

FACT SHEET



STATE ROUTE 174 SAFETY IMPROVEMENT PROJECT

THE PROJECT

This project proposes to realign several curves, widen shoulders, add a southbound left-turn pocket at Greenhorn Access Road intersection, and improve the Clear Recovery Zone (CRZ) on State Route (SR) 174 from Maple Way to You Bet Road, post mile (PM) 2.7 to PM 4.6 in Nevada County, California.

THE NEED

The purpose of this project is to improve safety and operations for all users. There have been a number of collisions along this segment of State Route 174 resulting in a collision rate that is higher than the state-wide average. The proposed improvements are expected to reduce collisions by improving roadway geometrics as well as the roadside recovery area in the event an errant vehicle departs from the roadway.

The current design standard for this type of highway requires 12' wide lanes, 8' wide shoulders, and a 20-foot CRZ beyond the lane line on each side of the highway. Existing lanes generally range in width from approximately 11 to 11.3 feet. Existing shoulders range in width from approximately 0.1 to 5.3 feet, but are generally less than 1.5 feet wide. Fixed objects, such as trees and utility poles, located within the CRZ will need to be removed. This section of highway also has curves requiring speeds of 30-35 MPH. The benefits of wider shoulders include:

- enhanced pedestrian and bicyclist safety
- provide additional room for an errant vehicle to recover and correct direction of travel
- provide additional room off the traveled-way for emergency response vehicles such as fire trucks, ambulances, law-enforcement, tow trucks, etc.
- provide additional room off the traveled-way for mail carriers,



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garbage trucks, newspaper delivery vehicles, etc.

- provided additional room off the traveled-way for disabled or broken down vehicles.

PROJECT STATUS

The preliminary design has been revised per feedback from the public received at the May 7, 2015 and June 9, 2016 Open House events as well as via written correspondence from community members. Other changes were made to meet new roadway design specifications. Surveyors from Right of Way (RW) Engineering have started identifying affected parcels to confirm current property and RW boundaries. Affected property owners will be contacted during 2017 regarding any project-related RW impacts to their parcel(s). Acquisition negotiations and purchase, if required, will take place between Caltrans and the property owner(s). Construction is anticipated to begin in the summer of 2019.

PROJECT CONSTRUCTION COST AND SCHEDULE

Programmed Construction Cost	\$28.4 million
Begin Environmental Studies and Preliminary Design	February 2015
Circulate Draft Environmental Document for Comments	June 2016
Project Approval and Final Environmental Document	September 2016
Begin Right of Way Acquisition Process	Summer 2017
Begin Construction	Summer 2019
Complete Construction	Fall 2020

PROJECT CONTACTS

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