



TRANSPORTATION CORRIDOR CONCEPT REPORT STATE ROUTE 70



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.

Approvals

Jeff Pulverman
District 3 Deputy Director
Planning and Local Assistance

Date

Jody Jones
District 3 Director

Date

Transportation Concept Report – Basic Data



SR 70 West Branch Feather River Bridge

Segment Summary Information

The following pages provide summaries of each route segment. Each summary includes a segment map, a segment overview, a list of future projects, and traffic analysis data. The future projects are separated into three categories:

- 1) “Planned” (projects included in an approved Regional Transportation Plan);
- 2) “Programmed” (projects included in the State Transportation Improvement Program, State Highway Operations and Protection Plan, or California Federal Transportation Improvement Program); and
- 3) “Conceptual” (projects needed to maintain mobility on the segment, but not yet included in a planning or programming document).

Each project listing includes a brief description, cost (if available), and completion year. Support documentation including Traffic Data, and updates on the Feather River Expressway and the Yuba River Parkway can be found beginning on Page 14.

State – Local Responsibility

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

State Route 70 Summary

State Route (SR) 70 is the primary north-south transportation corridor (in conjunction with SR 99) for the eastern Sacramento Valley. Most of the route is not to freeway standards and is predominantly a two-lane conventional highway. However, two segments are built to expressway and freeway standards. These segments extend from the Sutter/Yuba County line to the City of Marysville, and from the City of Oroville to SR 149 in Butte County. Further, the segment between the SR70/99 Wye and the Sutter/Yuba County line is under construction for upgrade from conventional two-lane highway to four-lane expressway. The project will be completed in 2010.

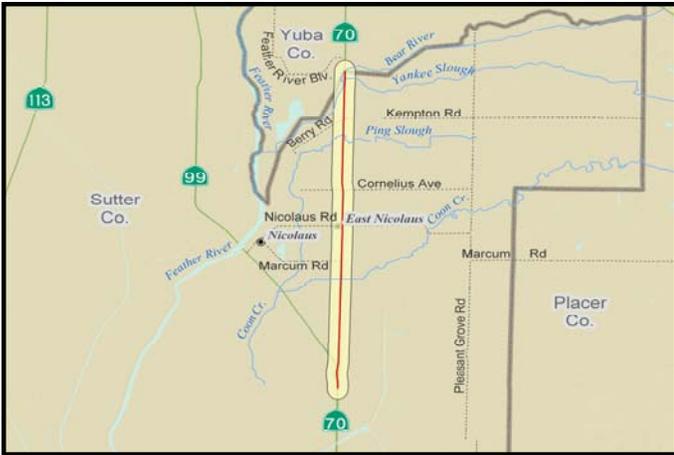
The expressway and freeway gaps along the route contribute to an overall lack of adequate capacity. Population growth over several decades in the urbanized areas adjacent to SR 70 has led to increases in vehicle traffic and congestion. The ultimate concept for the route is a four-lane freeway in Sutter County from the SR 70/99 Wye to Marysville in Yuba County. A new alignment is proposed for the City of Marysville with an expressway/freeway extending north to the City of Oroville. Beyond the SR 70/149 Junction, the facility is predominantly a two-lane conventional highway.

In District 3, SR 70 is part of the Interregional Road System (IRRS). The portion of SR 70 between the SR 70/99 Wye in Sutter County and SR 149 in Butte County is classified as a High-Emphasis Focus Route, which is one of Caltrans' highest priority route designations for completion to minimum facility standards (four-lane expressway, gap closures) within a twenty-year period to assure that a statewide trunk system is in place and complete for higher volume interregional trip movements.

Most of the land adjacent to SR 70 is used for agriculture. Transporting agricultural commodities to markets has made SR 70 a vital economic link. Additionally, SR 70 has become a "gateway" route used to access multiple recreational destinations in the Sierra-Nevada Mountains, and SR 70 is an alternate route when I-80 is closed due to weather or accident conditions.

District 3 has established concept level of service standards for the twenty-year period: LOS D for route segments in rural areas and LOS E for route segments in urban areas. The SR 70 Transportation Corridor Concept Report (TCCR) is consistent with those standards.

State Route 70 Segments 1 & 2 Summary



Segment 1 - SR 70/99 Wye to the Bear River



Segment 2 - Bear River to McGowan Parkway

Segment 1 begins in Sutter County at the SR 70/99 Wye and extends to the Sutter/Yuba County line at the Bear River. The facility is, at this time, a two-lane expressway.

However, the Sutter 70 widening project is currently under construction (and open to traffic) upgrading the highway to a four-lane expressway. The widening and realignment begins just past the SR 70/99 junction and ends at the Bear River.

The final Sutter 70 widening project will include an at-grade intersection at Striplin Road, an overcrossing at Marcum Road, an interchange at Nicolaus Avenue, an overcrossing at Cornelius Avenue, an at-grade intersection at Kempton/Berry Road, and a second bridge across the Bear River.

The new four-lane expressway will reduce traffic delays, improve safety, and initially provide expressway and ultimately freeway access to the Marysville/Yuba City area.

Segment 2 is a four-lane expressway that begins at the Sutter/Yuba County line extending to the McGowan Parkway Interchange.

This segment passes through a mixed urban/rural portion of Yuba County. Residential development is underway. When completed, it will consist of over 14,000 residential units with mixed-use development, such as multi-residential, commercial, and some industrial. This development will create significant cumulative impacts to SR 70.

The TCCR concept level of service standard for the 20-year period is LOS D. The LOS is not expected to exceed the concept level of service standard and therefore, no major capacity improvements are needed beyond those programmed or planned.

Highway Improvement Projects

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

Segment 1

Planned Projects:

- No planned projects

Programmed Projects:

- Caltrans—Sutter 70 widening project to upgrade to four lanes from the SR 70/SR 99 Wye to the Bear River (under construction)

Conceptual Projects:

- Ultimate four-lane freeway

Segment 2

Planned Projects:

- Construct new interchange at Feather River Boulevard (\$24.5M; 2010) SACOG MTP 2035
- Widen overpass at McGowan Parkway (\$9.2M; 2032) SACOG MTP 2035
- Construct new interchange at Plumas Lake Boulevard (\$57.7M; 2031) SACOG MTP 2035

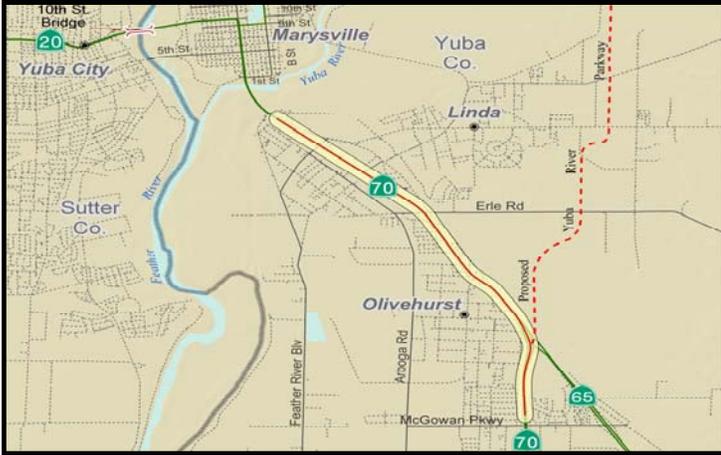
Programmed Projects:

- No programmed projects

Conceptual Projects:

- No additional projects

State Route 70 Segments 3 & 4 Summary



Segment 3 - McGowan Parkway to south end of the Yuba River Bridge

Segment 4 - South end of Yuba River Bridge to 1st Street

Segment 3 is a four-lane freeway with a recently constructed park and ride facility just to the west of the SR 70/McGowan interchange.

Several large developments (East Linda Specific Plan, Woodbury Specific Plan) are planned to the east of SR 70, which would add approximately 16,000 residential units and impact SR 70.

The Yuba River Parkway (YRP), a locally-funded, four-lane facility has been proposed, and if constructed, would parallel SR 70 between the SR 70/SR 65 Jct. to its proposed terminus at SR 20 in east Marysville. The YRP could reduce congestion by acting as a reliever route for traffic moving north on SR 70 and east on SR 20.

Bike and pedestrian crossings of SR 70 along this segment are limited. An additional crossing of SR 70 along this segment for bike and pedestrian use is needed.

The concept level of service standard for this segment is LOS E. To retain this concept level of service standard, metering the North Beale Road on-ramp would be necessary. This would reduce vehicle stacking on the bridge and ultimately, in Marysville.

Segment 4 is a four-lane divided freeway, with a bridge over the Yuba River.

This segment is currently operating at LOS F, and carries over 63,000 vehicles per day. Traffic flows stop abruptly on the bridge due to traffic stacking at the 3rd Street signalized intersection. By the year 2027 daily traffic volumes will increase to 93,000 if capacity improvements are not made. The facility will continue to operate at LOS F with travel time and delay continuing to increase as speeds are reduced.

The concept level of service standard for this segment is LOS E. Ultimately, improvements will need to be made to the Yuba River Bridge including better bike and pedestrian access.

Highway Improvement Projects

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

Segment 3

Planned Projects:

- New Interchange: Yuba River Parkway at SR 70/65 connection (\$112.7M; 2024) SACOG MTP 2035
- Yuba River Parkway (\$95M; 2025) see page 15
- Upgrade Erle Road Interchange (Yuba County CIP)

Programmed:

- No programmed projects

Conceptual Projects:

- Ramp meter at the North Beale Road onramp (\$64,000; 2015)
- Construct bike/pedestrian crossing of SR 70, location TBD

Segment 4

Planned Projects:

- No planned projects

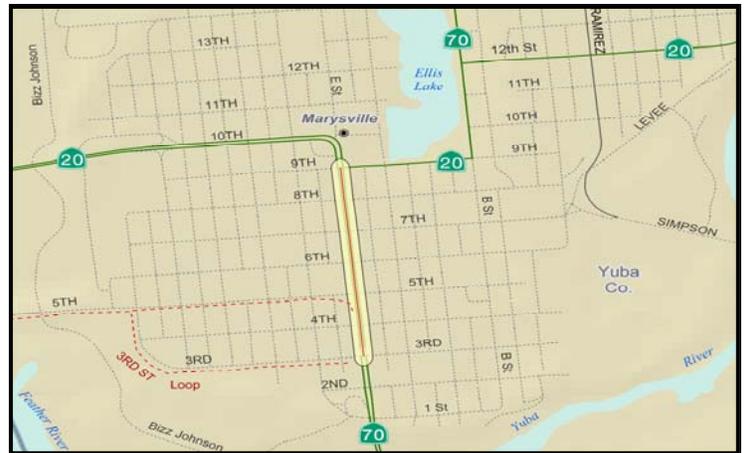
Programmed Projects:

- No programmed projects

Conceptual Projects:

- Widen Yuba River Bridge to 6-lanes and include bicycle and pedestrian access. (Cost and completion date TBD)

State Route 70 Segments 5 & 6 Summary



Segment 5 - 1st Street to 3rd Street in Marysville

Segment 6 - 3rd Street to 9th Street in Marysville

Segment 5 is a four-lane conventional urban arterial serving as a “Main Street” facility for downtown Marysville.

Segment 5 intersects 3rd Street, which connects to the 5th Street Bridge, linking Marysville to Yuba City and ultimately to SR 99.

The combination of short city blocks, signalized intersections, and high traffic volumes on segments upstream create vehicle stacking at the signalized intersection on 3rd Street.

This segment carries 51,000 vehicles per day and operates at LOS F. Estimates indicate that demand will continue to exceed capacity if no improvements are made, and the facility will continue to operate at LOS F with extended periods of delay.

To achieve the level of service standard of LOS E, alternative improvements (i.e. Feather River Expressway) to divert traffic away from downtown Marysville are needed.

Segment 6 is a four-lane conventional urban arterial serving as a “Main Street” for the City of Marysville. Segment 6 intersects 5th Street which connects to the 5th Street Bridge, linking Marysville to Yuba City. The turn movements at the SR 70/5th Street intersection are particularly heavy and require operational improvements.

The combination of short city blocks and numerous driveways along this segment contribute greatly to the congestion within the City.

This segment is currently operating at LOS F. Dual left-turn lanes should be implemented at the intersection of SR 70 at 5th Street to reduce the congestion due to vehicle stacking in the single left turn lane. On-street parking inhibits widening in the downtown area. The city may need to explore other parking options as congestion increases.

Highway Improvement Projects

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

Segment 5

Planned:

- No planned projects

Programmed:

- No programmed projects

Conceptual Projects:

- Construct Feather River Expressway (See Page 14)
- “E” Street (SR 70) in Marysville, widen to add auxiliary/through lanes (2015)

Segment 6

Planned:

- Dual left turn lanes at 5th and “E” Streets (\$5.1M; 2011) SACOG MTP 2035

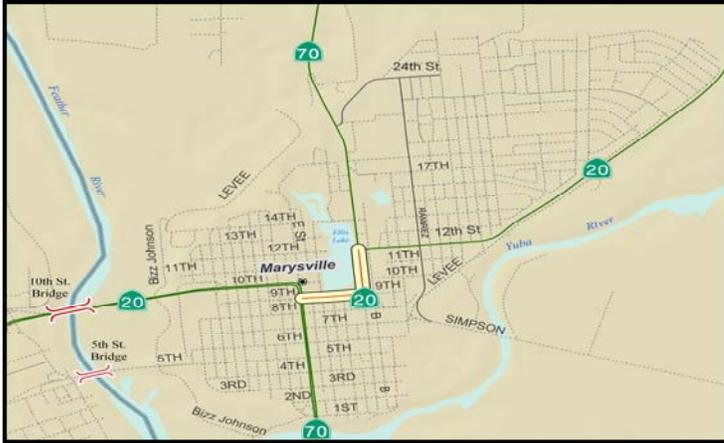
Programmed:

- No programmed projects

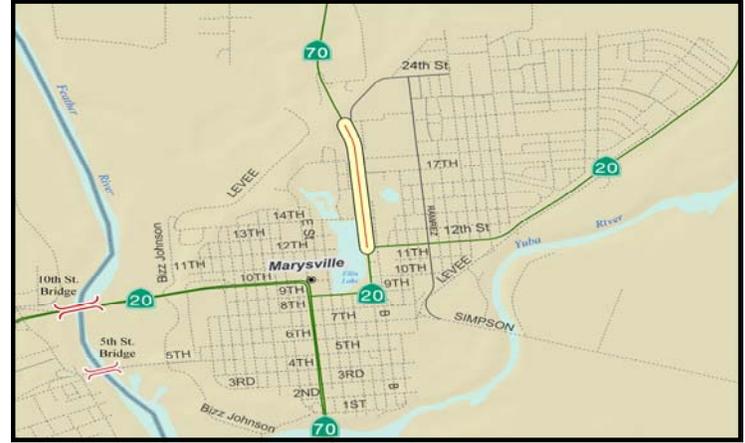
Conceptual Projects:

- Construct Feather River Expressway (See Page 14)
- “E” Street (SR 70) in Marysville, widen to add auxiliary/through lanes (2015)

State Route 70 Segment 7 Summary



 Break in Route - 9th and "E" Streets to 12th and "B" Streets



 Segment 7 - 12th and "B" Streets to 24th Street

This section of highway carries traffic from both SR 70 and SR 20. Although it is signed as being a shared facility, this section of highway is legislatively adopted as SR 20.

The route follows 9th Street to "B" Street and continues to 12th and "B" Street where SR 20 turns east and SR 70 continues on a north/south alignment.

This .5 mile section of highway operates at LOS F. If no improvements are made the facility will continue to operate at LOS F and experience extended periods of delay.

Improving the turning radius for trucks at 9th and "E" Streets, and 12th and "B" Streets, as well as improvements that would divert traffic away from downtown Marysville, such as the Feather River Expressway and parallel facilities such as the proposed Yuba River Parkway would result in an improved LOS for this segment.

Segment 7 begins at the SR 70/SR 20 Junction and continues to 24th Street. It consists of a four-lane conventional urban arterial (two-lanes after 14th Street), with short city blocks, numerous driveways, and signalized intersections.

The facility currently operates at LOS E nearing LOS F. If no improvements are made by the end of the 20-year period, the facility will decline to LOS F with extended periods of delay.

A major challenge to widening the two-lane portion is the Union Pacific Railroad underpass. Improvements such as parallel reliever routes or the expansion of the two-lane expressway identified in previous segments (Feather River Expressway or the Yuba River Parkway, Pages 14 and 15) will be needed to provide the continued operation of this segment of SR 70.

Highway Improvement Projects

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

Break in Route

Planned:

- No planned projects

Programmed:

- No programmed projects

Conceptual Projects:

- Improve turning radius for trucks, intersections at 9th and "E" Streets and 12th and "B" Streets (2013)
- Convert westbound SR 20/70 at 9th Street to dual right turn lanes with one through lane on B Street (2015)
- Install northbound dual right turn lanes at 12th and "B" Streets (2015)
- Construct Feather River Expressway (See Page 14)

Segment 7

Planned:

- No planned projects

Programmed:

- No programmed projects

Conceptual Projects:

- Improve turning radius for trucks at 14th and "B" Streets (2013)
- Consider widening the UPRR underpass (TBD)
- Construct Feather River Expressway (See Page 14)

State Route 70 Segments 8 & 9 Summary



Segment 8 - 24th Street to Yuba/Butte County

Segment 8 consists of a two-lane conventional highway extending through rural agricultural lands containing rice fields and orchards in northern Yuba County.

This segment currently operates at LOS E which is expected to continue over 20-year period with periods of extended delay.

Although originally planned as a freeway, it has been determined that the highway can be enhanced by strategically providing passing opportunities between Woodruff Lane and Ramirez Road, with the addition a continuous turn lane.

These passing lanes will allow motorists to maneuver around slower traffic. Construction of these improvements will allow this segment to operate within the standard of LOS D.



Segment 9 - Yuba/Butte County Line to SR 162

The facility in this segment is a two-lane conventional highway extending through rural agricultural land containing primarily rice fields and orchards.

This segment operates at LOS D. Without capacity improvements, the operation of the facility is expected to drop to LOS E.

In order to meet the concept level of service standard, the facility should be upgraded to a two-lane expressway with additional passing lanes and a continuous left-turn lane from the Butte County line to Ophir Road. This section of SR 70 is designated as the Butte County Association of Government's (BCAG's) top priority for improvement.

At one time this portion of SR 70 was planned as a freeway. However, it was determined that the highway can be enhanced by strategically providing passing opportunities along this segment.

Highway Improvement Projects

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

Segment 8

Planned:

- Pavement Rehabilitation: 24th Street to the Butte County Line (\$11.3M; 2012) SACOG MTP 2035
- Add passing lanes from Woodruff Lane to Ramirez Road (\$39M; 2013) EA 1E890k
- Add passing lanes, shoulders, and other improvements north of Marysville (\$48.3M; 2013) SACOG MTP 2035

Programmed:

- No programmed projects

Conceptual Projects:

- No additional projects

Segment 9

Planned:

- Passing lanes (segment 1) Ophir Road to Palermo Road (\$39M; 2018) BCAG 2008 RTP
- Passing lanes (segment 2) Palermo Road to Cox Lane (\$64M; 2025) BCAG 2008 RTP
- Passing lanes (segment 3) Yuba County line to East Gridley Road (\$116M; 2030) BCAG 2008 RTP
- New interchange at Ophir Road (\$30M; 2030) BCAG 2008 RTP
- New interchange at Georgia Pacific Way (\$30M; 2030) BCAG 2008 RTP

Programmed:

- Passing lanes from East Gridley Road to Cox Lane (\$23M; 2013) - Phase 1
- Ophir Road Phase 1, widen to four lanes, extend freeway, Ophir Road to 0.3 mile south of SR 162 (\$24M; 2011)

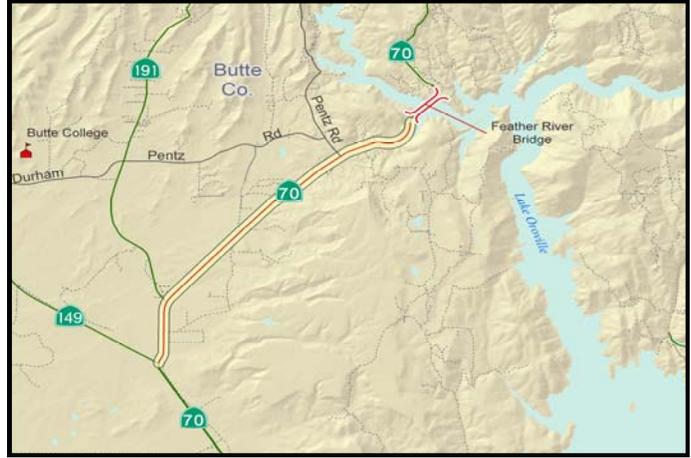
Conceptual Projects:

- No additional projects

State Route 70 Segments 10 & 11 Summary



Segment 10 - SR 162 to SR 149



Segment 11 - SR 149 to the Feather River Bridge

This segment stretches 7 miles from just south of SR 162 in Oroville to the junction of SR 149. The facility is a 4-lane divided freeway.

Segment 10 passes through the urbanized City of Oroville. The City of Oroville is currently experiencing a significant level of growth. Development applications with parcels containing over 10,000 residential units have been proposed over the past three years.

This segment of SR 70 currently operates at LOS B. By the year 2027, it is expected to drop to LOS C without capacity enhancements. The concept level of service standard for this segment is LOS E.

Segment 11 is a two-lane, undivided expressway traversing 7.6 miles from SR 149 to just west of the West Branch Feather River Bridge.

This segment intersects SR 191 which is the primary access to Butte College. The first part of the segment, between the SR 70/149 Interchange and the SR 70/191 Junction, operates at LOS D with the remainder of segment operating at LOS C. These levels of service are expected to remain constant over the next 20-year period. Therefore, the concept will be limited to maintenance and operational improvements.

Highway Improvement Projects

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

Segment 10

Planned:

- No planned projects

Programmed:

- SR 70 and Montgomery Street Beautification (Phase 2) In Oroville, on and off ramps at SR 70 and Montgomery St. Install landscaping, curb, gutter and sidewalks (\$400; 2010).

Conceptual Projects:

- Traffic signals, widen ramps at the Nelson Avenue and Grand Avenue IC, turn lanes on the 3rd and 4th Streets ramp intersections (\$1.5M; 2017)
- Consideration should be given to widening the Grand Avenue Overcrossing (TBD; 2027)

Segment 11

Planned:

- No planned projects

Programmed:

- West Branch Feather River Bridge Seismic Retrofit Project (\$16M; 2014)

Conceptual Projects:

- Maintenance, safety, and operational improvements, such as passing lanes and/or turnout areas, as needed.

State Route 70 Segments 12 & 13 Summary



 **Segment 12 - Feather River Bridge to Concow Road**

This segment begins as a four-lane expressway for approximately 4.5 miles then becomes a designated Scenic Highway.

This segment currently operates at LOS A and is not expected to fall below the level of service standard of LOS D. The segment concept is limited to maintenance and operational improvements.

The Vista Point at Lunt Road should be rehabilitated to meet operational and ADA requirements.



 **Segment 13 - Concow Road to the Butte/Plumas County Line**

Segment 13 is 15 miles long and traverses the rugged mountainous terrain in the Feather River Canyon. There are two power stations immediately adjacent to the highway along the river and an adjoining railroad.

SR 70 through the canyon consists of two, 12 foot lanes with little to no shoulders. For a portion of this segment the lanes are bordered by a mountain on one side and a masonry wall with a view of the canyon on the other. This portion of the route is officially designated as a Historic Highway.

SR 70 serves as an alternate route when Interstate 80 is closed. SR 70 continues through Plumas County in District 2 to the U.S. 395 Junction, then south to Interstate 80.

The ability to make major capacity enhancements, particularly through the canyon, is not feasible. Therefore, the focus for this segment will be limited to maintenance and operational improvements as they are needed.

Highway Improvement Projects

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

Segment 12

Planned:

- No planned projects

Programmed:

- No programmed projects

Conceptual Projects :

- Maintenance, safety and operational improvements such as passing lanes and/or turnout areas as needed.
- Rehabilitate the Vista Point at Lunt Road.

Segment 13

Planned:

- No planned projects

Programmed:

- No programmed projects

Conceptual Projects:

- Maintenance and operational Improvements

Planned Project Priorities

County	Segment	Improvement	Cost	Year	District Priority
Yuba	2	• New interchange at Feather River Boulevard	\$24M	2010	TBD
		• Widen overpass at McGowan Parkway	\$9M	2032	TBD
Yuba	3	• New Interchange: Yuba River Parkway at SR 70/65 connection	\$112M	2024	TBD
		• Yuba River Parkway	\$95M	2025	TBD
Yuba	6	• Dual left turn lanes at 5th and "E" Streets	\$5M	2011	TBD
Yuba	8	• Pavement rehabilitation: 24th Street to the Butte County Line	\$11M	2012	TBD
		• Add passing lanes from Woodruff Lane to Ramirez Road	\$39M	2013	TBD
		• Add passing lanes, shoulders, and other improvements north of Marysville	\$48M	2013	TBD
Butte	9	• Passing lanes (segment 1) Ophir Road to Palermo Road	\$39M	2018	TBD
		• Passing lanes (segment 2) Palermo Road to Cox Lane	\$64M	2025	TBD
		• Passing lanes (segment 3) Yuba County line to East Gridley Road	\$116M	2030	TBD
		• New interchange at Ophir Road	\$30M	2030	TBD
		• New interchange at Georgia Pacific Way	\$30M	2030	TBD

State Route 20 TCCR Traffic Data *(continued on next page)*

Segment	Location				Forecasted LOS and Facility Type				
	Description	County	Post Mile From	Post Mile To	Current LOS	20-Year LOS (No Build)	20-Year Concept LOS	Existing Facility	Concept Facility
1	SR 99/70 junction to the Sutter/Yuba County Line at the Bear River	SUT	.050	8.30	E	F	D	4E	4E
2	Sutter/Yuba County line, Bear River to McGowan Parkway	YUB	0.00	6.63	A	C	D	4E	4E
3	McGowan Pkwy to S. end of Yuba River Bridge	YUB	6.63	13.50	C	F	E	4F	4F
4	South end of Yuba River Br. to 1st Street	YUB	13.50	14.08	F	F	E	4F	4F
5	1st Street to 3rd Street in Marysville	YUB	14.08	14.25	F	F	E	4C	4C/2E
6	3rd Street to 9th Street in Marysville	YUB	14.25	14.70	F	F	E	4C	4C/2E
Break in Route SR 20	Between 9th and "E" Streets to 12th and "B" Streets	YUB	0.99	1.47	F	F	E	4C	4C/2E
7	12th and "B" Streets to 24th Street	YUB	14.70	15.35	E	F	E	4C	4C/2E
8	24th Street to Yuba/Butte County Line	YUB	15.35	25.82	E	E	D	2C	2C/ passing lanes
9	Yuba/Butte Co. Line to Freeway 0.6mi South of SR 162	BUT	0.00	13.51	D	E	E	2C	2C with passing lanes
10	Freeway 0.6 mi South of SR 162 to SR 149	BUT	13.51	20.52	B	C	E	4F	4F
11	SR 149 to West of Feather River Bridge	BUT	20.52	28.10	D	D	D	2E	2E
12	West of Feather River Bridge to East of Concow Rd	BUT	28.10	33.08	A	A	D	4E	4E
13	East of Concow Road to Butte/Plumas Co. Line	BUT	33.08	48.08	B	B	D	2C	2C

Ultimate Facility	2007					2027 No Build		
	% of Trucks	Directional Split	Peak Hour Traffic	Average Daily Traffic	Volume to Capacity	Peak Hour Traffic	Average Daily Traffic	Volume to Capacity
4F	9%	60%	1,785	17,065	0.64	3,100	29,705	1.11
4F	22%	56%	1,865	17,850	0.28	3,480	33,335	0.53
6F	13%	60%	4,380	48,005	0.67	6,660	73,030	1.02
6F	9%	60%	5,355	63,000	1.36	7,905	93,000	2.01
6C/2E	12%	60%	5,565	50,925	1.07	8,125	75,175	1.58
6C/2E	12%	60%	3,655	36,565	0.66	4,725	47,215	0.85
4C/2E	15%	64%	2,650	31,500	.59	3,765	44,730	.82
4C/2E	11%	60%	2,975	25,215	0.94	3,700	31,365	1.77
2C/passing lanes	11%	57%	1,455	15,600	0.52	2,015	21,600	0.72
4E	13%	53%	1,385	14,485	0.52	2,230	23,325	0.84
4F	8%	53%	2,970	33,390	0.41	4,650	52,290	0.65
2E	13%	54%	1,005	8,695	0.38	1,580	13,615	0.51
4E	13%	55%	325	2,680	0.06	480	3,955	0.09
2C	13%	67%	240	1,630	0.09	360	2,405	0.13

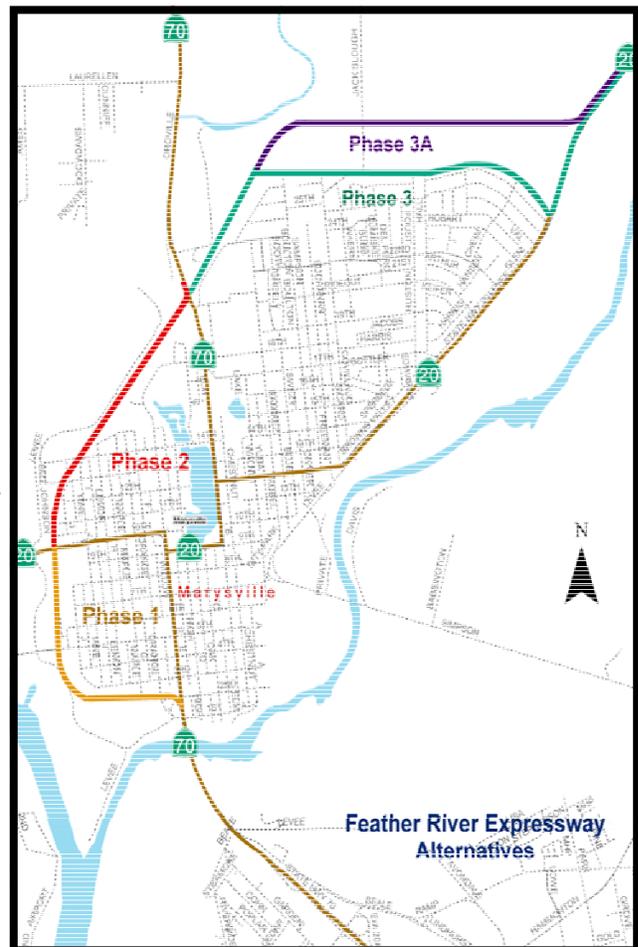
Feather River Expressway

The Feather River Expressway is being designed to improve mobility by providing an expressway around the west side of the City of Marysville. The Feather River Expressway will be implemented in phases. When implemented, phases 2, 3 or 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 construct a two-lane expressway on a new alignment between SR 70 (at the south end of Marysville) and SR 20 (at the 10th Street Bridge).
- Phase 2 of this project alignment 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 additional 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. The Project Study Report for the Feather River Expressway is anticipated by September 2009.



Yuba River Parkway Corridor

In an effort to improve local and inter-regional travel, the Yuba River Parkway Project, has been proposed by the Yuba County Department of Public Works. The proposal is for a locally-funded, four-lane expressway that would parallel SR 70 from the Highway 65/70 Interchange near Olivehurst connecting to Highway 20 near Plantz Road east of Marysville.

In coordination with the Yuba River Parkway two Project Study Reports (PSRs) were initiated by Yuba County. The first PSR, approved, March 2008, was for a new signalized intersection near Plantz Road at SR 20 just east of the Yuba Sutter Disposal site east of Marysville.

The second PSR is being developed to re-construct the State Route 65/70 Interchange with an estimated completion date of August 2009.

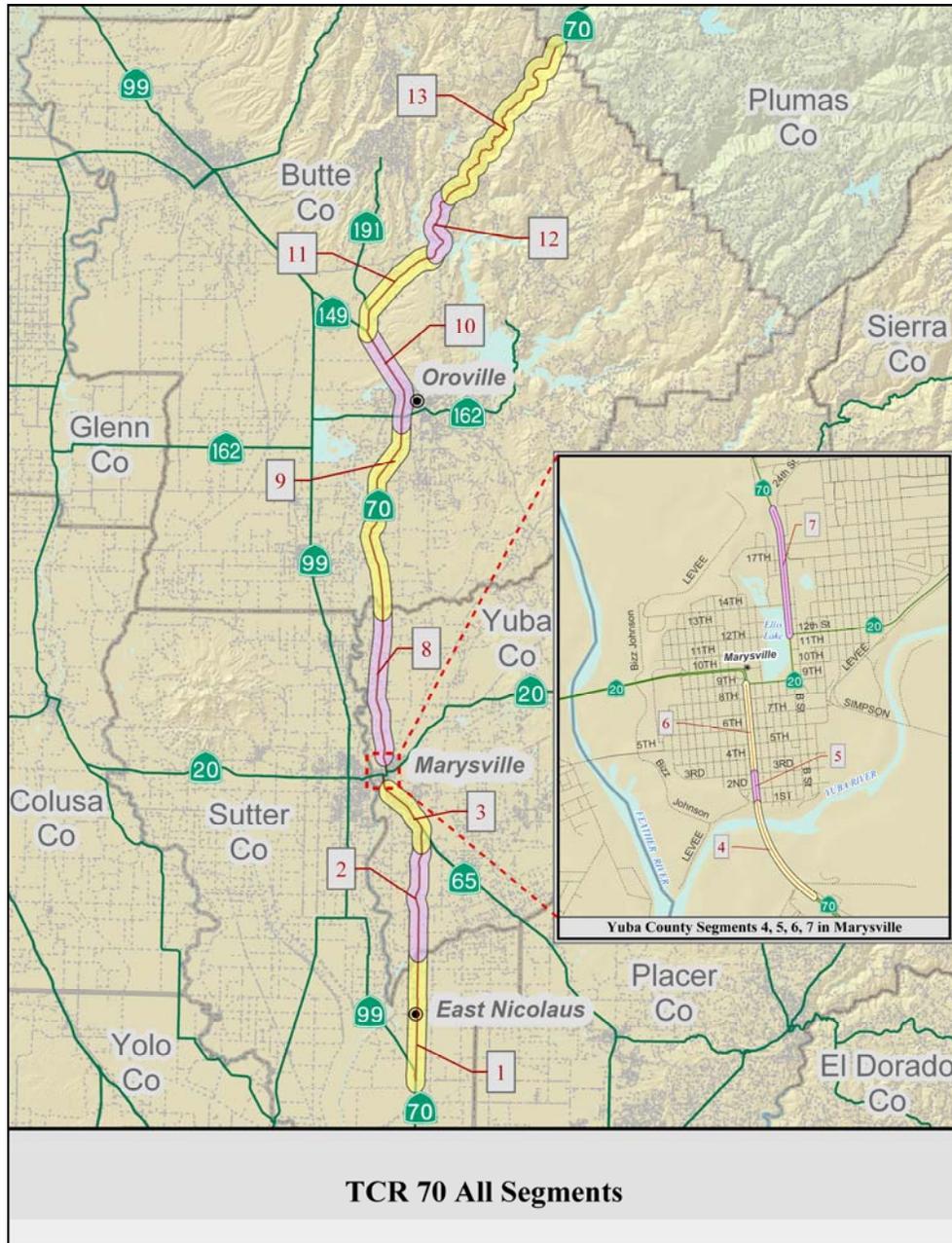
The Yuba River Parkway will:

- * Relieve existing congestion in Marysville by providing an alternate route around Marysville
- * Reduce truck traffic through Marysville and Hallwood by providing a more direct route for trucks to access Routes 65 and 70 via a facility designed to accommodate all modes of traffic safely and efficiently.
- * Mitigate future capacity needs from planned development.

As the purpose for the Yuba River Parkway is tied to planned and proposed for the corridor, final implementation of the parkway will be dependant upon the rate of development and availability of developer funding.



STATE ROUTE 70 SEGMENT MAP



Please contact below for questions and concerns about this Transportation Concept Report:



Caltrans District 3
Office of Transportation Planning
P.O. Box 911
Marysville, CA 95901-0911 Telephone: (530) 741-5151



Further Transportation Concept Report Information:
Caltrans District 3 Website - <http://www.dot.ca.gov/dist3/>
(Select Divisions, then Planning & Local Assistance, and then System Planning)