



Completing The Vision



The Vision

In 1988 the California Transportation Commission (CTC) placed the State Routes 70 and 99 Corridor on their "Special Studies List" asking for a corridor study to be prepared to determine which of the two routes should be the focus for future highway investments to provide an expressway for ultimate conversion to freeway, to connect Sacramento and Chico. This corridor study would then serve as a basis for future transportation investments by Caltrans and the Metropolitan Planning Organizations in the corridor.

The State Routes 70 and 99 Corridor Study was prepared by the Butte County Association of Governments (BCAG), the Sacramento Area Association of (SACOG) and Caltrans District 3, and was adopted by BCAG and SACOG in 1990.

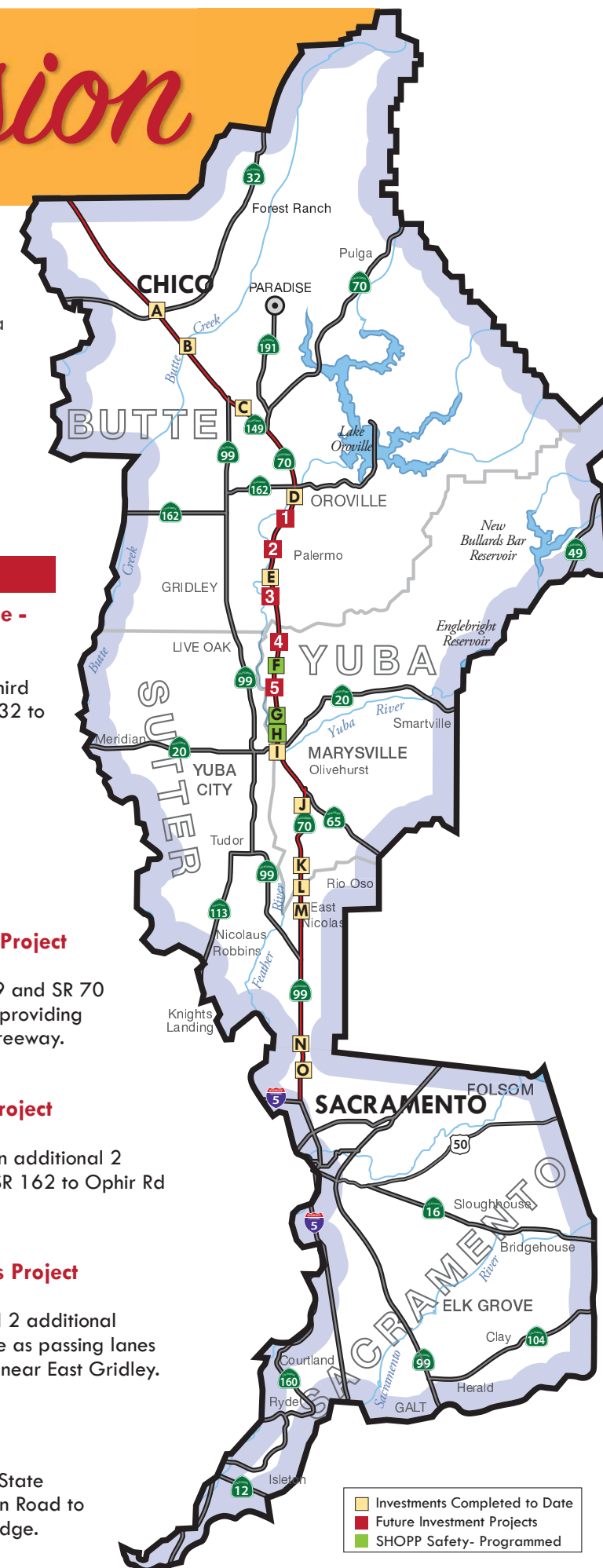
The Corridor

The preferred alignment chosen from the State Routes 70 and 99 Corridor Study to connect Chico and Sacramento was the State Route 70 Corridor. While the State Route 70 Corridor was the preferred alignment or "Focus Route" for a mainline connection between Sacramento and Chico, other transportation improvements along the State Routes 99 and 65 Corridors were also identified by the Study.

Since adoption of the Corridor study in 1990 over \$543 million in transportation investments have been completed with \$291 million programmed for a total of nearly \$834 million. The following section identifies the transportation investments made to date followed by the projects remaining to complete the CTC's commitment to the corridor.

Focus on Future Investments

The remaining projects identified below would fulfill the original commitment from the 1988 California Transportation Blueprint to connect California's remaining urbanized areas to the continuous 4-lane highway system. The total distance of existing 2-lane highway that needs to be upgraded to 4 lanes is approximately 21 miles. If Segments 1, 2, and 3 are programmed into the 2018 STIP. **The remaining investment needed to complete the vision is \$36 million for the Yuba County portion.**



INVESTMENTS TO DATE

A SR 99 Auxiliary Lane - Chico
 Cost - \$32 Million
 This project added a third lane from State Route 32 to East First Avenue.

B SR 99 Butte Creek Bridge
 Cost - \$13 Million
 This project replaced obsolete bridge.

C SR 149 Interchange Project
 Cost - \$139 Million
 This project links SR 99 and SR 70 from Chico to Oroville providing 4 lanes of continuous freeway.

D SR 70 Ophir Road Project
 Cost - \$19 Million
 This project provides an additional 2 miles of 4-lanes from SR 162 to Ophir Rd in Oroville.

E SR 70 Passing Lanes Project
 Cost - \$14.5 Million
 This project constructed 2 additional lanes on SR 70 to serve as passing lanes from South of Oroville near East Gridley.

F SR 70 Safety Project
 Cost - \$101.7 Million
 This project will widen State Route 70 from Laurellen Road to South Honcut Creek Bridge.

FUTURE INVESTMENT PROJECTS

2018 RTIP Recommendation - RIP funds within BCAG's STIP fund estimate

- Segment 1 - SR 70 from Ophir Rd. to Palermo Rd. (Passing Lane)**
 Estimated Cost - \$48.62 Million (\$32.72M SHOPP Safety/\$7.2M IIP, \$7.2M RIP, \$1.5M Demo)
 Widen from 2 lanes to 4 lanes. This project was programmed in the 2014 STIP cycle. Construction is recommended for the FY19/20 in the 2018 SHOPP/STIP.
- Segment 2 - SR 70 from Palermo Rd. to Cox Lane (Passing Lane)**
 Estimated Cost - \$50.885 Million (\$36.86M SHOPP Safety/\$6.6M IIP, \$6.6M RIP, \$.825M Demo)
 Widen from 2 to 4 lanes from the termini of Segment 1 to a completed SR 70 Project in 2013. This project was deprogrammed due to funding shortfalls in the 2016 STIP.
- Segment 3 - SR 70 From near East Gridley Rd. to South Butte/Yuba County Line**
 Estimated Cost - \$76 Million (\$51.2M SHOPP Safety/\$10.9M IIP, \$10.9M RIP, \$3M Demo)
 This segment represents the last segment to widen to 4 lanes in Butte County. **Total IIP/RIP = \$24.7M each**

Yuba County Projects

- SR 70 - Butte/Yuba County Line to Woodruff and Segment 5 - Woodruff Lane to Laurellen Have been combined in the 2016 SHOPP - (Laurellen Rd to South Honcut Creek Bridge)**
 Estimated Cost - \$105.704 Million (\$101.704M SHOPP Safety/\$4M RIP)
 Scope of the SHOPP Project is to add a center turn lane and standard shoulders. Scope of the funds is to expand the scope of the environmental document for a 5 lane highway footprint including 2 lanes in each direction and a center turn lane.
- SR 99 Elverta Road Interchange**
 Cost - \$20 Million
 Construct new interchange.

Funding shortfall for Segment 4 in Yuba County to expand to capacity: \$36M



SR 70 Simmerly Slough Bridge Replacement
 Cost - \$84 Million
 This project will widen and replace obsolete bridge.



SR 70 - 14th St. in Marysville to Marysville Cemetery Rd.
 Cost - \$105 Million
 This project will widen and replace bridges to improve freight movement.



SR 70 Marysville Downtown Improvement
 Cost - \$44.5 Million
 This project widened and made operational improvements through Marysville.



SR 70 Project
 Cost - \$77 Million
 This project included the construction of 4-lanes from SR 70/65 to Bear River.



SR 70/Plumas Lake Blvd. OC, Phase 1
 Cost - \$22 Million
 Construct new interchange.



SR 70/ Feather River Blvd. Interchange
 Cost - \$24 Million
 Construct new interchange.



SR 70 E. Nicolaus Bypass
 Cost - \$138 Million
 This project constructed a new 4-lane facility on a new alignment from Bear River to SR70/99 wye.



SR 99 Riego Rd. Interchange
 Cost - \$28 Million
 Construct new interchange.



SR 99/Elverta Road Interchange
 Cost - \$20 Million
 Construct new interchange.

■ Investments Completed to Date
■ Future Investment Projects
■ SHOPP Safety- Programmed