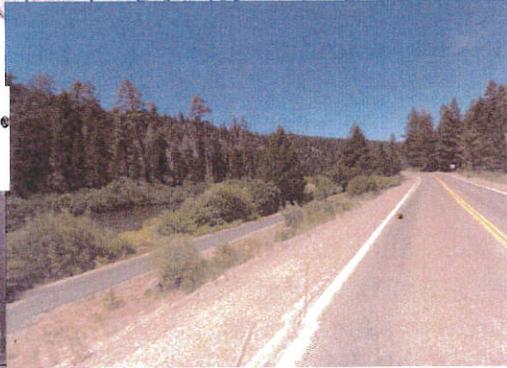




TRANSPORTATION CORRIDOR CONCEPT REPORT STATE ROUTE 89



Transportation Corridor Concept Reports (TCCR) is Caltrans' long range (20-year) planning document for each State Highway Route. The purpose and need of each TCCR is to identify existing route conditions and future needs, including existing and forecasted travel data, a concept level of service (LOS) standard, and the facility needed to maintain the concept LOS and address mobility needs over the next 20 years.

Approvals:

Jeff Pulverman
District 3 Deputy Director
Planning and Local Assistance

4-10-12

Date

Jody Jones
District 3 Director

4/11/12

Date

State Route 89 Summary

Within District 3, SR 89 is mainly a two-lane highway, which runs 87 miles northward from the El Dorado- Alpine County line to the Sierra-Plumas County line. SR 89 passes through El Dorado, Placer, Nevada, and Sierra Counties, providing access to the Lake Tahoe and Little Truckee River Basins. Traveling north, SR 89 meets US 50 near the town of Meyers in which there is a break in the route. It continues at the South Lake Tahoe "Y" where it leaves US 50 (the US 50 TCCR references this portion of the route as Segment 17). The route continues northward serving the western shore of Lake Tahoe and providing an important link between the South and North Shore and the Town of Truckee. This route serves as a lifeline and recreational route in eastern Sierra County and is also part of the Federal Aid Primary System -- a system of connected main highways that encompass routes of the Interstate System and other important routes. SR 89 is part of the Interregional Roads System (IRRS) and the Surface Transportation Assistance Act (STAA) truck network.

Traffic on SR 89 is a mixture of local and visitor vehicles traveling to residential sites, commercial establishments, and recreational facilities along its length. Traffic volumes on SR 89 vary considerably by the season, with peak monthly traffic volumes considerably higher than "annual average daily traffic" volumes. This is especially true along segments 2-5, which are used heavily for recreational activities around the Lake Tahoe and Truckee River areas.

SR 89 runs through one of the most environmentally sensitive areas in California. Segments 2-4 run adjacent to approximately one third of Lake Tahoe's shoreline. Lake Tahoe is one of the world's largest, clearest, and deepest alpine lakes. More than 1,200 species of wildlife and plants inhabit the Lake Tahoe Basin. These qualities bring millions of visitors annually to the Lake Tahoe Basin, as well as increasing numbers of permanent residents. The resulting development and population growth has taken its toll on the area. Air quality, storm water runoff, and critical habitat for plants and wildlife are concerns that the Department must consider when planning for improvements and maintenance on the route. The Lake Tahoe environment was recognized as a delicate balance of nature more than 100 years ago by conservationists, who voiced their concern about the impacts of tourism, ranching, and logging on the basin. As such, everything that happens to the land in the Lake Tahoe Basin can positively or adversely affect lake water clarity. With 63 streams flowing into Lake Tahoe, the potential to carry everything used or produced in the watershed -- sewage, fertilizers, pesticides, motor oil, and animal wastes -- must be considered.

The Tahoe Regional Planning Agency's (TRPAs) Environmental Improvement Program (EIP) is Lake Tahoe's largest environmental restoration program with federal obligations. Projects to support the EIP in this TCCR include Storm Water Quality Improvements in various locations to prevent and treat runoff into Lake Tahoe; however, improvements to several other aspects of the Lake Tahoe region are addressed in further detail in the EIP itself.

The Caltrans District 3 State Highways Bicycle Plan is currently in development. It will identify the vision for bicycle use of State Highways, as well as a detailed inventory of existing facilities and needed improvements to appropriately accommodate bicycling on State Highways, including SR 89. This Plan will provide guidance for Caltrans and input to the local and regional bicycle planning activities of our external partner agencies. The information in the Bike Plan will be incorporated into future updates of the SR 89 TCCR.

Segment Summaries

The following pages provide summaries of SR 89. These summaries provide a segment overview, traffic analysis data, and a list of future projects. Reference maps are also provided. Needed improvement projects appear in one of three categories—Planned, Programmed, or Conceptual.

A **Planned** Improvement or Action is a project in a long-term financially constrained plan such as an approved Regional Transportation Plan (RTP or MTP) or Capital Improvement Plan.

A **Programmed** Improvement or Action is a project in a near-term Programming Document identifying funding amounts by year, such as the State Transportation Improvement Program or the State Highway Operations and Protection Program.

A **Conceptual** Improvement or Action is a project that is needed to maintain mobility or serve multimodal users, but is not currently included in a financially constrained plan and is not currently programmed.

Project Data Glossary

Highway Improvement Project Acronyms and Definitions

Information in the following Segment Summaries may contain the following acronyms, defined here for your reference:

COMPLETE STREETS Complete streets are designed and operated to enable safe and efficient access for all legal users. Pedestrians, bicyclists, motorists and transit riders of all ages and abilities should be able to move safely along and across corridors. This applies in rural, suburban, and urban areas. The Department's policy in regard to Complete Streets is expressed in its document, Deputy Directive 64 R1 "The Department views all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in California and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system."

STIP Refers to the State Transportation Improvement Program, which is a biennial document adopted no later than April 1st of each even numbered year. Each STIP includes a five year period and adds two new years of programming capacity. Each new STIP includes projects carried forward from the previous STIP plus new projects and reserves from among those proposed by regional agencies in their regional transportation improvement programs (RTIPs) and by Caltrans in its Interregional Transportation Improvement Program (ITIP).

SHOPP Refers to either the 4-year "State Highway Operations and Protection Program" of Highway Maintenance or Improvement projects or to the associated 10-Year SHOPP Plan.

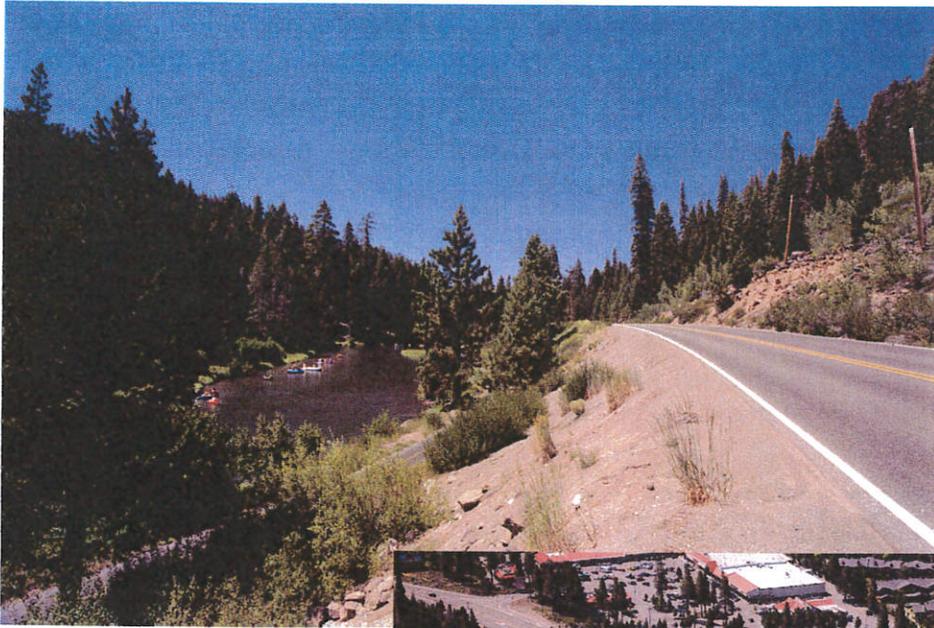
RTP Regional Transportation Plan is the title given by the Regional Transportation Planning Agency (RTPA) and the Metropolitan Planning Organization (MPO) to their Long-Range Transportation Plans, produced according to the guidelines adopted by the California Transportation Commission based on Federal and State requirements.

RTIP Regional Transportation Improvement Program is the title given by the RTPA and the MPO to their programming documents, which are produced according to the guidelines adopted by the California Transportation Commission.

State—Local Responsibility

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

State Route 89 Bicycle Network



SR 89 in District 3



Transit

Transit

The Placer County Department of Public Works operates the Tahoe Area Regional Transit (TART) fixed route transit service with a route between the Town of Truckee and Tahoe City on SR 89. The service between the two communities has been operating since 1991.

Service is provided hourly during the winter peak season of December through mid-April. Off-peak season, service is provided every two hours. Passengers wishing to access Alpine Meadows and Squaw Valley ski areas must transfer to ski shuttles at the entrance to the resorts.

During the summer months TART offers night service between Squaw Valley and Tahoe City on the Tahoe Trolley and from Tahoe City southbound to Sugar Pine Point. BlueGo, the transit provider in South Shore, connects Tahoma with South Lake Tahoe. Many of the night routes are offered free of charge and are sponsored by local businesses.

Placer County has started construction on the intermodal Tahoe City Transit Center project located on the west side of SR 89 in Tahoe City, south of the intersection of SR 28 (Wye). The project will encourage the use of public transit services in North Tahoe.

North Lake Tahoe Express (NLTE) offers service from Tahoe City to several ski resorts along the SR 89 corridor. Additionally, NLTE offers service to and from the Reno Airport to the SR 89 ski areas.

The South Shore of Lake Tahoe is an integral commuter, visitor, and commerce route, to and through the Tahoe Basin.

There have been studies and discussions regarding a possible Ski Train running between the Bay Area and Truckee to augment the California Zephyr line which runs once each direction daily through Truckee. From Truckee, skiers would transfer to a shuttle provided by the area ski resorts. At the current time, there is no additional capacity on the rail line due to freight obligations.

Overall, the Truckee-Tahoe Basin enjoys a fairly robust transit service when population and density are taken into consideration. Sierra County has no public fixed-route transit service. However, two non-profits (Incorporated Senior Citizens of Sierra County and Golden Rays Senior Citizens, Inc.) offer demand response and scheduled service to older adults and persons with disabilities, while also providing service to the general public.



State Route 89 TCCR Data

Location					Forecasted Level of Service ¹ (LOS) and Facility Type					
Segment	Description	County	From Post-Mile	To Post-Mile	Current LOS ¹	20-Yr No Build LOS ^{1,2}	20-Yr Concept LOS ^{1,3}	Existing Facility ⁴	Concept Facility ^{4,5,6}	Ultimate Facility ^{4,5,7}
1	Alpine/El Dorado County line to Route 50	ELD	0.00	8.55	C	C	D	2C	2C	2C
2	Junction US 50/SR 89 to Near South Lake Tahoe City Limits	ELD	8.55	9.71	C	D	E*	4C	4C	4C
3	Near South Lake Tahoe City Limits to El Dorado/Placer County Line	ELD	9.71	27.41	D	D	E*	2C	2C	2C
4	El Dorado/Placer County Line to SR 28	PLA	0.00	8.57	E	E	E*	2C	2C	2C
5	Junction SR 28 to Placer/Nevada County Line	PLA	8.57	21.68	D	E	E*	2C	2C	2C
6	Placer/Nevada County Line to I-80	NEV	0.00	0.49	F	F	E	2C/4C	2C/4C	4C
7	Junction I-80 to Nevada/Sierra County Line	NEV	0.49	8.70	C	C	D	2C	2C	2C
8	Nevada/Sierra County Line to Sierra/Plumas County Line	SIE	0.00	29.57	B	C	D	2C	2C	2C

*It is considered infeasible to add lanes due to the environmental sensitivity of the area and the topography.

Notes/Definitions

- Level of Service (LOS)-A measure of traffic density conditions, with "A" representing the least amount of density and "F" the most congested conditions. For the above peak hour LOS, A and B are not needed to provide good conditions.



LOS A – Free Flowing Conditions.

LOS B – Speeds at or near free-flow speed, but presence of other users begins to be noticeable.

LOS C – Speeds at or near free-flow speed, but freedom to maneuver is noticeably restricted.

LOS D – Speeds begin to decline slightly with increasing flow; freedom to maneuver is more restricted.

LOS E – Operating conditions at or near roadway capacity. Even minor disruptions to the traffic stream can cause delay.

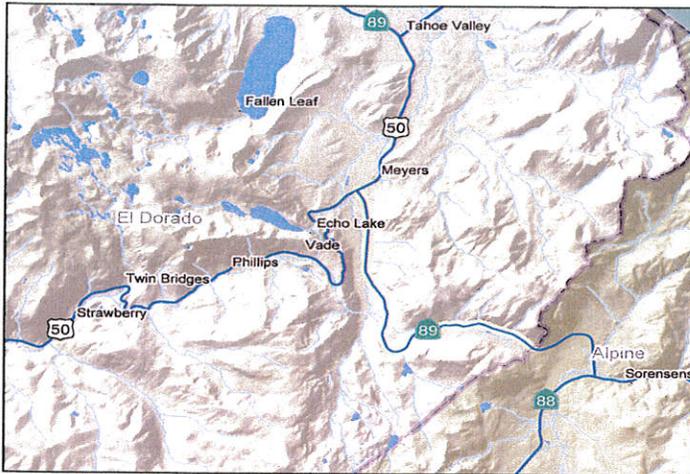
LOS F – Breakdown in vehicle flow. Queues form quickly behind point in the roadway where the arrival flow rate temporarily exceeds the departure rate.

State Route 89 TCCR Data (continued)

Segment	Current Traffic Data—2010					Prior 3 Years	Future Traffic Data — 2030					
	Percentage of Trucks	Peak Directional Split ⁸	Peak Hour Traffic	Average Annual Daily Traffic ⁹	Volume over Capacity ¹⁰	Reported Collision Rate Comparison (% Compared to State Average) ¹¹	Peak Hour Traffic (No-Build)	Ave. Annual Daily Traffic (No-Build) ⁹	Volume over Capacity ¹⁰ (No-Build)	Peak Hour Traffic (Build)	Ave. Annual Daily Traffic (Build) ⁹	Volume over Capacity ¹⁰ (Build)
1	6%	53%	630	4,500	0.25	-12%	756	5,400	0.30	N/A	N/A	N/A
2	4%	60%	2,650	16,900	0.53	-60%	3,445	21,970	0.69	N/A	N/A	N/A
3	4%	55%	940	4,550	0.37	-39%	1,128	5,460	0.41	N/A	N/A	N/A
4	5%	65%	1,650	12,100	0.60	-16%	2,145	15,730	0.68	N/A	N/A	N/A
5	5%	65%	1,550	11,200	0.57	-35%	1,860	13,440	0.69	N/A	N/A	N/A
6	5%	65%	2,300	18,400	0.84	-22%	2,760	22,080	1.00	N/A	N/A	N/A
7	14%	65%	450	4,900	0.19	125%	540	5,880	0.22	N/A	N/A	N/A
8	9%	63%	290	1,850	0.17	-35%	348	2,220	0.15	N/A	N/A	N/A

2. **20-Year LOS (No Build)**—The LOS that would be expected at 20 years with no improvements.
3. **20-Year Concept LOS**—The minimum acceptable LOS over the next 20 years.
4. **Facility Type Codes**—C = Conventional Highway; E = Expressway; F = Freeway; HOV = High Occupancy Vehicle lanes; Aux = Auxiliary lanes.
5. **Operational Improvements** are included in future facilities for all segments. Examples of operational improvements include Traffic Operations Systems improvements and Auxiliary Lanes.
6. **Concept Facility**—The future roadway with improvements needed in the next 20 years. If LOS "F", no further degradation of service from existing "F" is acceptable, as indicated by delay performance measurement.
7. **Ultimate Facility**—The future roadway with improvements needed beyond a 20 year timeframe.
8. **Peak Directional Split**—The percentage of total traffic in the heaviest traveled direction during the peak hour.
9. **Average Annual Daily Traffic (AADT)**—The average number of vehicles per day in both directions.
10. **Volume over Capacity (V/C)**—The volume of traffic in the Peak Hour compared to the capacity of the roadway.
11. **Reported Collision Rate Comparison (% Compared to State Average)**— The percentage by which each segment's reported collisions rate (fatal, injury, and property-damage-only) is above or below the statewide average reported collisions rate on comparable facilities. Source: 3-Year Caltrans Traffic Accident Surveillance and Analysis System data.

State Route 89 Segment 1 & 2 Summaries



 **Segment 1 – Alpine/El Dorado County line to Route 50 (PM 0.00/8.55)**

 **Segment 2 - Junction US 50/SR89 to Near South Lake Tahoe City Limits (PM 8.55/9.71)**

Segment 1 is a two-lane conventional highway that runs from the El Dorado-Alpine County line to US Highway 50, at Meyers. SR 89 runs through the El Dorado National Forest and the Lake Tahoe Basin Management Unit (LTBMU); the only significant development is the community of Meyers, located at the junction of SR 89 and US 50. The land use of this community is primarily commercial and residential. Meyers is not expected to grow significantly over the next 10 to 20 years.

As a result of the low growth demand, traffic on this segment is expected to remain fairly constant (forest with some residences) over the next 20 years, and should remain principally a recreational route linked to US 50 and Lake Tahoe.

In 2010, Segment 1 operated at LOS C and is expected to remain at LOS C. No capacity enhancements are required.

After a break in the route of nearly five miles, the highway in this segment is primarily a four-lane conventional facility. The route runs from the South Lake Tahoe "Y" (US 50/SR 89 Junction) northward through relatively flat terrain to approximately one mile south of the South Lake Tahoe City Limits. Along this segment, the predominant land use is commercial and residential. Traffic on this segment is a mixture of local and visitor motorists traveling to residential and commercial areas, and recreational facilities. Traffic volumes drop quickly approaching the City limit.

Growth is expected to occur very slowly along this segment due to the stringent development regulations and environmental constraints of the region.

In 2010, Segment 2 operated at LOS C, and is expected to decline to LOS D; however, the Concept LOS for this segment is met, and no capacity enhancements are required.

Highway Improvement Projects

With Construction Cost in Thousands; Construction Completion Year

Segment 1

Planned:

- ◆ None

Programmed

- ◆ Alpine County Line to SR 50 Plant Establishment and Protection (STIP-TE; \$680; 2017)
- ◆ EIP—Alpine County Line to Junction US 50/SR 89 Install drainage facilities (Recovery Act; \$35,900; 2014)

Conceptual:

- ◆ Expansion of east/west parallel facilities, to be integrated in planned development (cost to be identified)
- ◆ Implement Complete Streets strategies where appropriate

Segment 2

Planned:

- ◆ None

Programmed

- ◆ EIP—Junction US 50/SR 89 to Cascade Road Storm Water Quality Improvements (SHOPP-Major; \$30,025; 2014)

Conceptual:

- ◆ Implement Complete Streets strategies where appropriate

State Route 89 Segment 3 & 4 Summaries



Segment 3 – Near South Lake Tahoe City Limits to El Dorado/Placer County Line (PM 9.71/27.41)

Segment 3 is a two-lane conventional highway from West Way, south of Camp Richardson, to the El Dorado/Placer County line. Camp Richardson Resort provides a wide array of recreational activities and lodging options year round. This segment serves local and recreational traffic along the western shore of Lake Tahoe and provides scenic views of Lake Tahoe and Emerald Bay.

Along this segment the predominant land use is recreational which consists of state parks, and National Forest Lands. The Roadway in this segment has extremely steep grades with hair-pin curves around the Emerald Bay area. The majority of the road is without shoulders. Seasonal snow and rock fall close down this segment of road during the winter months. These closures force traffic between North Shore and South Shore to detour via the Nevada side of the lake.

In 2010, Segment 4 operated at LOS D, and is expected to remain at LOS D. No capacity enhancements are required.



Segment 4 - El Dorado/Placer County Line to SR 28 (PM 0.00/8.57)

Segment 4 is a two-lane conventional highway from the El Dorado/Placer County line to Tahoe City. This segment serves local and recreational traffic along the western shore of Lake Tahoe.

Segment 4 also provides scenic views of Lake Tahoe, and access to state parks and the Homewood ski area. There is a parallel bike trail approximately 10 miles long between Tahoe City and Sugar Pine Point State Park. The predominant land use along this segment is recreational, comprised of state parks, National Forest Lands, and ski facilities. Limited commercial and residential development serves recreational activities. Growth is expected to occur very slowly along this segment due to the stringent development regulations and environmental constraints of the region; however, the Homewood Mountain Resort master plan, which is within environmental review, has the potential to increase traffic in this segment.

In 2010, Segment 4 operated at LOS E, and is expected to remain at LOS E. No capacity enhancements are required.

Highway Improvement Projects

With Construction Cost in Thousands and Year of Funding or Completion

Segment 3

Planned:

- ◆ None

Programmed:

- ◆ EIP—0.2 miles south of the ELD/PLA County Line to Truckee River Bridge, Rehab Pavement and Drainage System (SHOPP-Major; \$73,360; 2016)
- ◆ EIP—Junction US 50/SR 89 to Cascade Road Storm Water Quality Improvements (SHOPP-Major; \$30,025; 2014)
- ◆ Cascade Road to Eagle Falls Viaduct Storm Water Quality Improvements (SHOPP-Major; \$21,555; 2017)
- ◆ Sidehill Viaducts to Meeks Creek Storm Water Quality Improvements (SHOPP-Major; \$31,075; 2017)
- ◆ Meeks Creek Bridge to Wilson Avenue Storm Water Quality Improvements (SHOPP-Major; \$18,880; 2019)

Conceptual:

- ◆ Implement Complete Streets strategies where appropriate

Segment 4

Planned:

- ◆ None

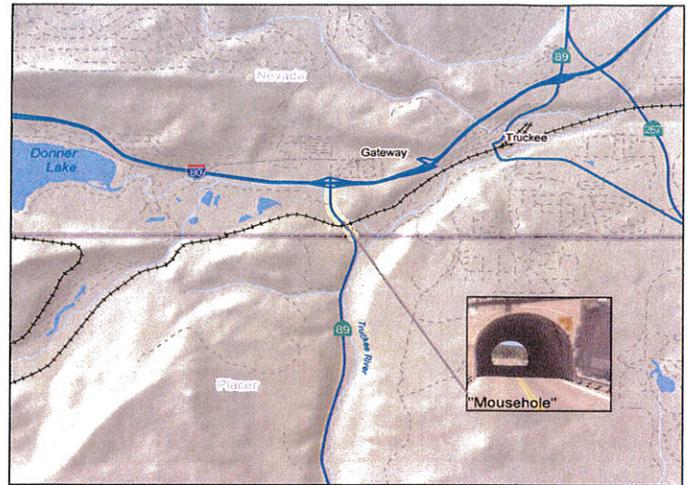
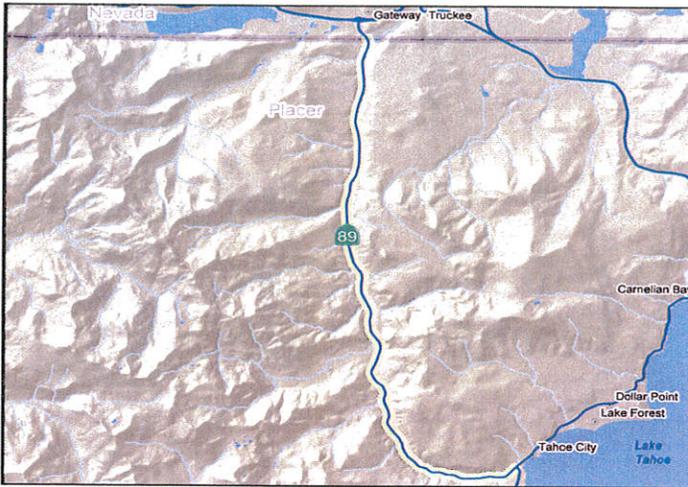
Programmed:

- ◆ EIP— 0.2 miles south of the ELD/PLA County Line to Truckee River Bridge, Rehab Pavement and Drainage System Environmental Improvement Program (SHOPP-Major; \$73,360; 2016)
- ◆ Fanny Bridge/SR89 Road realignment/bike-ped safety and access (STIP-Local; \$21,050; 2019)

Conceptual:

- ◆ Implement Complete Streets strategies where appropriate

State Route 89 Segment 5 & 6 Summaries



Segment 5 – Junction SR 28 to Placer/Nevada County Line (PM 8.57/21.68)

Segment 6 - Placer/Nevada County Line to I-80 (PM 0.00/0.49)

Segment 5 is a two-lane conventional highway that extends northward from Tahoe City to a half-mile south of Interstate 80 near Truckee. This segment runs through Tahoe City and serves Alpine Meadows and Squaw Valley ski resorts. Access to National Forest Lands is on the LTMBU and the Tahoe National Forest.

The land uses along this segment are primarily recreational with two of the larger ski resorts, along with their related facilities, located on this segment.

In 2010, Segment 5 operated at LOS D, and is expected to decline LOS E, the Concept LOS for this segment. The Concept LOS is met, and no capacity enhancements are required.

Segment 6 is an approximately one half-mile long combination of two-lane and four-lane conventional highway. SR 89 runs north in Nevada County connecting with Interstate 80.

Segment 6 links ski resorts in the area to Interstate 80 as well as to lodging and restaurant areas in Truckee. Currently, SR 89 crosses under the Union Pacific Railroad (UPRR) through a narrow 25-foot wide, 121 foot long, concrete arch structure, referred to locally as the “Mousehole”, that was built in 1928. Pedestrians wishing to cross the railroad are required to use the tunnel, which does not contain pedestrian facilities or refuge. However, pedestrian improvements listed in the programmed projects include the construction of a new multi-use path tunnel for bicyclists and pedestrians, for which the Department is seeking Americans with Disabilities Act (ADA) funding.

This segment’s neighboring land uses consist of commercial retail, motels, and residential development. Any changes or growth that will occur over the next 20 years should be relatively slow. In order to meet Concept LOS a “Mousehole” undercrossing with two additional travel lanes is necessary.

Highway Improvement Projects

With Construction Cost in Thousands and Year of Funding or Completion

Segment 5

Planned:

- ♦ Upgrade to Class II Bike Lanes Squaw Valley to Truckee (2001 Placer County Regional Bikeway Plan)

Programmed:

- ♦ South of Squaw Valley Road to Nevada County Line rehabilitate roadway (2035 PCTPA Regional Transportation Plan—SHOPP-Major; \$8,870; 2015)
- ♦ At Alpine Meadows Road Construct signalized intersection (Special Funded; \$1,810; 2015)
- ♦ ELD, PLA, and NEV Counties Install Intelligent Transportation Systems (ITS). (2035 PCTPA Regional Transportation Plan—SHOPP-Major; \$4,605; 2015)
- ♦ Fanny Bridge/SR89 Road realignment/bike-ped safety and access (STIP-Local; \$21,050; 2019)
- ♦ EIP—From SR 89/28 Junction to Squaw Valley Road rehabilitate roadway-asphalt concrete surfacing (SHOPP-Major; \$35,940; 2018)

Conceptual:

- ♦ Implement Complete Streets strategies where appropriate

Segment 6

Planned:

- ♦ Donner Pass Road/SR 89 South Construct 2-lane roundabout (2010 Nevada County Regional Transportation Plan; \$4,250; 2020)
- ♦ Upgrade to Class II Bike Lanes Squaw Valley to Truckee (2001 Placer County Regional Bikeway Plan)

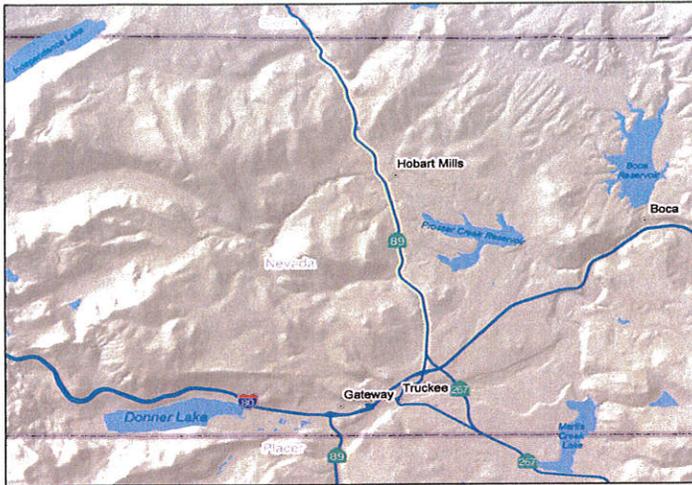
Programmed:

- ♦ SR 89/UPRR Undercrossing (Mousehole) Widen Underpass (STIP-Partially Funded, \$9,600; 2016)

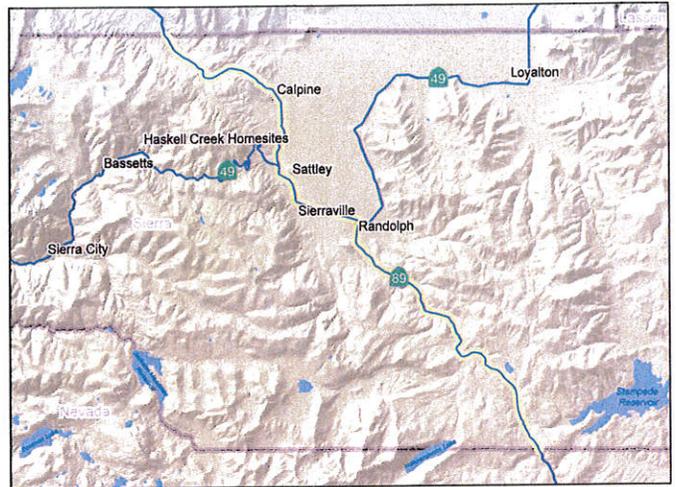
Conceptual:

- ♦ SR 89/UPRR Undercrossing (Mousehole) Provide two additional travel lanes, sidewalks, and bicycle lanes (2010 Nevada County Regional Transportation Plan)
- ♦ Implement Complete Streets strategies where appropriate

State Route 89 Segment 7 & 8 Summaries



Segment 7 - Junction I-80 to Nevada/Sierra County Line (PM 0.49/8.70)



Segment 8 - Nevada/Sierra County Line to Sierra/Plumas County Line (PM 0.00/29.57)

After a break in the route of slightly more than two miles, SR 89 resumes in Segment 7 as a two-lane expressway. The expressway transitions to conventional highway after approximately seven miles and continues northward to the Nevada/Sierra County line.

This segment goes through national forest and the community of Hobart Mills. The approved Gray's Crossing development, for which the infrastructure has been built, will increase volumes significantly, up to the Prosser Dam Road intersection.

In 2010, Segment 7 operated at LOS C, and is expected to remain at LOS C. No capacity enhancements are required.

Segment 8 is a two-lane conventional highway extending northward from the Nevada/Sierra County line to the Sierra/Plumas County line. A portion of SR 89 from Sierraville to north of Sattley is a shared route with SR 49. SR 89 in this area is a secondary lifeline route to Sierra County serving residential, commercial, and ranching interests in the region. The route crosses mountainous terrain in this segment.

This segment's land uses consist of residential, agricultural, open space, recreation, and national forest. This segment goes through the communities of Sierraville, Sattley, and Calpine Valley.

In 2010, Segment 8 operated at LOS B, and is expected to decline to LOS C. No capacity enhancements are required.

Highway Improvement Projects

With Construction Cost in Thousands and Year of Funding or Completion

Segment 7

Planned:

- ♦ SR 89 North/Rainbow Road Intersection Improvements (2010 Nevada County Regional Transportation Plan; \$425; 2020)
- ♦ SR 89 North/Alder Creek Road Intersection Improvements (2010 Nevada County Regional Transportation Plan; \$710; 2020)
- ♦ Proposed Class II Bike Lane (2007 Nevada County Bicycle Master Plan)

Programmed:

- ♦ Alder Drive/Prosser Dam Road Construct Roundabout (STIP-Local; \$2,120; 2013)
- ♦ North of Truckee to SR 49 Junction rehabilitate roadway-cold in place, recycle with 0.25 FT HMA overlay (SHOPP-Major; \$7,275; 2014)

Conceptual:

- ♦ Implement Complete Streets strategies where appropriate

Segment 8

Planned:

- ♦ Truck turnouts south of Sierraville (STIP, \$1,280, 2020)

Programmed:

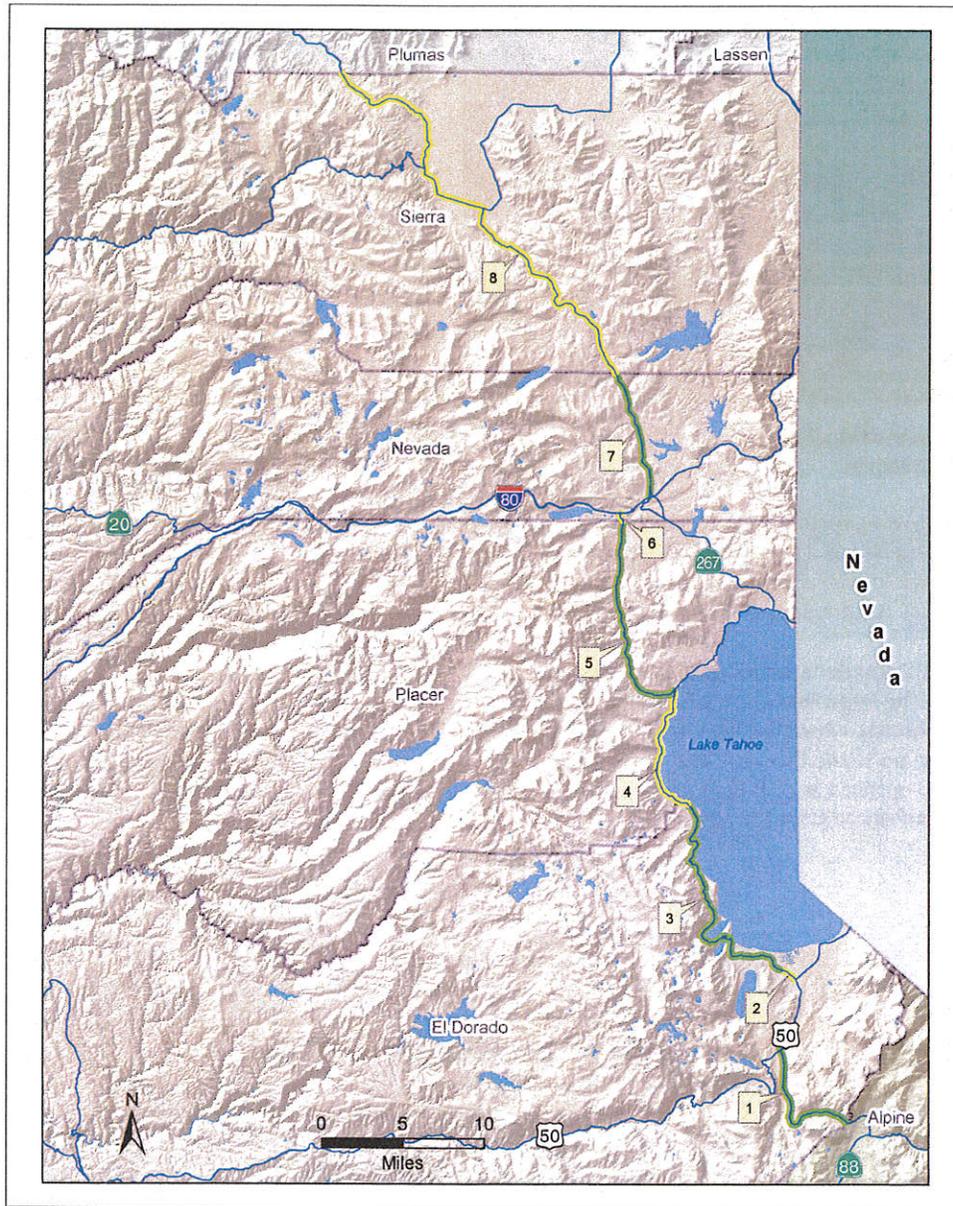
- ♦ Nevada County Line to Little Truckee River Bridge Construct Wildlife Undercrossing (STIP TE; \$2,055; 2017)
- ♦ North of Little Truckee River Bridge to north of Cottonwood Road Construct Wildlife Undercrossing (STIP TE; \$450; 2017)
- ♦ North of Truckee to SR 49 Junction rehabilitate roadway-cold in place, recycle with 0.25 FT HMA overlay (SHOPP-Major; \$7,275; 2014)

Conceptual:

- ♦ Passing lanes, truck turnouts, guardrails (SHOPP)
- ♦ Regional Bicycle/Pedestrian Improvement Projects (BTA, \$3,277, TBD)
- ♦ Implement Complete Streets strategies where appropriate



State Route 89 Segment Map



Please contact us for questions and concerns about this TCCR:

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Or visit the TCCR website at: <http://www.dot.ca.gov/dist3/departments/planning/systemplanning.html>