STATE ROUTE 99 TRANSPORTATION CORRIDOR CONCEPT REPORT

SR 99 at O'Banion Road in Sutter County

The Transportation Corridor Concept Report (TCCR) is Caltrans' long range planning document for each State Highway Route. The TCCR provides information regarding route segments, including high priority projects for the highway over the next 20 years, and existing and forecasted traffic data. Projects identified in the TCCR will require environmental and engineering studies before final approval and are subject to change.

The "State Route 99 & Interstate 5 Corridor System Management Plan" serves as the TCCR from Galt in Sacramento County to Yuba City in Sutter County and the "State Route 99 North Corridor System Management Plan" (CSMP) serves as the TCCR in the City of Chico in Butte County. These CSMPs cover key segments with recurring congestion, presenting an analysis of existing and future traffic conditions and proposing traffic operation strategies and multimodal improvements to maintain and enhance mobility within the urban corridors. Within this document, travel data with a yellow background indicates that the data applies to a highway segment covered by one of these two CSMPs. Together, the two CSMPs and this TCCR provide a comprehensive vision for the entire route in Sacramento, Sutter, and Butte Counties.

Approvals:

Jeff Pulverman	7/26/2010	Jody Jones	8/3/10
Jeff Pulverman **District 3 Deputy Director** **Planning and Local Assistance**	**Date**	**Jody Jones** **District 3 Director**	**Date**

State Route 99 Summary

State Route (SR) 99 in District 3 is a primary north-south corridor for the 11 urbanized communities along its path. Passing through 13 counties in California's San Joaquin and Sacramento Valleys, it is a critical interregional and regional route, yet it also functions as a conventional main street for some communities in the northern portion of District 3. There are 125 centerline miles of SR 99 within District 3. The highway serves as an alternate and parallel route to Interstate 5 (I-5) through much of the Central Valley. Much of the route north of the I-5 Interchange in Sacramento is not complete to freeway or expressway standards; for several long stretches, SR 99 is a two-lane conventional highway. For a number of segments, adequate capacity to accommodate travel demand does not exist. The route is federally eligible to be upgraded to Interstate status between the I-5 Interchange in Kern County and the U.S. Highway 50 interchange in Sacramento, which will require the reconstruction of many interchanges, widening the highway at many locations, and making other substantial capital improvements in the District 3 portion of the route. Issues regarding the physical, environmental, fiscal, and political feasibility of upgrading SR 99 in Sacramento County to an Interstate freeway have yet not been addressed, and this will be a long-term endeavor.

SR 99 is critical for interregional travel, goods movements, farm-to-market transport, and connectivity to other highways. The route has high truck volumes along many segments, with truck volumes increasing during agricultural seasons and peak housing construction periods. Urban congestion had been steadily increasing prior to the current recession and is expected to resume its increase when the economy rebounds. Upgrading the highway to freeway or expressway standards throughout the route is important for the economic vitality of many communities to ensure mobility and access to jobs, markets, services, and recreation.

Long-term planning for SR 99 in District 3 is addressed in the following three documents: the State Route 99 & Interstate 5 Corridor System Management Plan (CSMP) which addresses segments (numbered 1 to 11) from the Sacramento/San Joaquin County Line to SR 20 in Yuba City, the State Route 99 North CSMP, which addresses segments (numbered 19 and 20) from Southgate Avenue to the Esplanade in Chico, and this TCCR document, which addresses Segments 12 through 18 and 21. CSMPs are available to view or download at www.corridormobility.org. While this TCCR provides an overview of information (travel data and major projects) for CSMP segments, only the CSMPs provide a comprehensive representation of route planning for those segments.

Concept Level of Service (LOS) represents the minimum acceptable service conditions over the next 20 years. District 3 has generally established minimum concept LOS standards for the twenty-year planning horizon at LOS D for rural segments and LOS E for urban segments. The following discussions explain why some segment Concept LOSes depart from these established minimums:

- It would not be feasible to re-attain or maintain LOS E on Segments 1, 2, 3 due to lack of funding under current projections. However, efforts to upgrade them to Interstate conditions could one day help fund widening projects. Also, it would not be feasible to attain LOS E on Segment 4 within 20 years, due to the overall cost of adding more lanes. Please consult the State Route 99 & Interstate 5 CSMP for details.

- Despite the addition of planned high-occupancy vehicle lanes, it would not be feasible to maintain LOS D on rural Segment 6 because its traffic, including traffic unavoidably drawn from I-80, will outpace new capacity. Added widening of Segment 6 would come only after widening of Segment 5, which should meet its urban-minimum Concept LOS of E for many years. Please consult the State Route 99 & Interstate 5 CSMP for details.

- It would not be feasible to re-attain or maintain LOS D on Segments 14, 16, or 21, because current funding projections would not support 4-laning of these segments. Because these segments will have 2 lanes of capacity, the lower Concept LOSes result from either low travel speed, or drivers' experience of the amount of time spent following other vehicles, or both. District 3 advocates phased passing lane projects for these segments.

State—Local Responsibility

Improvements to the State Highway System are the responsibility of both Caltrans and local 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.

Project Data Glossary

Highway Improvement Project Acronyms and Definitions

The information in the Segment Summaries on Pages 8 through 11 may contain the following acronyms, defined here for your reference:

AADT Average Annual Daily Traffic is the average number of vehicles per day in both directions.

LOS Level of Service is a measure of traffic density conditions, with "A" representing the least amount of density and "F" the most congested conditions. The levels A through F are individually described at the bottom of Page 6.

SHOPP Refers to either the 4-year "State Highway Operations and Protection Program" of Highway Maintenance or Improvement projects, or to the interrelated 10-Year SHOPP Plan containing such projects . The 2010 4-Year SHOPP was approved by the California Transportation Commission in February 2010, and the 10-Year SHOPP (Plan) information used is from District 3 information supplied for the 2009 10-Year SHOPP.

MTP Metropolitan Transportation Plan is the title given by the Sacramento Area Council of Governments (SACOG) to its Long-Range Transportation Plan, which is produced according to guidelines approved by Caltrans, the Federal Highway Administration, and the Federal Transit Administration.

MTIP Metropolitan Transportation Improvement Program is the title given by SACOG to its federal programming document, which is produced according to guidelines approved by Caltrans, the Federal Highway Administration, and the Federal Transit Administration.

RTP Regional Transportation Plan is the title given by the Butte County Association of Governments (BCAG) to its long-range transportation plan, which is produced according to guidelines approved by Caltrans, the Federal Highway Administration, and the Federal Transit Administration.

RTIP Regional Transportation Improvement Program is the title given by BCAG to its federal programming document, which is produced according to guidelines approved by Caltrans, the Federal Highway Administration, and the Federal Transit Administration.

Segment Summary Glossary

Pages 8 through 11 provide summaries of I-80 segments not covered by the Congestion System Management Plan. 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 plan such as an approved Regional Transportation Plan (RTP or MTP) or Capital Improvement Plan. If an RTP/MTP contains the project but does not find that it can be funded within constrained funding limits, the Project may remain Conceptual (see below), requiring advocacy to bring it within financial constraints, regardless of the completion year.

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 4-year State Highway Operations and Protection Plan 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 list within a long-term plan and is not currently programmed.

State Route 99 TCCR Travel Data, Segments 1-9

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	**San Joaquin-Sacramento County line to Elk Grove Boulevard**	Sac	0.00	12.76	D	F	F	4F	4F	6F + 2HOV
2	**Elk Grove Boulevard to Mack Road**	Sac	12.76	17.66	F	F	F	4F+2HOV; 4F+2HOV+ 2Aux from Cosumnes River to Stockton Blvd.; 4F+2HOV from Stockton Blvd.	4F+2HOV; 4F+2HOV+ 2Aux from Cosumnes River to Stockton Blvd.; 4F+2HOV from Stockton Blvd.	6F+2HOV
3	**Mack Road to Fruitridge Rd**	Sac	17.66	21.94	F	F	F	4F+2HOV to Florin; 6F+2HOV to Fruitridge	4F+2HOV to Florin, 6F+2HOV to Fruitridge	8F+2HOV
4	**Fruitridge Rd to SR51/US50/ SR99 Interchange (Break in Route)**	Sac	21.94	R24.35	F	F	F	8F+2HOV	8F+2HOV	8F+2HOV

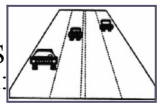
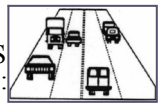
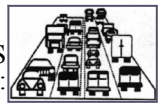
BREAK IN ROUTE: The break is traversed by following overhead signage (only) to use US 50 for 2.6 miles and I-5 for 5.2 miles.

5	**SR 99/I-5 (Break in Route) to Sacramento-Sutter County Line**	Sac	R32.12	36.86	E	F	E	4F; 4E (from Elverta Rd)	4F + 2HOV	8F+2HOV
6	**Sac-Sutter County line to South of Feather River Bridge**	Sutter	0.00	11.50	C	F	E	4E, 2C from SR 70	4F+2HOV (to SR 70), 4E (from SR 70)	6F+2HOV (to SR 70), 4E (from SR 70)
7	**South of Feather River Bridge to Begin Passing Lanes North of Sacramento Avenue**	Sutter	11.50	14.00	E	F	D	2C	4E	4E
8	**Begin Passing Lanes North of Sacramento Avenue to 0.07 miles North of Wilson Road**	Sutter	14.00	17.77	A	C	D	4E+TWLTL	4E+TWLTL	4E+TWLTL
9	**0.07 miles N of Wilson Road to North of SR 113**	Sutter	17.77	22.99	E	F	D	2C	4E+TWLTL on New Alignment (existing alignment to stay 2C)	4E+TWLTL on Newer Alignment

NOTE: Segments with a yellow background are covered in one of the Corridor System Management Plans described on Page 2.

Notes/Definitions for <u>Freeway and Multilane Highway</u> Segments

1. **Level of Service (LOS)-**A "report card" measurement with "A" being the least amount of congestion and "F" being the most congestion. On multilane roads, the following descriptions of LOS are descriptive for most users:

LOS A:  LOS B:  LOS C: LOS D: LOS E:  LOS F:

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.

Note: For segments featuring one lane in either direction or intersection delay, LOS is experienced differently. Segment 11 has inter-section delay plus densely spaced signalized intersections, so that Volume-to-Capacity ratios could not be calculated with LOS[11].

State Route 99 TCCR Travel Data, Segments 1-9, *continued*

	Current Traffic Data—2008					Prior 3 Years	Future Traffic Data — 2028					
Segment	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)[12]	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	14%	55%	5,400	66,000	0.70	-24%	8,870	108,400	1.15	8,910	108,900	1.15
2	8%	55%	11,400	149,000	1.02	-14%	15,590	203,730	1.36	17,100	223,500	1.12
3	6%	53%	17,000	189,000	1.02	43%	23,090	256,740	1.38	23,800	264,600	1.43
4	5%	54%	16,100	221,000	1.01	77%	21,400	293,780	1.34	21,735	298,350	1.37

Few interregional trips continue on SR 99 after passing through Central Sacramento.

5	12%	70%	5,500	54,000	0.92	-7%	8,780	86,230	1.43	9,350	91,800	0.99
6	11%	70%	3,950	39,500	0.68	-54%	5,990	59,900	1.18	8,295	82,950	0.90
7	9%	69%	1,800	17,600	0.64[11]	-40%	2,730	26,700	0.97	3,240	31,680	0.62
8	9%	69%	1,800	17,600	0.28	-69%	2,730	26,700	0.51	3,240	31,680	0.62
9	13%	68%	1,650	17,500	0.59[11]	23%	3,160	33,550	1.13	2,970	31,500	0.56

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. **Volume over Capacity does not determine LOS** for two– or three- lane facilities, or segments with intersection delay.
12. **Reported Collision Rate Comparison (% Compared to State Average)**– 2005 through 2008 Caltrans Traffic Accident Surveillance and Analysis System (TASA) Summary data of the percentage above, or below, the Statewide average rate for fatal, injury, and property-damage-only collisions on comparable facilities.

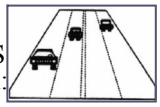
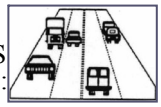
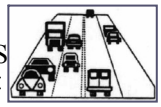
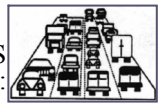
State Route TCCR Travel Data, Segments 10-21

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]
10	North of SR 113 to Lincoln Road	Sutter	22.99	28.67	B	C	D	4E	4E, then 6E from Bogue Rd.	6E (with possibility of bypass)
11	Lincoln Road to SR 20	Sutter	28.67	T30.63	E	F	E	4E	6E	6E (with possibility of bypass)
12	SR 20 to End of Freeway near Lomo Crossing	Sutter	T30.63	T34.97	B	B	D	4F	4F	4F
13	End of freeway near Lomo Crossing to Butte County Line	Sutter	T34.97	42.42	E	E	D	2C	4C with portions of 4C + TWLTL	4E with portions of 4C + TWLTL
14	Sutter-Butte County line to W Liberty Road, Gridley	Butte	0.00	R3.13	E	F	F	2C	2C (with Passing Lanes)	4C
15	W Liberty Rd to Ord Ranch Road	Butte	R3.13	5.13	B	D	D	4C+TWLTL to Ford Ave; then 2C+TWLTL	4C+TWLTL to Ford Ave; then 2C+TWLTL	4E+TWLTL where possible, 4C+ TWLTL elsewhere
16	Ord Ranch Road, Gridley to SR 149	Butte	5.13	21.81	E	E	E	2C	2C (with Passing Lanes)	4C to E. Biggs Hwy, then 4E
17	SR 149 to Southgate Avenue	Butte	21.81	29.37	B	D	D	4E	4E	6F
18	Southgate Avenue to Skyway/ Park Avenue	Butte	29.37	R30.60	B	D	D	4E from Skyway; then 4E	4F	6F+2AUX
19	Skyway/Park Ave to End of Freeway	Butte	R30.60	T37.45	E	F	E	4F	4F + 2AUX	6F+2AUX
20	End of Freeway to the Esplanade	Butte	T37.45	38.22	E	F	D	2C	4C	4F+2AUX
21	The Esplanade to Butte/Tehama County Line	Butte	38.22	45.98	E	F	F	2C	2C (with Passing Lanes)	4F+2AUX to Garner, 4E to the Tehama County Line

NOTE: Segments with a yellow background are covered in one of the Corridor System Management Plans described on Page 2.

Notes/Definitions for <u>Two-Lane Highway</u> Segments

1. **Level of Service (LOS)**-A "report card" measurement with "A" being the least amount of congestion and "F" being the most congestion.

LOS A:  LOS B:  LOS C:  LOS D: LOS E:  LOS F:

For segments featuring one lane in either direction, LOS is experienced as follows (See Page 4 for Multiple-Lane LOS):

LOS A Vehicles delayed less than 35% of the time during traveling with speeds averaging 55 mph
LOS B Vehicles delayed between 35% and 50% of the time during traveling with speeds between 50-55 mph
LOS C Vehicles delayed between 50% and 65% of the time during traveling with speeds between 45-50 mph
LOS D Vehicles delayed between 65% and 80% of the time during traveling with speeds between 40-45 mph
LOS E Vehicles delayed more than 80% of the time during traveling with speeds on average between 30-40 mph
LOS F Vehicles delayed near 100% of the time during traveling with speeds on average less than 30 mph

Note: For segments featuring intersection delay, LOS is again experienced differently. Segment 11 has intersection delay plus densely spaced signalized intersections, so that Volume-to-Capacity ratios could not be calculated with LOS[11].

SR 99 TCCR Travel Data, Segments 10-21, *continued*

	Current Traffic Data—2008					Prior 3 Years	Future Traffic Data — 2028					
Segment	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)[12]	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)
10	10%	54%	2,350	26,500	0.37	-2%	3,170	35,710	0.56	4,725	54,000	0.42
11	10%	54%	3,150	36,000	N/A[11]	61%	3,970	45,420	N/A[11]	3,000	32,700	N/A[11]
12	9%	56%	2,000	21,800	0.29	-23%	2,720	29,610	0.40	2,250	29,850	0.44
13	9%	56%	1,500	19,900	0.54[11]	27%	1,960	26,020	0.70[11]	2,960	30,400	0.70[11]
14	9%	52%	1,850	19,000	0.66[11]	-27%	2,990	30,680	1.07[11]	3,760	36,800	1.06[11]
15	9%	52%	2,350	23,000	0.39[11]	119%	3,850	37,690	0.65	2,640	24,320	0.62
16	10%	52%	1,650	15,200	0.59[11]	-4%	2,650	24,440	0.95[11]	5,040	50,400	0.94[11]
17	10%	57%	2,800	28,000	0.44	-14%	4,990	49,870	0.80	5,940	61,200	0.81
18	10%	57%	3,300	34,000	0.45	-57%	6,300	64,870	0.84	12,045	125,400	0.79
19	7%	51%	7,300	76,000	0.89	-49%	10,980	114,330	1.34	2,635	27,710	0.97
20	9%	58%	1,550	16,300	0.55[11]	-49%	2,670	28,070	0.95[11]	2,670	28,070	0.43
21	9%	58%	1,550	16,300	0.55[11]	-49%	2,670	28,070	0.95[11]	2,670	28,070	0.95[11]

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.
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8. **Peak Directional Split-**The percentage of total traffic in the heaviest traveled direction during the peak hour.
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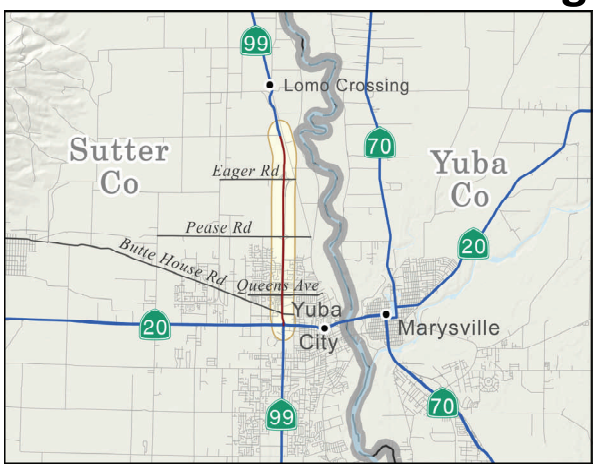
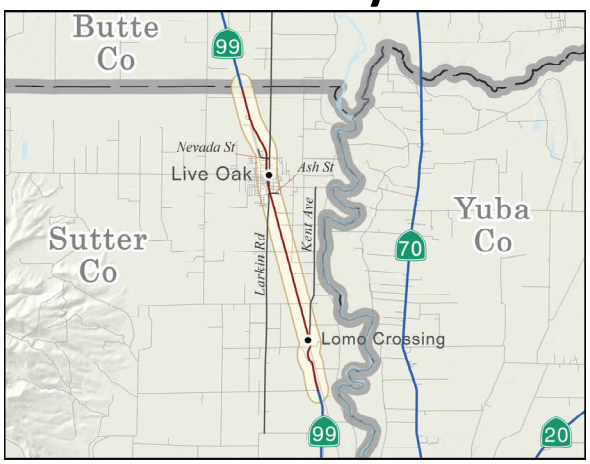
10. **Volume over Capacity (V/C)-**The volume of traffic in the Peak Hour compared to the capacity of the roadway.
11. **Volume over Capacity does not determine LOS** for two– or three- lane facilities, or segments with intersection delay.
12. **Reported Collision Rate Comparison (% Compared to State Average)**– 2005 through 2008 Caltrans Traffic Accident Surveillance and Analysis System (TASA) Summary data of the percentage above, or below, the Statewide average rate for fatal, injury, and property-damage-only collisions on comparable facilities.

State Route 99 Segment 12 & 13 Summary





Segment 12 - SR 20 to End of Freeway near Lomo Crossing (Sutter PM T30.63/T34.97)

Segment 12 begins as a 4-lane freeway at SR 20 and distributes approximately half of its peak hour traffic to the Queens Avenue interchange before passing the Eager Road interchange and completing its 4-mile extent and transition to a 2-lane conventional highway.

The segment currently operates at LOS B, with Average Annual Daily Traffic (AADT) at 21,800. By the year 2028, AADT is expected to increase to 29,610, with peak hour operation still at the No-Build LOS of B. As this segment is not expected to drop below a Concept LOS of D, no improvements to mainline capacity are required.

Planned improvements include the construction of an urban interchange at the SR 20 junction to improve capacity of that interconnection, modifications to the Queens Avenue interchange, and construction of a new interchange at Pease Road.

Segment 13 - Lomo Crossing to Sutter/Butte County Line (Sutter PM T34.97/42.42)

Segment 13 is a 2-lane conventional highway extending 7.5 miles near the Lomo Crossing to Butte County. The segment currently operates at LOS E, with AADT at 19,900. By the year 2028, the AADT is expected to increase to 26,020, with LOS E depending on advocacy of Conceptual 4-laning projects.

During the Peak Hour, traffic queues back from the Pennington Road signal, lengthening travel times through Live Oak. Operational improvement needs include intersection and roadway modifications at Pennington Road and new signals at Elm and Kola streets. In order to meet the Concept LOS of D, the facility will need to be upgraded to 4 lanes.

A "Collaborative SR 99 Streetscape Master Plan" is being developed for Live Oak. The Master Plan's objectives are to enhance aesthetics, safety, multi-modal accessibility, and quality of life for residents of Live Oak and travelers along SR 99.

Highway Improvement Projects/Complete Streets Integration

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

Segment 12

Planned:

- Construct SR 99/20 Urban Interchange ($104M including $64M R/W; 2025) SACOG MTP 2035
- Modify the Queens Avenue Interchange to increase storage on ramps ($7.4M; 2025) SACOG MTP 2035
- Construct Pease Road/SR 99 Interchange ($92.8M; 2022) SACOG MTP 2035

Programmed:

- Widen the Queens Avenue Overcrossing and signalize ramp intersections ($2.75M; 2011) SACOG MTIP
- Grind PCC pavement from the Butte House Road undercrossing to 0.3 mile south of Live Oak Boulevard ($2.4M; 2013) 2008 SHOPP, SACOG MTIP
- Rehabilitate pavement from 0.5 mile north of Eager Road to 0.2 mile north of Rio Bonito Road in Butte County ($12.5M; Construct 2012) 2008 SHOPP, SACOG MTIP

Conceptual:

- No Conceptual Projects

Segment 13

Planned:

- Secure right-of-way for future grade separation at Lomo Crossing /Live Oak Blvd ($1.3M; 2017) SACOG MTP 2035
- Flatten roadway cross-slope in Live Oak near Pennington Road ($3.3M; TBD) 2009 10-Year SHOPP

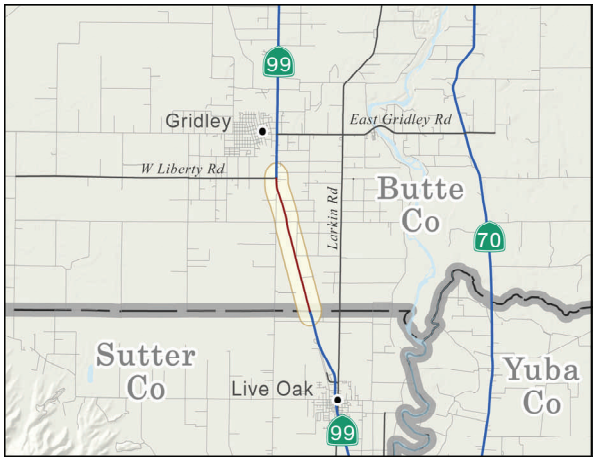
Programmed:

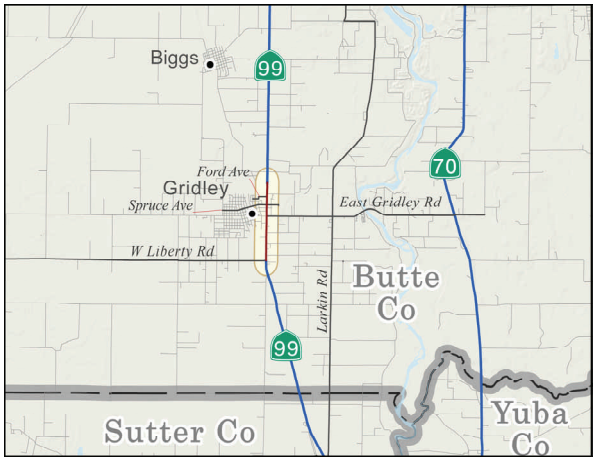
- Rehabilitate pavement from 0.5 mile north of Eager Road to 0.2 mile north of Rio Bonito Road in Butte County ($12.5M; Construct 2012) 2008 SHOPP, SACOG MTIP
- Modify signalized intersection at Pennington Road ($135K; 2010) 2008 SHOPP
- Signalize Elm Street/SR 99 ($45K, 2010) SACOG MTIP

Conceptual:

- Grade separation at Lomo Railroad Crossing
- Widen from 2 to 4 lanes outside Live Oak and from 2 lanes plus TWLTL to 4 lanes plus TWLTL in Live Oak
- Signalize Kola Street/SR 99 intersection in Live Oak
- Work with City of Live Oak to identify pedestrian/bicycle improvement projects

State Route 99 Segment 14 & 15 Summary





Segment 14 - Butte/Sutter County Line to W. Liberty Road, Gridley (Butte PM 0.00/R3.13)

Segment 14 is a 2-lane conventional highway running 3.1 miles from the Sutter County Line to West Liberty Road, near Gridley. This segment has 4-foot shoulders, which are narrower than the highway standard of 8 feet; these narrow shoulders continue on Segment 1.

The segment currently operates at LOS E, with AADT at 19,000. By the year 2028, peak hour operation is expected to decline to LOS F, with AADT increasing to 30,680.

It would not be feasible to re-attain or maintain LOS D on Segment 14 because current funding projections would not support 4-laning. District 3 advocates passing lanes and shoulder widening. While 4 lanes would be supported by 2028 traffic, it will be difficult to achieve the ultimate concept of 4-lane expressway due to numerous farm and rural residential access roads and driveways connecting to SR 99, and the proximity of the operational railroad line. Existing right-of-way constraints present significant current and future issues for this segment.

Segment 15 - W. Liberty Road to Ord Ranch Road, Gridley (Butte PM R3.13/5.13)

Segment 15 begins at the Gridley city limits. It starts as a 4-lane conventional (4C) highway with a two-way left turn lane (TWLTL) from West Liberty Road to Ford Avenue, then continues as a 2C+TWLTL facility to the Stapleton's Plant, and from there it becomes a 2C highway to Ord Ranch Road.

The segment currently operates at LOS B, with AADT at 23,000. By the year 2028, peak hour operation is expected to decline to LOS D, with AADT increasing to 37,690. As this segment is not expected to drop below LOS D, no capacity improvements are required by the horizon year.

Adjacent land uses include commercial, retail, and light industrial areas. SR 99 serves as Gridley's front door to passing travelers and its chief retail street, but not as its main street for civic activities.

Highway Improvement Projects/Complete Streets Integration

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

Segment 14

Planned:

- No planned projects

Programmed:

- Rehabilitate pavement from 0.5 mile north of Eager Road in Sutter County to 0.2 mile north of Rio Bonito Road in Butte County ($12.5M; Construct 2012) 2008 SHOPP
- From Obermeyer Avenue to the preexisting sidewalk 0.34 miles north, construct sidewalks and pedestrian ramps on east side of SR 99 ($471K; 2012) BCAG 2010 FTIP

Conceptual:

- Construct Passing Lanes
- Widen shoulders to 8 feet (or more as indicated), where feasible

Segment 15

Planned:

- No planned projects

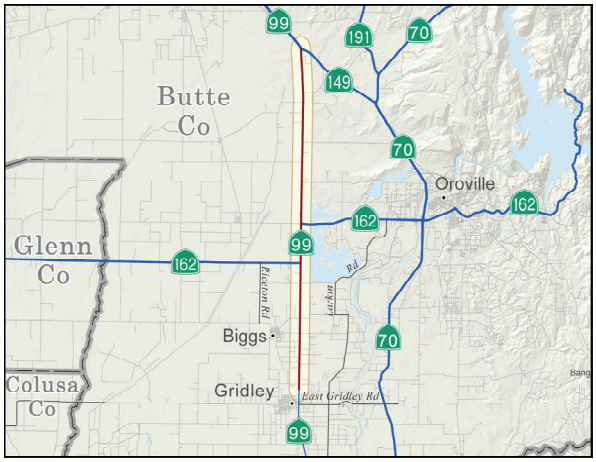
Programmed:

- Rehabilitate pavement from 0.5 mile north of Eager Road in Sutter County to 0.2 mile north of Rio Bonito Road in Butte County ($12.5M; Construct 2012) 2008 SHOPP

Conceptual:

- Work with the City of Gridley to identify pedestrian and bicycle facility improvement projects

State Route 99 Segment 16 & 17 Summary

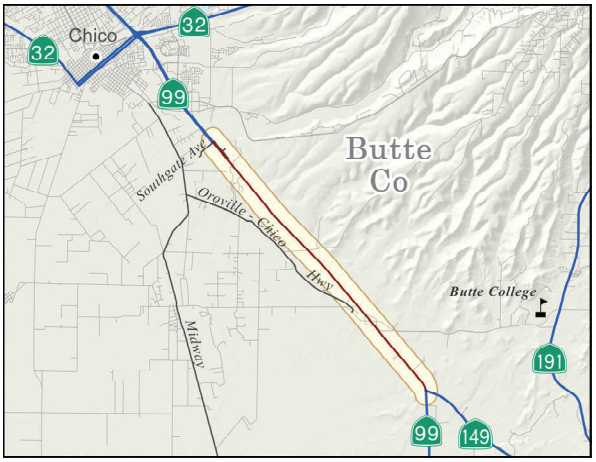


Segment 16 - Ord Ranch Road, Gridley to SR 149 (Butte PM 5.13/21.81)

Segment 16 is a 17 mile, 2-lane facility that extends as a conventional highway for 8.2 miles to its northern junction with SR 162 (east) and continues as an expressway for the remaining 8.8 miles. It carries SR 162 through-traffic between SR 162 (west) and SR 162 (east).

The segment currently operates at LOS E, with AADT at 15,200. By the year 2028, peak hour conditions are expected to remain at LOS E, with AADT increasing to 24,440.

It would not be feasible to re-attain or maintain LOS D on Segment 14 because current funding projections would not support 4-laning. District 3 advocates passing lanes and shoulder widening.



Segment 17 - SR 149 to Southgate Avenue (Butte PM 21.81/29.37)

Segment 17 is a 4-lane expressway that begins at SR 149 (a source and recipient of much of Segment 17's traffic) and ends 8.2 miles to the northwest at Southgate Ave, providing the first access serving the City of Chico.

The segment currently operates at LOS B, with AADT at 28,000. By the year 2028, peak hour operation is expected to decline to LOS D, with AADT increasing to 49,870.

As this segment is not expected to drop below the Concept LOS of D, no capacity improvements are required. Bus Service between Oroville and Chico and Butte College Shuttles use Segment 17, but buses do not stop along SR 99.

Highway Improvement Projects/Complete Streets Integration

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

Segment 16

Planned:

- Bridge rail replacement at various locations from SR 162 East to North Campbell Creek Bridge ($4M; RTL 2015) Caltrans: Project Focus

Programmed:

- Rehabilitate pavement from 0.5 mile north of Eager Road in Sutter County to 0.2 mile north of Rio Bonito Road in Butte County ($12.5M; Construct 2012) 2008 SHOPP
- Rehabilitate roadway from Rio Bonito Road to SR 162 East ($29.5M; 2009 Funds;) BCAG 2008 FTIP

Conceptual:

- Construct passing lanes between Gridley and SR 149 ($80M Not Within Financial Constraints; TBD) BCAG 2008 RTP

Segment 17

Planned:

- Bridge rail replacement at various locations from SR 162 East to North Campbell Creek Bridge ($4M; RTL 2015) Caltrans: Project Focus

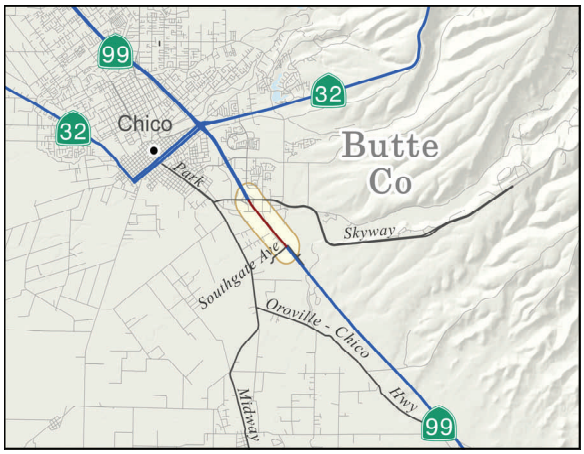
Programmed:

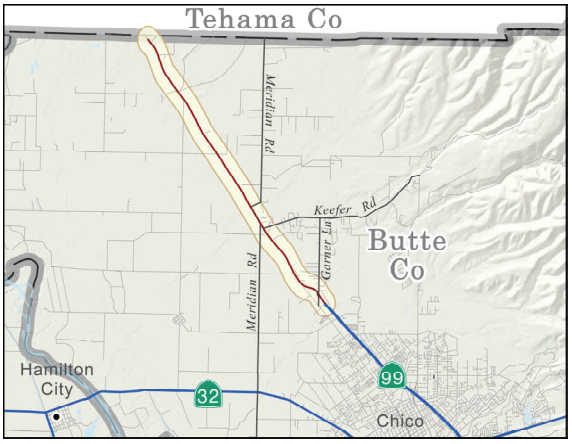
- Replace Bridge (Scour) from Estates Drive to 0.4 mile north of Butte Creek Bridge ($13.15M; Fund in 2016) 2010 SHOPP
- Install traffic signal at Neal Road ($0.9M; 2010) 2008 SHOPP

Conceptual:

- Construct interchange at Neal Road ($30M, Not Within Financial Constraints; TBD) BCAG 2008 RTP

State Route 99 Segment 18 & 21 Summary





Segment 18 - Southgate Avenue to Skyway/ Park Avenue (Butte PM 29.37/R30.60)

Segment 18 is a 4-lane expressway south of Chico, running from Southgate Avenue to the interchange at Skyway and Park Ave. Just south of the Skyway interchange, SR 99 becomes a freeway.

The segment currently operates at LOS B, with AADT at 34,000. By the year 2028, peak hour operation is expected to decline to LOS D, with AADT increasing to 64,870.

As this segment is not expected to drop below the Concept LOS of D, no capacity improvements are required. Bus Service between Oroville and Chico and Butte College Shuttles use Segment 17, but buses do not stop along SR 99.

Segments 19 and 20 are discussed in the SR 99 North CSMP.

Segment 21, The Esplanade to the Butte/ Tehama County Line (38.22/45.98)

Segment 21 begins at the Esplanade, which is at the northern limit of CSMP coverage (Segments 19 and 20) and 0.77 miles north of the end of the Chico freeway. The segment ends at the Butte–Tehama County Line.

The southern portion of this segment currently operates at LOS E, with an AADT of 16,300. By the year 2028, peak hour operation is expected to decline to LOS F, with AADT increasing to 28,070. The northern portion of this segment, approaching the County line, has lower traffic volumes and is expected to maintain acceptable LOS through the year 2028.

It would not be feasible to re–attain LOS D on the southern portion of Segment 21 because current funding projections would not support 4–laning. District 3 advocates extending the 4–lane freeway north through Segment 20 to Garner Lane, shoulder widening, and building a pair of well–located passing lanes. Year 2028 traffic would support a 4–lane expressway from Garner Lane to Keefer Road. At Garner Lane, signalization of the intersection will be required, followed by construction of an interchange. A traffic signal may become warranted at Keefer Road.

Highway Improvement Projects/Complete Streets Integration

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

Segment 18

Planned:

- Replace Butte Creek Bridge 0.3 to 0.4 miles north of Estates Drive ($9.1M; RTL 2012) Lump Sum in 2008 BCAG FTIP
- Construct interchange at Southgate Drive/SR 99 ($29.0M; By 2025) 2008 BCAG RTP
- Bridge rail replacement at various locations from SR 162 East to North Campbell Creek Bridge ($4M; RTL 2015) Caltrans: Project Focus

Programmed:

- No programmed projects

Conceptual:

- No conceptual projects

Segment 21

Planned:

- Bridge rail replacement at various locations from SR 162 East to North Campbell Creek Bridge ($4M; RTL 2015) Caltrans: Project Focus
- Bridge sub-scour mitigation from Rock Creek Bridge to Pine Creek Bridge ($1.1M; RTL 2011) 2009 10-Year SHOPP
- Bridge sub-scour mitigation at Pine Creek Bridge ($100K; RTL 2011) 2009 10-Year SHOPP

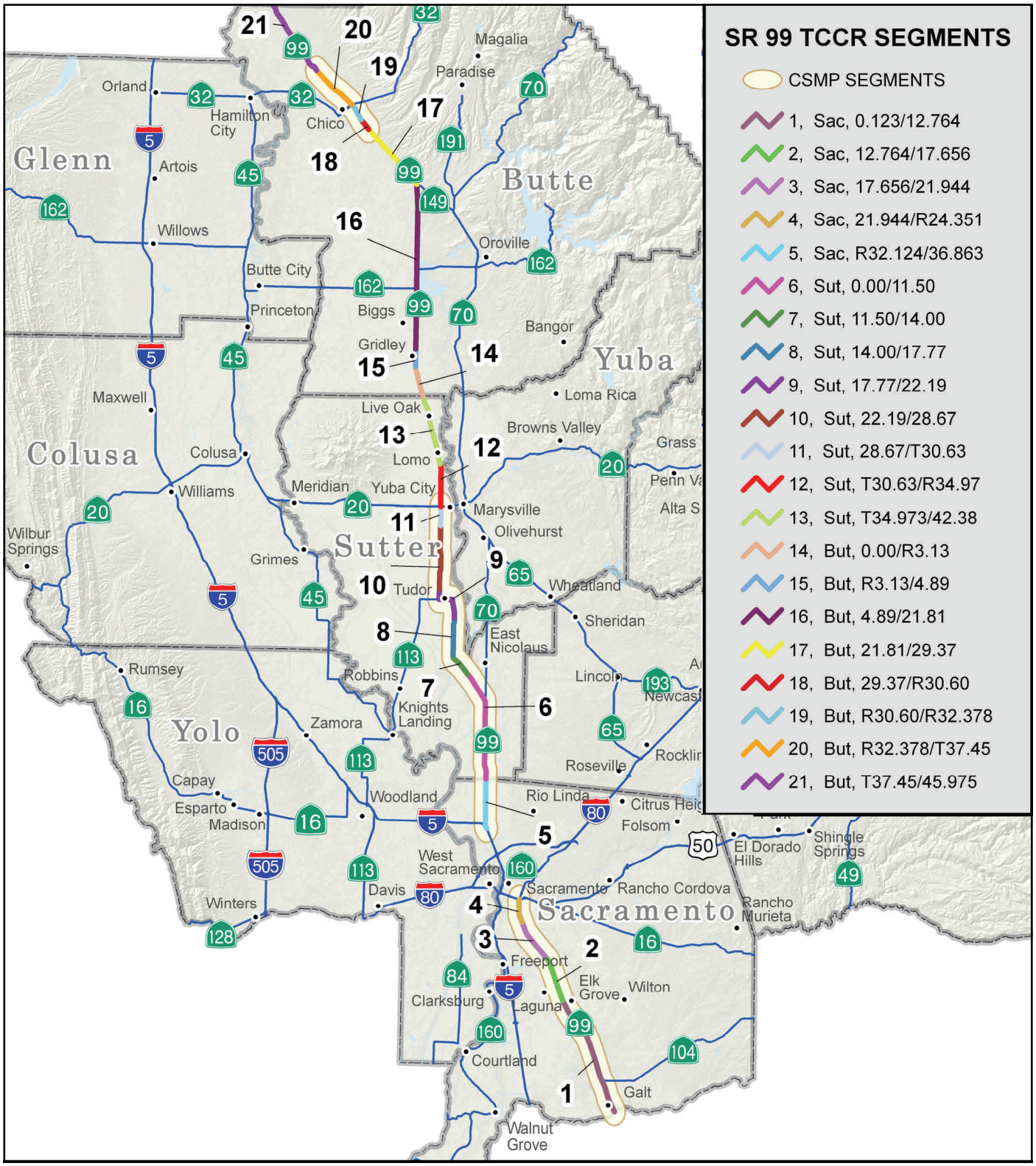
Programmed:

- No Programmed Projects

Conceptual:

- Extend 4-lane section of freeway to Garner Lane
- Construct a signal and turn lanes at SR 99/Garner Lane intersection

SR 99 Segmentation Map



Please contact us for questions and concerns about this TCCR:
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http://www.dot.ca.gov/dist3/departments/planning/systemplanning.html