

Wildwood Road (County Road 302) connects State Highway 36 near the Shasta-Trinity County Line to State Highway 3 north of Hayfork. The project would start at the intersection with East Fork Road (County Road 343) at Post Mile 11.6, and proceed south to Gemmill Gulch Picnic area at Post Mile 5.0, which is about 2.5 miles north of the community of Wildwood.

The proposed project would involve widening Wildwood Road between Post Miles 5.0 and 11.6 to two standard travel lanes with shoulders, improving its alignment to reduce the severity of its curves and improve sight distance, and rehabilitating the roadway structural section and drainage. The new road alignment would extend beyond the existing easement and right-of-way in multiple areas and would require large amounts of fill in some ravines and stream crossings.

Approximately 6.6 miles of Wildwood Road, from the intersection with East Fork Road at the East Fork of Hayfork Creek south to the Gemmill Gulch Picnic Area, would be improved. The project would be designed and constructed in three phases, approximately 2 miles at a time, starting at the north end at the intersection with East Fork Road.

The three segments (or phases) are:

- **Segment 1**, which extends from Post Mile 11.6 to 9.7 between the intersection with East Fork Road and the Shiell Gulch Campground. Design of this segment is currently expected to occur from 2016-2017, with construction planned for 2020-2021.
- **Segment 2**, which extends from Post Mile 9.7 to 7.0 between the Shiell Gulch Campground and the Hayfork/Yolla Bolla Ranger District boundary. Design of this segment is currently expected to occur from 2019-2021, with construction planned for 2022-2024.
- **Segment 3**, which extends from Post Mile 7.0 to 5.0 between the Ranger District boundary and the Gemmill Gulch Picnic Area. Design of this segment is currently expected to occur from 2022-2024, with construction planned for 2024-2025.

All segments of the road would be widened to two 11-foot-wide lanes with 2-foot-wide paved shoulders along both sides. An additional 1-foot-wide gravel shoulder would extend beyond the paved shoulder where feasible on the outboard side, and a paved gutter would be constructed on the inboard side. These improvements would involve roadway excavation and embankment modification. Excavations into inboard slopes or the placement of fill onto outboard slopes would be required to achieve the desired width.

Several tight-radius curves would be realigned to improve sight distance and safety. They would be designed to achieve 20 miles per hour (mph) design speeds. The rest of the improved roadway may be realigned to meet a 35 mph design speed.

The road would be reconstructed with new structural section, aggregate base, and asphalt concrete pavement with edge and centerline striping and appropriate signage.

Culverts at all stream crossings would be replaced with new pipes or concrete boxes equipped to handle 100-year storm events and to facilitate fish passage, where appropriate. Some culverts may be fitted with downspouts or outlet protection to prevent erosion of fill slopes and to protect against formation of hydraulic drop. Culvert inverts would be aligned with the channel bottom and angle of the stream. Retaining walls, rock slope protection, and guardrails may be used to enhance stability and safety. Retaining walls would be either gabion walls (cages built of heavy gage wire and filled with rock), can walls (steel pipes driven vertically and filled with soil), MSE walls (mechanically stabilized earth walls using welded wire, engineering fabric, or geogrids), or soldier pile walls (cast-in-drilled hole piles with timber, concrete, or steel lagging). Chain link may be placed on the cutbanks where necessary to contain rock fall.

Construction activities would require extensive road closures, but access to most areas along the road would be maintained at all times via either State Route 3 north of Hayfork or State Route 36 west of Platina.

An Environmental Impact Report (EIR) has been completed, and two public hearings have been held at the Trinity County Planning Commission. The Trinity County Board of Supervisors will hear the matter on August 12, 2014, to decide whether to adopt the Final EIR and Findings of Fact, and also decide whether to approve the project. If the project is approved, the Federal Environmental Process (NEPA) will be completed by Caltrans, acting for the Federal Highway Administration, and design of Phase one would be programmed in the State Transportation Improvement Program (STIP) in the Fall of 2015. Design of Segment 1 would start in 2016.