<b></b>	MM 0.00 to 1.27	MM 1.27 to 1.63	MM 1.63 to 1.99	MM 1.99 to 2.68	MM 2.68 to 3.00	MM 3.00 to 3.48	MM 3.48 to 4.49	MM 4.49 to 5.47	MM 5.47 to 7.40	MM 7.40 to 8.26	MM 8.26 to 8.51	MM 8.51 to 9.01
Reference Sheet No.	Sheets 1 & 2	Sheet 2	Sheets 2 & 3	Sheet 3	Sheets 3 & 4	Sheet 4	Sheets 4 & 5	Sheets 5 & 6	Sheets 6,7 & 8	Sheets 8 & 9	Sheet 9	Sheets 9 & 10
Average Pavement Width	20' to 22'	20' ±	20' ±	14' to 21' ±	13' to 16' ±	14' to 20'	13' to 16' ±	15' to 20' ±	11' to 19' ±	12' to 18' ±	17' to 22'	18' ±
Average Pavenient Width Average Unpavec Shoulder Width	6' to 7'	3' to 8' ±	3' to 8' ±	2' to 7' ±	2' to 7' ±	2' to 7'	2' to 9' ±	2' to 6' ±	2' to 5' ±	2' to 9' ±	4' to 8'	2' ± paved shoulder
Horizontal Curve	970, 1020, 580, 14200, 1000, 1450	830, 660, 340, 300, 340, 890	780, 390	330, 2090, 1340, 3230, 750, 2090, 940, 630, 900, 910	1490, 680', 4630	2390, 1440, 2000, 1020, 2620, 5910, 530	380, 410, 770, 640, 1600, 1380, 1670, 90, 160, 640, 660, 560, 560, 510, 610, 1900, 1920, 1580, 710		480, 540, 5600, 780, 930, 510, 760, 410, 490, 850, 770, 370, 400, 440, 1810, 100, 510, 310, 330, 130, 190, 390, 160, 160, 150, 310, 150, 370, 640, 1000, 580, 300, 710, 910	540, 980, 4120, 1400, 2760, 600, 1030, 710, 370, 430, 540, 730, 490	830, 220, 1810, 570, 330	170, 110
Vertical Curve	grade increases	grade increases	grade increases	grade increases	grade increases	grade increases	2,000' (CREST)	grade decreases	grade decreases	grade decreases	grade decreases	grade decreases
Superelevation/Crowned	Crowned	Crowned	Crowned	Crowned	Superelevated	Crowned	Crowned/Superelevated	Crowned/ Superelevated	Crowned/ Superelevated	Crowned/ Superelevated	Crowned/ Superelevated	Crowned/ Superelevated
Posted Speed Sigr	30, 50 mph	50, 25 mph	50 mph	45/50 mph	30/45 mph	30 mph	30, 15, 40 mph	45 mph	45 mph	45 mph	45 mph	40 mph
Sight Distance Obstacles	s None	Trees and brush in combination with the horizontal curves	None	The slope north of Patterson Road and west of Cross Road.	None	Tree and brush south of Patterson Pass Road	Steep side slopes and sharp horizontal curves	Steep side slope from MM 5.29 to 5.47	Steep side slope to the north of Patterson Pass	The embankments for the railroad	High slopes to the north of Patterson Pass around MM 8.41	The 90 degree curve has limited sight distance
Existing Drainage Issue	• Flooding on the SE corner of Greenville & Patterson Pass	None	None	<ul> <li>MM 2.26: 18" CMP plugs due to silt &amp; debris from exposed embankment</li> <li>200 E/O MM 2.68: ditch along north side shoulder is clogged causing runoff to cross over the road and erodes downslope embankment on Southside.</li> </ul>	None	None	<ul> <li>W/O MM 4.35: Steep embankment &amp; no shoulder is eroding the slope and it's unstable.</li> <li>MM 4.35: existing 12" CMP is undersized</li> </ul>	• MM 5.47: existing 12" CMP is undersized; outfall/downslope embankment has washed out in the past	<ul> <li>MM 6.04 to 6.21: existing 12" CMP is undersized; outfall/downslope embankment has washed out in the past. M&amp;O has placed rip rap to stabilize slope; very narrow road segment.</li> <li>MM 6.4: Mud &amp; silt wash off from the adjacent west uphill side onto the roadway; M&amp;O has performed many roadway clean-ups in this area</li> <li>S/O MM 6.51: low spot causing mud runoff &amp; roadway ponding (near existing SB W1-1 &amp; W13-1 (15) signs).</li> <li>MM 6.51: outfall of existing 18" CMP is situated in a low spot area and unable to drain properly</li> <li>MM 6.97: existing 12" CMP is undersized; embankment has washed out in the past</li> <li>MM 6.99: steep embankment; no shoulder; erosion of slope &amp; is unstable; existing 12" CMP is undersized; embankment has washed out in the past</li> <li>MM 7.14: washed out steep embankment; no shoulder; erosion of slope &amp; is unstable; currently covered with tarp &amp; sandbags</li> </ul>	None	None	None
Geotechnical Concerns	s None	Adjacent to previous landslide areas	None	None	Adjacent to previous landslide areas	Adjacent to and within previous landslide areas	Adjacent to and within previous landslide areas	Adjacent to and within previous landslide areas	Adjacent to and within previous landslide areas	None	None	None
Environmental Concerns	s CA Tiger Salamander, CA Red-legged Frog	CA Tiger Salamander	Minimal	Minimal	Mixed Willow Riparian Scrub	Mixed Willow Riparian Scrub	CA Tiger Salamander, CA Red-Legged Frog Potential Breeding Habit	at Mixed Willow Riparian Scrub, Burrowing Owl	CA Tiger Salamander, Mixed Willow Riparian Scrub, San Joaquin Kit Fox	San Joaquin Kit Fox, Burrowing Owl	Minimal	Minimal
Accident Data	Eastbound Westbound	Eastbound Westbound		Eastbound Westbound	Eastbound Westbound		Eastbound Westbound	Eastbound Westbound	Eastbound Westbound	Eastbound Westbound	-	Eastbound Westbound
	Day Night Unknown Day Night Unknown	Day Night Unknown Day Night Unknown		Day Night Unknown Day Night Unknown	Day Night Unknown Day Night Unknown		Day Night Unknown Day Night Unknow	vn Day Night Unknown Day Night Unknown	Day Night Unknown Day Night Unknown	Day Night Unknown Day Night Unknow		Day Night Unknown Day Night Unknown
Hit Object Overturned Head-or	t 1 1 i 1 1 h None	1         1         1         9           Image: Image of the state of t	None None None	1         2         1         2         3		None None None	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	1         5         1         3           None           1         1         1	3     2     7     4       2     1     1     1       1     1     3     2	3         2         2           None         1         1	None           None           None	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$
Rear End Side-wipe		None None	None None		None None	None None			None	None 1 1	None None	None None
Side Impact	t 1 2 1 1	None	None	None	None	None	None	None	None	None	None	None
Auto/Pedestriar Tota		None 0 0 1 1 1 10	None 0	None 1 0 5 1 2 10	None           0         0         1         2         0         2	None 0	None 1 0 8 3 2 11	None	None 6 3 13 2 2 9	None           0         0         4         2         0         2	None 0	None 1 0 3 0 0 4
Primary Accident Causing Factor	Unsafe speed	Unsafe speed, improper turn		Unsafe speed, improper turn	Unsafe speed, wrong side, improper turn		Improper turn, unsafe speed	Unsafe speed, improper turn	Unsafe speed, improper turn	Improper turn, unsafe speed		Unsafe speed, improper turn
	1					Recommended Sho	rt Term Countermeasures		1			
Speed Feedback/Flashing Signs	s			MM 2.37 (EB)			MM 3.8 (EB)	MM 4.5 (WB)	MM 5.9 (EB), MM 6.21 (EB), MM 6.3 (WB)	MM 7.33 (WB)		
CHP Enforcement Area	a	Possibly at MM 1.56 (EB)						Possibly at MM 4.62 (WB), 4.90 (EB)	 MM 5.72, MM 5.95, MM 6.26, MM 6.45, MM 6.70, MM 6.85, MM			
Rumble Strip	Intersection at Patterson Road & Greenville Road			MM 2.55	MM 2.90		MM 3.85 to 4.05, MM 4.3		7.03	MM 7.83 and MM 7.88		MM 8.51 and MM 8.61
Signalized Intersection Stop Sign at Intersection	Intersection at Patterson Road & Greenville Road											 MM 8.95
Trim trees & bushes	s	MM 1.42 to 1.56 I(EB)				MM 3.41 (EB)				MM 8.01 (EB)		
Re-Stripe at Intersection	1 3											MM 8.95
Guardrai	I											
	1					Recommended Mi	d Term Countermeasures				T T	
4' shoulder widening	3	MM 1.25 to MM 1.56		MM 2.01 to 2.22, MM 2.40 to 2.68	MM 2.68 to 2.96		MM 3.7 to 4.49	MM 4.49 to 5.47	MM 5.47 to 5.9, MM 6.05 to 6.55, MM 6.8 to 7.15,	MM 7.4 to 8.05		MM 8.51 to 9.01
Widen to consistent 9' lanes				MM 2.40 to 2.68	MM 2.68 to 2.96		MM 3.7 to 3.86, MM 4.02 to 4.49	MM 5.15 to 5.47	MM 5.47 to 5.9, MM 6.05 to 6.55, MM 6.8 to 7.15,	MM 7.4 to 8.05		MM 8.51 to 9.01
Retaining wal	I	No		Yes	Yes		Yes	Yes	Yes	No		No
4' shoulder widening	3		MM 1.63 to 1.99			Recommended Lor MM 3.00 to 3.48	g Term Countermeasures MM 3.48 to 3.7		MM 5.9 to 6.05, MM 6.55 to 6.8, MM 7.15 to 7.4	MM 8.05 to 8.26	MM 8.26 to 8.51	
	s		MM 1.63 to 1.99			MM 3.00 to 3.48	MM 3.48 to 3.7		MM 5.9 to 6.05, MM 6.55 to 6.8, MM 7.15 to 7.4	MM 8.05 to 8.26	MM 8.26 to 8.51	
Widen to consistent 9' lanes												
Widen to consistent 9' lanes Retaining wal Curve Correctior	I					Yes	MM 3.7 to 4.05		Yes MM 6.22 to 6.28			

## Patterson Pass - Existing Conditions & Proposed Roadway Safety Improvements