

State Route 99 Auxiliary Lanes Project Route 32 to East 1st Avenue



August 18, 2011

Project Purpose & Need

Project is a “Safety and Operational Improvement”

❖ Reduce Traffic Delays and Congestion

- **Peak hour traffic volumes are approaching capacity**
- **High volume of merging vehicles**

❖ Improve Safety and Operations

- **High accident rate- 31% of SR 99 accidents occur w/in project limits**
- **Short merge area for ramps**
- **East 1st Avenue off-ramp and SR 32 off ramp traffic backs up onto freeway**
- **Narrow shoulders exist on Bidwell Park Viaduct**

❖ Provide Improved Access across Bidwell Park

- **Limited north-south park crossings**
- **70% of traffic of northbound on-ramp traffic exits at East 1st Avenue**



Documents Prepared

❖ **Project Study Report (PSR) –November 2000**

- **Describes operational and safety problems and the studies needed to determine project design including possible alternatives. Studies defined include State Route 99 system planning, traffic, environmental, right of way, drainage, structure deficiencies and funding.**
- **Establishes Project Development Team (PDT) and initiates development of detailed Project Report (PR)**

❖ **Project Report (PR) –March 2005**

- **Studies completed: Traffic, Soils, Geotechnical, Drainage, Hydraulic, Right of Way, Structure Advance Planning, Cost Estimates, Biological, Historical, Cultural, Arch., noise, air, etc.**
- **CEQA Env. Impact Rep. (EIR) – January 2004 (recertified June 2009)**
- **NEPA Cat. Ex. (CE) – August 2004 (recertified June 2009)**

❖ **Public Meetings**

- **October 1999 – Public Meeting – Chico Council Chambers**
- **May 2002 and March 2003 – Public Meetings – Chico Council Chambers**
- **October and November 2003 – Bidwell Park and Playground Comm. – Chico Council Chambers**
- **November 2003 – Public Hearing BCAG – Chico Council Chambers**
- **January 2004 – EIR and alternatives adoption BCAG – Chico Council Chambers**



Project Alternative Selection and Construction

❖ **State Route 99 alternative selected:**

- **Inside Widening** - Widen freeway into median utilizing existing Lane #2 as auxiliary lane with retaining walls and sound walls.

❖ **Phase One Completed July 2010:**

- **Northbound Off Ramp to East First Avenue with signalized intersections and partial improvements to East First Avenue and Adjacent local road approaches. Contract Value: \$4,500,000 Sierra Nevada Construction, Reno, NV**

❖ **Phase Two Awarded June 2011:**

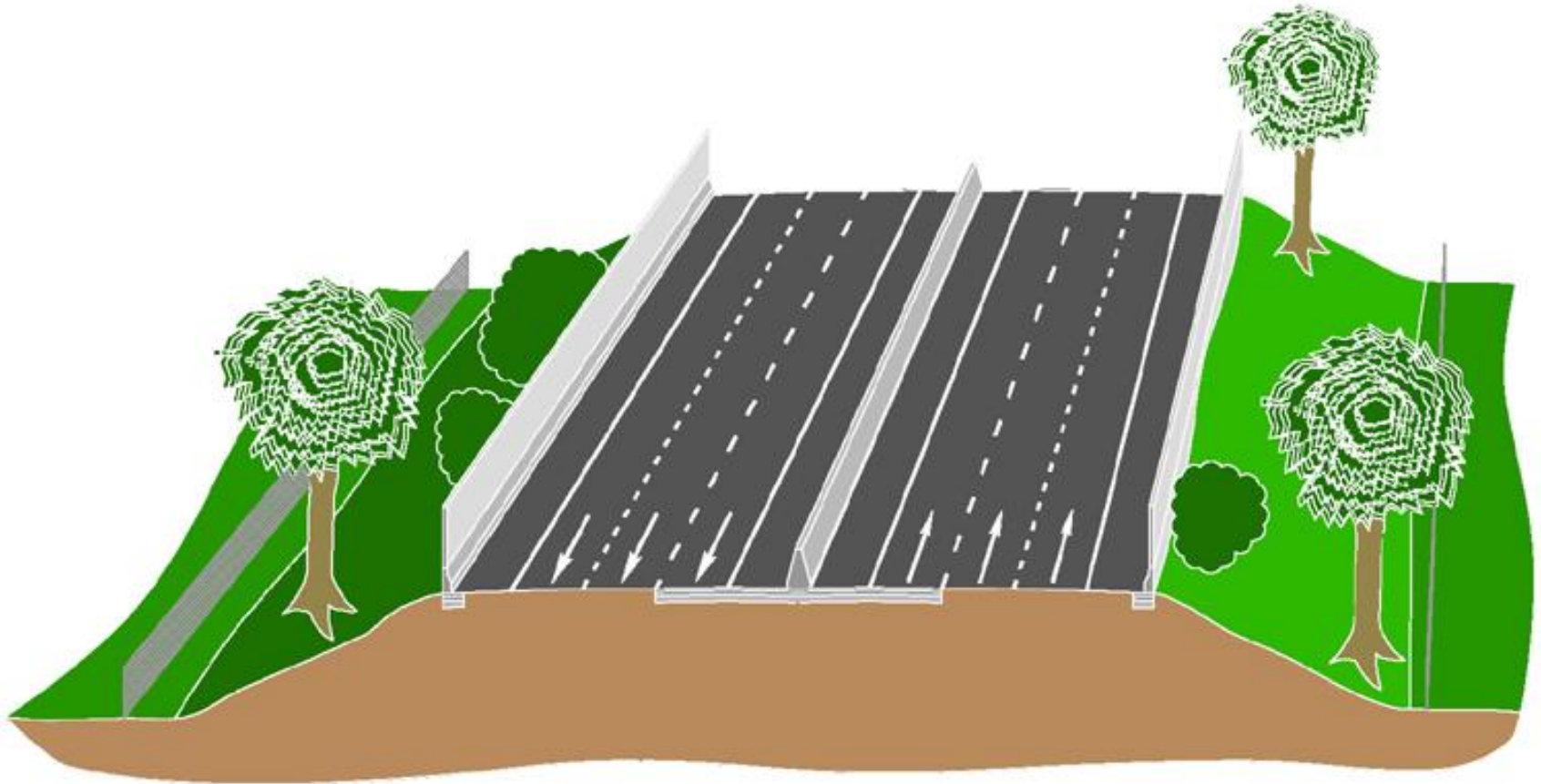
- **Southbound Off Ramp to State Route 32, northbound on ramp from SR 32 to SR 99, southbound off ramp to SR 32, structure widening of Park Viaducts and Palmetto Avenue, northbound and southbound sound walls and remaining improvements to East First Avenue. Contract Value: \$23,600,000 Viking Construction, Rancho Cordova, CA.**

❖ **Phase Two Construction – September 2011:**

- **Construction to begin in mid September 2011 and is estimated to take up to three years to complete. Management of construction will be by the California Department of Transportation. Public meeting scheduled for Residents – Late August**



Inside Widening Alternative



Inside Widening Alternative - Viaducts



MEDIAN WIDENING



Freeway Section with Sound Wall

Sound Wall Aesthetic Treatment — Traffic Side



Existing View



Simulation

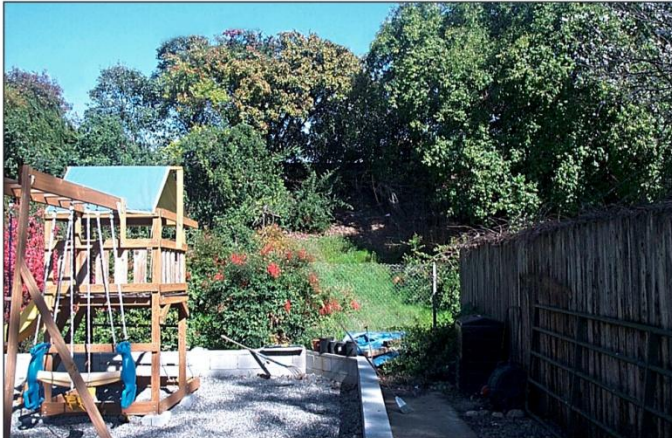


ulations by ICF International, 2011.

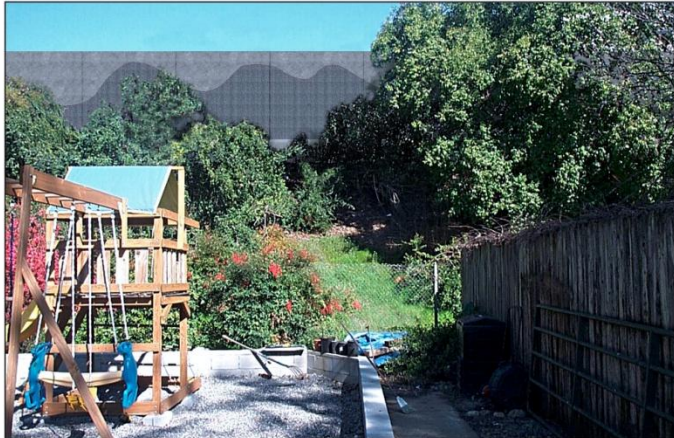


Freeway Section with Sound Wall - Resident Side

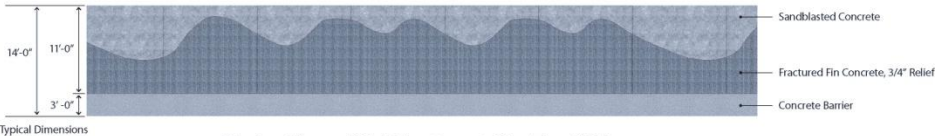
Sound Wall Aesthetic Treatment — Resident Side



Existing View



Simulation



Typical Dimensions

Typical Sound Wall Treatment, Resident Side

Simulations by ICF International, 2011.



Freeway Section with Sound Wall - Viaduct

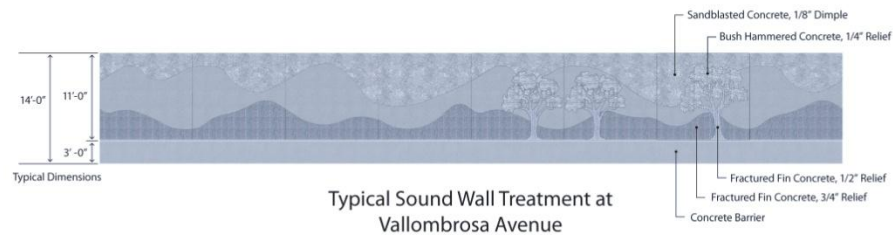
Sound Wall Aesthetic Treatment — Viaduct at Vallombrosa Avenue



Existing View



Simulation



Simulations by K7 International, 2011.



Questions??

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