STATE ROUTE 65
TRANSPORTATION CONCEPT REPORT

Caltrans
District 3

July 2001

STATE ROUTE 65

TRANSPORTATION CONCEPT REPORT

District 3

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Location Map SR 65

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STATE ROUTE 65 TRANSPORTATION CONCEPT REPORT

Segment/ County	Post KM	Post Mile	Current Facility	Current LOS	Concept Facility	Concept LOS	Ultimate Transportation Corridor	
1/PLA	7.825/13.287	4.863/8.258	E/4	D	F/6	E	F/8	
2/PLA	13.287/19.181	8.258/12.281	E/4	B	F/4	E	F/6	1
3/PLA (Lincoln Bypass)	19.181/39.033	12.281/24.259	C/2	E	E/4	D	F/6	2
4/YUBA	0.000/7.623	0.00/4.738	C/2	D	E/4	E	F/4	
5/YUBA	7.623/15.096	4.738/9.382	F/4	A	F/4	C	F/4	
6/YU/SUT (Bridge)		12.171/1.6	UNCST	N/A	B/4		B/4	3

Notes:

1. *Segment includes projects under construction in analysis*
2. *Segment includes programmed projects in analysis*
3. *Unconstructed Bridge*

SUMMARY

ROUTE CONCEPT RATIONALE

State Route (SR) 65 is a road of both local and regional importance with a generally north/south connectivity function. The route serves as a connector for both automobile and truck traffic originating on the I-80 corridor (in the Roseville/Rocklin area) and the SR70/99 corridor (in the Marysville/Yuba City area).

There are three primary sections with unique characteristics along the SR 65-corridor. Different land use classifications and growth potentials govern each segment's level of service (LOS) and classification. The segmentation presented in this Transportation Concept Report (TCR), further defines the roadway conditions within these route sections.

The first section of SR 65 is located between the I-80 interchange in Roseville and the Yuba County line at the Bear River. At the present time commuter, truck, and local traffic volumes are high in this section and it is characterized by a significant growth of industrial, commercial and residential development. The projects under consideration for this area, as well as the proposed land development, will have major impacts on the transportation infrastructure. Without improvements to the roadway capacity, the General Plan concept of LOS D in the coming years will be difficult to maintain between Lincoln and Roseville. The proposed Lincoln bypass will help to alleviate some of the present congestion through the City of Lincoln.

The second section is the portion between the Yuba County line and the junction of SR 70. This section is mostly rural/urban and serves as a commuter link between Yuba City/Marysville and Roseville/Rocklin areas. This segment is identified as having a more stable population growth rate than the more southerly portion of the route. The concept LOS D will not be as difficult to maintain. Significant impacts to the transportation infrastructure would occur with the construction of a major motor sports complex with a Formula One raceway along with the existing Sacramento Valley Amphitheater. These could cause peak traffic problems associated with major events.

The third section is the unbuilt portion of SR 65 between SR 70 and SR 99 known as the "Third Bridge Crossing of the Feather River" project. This segment has been identified in the1992 District System Management Plan (DSMP) as being one of the high priority improvements within the overall district strategy.

TRANSPORTATION CONCEPT REPORT

Introduction

State Route 65 serves as a key interregional connector between the rapidly growing south Placer County area and the Marysville/Yuba City urban area and, by way of the proposed Third Crossing of the Feather River Bridge, the highway 99/70 corridor. The south Placer County region is one of the fastest growing areas in the state both in terms of housing and economic development. Due to the high growth potential of the areas adjacent to State Route 65 (particularly the segments within Placer County) and present and potential future constraints to the physical expansion of the facility, allowances should be made at every opportunity for traffic management options that do not necessitate the physical expansion of the facility. These options may include a greater emphasis on mass transit and congestion management systems such as, but not limited to, ramp metering and HOV lanes.

This Transportation Concept Report breaks the route into segments based on physical characteristics of the roadway such as number of lanes, whether the road is a freeway or a conventional highway, whether the road is in an urban or a rural setting, or some other tangible change in the roadway from one location to the next. Segments always break on county boundaries. These segments allow the characteristics of the route to be viewed and analyzed in manageable portions based on like characteristics. State Route 65 is divided into 6 distinct segments, which are:

1. Segment 1 begins at the interchange of I-80 and SR 65 (PM 4.863) and continues to the Blue Oaks Interchange (PM 8.258). This segment is a limited-access freeway with commercial and retail development on both sides, either currently in use, or planned for the near term. This development includes a

regional shopping mall that contributes a significant amount of traffic to the route. Because of the proximity to I-80 there will be increased stress on the interchange and mainline as traffic both enters and exits SR 65 at this location.

2. Segment 2 starts at the Blue Oaks interchange and continues to the intersection of SR 65 and Industrial Avenue (PM 11.921). This segment is currently operating as a four-lane expressway with high traffic counts due to significant industrial development to the west and commercial and residential development to the east. Three major interchanges are planned for this segment to accommodate the rapid growth of traffic volume. The interchanges are all to be financed through local impact fees.

3. Beginning at Industrial Avenue is the proposed Lincoln Bypass. This new alignment will run generally parallel and to the west of the current route and bypass the City of Lincoln. This will allow a more efficient movement of through traffic than the present route, which travels through the downtown of Lincoln as a "Main Street" with traffic signals and significant cross traffic. The bypass proposals under consideration will rejoin the current alignment of SR 65 at approximately the county line (PM 24.259). The segment is approximately 12 miles long, and is currently operating at a LOS E. The existing "Main Street" segment is characterized by several unique features, and can reasonably be broken down further into three subsections:

   The first subsection includes the portion of the route between the Industrial Avenue intersection and the city limits (PM 13.172). This area is characterized by several large, mixed-use developments. Each of these developments will add significant traffic to the already stressed capacity of SR 65. While the proposed projects contain varying amounts of land devoted to local employment opportunities it can reasonably be assumed that there will be significant travel to and from other local and regional employment destinations.

   The second subsection of this segment begins at Auburn Ravine bridge and includes the conventional highway that runs through the City of Lincoln. There are signalized intersections and a 25-MPH speed limit through the city. In this segment there is local traffic added to the highway. Due to the turning movements of local traffic along this subsection, congestion is significant. LOS F is observed during PM peak hour within the city limits with several cycles being needed to perform some turning maneuvers. The area is characterized by on-street parking and limited roadway width. Existing sidewalks and businesses make the prospect of acquiring additional ROW in the area beyond Third Street prohibitively expensive. The crossing of Markham Ravine (PM 14.801) marks the end of this subsection. Further study needs to evaluate a new connection between SR 193 and SR 65 once the alignment for the Lincoln Bypass is determined.

   The third subsection runs from the northern city limits of Lincoln (approximately at the Markham Ravine Bridge) to the Placer/Yuba county line located on the

Bear River and delineated by the Bear River Bridge (PM 24.259). The highway in this segment runs in a northwesterly direction and is a conventional two-lane rural highway that is currently operating at a LOS D. The Bear River Bridge is non-standard in width, and widening should be considered as part of the overall route improvement and realignment plan. Depending on the final adoption of an alignment for the Lincoln Bypass, the northern end of the bypass should intersect the existing route within this subsection.

4. This segment begins at the Bear River, the County line, and continues through the City of Wheatland to the beginning of the freeway at approximately South Beale Road (PM4.738). Although the traffic counts along this segment are relatively low, congestion exists within the City of Wheatland resulting in delays and contributing to a generally poor level of service. A bypass of Wheatland will generally better facilitate the efficient movement of goods and people along this corridor.

5. Segment 5 comprises the freeway beginning at south Beale Road (PM 4.738) to the end of the current alignment of SR 65 at the junction with SR 70 (PM 9.382). Traffic along this segment is relatively free flowing and should not need any significant modification to the facility, other than routine maintenance, during the concept period. There is a major project being developed along this segment at the intersection of Ostrom Road and Forty Mile Road with SR 65 consisting of a Formula One racecourse as well as an existing amphitheater for musical concerts. Local fees are providing the funding for operational improvements to the interchange at this location to help accommodate the expected traffic at peak periods before and after events at the facility.

6. Segment 6 is the proposed Third Crossing of the Feather River Bridge.

Background:

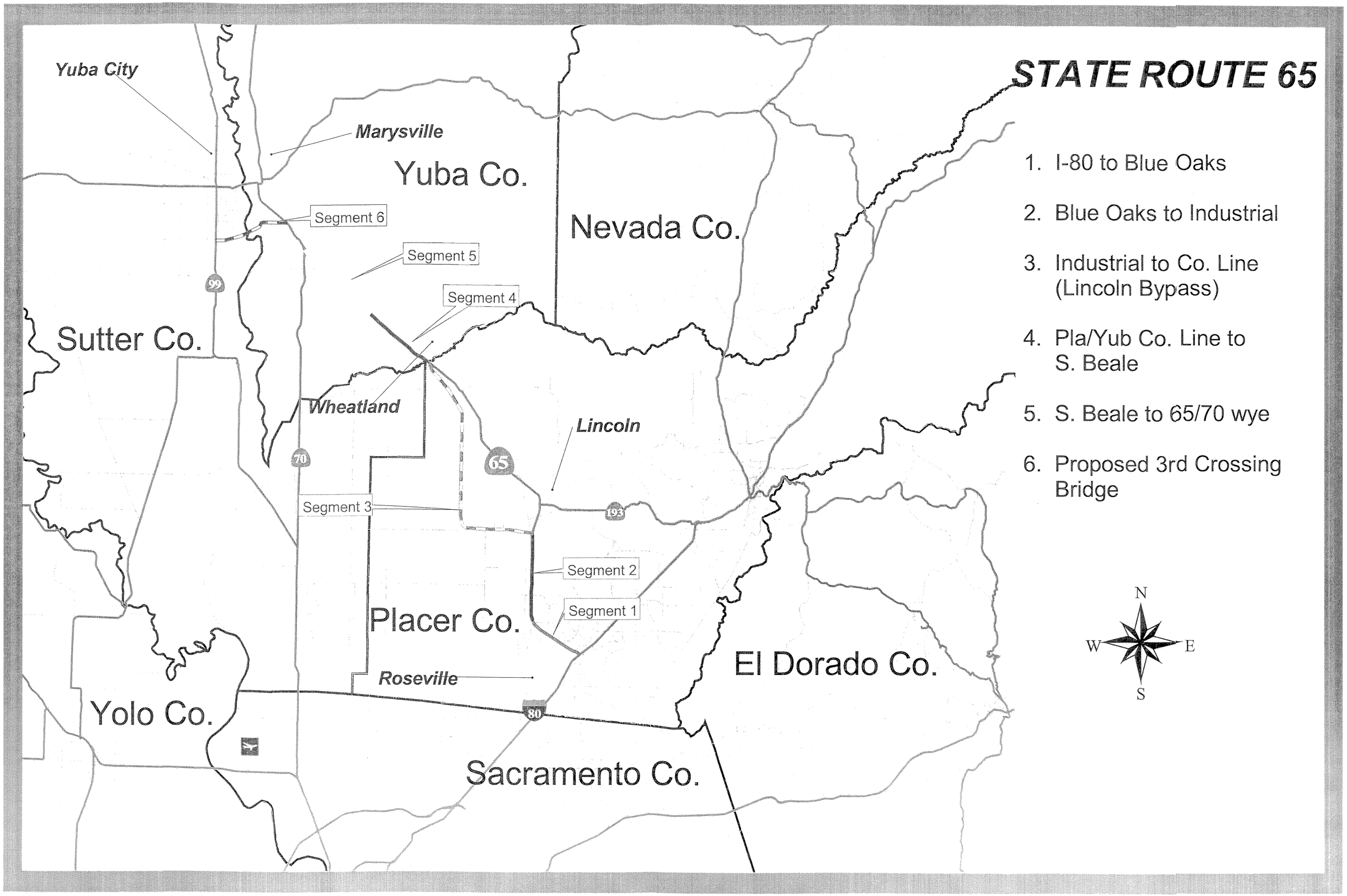
The Transportation Concept Report (TCR) is a Caltrans long-term planning document that evaluates the conditions of a given state transportation corridor, and establishes a twenty year planning concept. In addition to the twenty-year concept, the TCR also looks at the ultimate transportation concept that examines the corridor needs beyond the twenty-year planning period. Forecasting beyond the twenty-year period is difficult for several reasons such as changes in future land use zoning beyond the scope of the twenty-year general plan build-out and unknown funding constraints. Therefore, any concept identified for the "Ultimate" facility, must be considered somewhat speculative and should be used cautiously.

As part of route concept development, the TCR documents the planning strategies of the long-range plans identified by the Regional Transportation Planning Agencies (RTPA) and Metropolitan Planning Organizations (MPO) within a given state highway route corridor. Since state highway routes often pass through several regional planning agency jurisdictions, the TCR assimilates the regional strategies and consolidates these strategies into one comprehensive corridor-specific document.

Format:

The format for the TCR has changed from its previous fully narrative report style to a more concise database-oriented format accompanied by a brief narrative. This new format was designed to streamline information input and to better provide a user-friendly, up-to-date platform allowing easy access of Caltrans District 3 System Planning information. When completed, the Fact Sheet database will be made available to our transportation planning partners via the Internet.

Included in this format is the California Natural Diversity Database (CNDDB) information that identifies the status of habitats and species found within 300 meters (approximately one-half mile) of the centerline of the existing highway facility. Segments shown on the CNDDB maps in this document represent the most prominent environmental constraints, and if segments are not listed they should not be assumed free of constraints. This CNDDB information <u>does not</u> represent all environmental constraints within a given corridor. A complete assessment of environmental constraints can only be determined through a detailed environmental study, such as an Environmental Impact Report (EIR) or Environmental Impact Statement (EIS).


STATE ROUTE 65
1. I-80 to Blue Oaks
2. Blue Oaks to Industrial
3. Industrial to Co. Line (Lincoln Bypass)
4. Pla/Yub Co. Line to S. Beale
5. S. Beale to 65/70 wye
6. Proposed 3rd Crossing Bridge
Yuba City
Marysville
Yuba Co.
Nevada Co.
Sutter Co.
Segment 6
Segment 5
Segment 4
Segment 3
Segment 2
Segment 1
Wheatland
Lincoln
Placer Co.
Roseville
El Dorado Co.
Yolo Co.
Sacramento Co.
99
70
65
193
80
N
W
E
S

STATE ROUTE 65 SEGMENT FACT SHEET

PKm Ahead: 7.825
PKm Back: 13.287
Kilometers: 5.463

SEGMENT: PLA 1
FROM I-80 TO BLUE OAKS INTERCHANGE

Ahead PM: 4.863
Back PM: 8.258
Miles: 3.395

Present Facility: 4 Lane expressway

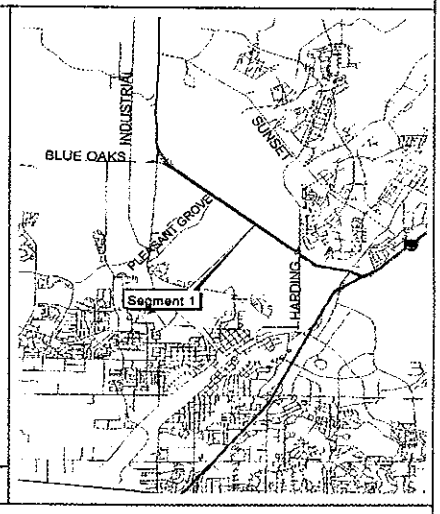
Concept Facility: 6 Lane freeway

Ultimate Facility: 8 lane freeway

Levels of Service
Present LOS: D
20-Year LOS No Build: F
20-Year Concept LOS (Improved): E

Transportation Concept Improvements

- Reconstruct the SR 65/I-80 interchange.
- Upgrade route from 4-lane expressway to 6-lane freeway within concept period to maintain an acceptable LOS.
- Promote implementation of Transportation Demand Management (TDM) and public transit options.
- Work with PCTPA on the development of the "Placer Parkway" connecting SR 65 with the SR 70/99 corridor and the Sacramento International Airport.
- Develop Park-and-Ride facilities utilizing existing parking facilities along segment.



General Plans	LOS
Roseville General Plan 1992	C
Placer County General Plan 1994	D

Functional Classification: Principal Arterial

NHS	3	0= Non NHS, 1= Interstate, 2= High Priority Route, 3 & 4 STRAHNET, 5= Other NHS, 6= High Priority & STRAHNET, 7= NHS Connector	**Freeway/ Expressway**	1	0= Non F&E, 1= F&E, 2= F&E Unconstructed
Scenic	0	0=Non Scenic, 1 =Officially Designated, 2= Eligible	**Nat'l Truck Network**	2	0=Non NTN, 1 =NTN STAA Trucks, 2= Terminal Access Rte.
Life Line	0	0=Non Life Line, 1=Life Line Route	**IRRS**	1	0=Non IRRS, 1 =IRRS, 2= IRRS Unconst, 3=Non IRRS, unconst

Description - Rationale - General Comments

Segment one is a four-lane divided highway originating at I-80 within the city limits of the City of Roseville in Placer County. This segment runs in a northwesterly direction and consists of approximately 3.2 miles of full access-controlled expressway terminating at the Blue Oaks Interchange (PM 8.258).

This segment serves a high volume of both commute and truck traffic as well as local trips of undefined destination or origin. The segment is currently operating at a Level of Service (LOS) D. By the year 2020, the level of service is expected to decline to F, with volume exceeding capacity by over 100% In order to maintain an acceptable level of service for this segment an upgrade to freeway standards and, ultimately, an increase in capacity for the facility will be required. The route is critically important for efficient and safe movement of goods and for regional travel and connectivity between the rapidly growing North Roseville/ Lincoln area and the Greater Sacramento Metropolitan area. The "Level of Service" section indicates the upgrade to freeway standards as the concept and remaining at expressway standards as the "no build."

Projects Programmed (RTIP/STIP/SHOPP)
Projects Listed in Local Long-Range Planning Documents

No Major Projects Programmed

LOCAL PLANNING JURISDICTIONS

RTPA/ MPO	Placer County Transportation Planning Agency (PCTPA) 550 High St., Suite 107 Auburn, CA 95603 (530)823-4030
Air Quality District	Placer County Air Pollution Control District (PCAPCD) 11464 B Ave. Auburn, CA 95603-2603 (530) 889-7130

Air Quality

The following information is a brief overview only. For specific environmental information, contact the Caltrans District 3-Environmental Offices.

Air Basin: Sacramento Valley Air Basin

Federal Air Quality Non-Attainment Designations:

CO: ATTAINMENT/ UNCLASSIFIED **OZONE:** SEVERE **PM10:** UNCLASSIFIED/ ATTAINMENT

Land Use

The City of Roseville General Plan identifies several land uses along this first segment. These uses include "Community Commercial (CC)", "Business Professional (BP)", "Light Industrial (LI)", "Regional Commercial (RC)", "Open Space (OS)", and "High Density Residential (HDR)". The northeast side of the route is bordered by CC uses with two areas of OS. On the southwest side of the route, there are HDR, LI, BP, and OS uses.

The present existing land uses on the southern portion of the segment include a regional commercial center (Stanford Crossing) on the northeast side of the SR 65/I-80 I/C, and a high-density residential project on the southwest side of the SR 65/I-80 I/C. On the southern side of the segment at the Harding I/C two commercial projects of regional importance, Creekside Center and Roseville Regional Mall, are currently planned or under construction.

The segments of SR 65 between Roseville and Lincoln have been designated as a transit corridor in the Placer County General Plan. This designation is intended to facilitate the development of higher-intensity land use and design standards that promote high-speed transit adjacent to undeveloped or redevelopable land. The designation is dependent on the present or future availability of high-capacity transit services, including rail and other alternatives to single-occupant vehicles.

Modal options

Roseville Area Dial-A-Ride (RADAR) is a door-to-door service operated within the Roseville urban area, as well as a fixed-route bus service, and a commuter bus service to downtown Sacramento. Riders can transfer between Roseville transit and Placer County Transit at the Galeria Mall. Placer County Transit provides links to Lincoln, Rocklin, Auburn and Sacramento.

Greyhound operates an express bus route between Roseville and Marysville.

Bicycle access is provided via the City of Roseville's bike lanes which run parallel . The 1992 Caltrans District System Management Plan lists the location of present and proposed Park and Ride facilities along the route segment in Lincoln and Roseville.

The cities of Roseville, Rocklin, Lincoln, and Placer County have jointly set up ride sharing ordinances for South Placer County. The ordinances are designed to insure that employers will share in the responsibility to help mitigate some of the future traffic and air quality impacts from the increase in employment and auto traffic along the transit corridor.

Highway Log Right of Way Information

Average Median Width: 14.02 Meters	Average Lane Widths: 3.66 Meters	Average Shoulder Widths: 3.05 Meters	No. Lanes: 4

General Comments:

Traffic Analysis and Highway Information (No Build)

Year	AADT	PeakHourly Volumes	V/C Ratio	LOS
2000	48,800	4,941	0.79	D
2010	92,800	9,396	1.37	F
2020	136,800	13,851	2.02	F

Traffic Analysis Comments

% Traffic Growth/Yr: 9%	Land Use: Commercial/light Industrial	Future 20-Year Land Use: Commercial/light Industrial
Terrain: Flat	Peak Period Dir Split: 58%	Daily Truck %: 13%
Total Accident Rate vs Statewide Average: 22%	Peak Period Truck %: 8%	Fatalities + Injuries Acc Rate vs Statewide Avg: 35%

Future Right of Way (ROW) Needs

Currently there exists between 300 and 360 feet of right of way which will allow for adequate capacity improvements c changes sufficient to meet future transportation needs. All proposed and existing intersections (ROW) should be protected to ensure adequate room for L-9 type interchanges.

References

Caltrans District 3 DSMP, August 1992
City of Roseville General Plan, 1992
City of Lincoln General Plan, 1988
Placer County General Plan, 1994
California Transportation Commission 1998 STIP, Commission Staff Recommendations
Placer County RTIP Project Nomination Sheet, 3/25/1998
Arciero Motorplex Feasibility Study, kdANDERSON Transportation Engineers, 1997

STATE ROUTE 65 SEGMENT FACT SHEET

PKm Ahead: 13.287
PKm Back: 19.181
Kilometers: 5.894

SEGMENT: PLA 2
FROM BLUE OAKS INTERCHANGE TO INDUSTRIAL AVENUE

Ahead PM: 8.258
Back PM: 11.921
Miles: 3.663

Present Facility: 4 Lane expressway

Concept Facility: 4 Lane freeway

Ultimate Facility: 6 lane freeway

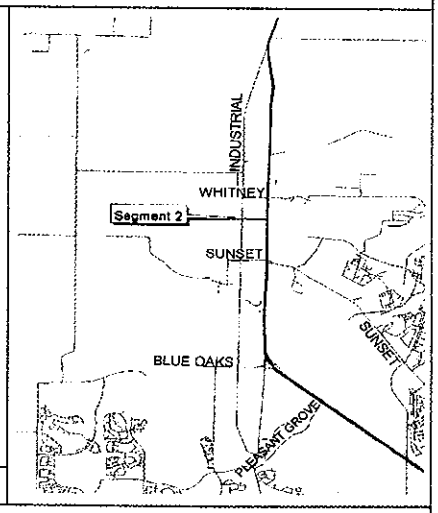
Levels of Service
Present LOS: B
20-Year LOS No Build: E
20-Year Concept LOS (Improved): E

Transportation Concept Improvements

· Revise interchange at Blue Oaks/Woodland Avenues.

· Upgrade 4-lane expressway from Washington Ave. to Industrial Avenue to freeway standards.

· Construct new 4-lane expressway (Lincoln Bypass) from .6 miles south of Industrial Avenue to .5 miles South of Yuba County line.



General Plans	LOS
Roseville General Plan 1992	C
Placer County General Plan 1994	D

Functional Classification: Principal Arterial

NHS	3	0= Non NHS, 1= Interstate, 2= High Priority Route, 3 & 4 STRAHNET, 5= Other NHS, 6= High Priority & STRAHNET, 7= NHS Connector	**Freeway/ Expressway**	1	0= Non F&E, 1= F&E, 2= F&E Unconstructed
Scenic	0	0=Non Scenic, 1 =Officially Designated, 2= Eligible	**Nat'l Truck Network**	2	0=Non NTN, 1 =NTN STAA Trucks, 2= Terminal Access Rte.
Life Line	0	0=Non Life Line, 1=Life Line Route	**IRRS**	1	0=Non IRRS, 1 =IRRS, 2= IRRS Unconst, 3=Non IRRS, unconst

Description - Rationale - General Comments

Segment two is a four-lane expressway beginning at the Blue Oaks interchange. The roadway turns in a northerly direction at the Blue Oaks interchange. This portion consists of approximately 3.7 miles of partially controlled-access expressway that runs roughly parallel to both the Union Pacific railroad tracks and Industrial Avenue. The segment ends at the intersection of Industrial Avenue. The end point of this segment is also roughly where the proposed "Lincoln Bypass" starts (PM 12.281).

This segment is currently operating at LOS B during peak hours, but high growth in the area will lead to continued congestion during the concept period. This anticipated deficiency is due to the cumulative impacts of several major development projects and the high growth adjacent to this segment.

The ultimate facility for this segment should allow for the expansion of the roadway to 6 travel lanes with appropriate median and shoulder width.

This segment has been identified in preliminary studies as the origination point of a proposed "Placer Parkway" running from the Roseville / Lincoln area to SR 99.

Depending on the timetable for the Indian Gaming facility on Athens Avenue, and the circulation study accompanying the environmental documents, the Whitney Boulevard interchange may need to be built sooner than 2015, as proposed.

STATUS OF PROJECTS:

Sunset Boulevard interchange 100% local funding (2005)

· Whitney Boulevard interchange 100% local funding (2015)

Projects Programmed (RTIP/STIP/SHOPP) Projects Listed in Local Long-Range Planning Documents	
1999 SACOG MTP	Construct new Interchange at Sunset BLVD. (4.7M). (2005)
1999 SACOG MTP	Construct new interchange at Whitney BLVD. (2015)

LOCAL PLANNING JURISDICTIONS		Air Quality
RTPA/ MPO	Placer County Transportation Planning Agency (PCTPA) 550 High St., Suite 107 Auburn, CA 95603 (530)823-4030	The following information is a brief overview only. For specific environmental information, contact the Caltrans District 3 Environmental Offices. **Air Basin:** Sacramento Valley Air Basin
Air Quality District	Placer County Air Pollution Control District (PCAPCD) 11464 B Ave. Auburn, CA 95603-2603 (530) 889-7130	Federal Air Quality Non-Attainment Designations: **CO:** ATTAINMENT/ UNCLASSIFIED **OZONE:** SEVERE **PM10:** UNCLASSIFIED/ ATTAINMENT

Land Use

The present land uses adjacent to route Segment 2 are commercial/industrial. Presently the development is concentrated on the southern portion of the segment, with the greater portion of the commercial development occurring along the southeastern leg of the segment and industrial uses occurring on the southwestern leg. Extensive development is planned along the remainder of this segment of the route.

Segment 2 of the route contains development projects identified in the Roseville, Rocklin, and Lincoln general plans and by SACOG projections. These projects include, but are not limited to: Twelve Bridges, Eastridge, Lincoln Crossing, Lincoln Hills, Stanford Ranch, East Lake, Rocklin West, and Sunset Ranch.

The Twelve Bridges Specific Plan area east of Segment 2 has been rezoned from 5 and 10 acre agricultural and residential estate use to higher density residential and commercial development, including planned communities and other approved subdivisions. A concentration of retiree-oriented housing, with the number of units to be determined, within the Twelve Bridges Specific Plan Area may contribute to lower peak-hour percentages than would be normally expected to impact this segment for a project of similar size.

Modal options

The area incorporating the City of Lincoln is presently served by Lincoln Transit Service. Lincoln Transit provides a deviated fixed route service within the city including Sun City and the airport. Riders on Lincoln Transit can transfer to Placer County Transit at 3rd. and 1st. Streets in Lincoln. Lincoln also provides Dail-A-Ride services.

Roseville Area Dial-A-Ride (RADAR) is a door-to-door service operated within the Roseville urban area, as well as a fixed-route bus service, and a commuter bus service to downtown Sacramento. Riders can transfer between Roseville transit and Placer County Transit at the Galeria Mall. Placer County Transit provides links to Lincoln, Rocklin, Auburn and Sacramento.

The cities of Roseville, Rocklin, Lincoln, and Placer County have jointly set up ride sharing ordinances for South Placer County. The ordinances are designed to insure that employers will share in the responsibility to help mitigate some of the future traffic and air quality impacts from the increase in employment and auto traffic along the transit corridor.

Highway Log Right of Way Information

Average Median Width: 23.77 Meters	Average Lane Widths: 3.66 Meters	Average Shoulder Widths: 2.44 Meters	No. Lanes: 4

General Comments:
The median varies from 14.02 M at the southern end of the segment to 23.77 M at the northern end.

Traffic Analysis and Highway Information (No Build)

Year	AADT	PeakHourly Volumes	V/C Ratio	LOS	Traffic Analysis Comments
2000	25,682	2,318	.54	B	
2010	48,720	4,408	.80	D	
2020	71,820	6,498	0.95	E	

% Traffic Growth/Yr: 9%	Land Use: Commercial/light Industrial	Future 20-Year Land Use: Commercial/light Industrial
Terrain: Flat	Peak Period Dir Split: 58%	Daily Truck %: 13%
Total Accident Rate vs Statewide Average: 36%	Peak Period Truck %: 8%	Fatalities + Injuries Acc Rate vs Statewide Avg: 34%

Future Right of Way (ROW) Needs

Current ROW varies from a minimum of 270 feet to over 300 feet, and should be sufficient to accommodate all expansion within the concept period. All proposed and existing intersection/interchange ROW should be protected and/or dedicated to ensure adequate room for L-9 type interchanges. Interchanges are proposed for Sunset Boulevard, Whitney Boulevard, and Eight-Mile Road. With an adequately sized mainline and I/C ROW, there is greater flexibility for future modes of transportation, including modes such as rail, HOV, and HOT lanes, should capacity be surpassed for this corridor within the 20-year planning period.

References

Caltrans District 3 DSMP, August 1992
City of Roseville General Plan, 1992
Twelve Bridges General Development Specific Plan, 1995
City of Lincoln General Plan, 1988
Placer County General Plan, 1994
California Transportation Commission 1998 STIP, Commission Staff Recommendations
State Route 65 Lincoln Bypass Major Investment Study, 1995
Placer County RTIP Project Nomination Sheet, 3/25/1998
Caltrans Project Report for Highway 65 widening 11/10/98
Arciero Motorplex Feasibility Study, kdANDERSON Transportation Engineers, 1997

STATE ROUTE 65 SEGMENT FACT SHEET

PKm Ahead: 19.760 **PKm Back:** 39.033 **Kilometers:** 19.273	SEGMENT: PLA 3 LINCOLN BYPASS, BEGINNING AT INDUSTRIAL AVENUE AND REJOINING CURRENT SR 65 AT COUNTY LINE.	**Ahead PM:** 12.281 **Back PM:** 24.259 **Miles:** 11.978

Present Facility: 2-lane highway

Concept Facility: 4 & 2-lane expressway on new alignment (Lincoln Bypass)

Ultimate Facility: 4/6 Lane freeway

Levels of Service

Present LOS: E

20-Year LOS No Build: F

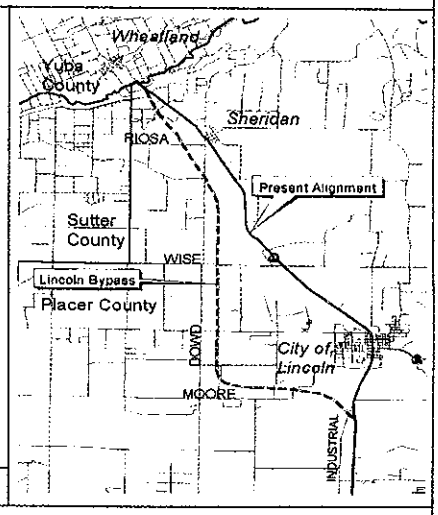
20-Year Concept LOS (Improved): D

Transportation Concept Improvements

· Construct expressway (Lincoln Bypass) on new alignment from .6 miles south of Industrial Avenue to .5 miles South of Yuba County line. Mixture of 2 & 4 lanes.

· Promote implementation of Transportation Demand Management (TDM) and public transit options.

· Existing SR 65: Widen roadway to five lanes from Industrial Avenue to Auburn Ravine. ("Main Street" portion of SR 65 only)



General Plans	LOS
Lincoln General Plan 1988	C
Placer County General Plan 1994	D

Functional Classification: Principal Arterial

NHS	3	0= Non NHS, 1= Interstate, 2= High Priority Route, 3 & 4 STRAH-NET, 5= Other NHS, 6= High Priority & STRAHNET, 7= NHS Connector	**Freeway/ Expressway**	1	0= Non F&E, 1= F&E, 2= F&E Unconstructed
Scenic	0	0=Non Scenic, 1 =Officially Designated, 2= Eligible	**Nat'l Truck Network**	2	0=Non NTN, 1 =NTN STAA Trucks, 2= Terminal Access Rte.
Life Line	0	0=Non Life Line, 1=Life Line Route	**IRRS**	1	0=Non IRRS, 1 =IRRS, 2= IRRS Unconst, 3=Non IRRS, unconst

Description - Rationale - General Comments

Segment 3 marks the beginning of the Lincoln Bypass, which represents the ultimate concept facility for the segment. Beginning at the intersection of Industrial Avenue and SR 65, the route will take a generally westerly path until turning northward beyond the Lincoln airport. The proposed route then continues in a generally northwesterly direction until it reconnects with the existing SR 65 near the Bear River. The project was programmed in the 2000 STIP for funding of Plans, Specifications and Engineering (PS&E), Right of Way (RW), and RW Support.

In Segment 3, the existing State Route 65 is a "Main Street" highway that will not serve the ultimate interregional and local travel demand. State Route 65, through Lincoln, is expected to operate at Level of Service F by 2005. The Lincoln Bypass has been identified as the appropriate solution to this deficiency through the consensus reached among all key stakeholders during the 1995 Major Investment Study (MIS).

The Lincoln Bypass Project is included in the following two financially-constrained, long-range transportation plans:
1. 1999 Sacramento Area Council of Governments Metropolitan Transportation Plan and
2. 1996/1997 Placer County Regional Transportation Plan(State Route 65 Lincoln Bypass MIS, 1995).

The Lincoln General Plan Circulation Element (1988) lists as an improvement, purchase of right-of-way for a new four-lane expressway in Lincoln, west of the current alignment. However, no specific state route has been adopted for this corridor.

The City of Lincoln intends to reserve a right-of-way of 210 to 230 feet in width which could ultimately be adopted by the State as the bypass consistent with engineering standards for state highways. (Lincoln General Plan Circulation Element, 1988)

The "ultimate" (>20 years) concept for this roadway segment should allow for the expansion of the roadway to 6 travel lanes with appropriate median and shoulder width because of the high growth in the areas adjacent to the route and the areas which ultimately will feed into the route.

STATUS OF PROJECTS:
· The Lincoln Bypass is currently in the environmental review process, and several alignments are under evaluation.
· Environmental studies are funded 50/50, ITIP/RTIP (Public funds are allocated through PCTPA and the CTC, local funding is allocated from development impact fees from local jurisdictions.)
· Depending on environmental studies and the availability of funding, the ROW acquisition and construction could begin between 2005-2007

Projects Programmed (RTIP/STIP/SHOPP) Projects Listed in Local Long-Range Planning Documents	
2000 STIP	Construct a 2 and 4-lane expressway (Lincoln Bypass) on new alignment with at-grade intersections from .6 miles South of Industrial Avenue to .5 miles South of the Yuba County line.

LOCAL PLANNING JURISDICTIONS

RTPA/ MPO	Placer County Transportation Planning Agency (PCTPA) 550 High St., Suite 107 Auburn, CA 95603 (530)823-4030
Air Quality District	Placer County Air Pollution Control District (PCAPCD) 11464 B Ave. Auburn, CA 95603-2603 (530) 889-7130

Air Quality

The following information is a brief overview only. For specific environmental information, contact the Caltrans District 3 Environmental Offices.

Air Basin: Sacramento Valley Air Basin

Federal Air Quality Non-Attainment Designations:

CO: ATTAINMENT / UNCLASSIFIED **OZONE:** SEVERE **PM10:** UNCLASSIFIED/ ATTAINMENT

Land Use

The segments of SR 65 between Roseville and Lincoln have been designated as a transit corridor in the Placer County General Plan. This designation is intended to facilitate the development of higher-intensity land use and design standards that promote public transit adjacent to undeveloped or redevelopable land. The designation is dependent on the present or future availability of high-capacity transit services, including rail and other alternatives to single-occupant vehicles.

The land adjacent to the highway within this segment is generally classified as open grazing/agricultural uses with significantly less growth-inducing plans than the area to the south of Lincoln. These uses appear to comply with General Plan guidelines for both present and future (10-year) land use designations.

The core of the Lincoln downtown area, located in the vicinity of SR 65 (G Street) between First and Ninth Streets is characterized by a mixture of commercial, public, industrial, service, and residential uses. The central business district in Lincoln is fully developed.

Land use on each of the proposed alternatives varies, but common features include residential and industrial zoning adjacent to the junction of SR 65 and Industrial Avenue. Agricultural and open space predominate the areas north, east and west of Lincoln where the bypass may be sited.

Modal options

The area incorporating the City of Lincoln is presently served by Lincoln Transit Service. Lincoln Transit provides a deviated fixed route service within the city including Sun City and the airport. Riders on Lincoln Transit can transfer to Placer County Transit at 3rd. and 1st. Streets in Lincoln. Lincoln also provides Dail-A-Ride services.

The Lincoln Commuter Express offers direct service between Yuba City/Marysville and the high-tech employment center near the Lincoln Airport west of Highway 65 in Placer County. Designed to serve the most common shift, this service offers one early morning and one early afternoon schedule. The Lincoln Express has stops in Yuba City, Marysville, Linda and Wheatland and no reservations are required.

The cities of Roseville, Rocklin, Lincoln, and Placer County have jointly set up ride sharing ordinances for South Placer County. The ordinances are designed to insure that employers will share in the responsibility to help mitigate some of the future traffic and air quality impacts from the increase in employment and auto traffic along the transit corridor.

Highway Log Right of Way Information

Average Median Width: 0.00 Meters	Average Lane Widths: 3.66 Meters	Average Shoulder Widths: 2.74 Meters	No. Lanes: 2

General Comments:
These numbers represent the current configuration through the city of Lincoln.

Traffic Analysis and Highway Information (No Build)

Year	AADT	PeakHourly Volumes	V/C Ratio	LOS
2000	17,480	1,610	.66	E
2010	28,880	2,660	1.11	F
2020	40,280	3,710	1.55	F

Traffic Analysis Comments
Traffic Analysis and Highway Information for this segment is based on existing alignment.
The future values are estimates only due to volume far exceeding capacity of the current facility.

% Traffic Growth/Yr: 8%	Land Use: Commercial/industrial	Future 20-Year Land Use: Rural Residential
Terrain: Flat	Peak Period Dir Split: 58%	Daily Truck %: 15%
Total Accident Rate vs Statewide Average: 190%	Peak Period Truck %: 10%	Fatalities + Injuries Acc Rate vs Statewide Avg: 199%

Future Right of Way (ROW) Needs

Due to the cumulative impacts of the identified development, sufficient ROW on the new alignment should be secured to allow for flexibility for future improvements. All proposed and existing intersections should be protected to ensure enough room for L-9 type interchanges. With an adequately sized ROW, there is greater flexibility for future modes of transportation should capacity be surpassed for this corridor within the 20-year planning period.

References

Caltrans District 3 DSMP, August 1992
City of Roseville General Plan, 1992
Twelve Bridges General Development Specific Plan, 1995
City of Lincoln General Plan, 1988
Placer County General Plan, 1994
State Route 65 Lincoln Bypass Major Investment Study, 1995
Placer County RTIP Project Nomination Sheet, 3/25/1998

STATE ROUTE 65 SEGMENT FACT SHEET

PKm Ahead: 0.000
PKm Back: 7.623
Kilometers: 7.623

SEGMENT: YUB 4
FROM COUNTY LINE TO S.BEALE RD.

Ahead PM: 0.000
Back PM: 4.738
Miles: 4.738

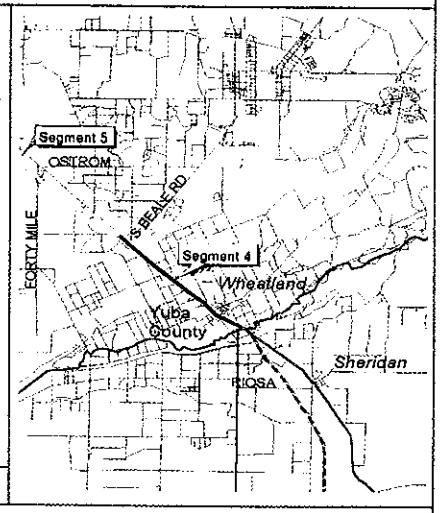
Present Facility	2 Lane highway
Concept Facility	2 Lane expressway (Wheatland bypass)
Ultimate Facility	4 Lane freeway on bypass alignment

Levels of Service

Present LOS: D
20-Year LOS No Build: F
20-Year Concept LOS (Improved): E

Transportation Concept Improvements

- Safety and rehabilitation improvements along with normal maintenance should take place as needed.
- A 2-lane expressway, tentatively identified as the Wheatland Bypass, will become necessary as development continues along the SR 65 corridor.
- Operational improvements, including signalization, within the Wheatland city limits to accommodate increased short-term traffic demand.
- Parallel local roads in Wheatland (Front, E, or State streets) should be developed in conjunction with residential/commercial development to help mitigate the increase in congestion.
- Promote implementation of Transportation Demand Management (TDM) and public transit options.
- Identify locations for a Park and Ride lot in the Wheatland area to encourage ride sharing.



General Plans	LOS
Yuba County General Plan 1996	D

Functional Classification: Principal Arterial

NHS	3	0= Non NHS, 1= Interstate, 2= High Priority Route, 3 & 4 STRAHNET, 5= Other NHS, 6= High Priority & STRAHNET, 7= NHS Connector	**Freeway/ Expressway**	0	0= Non F&E, 1= F&E, 2= F&E Unconstructed
Scenic	0	0=Non Scenic, 1 =Officially Designated, 2= Eligible	**Nat'l Truck Network**	2	0=Non NTN, 1 =NTN STAA Trucks, 2= Terminal Access Rte.
Life Line	0	0=Non Life Line, 1=Life Line Route	**IRRS**	1	0=Non IRRS, 1 =IRRS, 2= IRRS Unconst, 3=Non IRRS, unconst

Description - Rationale - General Comments

Segment 4 extends from the Placer/Yuba county line to the existing four-lane freeway portion of SR 65 in Yuba County (PM 4.004.738). The route continues in a northwesterly direction across mostly open grazing land. Growth characteristics within this segment are similar to those of the previous segment and may present a serious problem within the short-term (less than 5-year). Several projects south and west of Wheatland, would add to the cumulative impacts to SR 65. The city of Wheatland is projected to experience an increase in population at the rate of approximately 380% over the course of the next 15 years, to a 2015 population of 12,685.

This segment is a two-lane conventional highway through the City of Wheatland. Posted speeds on the route range from 35 MPH in Wheatland to 55 MPH between Wheatland and the beginning of the freeway at S. Beale Road. Local traffic impacts are moderate at this time, but will become more severe as growth to the north and south continues. The addition of the Arciero Motorplex will increase congestion in this segment through the City of Wheatland due to the influx of vehicles during peak event periods. Local mitigation projects for the raceway include installing a signal at Main Street in Wheatland and widening the roadway to accommodate a continuous left turn lane through the city. The city should include the development of alternative, parallel local roads as a condition of local development. Development is planned for property on the west side of SR 65, and if a local parallel road is improved as a condition of development, some of the localized congestion on SR 65 may be mitigated until a bypass can be constructed.

A Project Study Report has been prepared addressing the connection of the freeway segment to the northwest of Wheatland and the proposed Lincoln Bypass with a multilane expressway (Wheatland Bypass). Long-term planning should consider the inclusion of a bypass of the City of Wheatland to eliminate congestion points within the city limits. A preferred alternative for the bypass has not been defined at this time, but will be included in future studies. This "Gap" closure will provide for a continuous freeway/expressway corridor between south Placer County and Yuba City/Marysville and the SR 70/99 corridor.

Projects Programmed (RTIP/STIP/SHOPP) Projects Listed in Local Long-Range Planning Documents
No Projects Programmed

LOCAL PLANNING JURISDICTIONS		Air Quality
RTPA/ MPO	Sacramento Area Council of Governments (SACOG), 3000 S St. Suite 300 Sacramento, CA 95816 (916) 457-2264	The following information is a brief overview only. For specific environmental information, contact the Caltrans District 3 Environmental Offices. **Air Basin:** Sacramento Valley Air Basin
Air Quality District	Feather River Air Quality Management District 938 14th Street Marysville, CA 95901 (530) 634-7659	Federal Air Quality Non-Attainment Designations: **CO:** UNCLASSIFIED/ ATTAINMENT **OZONE:** SEVERE **PM10:** UNCLASSIFIED/ ATTAINMENT

Land Use

The land uses adjacent to this segment are characterized by open-field grazing, orchards, and other agricultural uses. These uses appear to comply with the General Plan for both present land use and future (10-year) land use designations. Two housing developments lying between Wheatland Road and the Bear River could potentially account for up to 900-1,100 housing units. Yuba County General Plan guidelines call for a continuation of agricultural uses within the area other than these projects.

The "Arciero Raceway" and "Sacramento Valley Amphitheater" projects, located on the southwest corner of the intersection of Ostrom Road and State Route 65 represents a major traffic generator for the SR 65 and SR 70 corridors. Please see segment 5 "Land Use" for more details.

Modal options

The Lincoln Commuter Express offers direct service between Yuba City/Marysville and the high-tech employment center near the Lincoln Airport west of Highway 65 in Placer County. Designed to serve the most common shift, this service offers one early morning and one early afternoon schedule. The Lincoln Express has stops in Yuba City, Marysville, Linda and Wheatland and no reservations are required.

Rural route services to the Yuba County foothills, the City of Live Oak and the City of Wheatland are also operated.

Highway Log Right of Way Information

Average Median Width: 0.00 Meters	Average Lane Widths: 3.66 Meters	Average Shoulder Widths: 3.05 Meters	No. Lanes: 2

General Comments:

Traffic Analysis and Highway Information (No Build)

Year	AADT	PeakHourly Volumes	V/C Ratio	LOS	Traffic Analysis Comments
2000	14,152	1,450	.57	D	
2010	23,912	2,450	.97	E	
2020	33,672	3,450	1.36	F	

% Traffic Growth/Yr: 8%	Land Use: Agriculture	Future 20-Year Land Use: Agriculture
Terrain: Flat	Peak Period Dir Split: 58%	Daily Truck %: 8%
Total Accident Rate vs Statewide Average: 35%	Peak Period Truck %: 5%	Fatalities + Injuries Acc Rate vs Statewide Avg: 40%

Future Right of Way (ROW) Needs

ROW on the existing alignment varies from 80 feet to 115 feet. If there is development which creates additional demand during the concept period which necessitates an increase in (existing) mainline capacity, additional ROW would be required as a mitigation.

The proposed (Wheatland Bypass) corridors are indicated as approximately 390 feet (120 M) wide. Future interchange locations should be adequately sized to allow for L-9 type interchanges.

References

Caltrans District 3 DSMP, August 1992
Yuba County General Plan, 1996
Wheatland Expressway Project Study Report (PDS) Caltrans, 2000
California Transportation Commission 1998 STIP, Commission Staff Recommendations
Arciero Motorplex Feasibility Study, kdANDERSON Transportation Engineers, 1997
Major Investment Study (MIS) State Routes 70 & 99 Corridor "Pipeline Projects", 1995
Yuba County Planning and Building Dept. (personal conversation 1/11/99)
Yuba-Sutter Transit Authority

STATE ROUTE 65 SEGMENT FACT SHEET

PKm Ahead: 7.623	SEGMENT: YUB 5	**Ahead PM:** 4.738
PKm Back: 15.096	FROM S. BEALE RD. TO SR 70	**Back PM:** 9.382
Kilometers: 7.472		**Miles:** 4.644

Present Facility: 4 Lane Freeway

Concept Facility: 4 Lane Freeway

Ultimate Facility: 4 Lane Freeway

Levels of Service

Present LOS: A

20-Year LOS No Build: C

20-Year Concept LOS (Improved): C

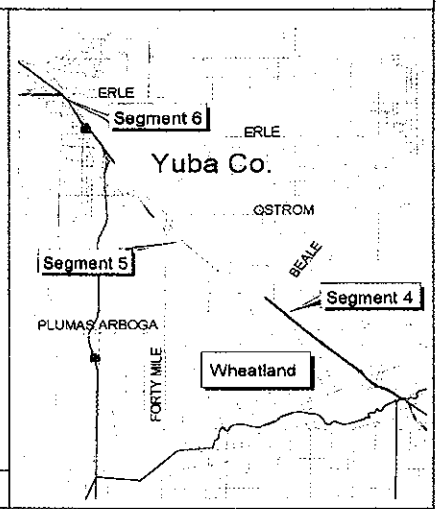
Transportation Concept Improvements

· Operational improvents to Forty Mile Road. interchange

· Safety and rehabilitation improvements along with normal maintenance should take place as needed.

· All future improvements to roadway structures should incorporate automated congestion management systems such as ramp metering.

· Carpooling/van pooling to and from events at the proposed Motorplex complex should be encouraged to relieve peak period congestion.



General Plans	LOS
Yuba County General Plan 1996	D

Functional Classification: Principal Arterial

NHS	3	0= Non NHS, 1= Interstate, 2= High Priority Route, 3 & 4 STRAHNET, 5= Other NHS, 6= High Priority & STRAHNET, 7= NHS Connector	**Freeway/ Expressway**	1	0= Non F&E, 1= F&E, 2= F&E Unconstructed
Scenic	0	0=Non Scenic, 1 =Officially Designated, 2= Eligible	**Nat'l Truck Network**	2	0=Non NTN, 1 =NTN STAA Trucks, 2= Terminal Access Rte.
Life Line	0	0=Non Life Line, 1=Life Line Route	**IRRS**	1	0=Non IRRS, 1 =IRRS, 2= IRRS Unconst, 3=Non IRRS, unconst

Description - Rationale - General Comments

Segment 5 marks the beginning of the four-lane freeway to the junction of SR 70 (terminus of route 65) near Marysville in Yuba County (PM R009.382). There is then a break in route of approximately 1.7 miles where the eastern terminus of the proposed Third Crossing of the Feather River begins.

A major local development project under construction within this segment of SR 65 is the "Arciero Raceway." This project has the potential to generate upwards of 22,000 additional vehicle trips during peak event periods. Located at the intersection of Ostrom Road and SR 65 impacts will be distributed onto both SR 65 and SR 70 as well as local roads.

The long-term (over 20 years) concept for this roadway segment should allow for the expansion of the roadway to six travel lanes with appropriate median and shoulder width due to the high growth in the areas adjacent to the route and the areas which ultimately will feed into the route and the raceway complex.

In addition to the "Arciero Raceway" project, "Sacramento Valley Amphitheater" has been constructed adjacent to the raceway site. The amphitheater can accommodate 18,000 people for an estimated 30-40 events per year. Using the same 2.5 people per vehicle formula that was used for the Arciero Raceway project, this will translate to 8,000 vehicles that will be using the roadways during the peak event periods. At this point the project's proponents have provided no projections as to origin and destination patterns for concert events.

Delays experienced will not be as prolonged for concert events as for major raceway events, but the frequency of events is greater. This additional peak period congestion will be most strongly felt in the towns that SR 65 passes through: Wheatland, Sheridan, and Lincoln (prior to completion of the bypass).

STATUS OF PROJECTS:

· Operational improvements to Forty Mile Road interchange (mitigation for Arciero Raceway/Bill Graham Presents).

Projects Programmed (RTIP/STIP/SHOPP)
Projects Listed in Local Long-Range Planning Documents

SACOG 1999 MTP	Improve interchange at Forty Mile Rd.

LOCAL PLANNING JURISDICTIONS

RTPA/ MPO	Sacramento Area Council of Governments (SACOG), 3000 S St. Suite 300 Sacramento, CA 95816 (916) 457-2264
Air Quality District	Feather River Air Quality Management District 938 14th Street Marysville, CA 95901 (530) 634-7659

Air Quality

The following information is a brief overview only. For specific environmental information, contact the Caltrans District 3-Environmental Offices.

Air Basin: Sacramento Valley Air Basin

Federal Air Quality Non-Attainment Designations:

CO: UNCLASSIFIED/ ATTAINMENT **OZONE:** SEVERE **PM10:** UNCLASSIFIED/ ATTAINMENT

Land Use

The segment begins with open-field agricultural uses adjacent to the roadway. From the beginning point of the expressway (South Beale Road), and continuing for approximately 2 miles, there exists a planning preserve to discourage growth. Commencing approximately 2 miles south of the SR 70 wye, the land uses adjacent to the route become more urban in nature. Industrial uses on both sides of the route begin at this point, with residential uses appearing along the southwestern side of the route approximately 1/2 mile further north. These uses comply with General Plan guidelines for both present land use and future (10-year) land use designations.

The "Arciero Raceway" and "Sacramento Valley Amphitheater" projects, located on the southwest corner of the intersection of Ostrom Road and State Route 65, represent a major traffic generator for the SR 65 and SR 70 corridors. The peak period demand during a motorsport "Design Event" is estimated to be approximately 22,000 vehicle trips. Using the figures prepared by the proponent's traffic engineers, this project will place an additional 4,400 vehicles on SR 65 between Ostrom Road and I-80 during peak periods. According to the project engineers, this will result in significant delays for all users of up to one hour for the pre-event peak and up to three hours for the post-event peak. The project proponents have indicated that there will be approximately 3 "major" events per year for the raceway and up to 30-40 events at the amphitheater. Smaller-scale events at the motorplex should have similar traffic impacts to those at the amphitheater.

Modal options

The Lincoln Commuter Express offers direct service between Yuba City/Marysville and the high-tech employment center near the Lincoln Airport west of Highway 65 in Placer County. Designed to serve the most common shift, this service offers one early morning and one early afternoon schedule. The Lincoln Express has stops in Yuba City, Marysville, Linda and Wheatland and no reservations are required.

Rural route services to the Yuba County foothills, the City of Live Oak and the City of Wheatland are also operated.

Highway Log Right of Way Information

Average Median Width: 28.65 Meters	Average Lane Widths: 3.66 Meters	Average Shoulder Widths: 3.05 Meters	No. Lanes: 4

General Comments:

Traffic Analysis and Highway Information (No Build)

Year	AADT	PeakHourly Volumes	V/C Ratio	LOS	Traffic Analysis Comments
2000	18,056	1,806	.22	A	
2010	33,244	3,324	.41	B	
2020	49,420	4,942	0.61	C	

% Traffic Growth/Yr: 8.7%	Land Use: Agriculture	Future 20-Year Land Use: Agriculture
Terrain: Flat	Peak Period Dir Split: 56%	Daily Truck %: 7%
Total Accident Rate vs Statewide Average: 19%	Peak Period Truck %: 5%	Fatalities + Injuries Acc Rate vs Statewide Avg: 22%

Future Right of Way (ROW) Needs

Current ROW varies from 270 feet to 680 feet, and should be sufficient to accommodate all expansion within the concep period. All proposed and existing intersection/interchange ROW should be protected and/or dedicated to ensure adequate room for L-9 type interchanges.

References

Caltrans District 3 DSMP, August 1992
Yuba County General Plan, 1996
California Transportation Commission 1998 STIP, Commission Staff Recommendations
Arciero Motorplex Feasibility Study, kdANDERSON Transportation Engineers, 1997
Yuba County Planning and Building Dept. (personal communication January, 1999)
Yuba-Sutter Transit Authority

STATE ROUTE 65 SEGMENT FACT SHEET

PKm Ahead: 17.894	SEGMENT: SUT 6	Ahead PM: 11.121
PKm Back:	FROM ERLE RD./SR 70 TO SR 99	Back PM:
Kilometers: -17.894		Miles: -11.121

Present Facility	Unconstructed
Concept Facility	4 Lane Expressway & Bridge
Ultimate Facility	4 Lane Expressway & Bridge

Levels of Service

Present LOS:

20-Year LOS No Build:

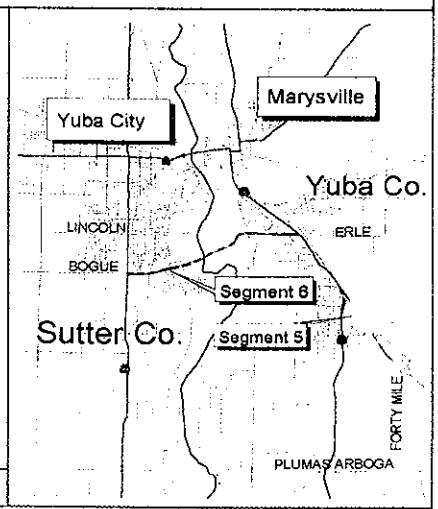
20-Year Concept LOS (Improved):

Transportation Concept Improvements

· Construct a four-lane expressway and bridge on a new alignment.

· All future improvements to roadway structures should incorporate automated congestion management systems.

· Due to the high growth potential of adjacent areas and constraints to future right of way, allowances need to be made at every opportunity for future traffic management options that do not necessitate physical expansion of facilities.



General Plans	LOS
Yuba and Sutter County General Plans	D
Yuba City General Plan	D

Functional Classification: Principal Arterial

NHS	3	0= Non NHS, 1= Interstate, 2= High Priority Route, 3 & 4 STRAHNET, 5= Other NHS, 6= High Priority & STRAHNET, 7= NHS Connector	Freeway/ Expressway	2	0= Non F&E, 1= F&E, 2= F&E Unconstructed
Scenic	0	0=Non Scenic, 1 =Officially Designated, 2= Eligible	Nat'l Truck Network	1	0=Non NTN, 1 =NTN STAA Trucks, 2= Terminal Access Rte.
Life Line	0	0=Non Life Line, 1=Life Line Route	IRRS	1	0=Non IRRS, 1 =IRRS, 2= IRRS Unconst, 3=Non IRRS, unconst

Description - Rationale - General Comments

This segment is the bridge portion of the legislatively adopted, unconstructed route 65 segment, designated as the "Third Bridge Crossing of the Feather River" from Yuba to Sutter County. Based on a special study of the Third Bridge Crossing of the Feather River completed by Caltrans in March 1984, the California Transportation Commission approved a Route Adoption Study completed in 1989. A third bridge over the Feather River will be constructed connecting Bogue Road and Erle Road just south of Marysville near Olivehurst. Construction is estimated to begin in 2009.

Two existing bridges across the Feather River, the 10th Street Bridge (SR 20) and the 5th Street Bridge (city owned), are the only east-west crossings between Marysville and Yuba City. The 10th Street Bridge is a four-lane, two-way roadway; both have sidewalks. The approaches to both existing bridges are now experiencing congestion during the commute period. The physical structure of the bridge approaches and the signalized intersections leading to the approaches cause traffic delays which lead to operational problems on nearby streets.

The third crossing would enable traffic to bypass the congested, signalized intersections of downtown Marysville and Yuba City. The proposed crossing would provide direct access between the newer industrial area east of the river and the residential labor market areas west of the river. The new bridge would also connect State Routes 65 and 70 on the east and State Route 99 to the west, and improve the movement of goods through the entire Marysville/Yuba City area.

Projects Programmed (RTIP/STIP/SHOPP) Projects Listed in Local Long-Range Planning Documents	
2000 STIP	Construct 4-lane expressway and bridge on new alignment 2009.

LOCAL PLANNING JURISDICTIONS		Air Quality
RTPA/ MPO	Sacramento Area Council of Governments (SACOG) 3000 S Street, Ste. 300 Sacramento, CA 95816 (916) 457-2264	The following information is a brief overview only. For specific environmental information, contact the Caltrans District 3 Environmental Offices. **Air Basin:** Sacramento Valley Air Basin
Air Quality District	Feather River Air Quality Management District 938 14th Street Marysville, CA 95901 (530) 634-7659	Federal Air Quality Non-Attainment Designations: **CO:** UNCLASSIFIED/ ATTAINMENT **OZONE:** SEVERE **PM10:** UNCLASSIFIED/ ATTAINMENT

Land Use

A substantial amount of growth is projected to occur on both sides of the Feather River south of the Marysville/Yuba City urban area. Although the Third Crossing of the Feather River will not directly influence the development potential of the area, it will help facilitate the additional traffic created by this growth.

The land use varies for each of the alternatives, but agriculture and residential uses predominate.

Modal options

Unconstructed facility

Highway Log Right of Way Information			
Average Median Width: Meters	Average Lane Widths: 3.66 Meters	Average Shoulder Widths: Meters	No. Lanes: 4
General Comments: Unknown at this time, this is an unconstructed segment.			

Traffic Analysis and Highway Information (No Build)

Year	AADT	PeakHourly Volumes	V/C Ratio	LOS	Traffic Analysis Comments
					Unconstructed segment No forecast available

% Traffic Growth/Yr:	Land Use: Rural Residential	Future 20-Year Land Use: Residential
Terrain:	Peak Period Dir Split:	Daily Truck %:
Total Accident Rate vs Statewide Average:	Peak Period Truck %:	Fatalities + Injuries Acc Rate vs Statewide Avg:

Future Right of Way (ROW) Needs

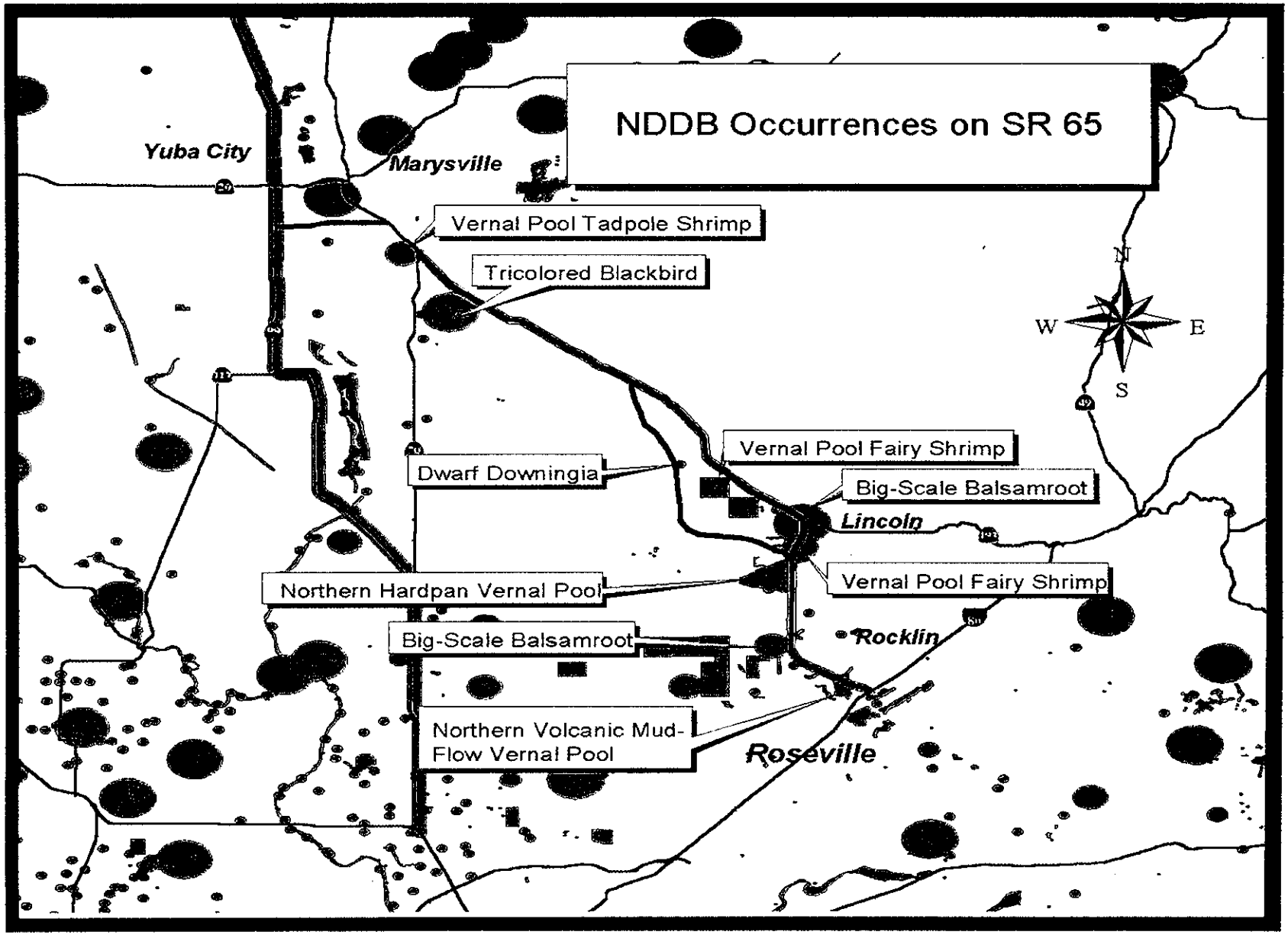
Secure sufficient ROW for the proposed "Third Crossing" bridge as well as interchange connections to both SR 70 to the east and SR 99 to the west.

References

CALIFORNIA NATURAL DIVERSITIES DATABASE INFORMATION (CNDDB)

The preceding pages identify, by segment or segments, the special status of habitats and species found within 300 meters of the centerline of the state highway studied in this document.

The California Natural Diversities Database (CNDDB) is an application created to allow the ability to do an environmental assessment. The CNNDB was used in this report in order to depict environmental resources that exist along State Route 65. Known environmental resources are displayed on the map and can be evaluated for potential impacts that may effect future projects. This provides an initial assessment of environmental issues and concerns that will need to be addressed during project planning and development. Additionally, this information can be used to evaluate the feasibility of a project and for examining the alternatives. These biological resources may be threatened or endangered. Feasibility of a project probably would only be an issue when there would be a direct impact to a Federal or State endangered species. It can also provide a preliminary estimate of time and staff resources that may be needed to comply with environmental assessment and documentation.


NDDB Occurrences on SR 65
Yuba City
Marysville
Vernal Pool Tadpole Shrimp
Tricolored Blackbird
N
W
E
S
Vernal Pool Fairy Shrimp
Dwarf Downingia
Big-Scale Balsamroot
Lincoln
Northern Hardpan Vernal Pool
Vernal Pool Fairy Shrimp
Big-Scale Balsamroot
Rocklin
Northern Volcanic Mud-Flow Vernal Pool
Roseville

GLOSSARY
OF
ABREVIATION & TERMS

AADT: (Average Annual Daily Traffic) denotes that the daily traffic is averaged over one calendar year.

ADT: (Average Daily Traffic) is the average number of vehicles passing a specified point during a 24-hour period.

AIR QUALITY NON-ATTAINMENT: identifies non-attainment status for CO, Ozone and PM10 within the subject air basin.

AQMD: (Air Quality Management District) is a regional agency, which adopts and enforces regulations to achieve and maintain state and federal air quality standards.

BCAG: (Butte County Association of Government) is the designated Regional Transportation Planning Agency that prepares, adopts and submits a Regional Transportation Program to the California Transportation Commission.

BPM: (Beginning Post Mile) the starting point of each segment as defined by the highway post mile markers. (See EPM)

CAPACITY ENHANCEMENTS: are new facilities projects and operational improvements, which add through lanes.

CBD: (Central Business District) is the downtown core area of a city, generally an area of high land valuation, traffic flow, and concentration of retail business offices, theaters, hotels, and service businesses.

CEQA: (California Environmental Quality Act) is a statute that requires all jurisdictions in the State of California to evaluate the extent of environmental degradation posed by proposed development or project.
A 1970 law, which requires those state agencies, regulate planning and development activity, with major consideration for environmental protection. The basic purposes of CEQA are to:

a. Inform governmental decision-makers and the public about the potential significant environmental effects of a proposed planning or development activity,
b. Identify ways environmental damage can be avoided or significantly reduced (mitigation),
c. Prevent significant, avoidable environmental damage by requiring changes in projects through the use of alternative measures when

those measures are feasible, and,

d. (Overriding consideration) Disclose to the public the reasons why a governmental agency approved a project in the manner the agency chose if significant environmental effects are involved.

CEQA REVIEW: is the review of environmental and other documents pursuant to CEQA Statutes & Guidelines.

CIP: (Capital Improvement Program) is a seven year program of projects to maintain or improve the traffic level of service and transit performance standards developed and to mitigate regional transportation impacts identified by the CMP Land Use Analysis Program, which conforms to transportation related vehicle emissions air quality mitigation measures.

CMA: (Congestion Management Agency) is the agency responsible for developing the Congestion Management Program and coordinating and monitoring its implementation.

CMS: (Congestion Management System) is required by ISTEA to be implemented by states to improve transportation planning.

CMP: (Congestion Management Program) is an integrated approach to programming transportation improvements. This approach requires detailed consideration of the complex relationships among transportation, land use and air quality.

CO: (Carbon Monoxide) is an odorless, poisonous, flammable gas that is produced when carbon burns with insufficient oxygen.

COG: (Council of Governments) is a voluntary consortium of local government representatives, from contiguous communities, meeting on a regular basis, and formed to cooperate on common planning and solve common development problems of their area. COGs can function as the RTPAs and MPOs in urbanized areas.

CONCEPT: is a strategy for future improvements that will reduce congestion or maintain the existing level of service on a specific route.

CONCEPT FACILITY: is a highway facility type and characteristics considered viable with or without improvement within the 20 year planning period given financial, environmental, planning and engineering factors.

CONCEPT LOS: is the highest and best level of service that can be attained by the end of the 20 year planning period based on the Concept Facility. The urban standard is "E" and the rural standard is "D".

CONGESTION: is defined by Caltrans as, reduced speeds of less than 35 mile per hour for longer than 15 minutes.

CTC: (California Transportation Commission) is a body established by Assembly Bill 402 (AB 402) and appointed by the Governor to advise and assist the Secretary of the Business, Transportation and Housing Agency and the Legislature in formulating and evaluating state policies and plans for transportation.

D/C: (Demand Capacity Ratio) is the relationship between the demand for vehicle trips on a facility, versus the number of vehicle trips that can be accommodated on that facility.

DSMP: (District System Management Plan) is a part of the system planning process. A district's long range plan for management of transportation systems in its jurisdiction.

EPM: (Ending Postmile) the ending point of each segment as defined by the highway post mile markers. (See BPM)

FREEWAY CAPACITY: is the maximum sustained 15 minute rate of flow that can be accommodated by a uniform freeway segment under prevailing traffic and roadway conditions in a specified direction.

FTIP: (Federal Transportation Improvement Program) also referred to as the TIP. This is a short-range action plan to the long range RTP. It identifies specifically what projects will be funded within the next 3 – 7 years.

FUNCTIONAL CLASSIFICATION: Guided by federal legislation, refers to a process by which streets and highways are grouped into classes or systems, according to the character of the service that is provided, i.e., Principal Arterials, Minor Arterial Roads, Collector Roads, Local Roads.

HCM: (Highway Capacity Manual) revised in 1994 by the Transportation Research Board of the National Research Council, the HCM presents various methodologies for analyzing the operation (see Level of Service) of transportation systems as freeways, arterial, transit, and pedestrian facilities.

HSR: (High Speed Rail) are trains that operate at 125 MPH or above.

HOT: (High Occupancy Toll) are new HOV lanes that allow single occupant vehicles access for a fee.

HOV: (High Occupancy Vehicle) are a lane of freeway reserved for the use of vehicles with more than a preset number of occupants; such vehicles often include buses, taxis and carpools.

IRRS: (Interregional Road System) is a series of Interregional state highway routes, outside the urbanized areas, that provide access to, and links between, the state's economic centers, major recreational areas, and urban and rural regions.

ISTEA: (Intermodal Surface Transportation Efficiency Act) Federal legislation and funding Program adopted in 1991. It provides increased funding and program flexibility for multimodal transportation programs. Update: ISTEA expired on September 30, 1997. In December 1997, Congress passed and the President signed a six-month extension of the law, holding funding to current levels and keeping program structure and formulas intact. This extension expired on March 31, 1998, with an obligation deadline of May 1, 1998. On June 9, 1998, the President signed into law PL 105 178, the Transportation Equity Act for the 215 Century (TEA 21) authorizing highway, highway safety, transit and other surface transportation programs for the next 6 years. TEA 21 builds on the initiatives established in the 1991 ISTEA.

LOCAL AND REGIONAL LOS STANDARDS: identifies the level of service standards set by local and regional jurisdictions in general plans and congestion management programs.

LOS: (Level of Service) is a qualitative measure describing operational conditions within a traffic stream; generally described in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety. LOS A represents free flow, LOS F represents gridlock.

Model, Mode Choice: is a model used to forecast the proportion of total person trips on each of the available transportation modes.

MPO: (Metropolitan Planning Organization) according to U.S. Code, the organization designated by the governor and local elected officials as responsible, together with the state, for the transportation planning in an urbanized area. It serves as the forum for cooperative decision making by principal elected officials of general local government.

MTA: Metropolitan Transportation Authority (Metro Bus Lines) is a network of subways, busses, and railroads providing alternate transportation services to travelers.

NTN: (National Truck Network)

MTP: (Metropolitan Transportation Plan)

MULTI MODAL: Pertaining to more than one mode of travel.

NATURAL DIVERSITY INFORMATION: identifies special status of habitats and species found within 300 meters of centerline of the existing highway facility.

NHS: (National Highway System) consist of 155,00 miles (plus or minus 15 percent) of the major roads in the U.S. Included will be all Interstate routes, a large percentage of urban and rural principal arterials, the defense strategic highway network, and strategic highway connectors.

OZONE: (O_3) is a form of oxygen with a peculiar odor suggesting that of weak chlorine, produced when an electrical spark is passed through air or oxygen.

Peak: (Peak Period, Rush Hours): is defined as follows:

- The period during which the maximum amount of travel occurs. It may be specified as the morning (a.m.) or afternoon or evening (p.m.) peak.
- The period during which the demand for transportation service is the heaviest. (AM Peak period represents 6:30 a.m. to 8:30 a.m. and PM Peak period represents 3:00 p.m. to 6:00 p.m.)

PM: (Post Mile) is the mileage measured in statute miles from a county line or the beginning of a route to another county line or the ending of the route. Each post mile along a route in a county is a unique location on the State Highway System.

PM10: is particulate matter with a diameter of 10 microns or less.

PM2.5: is particulate matter with a diameter of 2.5 microns or less.

PKm: (Post Kilometer) is the mileage measured in kilometers from a county line or the beginning of a route to another county line or the ending of the route. Each post mile along a route in a county is a unique location on the State Highway System.

PSR: (Project Study Report) is the pre-programming document required before a project may be included in the STIP.

RIP: Regional Implementation Plan

RTIP: (Regional Transportation Improvement Program) is a list of proposed transportation projects submitted to the CTC by the regional transportation planning agency, as a request for state funding through the FCR and Urban and Commuter Rail Programs. The individual projects are first proposed by local jurisdictions (CMAs in urbanized counties), then evaluated and prioritized by the RTPA for submission to the CTC. The RTIP has a seven-year planning horizon, and is updated every two years.

RTP: (Regional Transportation Plan) is a comprehensive 20 year plan for the region,

updated every two years by the regional transportation planning agency. The RTP includes goals, objectives, and policies, and recommends specific transportation improvements.

RTPA: (Regional Transportation Planning Agency) is the agency responsible for the preparation of RTPs and RTIPs and designated by the State Business Transportation and Housing Agency to allocate transit funds. RTPAs can be local transportation commissions, COGs, MPOs or statutorily created agencies.

RURAL: Used to describe areas lying outside the U. S. Census urban area boundary, less than 2,500 population (less than 5,000 population for Federal-Aid highway purposes).

SACOG: (Sacramento Area Council of Governments) is the Regional Planning Agency for the Sacramento Region, and is responsible for the preparation and adoption of a Regional Transportation Improvement Program (RTIP) for Sacramento, Sutter, Yolo and Yuba counties.

SHOPP: (State Highway Operation and Protection Program) is a four-year program limited to projects related to State highway safety and rehabilitation.

SIP: State Implementation Plan

SR: (State Route) are highways within the state, which are distinctively designed to serve intrastate and interstate travel.

SRTD: (Sacramento Regional Transit District)

SRTP: (Short Range Transit Program) is a five year comprehensive plan required by the Federal Transit Administration for all transit operators receiving federal funds. The plans establish the operator's goals, policies, and objectives, analyze current and past performance, and describe short-term operational and capital improvement plans.

STIP: (State Transportation Improvement Program) is a list of transportation projects, proposed in RTIPs and the PSTIP, which are approved for funding by the CTC. The STIP has two main funding components: the RIP and the IIP. Currently, after SB 45 the STIP was changed form a 7 year action plan to an interim 6 year plan. At the year 2000 and thereafter, the STIP will be a 4 year plan with updates ever two years

STRAHNET: (Strategic Highway Corridor Network)

TASAS: (Traffic Accident Surveillance and Analysis System) is a system that provides a detailed list and/or summary of accidents that have occurred on highways, ramps or intersections in the State Highway System. Accidents can be selected by

location, highway characteristics, accident data codes and combinations of the above.

TCR: (Transportation Concept Report) is a Route Concept Report (RCR) analyzes a transportation corridor service area, establishes a twenty-year transportation planning concept and identifies modal transportation options and applications needed to achieve the twenty year concepts.

TOT/MVM: (Total Accidents Per Million Vehicle Miles)

TRAFFIC CONDITIONS: are any characteristics of the traffic stream that may affect capacity or operations, including the percentage composition of the traffic stream by vehicle type and driver characteristics (such as the differences between weekday commuters and recreational drivers).

TRAFFIC FORECAST: Is a best estimate of the future conditions, demand and resulting volumes. A forecast also identifies whether or not the subject segment of a route is designated as being part of a system. National Highway System (NHS), Interregional Highway System (IRRS), Freeway/Expressway System, Scenic Highway, National Truck Network, Terminal Access Route for the National Truck Network, Strategic Highway Network (STRAHNET), Highways of Regional Significance.

TSM: (Transportation System Management) is that part of the urban transportation Process undertaken to improve the efficiency of the existing transportation system. The intent is to make better use of the existing transportation system by using short term, low capital transportation improvements that generally cost less and can be implemented more quickly than system development actions.

ULTIMATE FACILITY: is a highway facility type and characteristics considered viable with improvement in the planning period occurring beyond the 20 year time frame. This facility must be viewed with caution because of the inherent uncertainty in projecting this far into the future.

URBAN: is that area lying inside the U. S. Census urbanized boundary.

UTPS: (Urban Transportation Planning System) is a tool for multimodal transportation planning developed by the Urban Mass Transportation Administration (now the Federal Transit Administration) and the Federal Highway Administration. It is used for both long and short-range Planning, particularly system analysis and covers both computerized and manual planning methods. UTPS consists of computer programs, attendant documentation, user guides and manuals that cover one or more of five analytical categories: highway network analysis, transit network analysis, demand estimation, data capture and manipulation, and sketch planning.

V/C: (Volume/Capacity) is defined, as V/C is a ratio of number of vehicles operating to capacity for a traffic facility.