans TCCRs to reflect the minimum level or quality of operations acceptable for each route segment within the 20-year planning period and the highway facility needed in the next 20-years to maintain the Concept LOS.

Typical Concept LOS standards in Caltrans District 3 are LOS “D” in rural areas and LOS “E” in urban areas. However, some heavily congested route segments now have a Concept LOS “F” because the improvements required to bring the LOS to “E” are not feasible due to environmental, right of way, financial, and other constraints. The Concept LOS and Concept Facility for SR 20 are shown on Page 14.

SR 20 from the Lake/Colusa County Line to just west of Yuba City is a two lane conventional highway with sight restrictions severely limiting passing opportunities. The significant sight restrictions result in a lack of passing opportunities, therefore passing lanes will be needed every 5 to 7 miles and shoulders should be widened to 8 foot standard throughout the corridor where possible.

As SR 20 enters the more urban areas of Yuba City, in Sutter County and Marysville in Yuba County, SR 20 widens from four to six lanes and traffic increases substantially. Traffic forecasts indicate the traffic will continue to increase over the 20-Year planning period. Operational and capacity improvements will be required so as to maintain the minimum concept LOS standard. Refer to the individual segment summaries for specific improvements.

In Nevada County, SR 20 passes through the urban centers of Grass Valley and Nevada City where it is a 4-lane freeway with auxiliary lanes between some interchanges. Beyond Nevada City the route is a two-lane conventional facility that passes through rural, mountainous Nevada County. Operational improvements will be needed, but capacity expansion is not expected to be necessary.

# State Route 20 Segments 1 & 2



**Segment 1 - Lake County Line to Walnut Drive (PM 0.0/12.4)**

**Segment 2 - Walnut Drive to Harris Street in Colusa (PM 12.4/30.4)**

Segment 1 begins at the Lake/Colusa County line and ends just west of Walnut Drive. This portion of SR 20 is an undivided, rural, two-lane conventional highway with primarily ranching and agricultural lands adjacent to the highway.

This segment is severely impacted by the lack of passing opportunities and several sustained grades. Sight restrictions range from 70% to 99%. As a result, slow moving vehicles such as trucks, farm equipment and recreational vehicles often cause traffic to back up resulting in delays.

As the LOS is not expected to decline below the concept standard of LOS D within the 20-year period, no major capacity improvements are needed. However, due to limited sight distance, passing lanes should be constructed every 5 to 7 miles. In addition, shoulders should be widened where possible to 8-foot standard width.

Segment 2 begins just west of Walnut Drive and ends at the western city limit of the City of Colusa. This portion of SR 20 is an undivided, rural, two-lane, conventional highway.

SR 20 crosses Interstate-5 near the City of Williams which is located immediately to the southwest of the I-5/SR 20 junction.

The segment is currently operating at LOS C and is not expected to decline below the LOS D standard within the 20-year period. However, sight restrictions are significant (from 45% to 70%) and create a lack of passing opportunities. Therefore, passing lanes should be constructed every 5 to 7 miles and shoulders should be widened to the 8 foot standard so as to maintain the minimum LOS standard.

## Highway Improvement Projects

(Construction Cost in Millions (M); Construction Completion Year)

### Segment 1

#### Planned:

- ◆ Replace Bear Creek Bridge PM 3.3 (\$6.1M; 2010) Colusa County RTP
- ◆ Widen Shoulders and Rehab Pavement PM 0.0/5.0 (\$36M; 2020) Ten Year SHOPP
- ◆ Operational/Capacity improvements to Lake County Line (\$5.0M; 2013) Colusa County RTP

Programmed: No Programmed Projects

#### Conceptual:

- ◆ Passing lanes every 5-7 miles (2020)
- ◆ Left-turn channelization at every county road connection (2020)
- ◆ Widen shoulders to 8-foot minimum standard (2020)

### Segment 2

#### Planned:

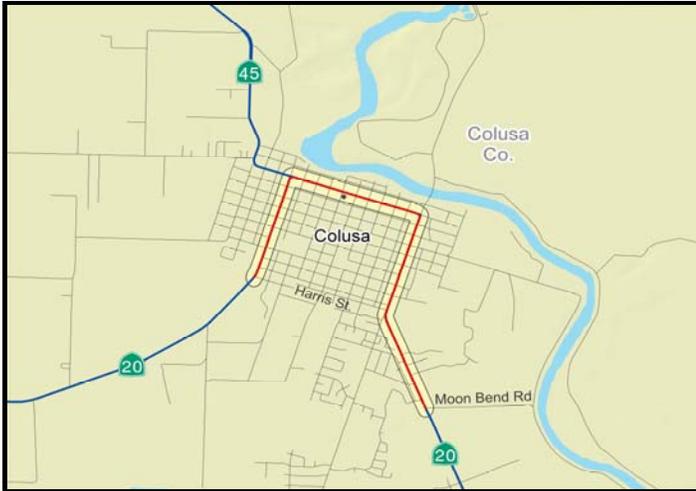
- ◆ Install passing lanes west of Colusa to Williams (\$3.0M; 2013) Colusa County RTP
- ◆ Install passing lanes west of Williams (\$3.0M; 2013) Colusa County RTP

Programmed: No Programmed Projects

#### Conceptual:

- ◆ Install signal at Walnut Drive when warrants are met (2020)
- ◆ Turn lanes or channelization at every county road connection (2020)
- ◆ Widen shoulders to 8-feet (both sides) (2015)
- ◆ Improve drainage under the highway at Lone Star Road to reduce flooding (2015)
- ◆ Intersection improvements at Husted Road due to proposed development (2015)

# State Route 20 Segments 3 & 4



**Segment 3 - City of Colusa, Harris Street to Moon Bend Road (PM30.4/33.1)**

Segment 3 begins at the City of Colusa’s western city limit and extends to the city’s eastern city limit near Moon Bend Road. The highway is a two-lane conventional facility, with a four-lane segment and on-street parking through the downtown area. The highway serves as the City’s main street. Traffic on SR 20 slows through the downtown area with substantial retail and pedestrian activity.

This segment currently operates at LOS E. As the facility is expected to decline to LOS F by the year 2027, operational improvements and possible targeted capacity expansions should be studied. Consideration should be given to the expansion of existing or construction of new parallel arterials to relieve the congestion of SR 20.



**Segment 4 - Moon Bend Road to Colusa / Sutter County Line (PM 33.1/39.3)**

Segment 4 begins at the City of Colusa’s eastern city limit and continues to the Colusa/Sutter County line at the Sacramento River Bridge. The character of the route is a rural, two-lane conventional highway.

The facility currently operates at LOS D. This segment is expected to maintain LOS D through the 20-year planning period.

As the facility is not expected to decline below the standard LOS, no major capacity increasing improvements are anticipated.

## Highway Improvement Projects

Construction Cost in Millions (M); Construction Completion Year

### Segment 3

Planned:

- ◆ Signalize SR 20 / SR 45 intersection PM 31.09 (\$1.3M ; 2010) Colusa County RTP
- ◆ Install two-way left-turn channel Fremont Street to North Market Street (\$2.0M; 2013) Colusa County RTP

Programmed: No programmed projects

Conceptual:

- ◆ Support the expansion of existing parallel arterials or construction of new parallel arterials designed to relieve the congestion of SR 20.

### Segment 4

Planned:

- ◆ Operational/Capacity improvements to Sutter County Line (\$6.0M; 2013) Colusa County RTP

Programmed: No Programmed Projects.

Conceptual:

- ◆ Widen shoulders to 8 foot minimum standard (2020)

# State Route 20 Segments 5 & 6

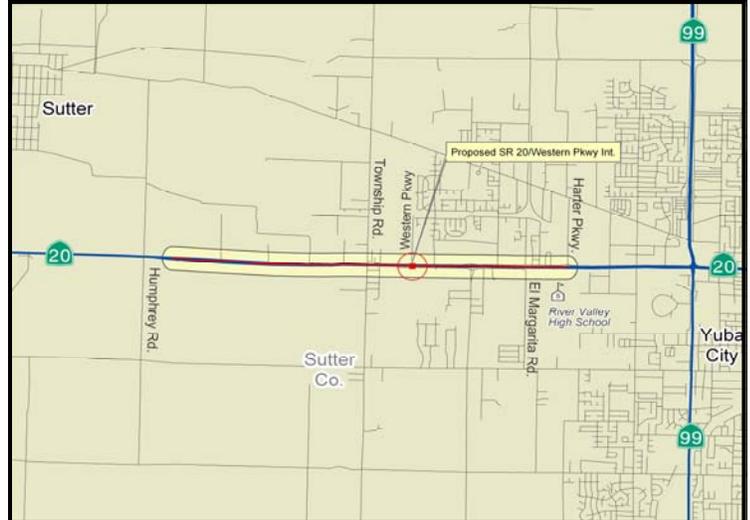


**Segment 5 - Colusa/Sutter County Line to Humphrey Road (PM 0.0/10.9)**

Segment 5 is from the Colusa/Sutter County line to 0.23 miles east of Humphrey Road near Yuba City. The route is a rural, two-lane conventional highway and includes the Sutter Causeway.

This segment currently operates at LOS C. By the year 2027, operation of the facility will decline to LOS D.

This facility is not expected to fall below concept standard of LOS D, therefore no major capacity improvements will be required. However, as shoulder widths vary along this segment, SR 20 should be brought up to meet the 8-foot standard shoulder width.



**Segment 6 - Humphrey Road to Harter Parkway in Yuba City (PM 10.9/14.4)**

Segment 6 begins east of Humphrey Road and ends at Harter Parkway. In this segment, SR 20 is a four-lane expressway as it enters Yuba City.

SR 20 along this segment currently operates at LOS B which is expected to decline to LOS D by 2027. However, the level of service is not expected to exceed the concept standard LOS D and no capacity enhancements will be required.

The Western Parkway is a new arterial serving the new residential area just east of Township Road. A signalized intersection at Western Parkway and SR 20 is being proposed by the City of Yuba City. A project study report/project report (PSR/PR) and plans, specifications and estimates work (PS&E) are currently underway. The cost of the preliminary studies is to be paid for in part by developer fees.

## Highway Improvement Projects

(Construction Cost in Millions (M); Construction Completion Year)

### Segment 5

#### Planned:

- ◆ Widen Shoulders and Rehab Pavement from Sutter Bypass to Humphrey Road PM 5.4/10.9 (\$26M; 2020) Ten Year SHOPP

Programmed: No programmed projects

#### Conceptual:

- ◆ Consider installing signal at Acacia Avenue when warrants are met (PM 9.12) (2020)
- ◆ Widen shoulders to 8 foot minimum standard (2020)

### Segment 6

#### Planned:

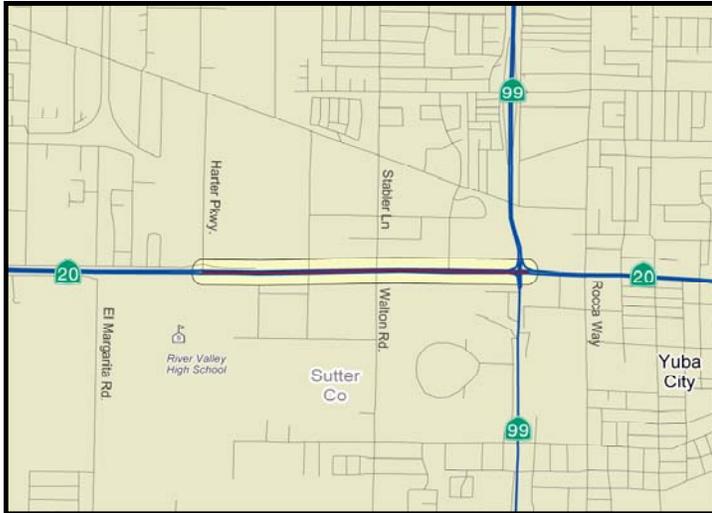
- ◆ Western Parkway signalization

Programmed: No Programmed Projects

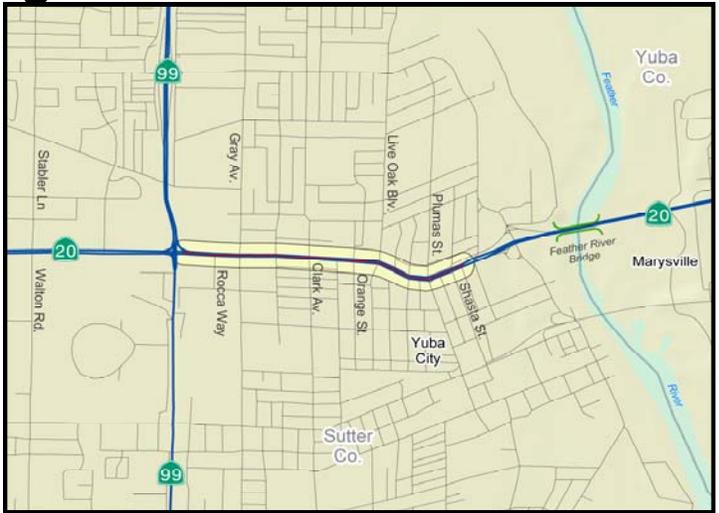
#### Conceptual:

- ◆ Upgrade highway to six-lanes from Township to Harter Road PM 14.83 (2015)
- ◆ Consider installing signal at El Margarita Road when warranted (part of fee program) PM 14.09 (2015)

# State Route 20 Segments 7 & 8



**Segment 7 - Harter Parkway to the SR 20/99 Jct. in Yuba City (PM 14.4/15.6)**



**Segment 8 - SR 99 to Shasta Street in Yuba City (PM 15.6/16.6)**

Segment 7 runs from Harter Road to the SR 20/SR 99 junction. This portion of SR 20 is a four-lane conventional highway with turn pockets.

The facility is currently operating at LOS D and is expected to decline to LOS F by the year 2027.

In order to maintain the standard LOS E, this segment needs to be widened to a six lane conventional highway have operational improvements implemented as identified under Planned and Conceptual Improvements below.

Segment 8 runs through Yuba City from the SR 20/SR 99 junction to Shasta Street near the Feather River Bridge. This portion of SR 20 is a six-lane conventional highway, with turn pockets, and pedestrian facilities.

The facility is currently operating at LOS D, but the LOS is expected to decline to LOS E.

Planned improvements include the construction of an urban interchange at the junction of SR 20 and SR 99 near the end of the planning period. Operational improvements are also needed.

## Highway Improvement Projects

(Construction Cost in Millions (M); Construction Completion Year)

### Segment 7

#### Planned:

- Widen from four to six lanes, from Walton Avenue to Rocca Way (\$2.5M; 2015) SACOG MTP 2035
- Widen from four to six lanes from Stabler Lane to SR 99 (\$11.2M; 2015) SACOG MTP 2035

Programmed: No projects programmed

#### Conceptual:

- ◆ Lengthen westbound right-turn lane to Stabler Lane PM R15.09 (2010)
- ◆ Extend westbound dual left-turn lane to Walton Avenue R15.09 (2010)
- ◆ Consider installation of gateway enhancements and landscaping, where feasible

### Segment 8

#### Planned:

- ◆ Construct urban interchange at SR 99/SR 20 (\$104M including \$64M R/W; 2025) SACOG MTP 2035

Programmed: No projects programmed

#### Conceptual:

- ◆ Widen right-turn lane to northbound Live Oak Boulevard (16.33)
- ◆ Eliminate left-turns at all non-signalized intersections between Gray Avenue and Shasta Street (2015)
- ◆ Improve turn radius for trucks at Clark Avenue (2015)
- ◆ Install right-ins/right-outs with raised islands at Orange Street (2015)
- ◆ Consider installation of gateway enhancements and landscaping, where feasible

# State Route 20 Segments 9 & 10



**Segment 9 - Feather River Bridge, Sutter and Yuba Counties (PM SUT 16.6/YUB 0.6)**



**Segment 10 – Lemon Street to 9th and “E” Street in Marysville (PM 0.6/0.9)**

Segment 9 runs from Shasta Street in Yuba City, crosses the Feather River Bridge and continues at the bridge terminus in Marysville at Lemon Street. The bridge is a divided four-lane conventional highway with sidewalks for bicycles and pedestrians. By the year 2027, the operation of this segment is expected to decline to LOS F.

The Feather River Bridge is one of only two crossings of the Feather River in the Yuba City/Marysville area. The other crossing is the Fifth Street Bridge, which is a narrow, two-lane structure with sidewalks for bicycles and pedestrians. If either the Feather River Bridge or Fifth Street Bridge experiences a traffic accident, the entire system sometimes come to a stop. Therefore, widening of both bridges is critical to the continued mobility of the Yuba/Sutter area and, particularly, to this segment of SR 20.

Segment 10 of SR 20 runs from the end of the Feather River Bridge and extends to 9th and “E” Street in Marysville.

This segment currently operates at peak hour at LOS E. By the year 2027 the service will decrease to LOS F.

Capacity increases to not appear to be feasible, so it will be necessary to maximize the benefits of operational improvements.

## Highway Improvement Projects

(Construction Cost in Millions (M); Construction Completion Year)

### Segment 9

#### Planned:

- ◆ Feather River crossing project to reconstruct/modify the existing 5th Street Bridge and railroad trestle to provide a four lane crossing of the Feather River between Yuba City and Marysville (\$5.289M; 2012) SACOG MTP 2035
- ◆ 5th Street bridge rebuilt/widened to 6 lanes; (\$70.7M; 2018) SACOG MTP 2035
- ◆ Widen 10th Street Bridge to 6 lanes (\$149.6M; 2036) SACOG MTP 2035

Programmed: No projects programmed.

#### Conceptual:

- ◆ Construct Feather River Expressway (\$250M; 2017) (See Page 13).
- ◆ Construct an additional Feather River crossing north of the Feather River Bridge in Sutter County.

### Segment 10

Planned: No Planned Projects

#### Programmed:

- ◆ In Marysville, from I Street to F Street; also on SR 70 from 4th Street to 5th Street, install left turn pockets and modify signals. (\$3.04 M; 2011/12)

#### Conceptual:

- ◆ Install raised median curb on 9th Street between E Street and B Street to prevent left-turns PM 0.9 / 1.2 (2015)
- ◆ Widen turn radius at 9th/E Street (northeast corner) for trucks PM 0.9 (2015)
- ◆ Concrete SR 20 from 9th/E Streets to 12th/B Street PM 0.989 / 1.472 (2010)
- ◆ Feather River Expressway (See Page 13).

# State Route 20 Segments 11 & 12



**Segment 11 - 9th and "E" Streets to 12th and "B" Streets (PM 0.9/1.4)**

Segment 11 begins at 9th and "E" Streets at the SR 20/70 south junction in Marysville and proceeds to "B" Street where SR 20 and SR 70 separate.

The segment currently operates at LOS E. By the year 2027, the operation of the facility is expected to decline to LOS F if no improvements are made.

Alternatives to mitigate impacts from the high volumes of interregional travel on SR 20 and SR 70 through Marysville are currently being explored. Refer to the ongoing Feather River Expressway Project Study Report on Page 13.



**Segment 12 - 12th and "B" Streets to Marysville Road (PM 1.4/13.3)**

Segment 12 runs from 12th & "B" Streets and continues to Marysville Road. Currently, this segment operates at LOS E. By the year 2027 operation of this segment is expected to decline to LOS F.

In order to maintain LOS E on this segment, improvements such as passing lanes and other operational improvements will be needed.

A locally funded four-lane expressway has been proposed by Yuba County. The expressway, if constructed, would parallel SR 70 from the SR 65/70 Interchange near Olivehurst and ultimately connect to SR 20 near Plantz Road eliminating the need to travel through the City of Marysville, for trips from south of Marysville connecting to eastbound SR 20.

## Highway Improvement Projects

(Construction Cost in Millions (M); Construction Completion Year)

### Segment 11

Planned: No Planned Projects

Programmed: No Projects Programmed

Conceptual:

- ◆ Convert westbound SR 20 at 9th Street to dual right turn lanes with one through lane on B Street PM 1.2 (2015)
- ◆ Install dual right turn lanes at 12th/B Streets PM 1.4 (2015)
- ◆ Improve turn radius at southeast and northeast corners of 12th / B Streets PM 1.4 (2015)
- ◆ Feather River Expressway (See Page 13).

### Segment 12

Planned:

- ◆ Construct EB and WB passing lanes from Loma Rica to Kibbe Road (\$3.5M; 2017) SACOG MTP
- ◆ Traffic signal at Loma Rica Road (\$0.38; 2015) SACOG MTP

Programmed: No Projects Programmed

Conceptual:

- ◆ Extend acceleration lanes WB at 17th Street and 22nd Street PM R2.6, R2.9 (2015)
- ◆ Extend deceleration lanes EB at 17th Street and 22nd Street PM R2.6, R2.9 (2015)
- ◆ Construct left-turn channelization and turn lane at Levee Rd (Yuba-Sutter Disposal) PM R3.3 (2015)
- ◆ Construct WB acceleration lanes for left-turns at Plantz Road PM R4.8 (2015)
- ◆ Construct WB acceleration lanes for left-turns at Walnut Avenue PM R5.2 (2015)
- ◆ Install shoulders, left-turn channelization, & passing lanes from Kibbe Road to Spring Valley Road PM 9.3/10.9 (2015)

# State Route 20 Segments 13 & 14



**Segment 13 - Marysville Road to Nevada County Line (PM 13.3/21.6)**



**Segment 14 - Nevada County Line to Penn Valley Drive (PM 0.0/6.6)**

Segment 13 runs from Marysville Road to the Nevada County line.

At Post Mile 21.2 Hammonton-Smartville Road connects with SR 20. Hammonton-Smartville Road acts as a bypass for through traffic traveling between Nevada City and the urbanized area south of Marysville and Beale Air Force Base.

This segment currently operates at LOS D. By the year 2027, the operation of the facility is expected to decline to LOS E.

In order to meet the LOS D standard, passing lanes should be constructed every 5 to 7 miles, shoulders should be added where currently not up to the 8 foot standard, and curve improvement projects from Parks Bar to Smartville Road should also be implemented.

Segment 14 begins at the Yuba/Nevada County line and ends just east of Penn Valley Drive. This segment of SR 20 is a two-lane conventional highway.

This segment currently operates at LOS D. By the year 2027, the segment operation is expected to decline to LOS E.

In order to attain the LOS D standard over the planning period, improvements such as widening SR 20 from Pleasant Valley Drive to Penn Valley to four lanes will be necessary.

## Highway Improvement Projects

(Construction Cost in Millions (M); Construction Completion Year)

### Segment 13

#### Planned:

- ◆ Widen shoulders and rehab pavement from Marysville Road to Yuba River Bridge PM 13.4/ R17.8 (\$33M; 2015) Ten Year SHOPP
- ◆ Widen, curve improvements, & left-turn lanes EB & WB from Marysville Road to Sicard Flat Road PM 13.3/16.9 (\$7.5M; 2017) SACOG MTP
- ◆ Widen, curve improvements, & left-turn lanes EB & WB from Parks Bar Road to Smartville Road PM R17.4/21.2 (\$8.9M; 2017) SACOG MTP

Programmed: No Programmed Projects

#### Conceptual:

- ◆ Passing lanes every 5 to 7 miles (2020)
- ◆ Install turn pockets and 8-foot shoulders for entire segment where necessary PM 13.3/21.6 (2020)

### Segment 14

#### Planned:

- ◆ Improve to 4 lanes, Pleasant Valley Road to SR 49 (\$11.4M; 2020) Nevada County RTP
- ◆ Restripe SB approach to include left-turn lane and a through left-turn lane at Pleasant Valley Road PM R4.6 (\$0.575M; 2015) Nevada County RTMF CIP

Programmed: No Programmed Projects

Conceptual Projects: No additional projects

# State Route 20 Segments 15 & 16



**Segment 15 - Penn Valley Drive to Junction State Route 49 South (PM 6.6/12.3)**



**Segment 16 - Junction SR 49 South to the Junction SR 49 North (PM 12.3/17.3)**

Segment 15 begins east of Penn Valley Drive and ends at the junction of SR 49 South. Most of this segment is a two-lane conventional facility.

This segment currently operates at LOS B. By the year 2027, the operation of the segment will decline to LOS D.

As this segment is not expected to drop below LOS D, no major capacity improvements are required.

In Segment 16, from the junction of SR 49 South to the Junction of SR 49 North, the route changes to a four-lane freeway.

This segment is currently operating at LOS C. By the year 2027, the operation is expected to drop to LOS D. As this segment is not expected to drop below the standard of LOS D, no major capacity improvements are required.

## Highway Improvement Projects

(Construction Cost in Millions (M); Construction Completion Year)

### Segment 15

#### Planned:

- ◆ Add WB left-turn storage and provide four through lanes at Penn Valley Drive intersection PM 6.6 (\$2.4M; 2015) Nevada County RTMF CIP

Programmed: No Programmed Projects

#### Conceptual:

- ◆ Maintenance and operational improvements

### Segment 16

#### Planned:

- ◆ Install two-lane roundabout at SB ramps/Idaho Maryland/E. Main Street (\$2.6M; 2015) Nevada County RTMF CIP
- ◆ Install intersection improvements: roundabout or signals at Ridge Road/Gold Flat Road NB and SB ramps (\$4.0M; 2015) Nevada County RTMF CIP
- ◆ Improve operation of SB ramps at Brunswick Road (0.892M; 2015) Nevada County RTMF CIP
- ◆ Install roundabout or signal at EB ramps McCourtney Road (\$1.2M; 2015) Nevada County RTMF CIP

#### Programmed:

- ◆ Construct Interchange at Dorsey Drive, Phase 1 portion includes SB ramp and all right of way (\$27.0M; 2012 EA 41240)

#### Conceptual Projects:

- ◆ Consider interchange improvements to the SR 20/SR 49N interchange PM R17.3 (2020)

# State Route 20 Segment 17



 **Segment 17— Junction SR 49 North to I-80 (PM 17.3/45.6)**

Segment 17 is a two-lane conventional facility, beginning at the junction of SR 49 North at Uren Street and ending at the SR 20/I-80 junction .

This segment currently operates at LOS E and is expected to remain LOS E throughout the 20-year period. Sight restrictions severely limit the opportunity to pass on this segment. Shoulders on this segment range from 0' to 4' and do not meet the 8 foot standard.

Physical constraints due to the mountainous terrain limit the feasibility of widening shoulders and adding capacity. However, where it is feasible to widen shoulders, add passing lanes, and make other operational and safety improvements, those improvements should be made.

## Highway Improvement Projects

(Construction Cost in Millions (M); Construction Completion Year)

### Segment 17

Planned: No Planned Projects

Programmed: No Programmed Projects

Conceptual:

- ◆ Construct passing lanes, left-turn channelization, and turnouts (40-foot section with clear recovery zone), where feasible PM R17.5/46.1 (2020)
- ◆ Passing lanes in both directions in Bear Valley PM 41.2 (2020)
- ◆ Construct eastbound left-turn pocket at Washington Road PM 31.3 (2015)
- ◆ Lengthen eastbound left-turn lane to Omega Rest Area PM 35.7 (2010)
- ◆ Widen shoulders to 8 foot standard, where feasible (2020)

# Ongoing Project Study Report

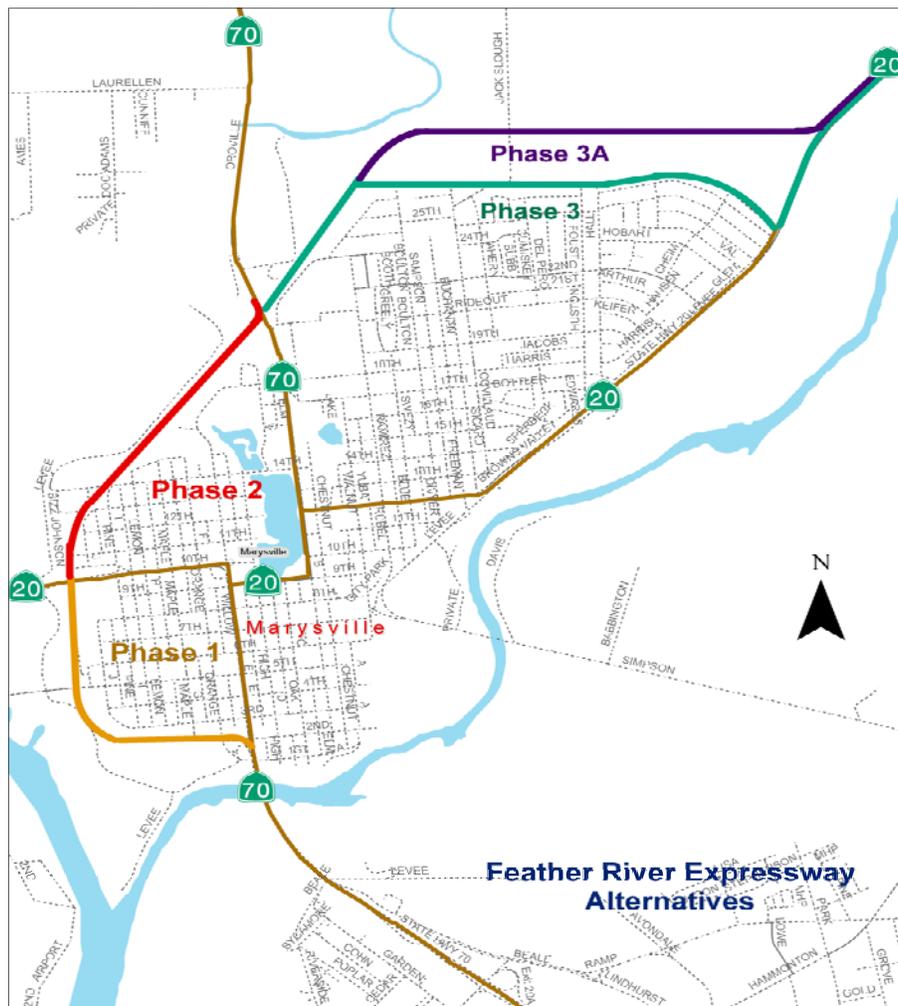
## Feather River Expressway

The Feather River Expressway is being designed to improve mobility by providing an expressway around the west side of Marysville. The Feather River Expressway is proposed to be implemented in phases. When implemented, phases 2, 3 and 3A will eliminate the need to travel through Marysville by diverting traffic around the city, connecting to SR 70 and SR 20, north and east of Marysville respectively.

- ◆ Phase 1 of this project will, on a new alignment, construct a two-lane expressway from SR 70 south of Marysville to SR 20 at the 10th Street Bridge.
- ◆ Phase 2 will continue from the 10th Street Bridge, proceeding north easterly along the levee system, and terminate at SR 70 north of Marysville.
- ◆ Phase 3 and/or 3A, considered as a possible future phase, is proposed as a new two-lane expressway from SR 70 north of Marysville to SR 20 east of Marysville using existing and proposed levees.

All connections to State Routes will be standard interchange connector ramps. All expressways will have 12 foot lanes and 8 foot shoulders with the potential to add one lane in each direction in the future.

Alternative phase selections and final development of the preferred alternative will be determined through a cooperative planning effort with our local transportation partners. A draft Project Study Report for the Feather River Expressway is currently being prepared.



## State Route 20 TCCR Traffic Data

Segment	Location				Forecasted LOS and Facility Type						2008					2028 No Build		
	Description	County	Post Mile From	Post Mile To	Current LOS	20-Year LOS (No Build)	20-Year Concept LOS	Existing Facility	Concept Facility	Ultimate Facility	% of Trucks	Directional Split	Peak Hour Traffic	Average Daily Traffic	Volume to Capacity	Peak Hour Traffic	Average Daily Traffic	Volume to Capacity
1	Lake County Line to 0.8 mile west of Walnut Drive	Colusa	0.00	12.40	D	D	D	2C	2C w/ Passing lanes	4E	15%	60%	880	6,990	0.34	1,098	8,710	0.37
2	0.8 mile west of Walnut Drive to Harris Street (City of Colusa)	Colusa	12.40	30.45	C	D	D	2C	2C w/ Passing lanes	4E	13%	55%	785	8,225	0.25	1,015	10,755	0.32
3	City of Colusa - Harris Street to Moon Bend	Colusa	30.45	33.12	E	F	E	2/4C	2/4C	4C	7%	55%	2,600	25,275	0.96	3,750	32,745	1.24
4	Moon Bend to Colusa/Sutter County Line	Colusa	33.12	39.34	D	E	E	2C	2C w/ passing lanes	4C	7%	55%	950	9,790	0.40	2,740	13,630	0.42
5	Colusa/Sutter County Line to east of Humphry Road	Sutter	0.00	10.93	C	D	D	2C	2C	4E	17%	55%	675	7,345	0.22	940	10,225	0.30
6	Just east of Humphrey Road to Harter Road	Sutter	10.93	14.47	B	C	D	4E	4E to Township/6E	6E	12%	65%	1,565	18,155	*	2,680	31,280	*
7	Harter Road to the SR 20/SR 99 Jct.	Sutter	14.47	15.60	D	F	E	4C/6C	6C	6C	8%	65%	3,435	37,440	*	6,072	66,240	*
8	SR 20/99 Jct to Shasta Street	Sutter	15.60	16.65	D	E	E	4C/6C	6C	6C	5%	60%	4,703	49,115	*	8,755	91,415	*
9	Feather River Bridge— Shasta to Marysville	Sutter Yuba	Sutter 16.65	Yuba 0.65	D	F	E	4C	6C	6C	5%	60%	4,090	45,025	*	6,853	75,475	*
10	Feather River Bridge to 9th & E Streets	Yuba	0.65	0.99	F	F	E	4C	6C	6C	7%	60%	2,940	37,080	*	4,646	58,680	*
11	9th & E Streets to 12th & B Street	Yuba	.990	1.470	E	F	E	2C/2E	2C/2E	4E	15%	64%	2,705	32,130	*	3,763	44,730	*
12	12th & B to Marysville Road	Yuba	1.47	13.37	E	F	E	2C/2E	2C/2E	4E	11%	64%	1,660	18,470	0.52	2,860	31,820	0.90
13	Marysville Road to Nevada County Line	Yuba	13.37	21.67	D	E	D	2C	2C	4E	11%	66%	890	8,385	0.33	1,281	12,075	0.43
14	Nevada County Line to 0.8 mile E. of Penn Valley Drive	Nevada	0.00	6.60	D	E	D	2C	2C	4E	11%	60%	1,176	13,905	0.39	16,93	20,025	0.57
15	0.8 mile east of Penn Valley Drive to Junction SR 49 So.	Nevada	6.60	12.30	B	D	D	2E/4E	2E/4E	4E	11%	59%	2,225	24,635	0.45	3,730	41,295	0.76
16	Junction State Route 49 South to Junction SR 49 No.	Nevada	12.30	17.39	C	D	D	4F	4F	4F	7%	59%	5,356	58,710	0.44	8,476	92,910	0.70
17	E. Junction State Route 49 North to Interstate 80	Nevada	17.39	45.66	E	E	D	2C	2C	4E	13%	59%	1,635	6,325	0.55	2,275	8,805	0.77

\* Not applicable — analysis based on travel speeds through portions of Marysville and Yuba City

