

SR-49 TCR Community Workshop Amador County

November, 2010

tcr

CALTRANS DISTRICT 10

transportation concept report





Agenda

- **Introduction**
- **TCR Overview Presentation and Discussion**
- **TCR Questions and Comments**
- **Summary & Next Steps**





TCR Overview Presentation & Discussion



What is a Transportation Concept Report (TCR)?



- Long-term planning document that each district prepares for every State highway, or portion thereof, in its jurisdiction
- A report prepared by the Department with assistance from Regional Transportation Planning Agencies, Local Transportation Commissions, cities, counties, communities, Tribal Governments, private businesses, and the general public
- Includes a Concept Facility — and Ultimate Concept— ultimate goal for the route beyond the 20-year planning horizon





A TCR is not...

- A funding document that provides money for specific projects
- An environmental document that conducts and environmental review for specific projects
- A design document that identifies specific features





What a TCR Does

- Reviews current and future traffic conditions, and land use
- Considers multimodal alternatives such as transit services, bicycle and pedestrian facilities, railways, seaports, airports and highways
- Identifies planned projects and recommends future improvements
- Determines Route Concept



Primary Highway Modes (included in a multimodal analysis)



- Automobile
- Bicycle
- Bus
- Pedestrian
- Truck



Highway Modes included in the SR-49 TCR effort analysis

- Automobiles



- Trucks

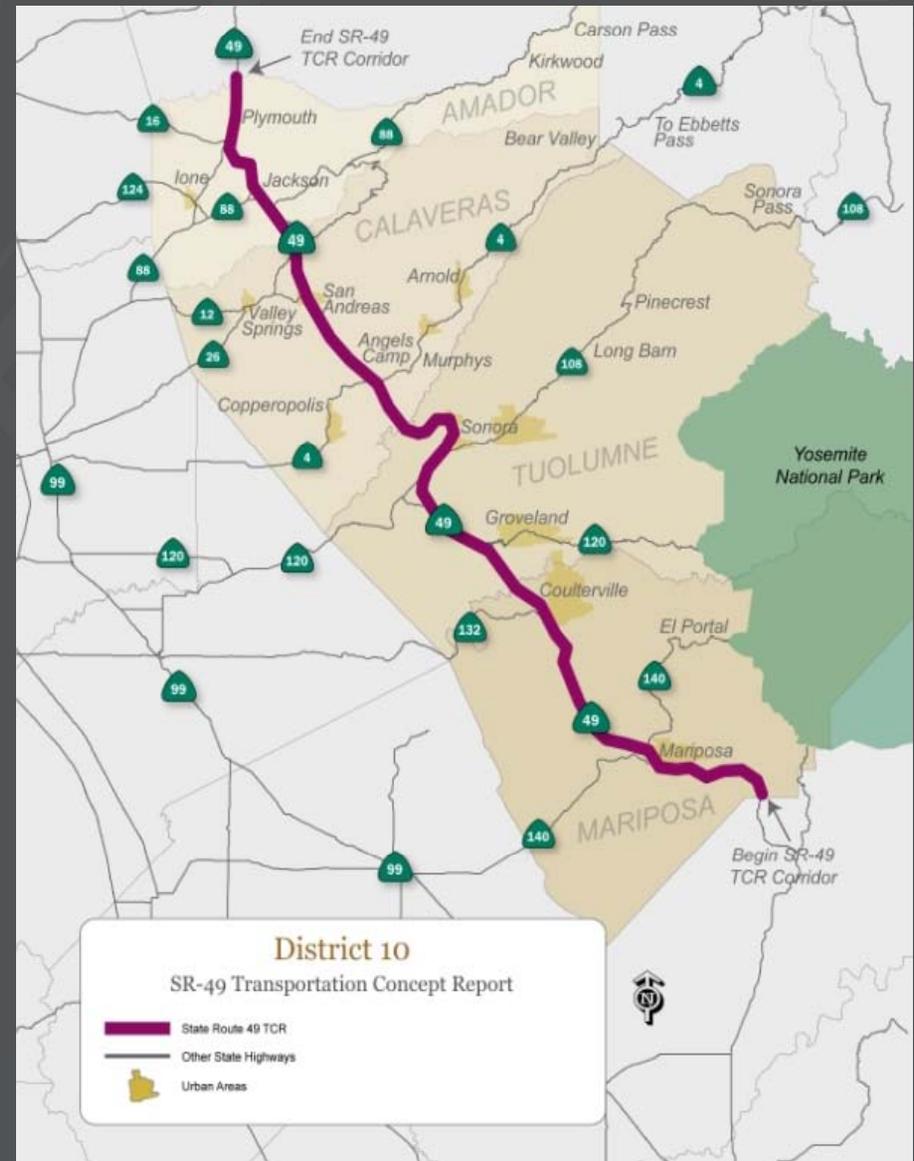




Context, Issues & Opportunities Along SR-49

Project Limits

- Stretches from Mariposa County line to Amador County line
- Also includes Calaveras and Tuolumne Counties





Route Concept = LOS + Facility

Concept Facility

- The facility needed to meet the Concept Level of Service (LOS) in the 20 year planning horizon.

Ultimate Transportation Corridor (UTC)

- The facility needed beyond the 20 year planning horizon to ensure that adequate right-of-way is preserved for ultimate facility projects.





Example of LOS by Mode for Urban Roadways

Level of Service	Automobile	Bicycle	Pedestrian	Bus
A/B	 			
C/D	 	 	 	
E/F	 	 	 	



Peak Hour Congestion





Route Concept

- Concept LOS

LOS C in Rural Areas

Source: 2000 Highway Capacity Manual, LOS Criteria for Two-Lane Highways in Class 1
Stable traffic flow, but less freedom to select speed, change lanes or pass.

Minimal delays

LOS D in Urban Areas

Source: 2000 Highway Capacity Manual, LOS Criteria for Two-Lane Highways in Class 1
Traffic flow becoming unstable. Speeds subject to sudden change. Passing is difficult.

Minimal delays

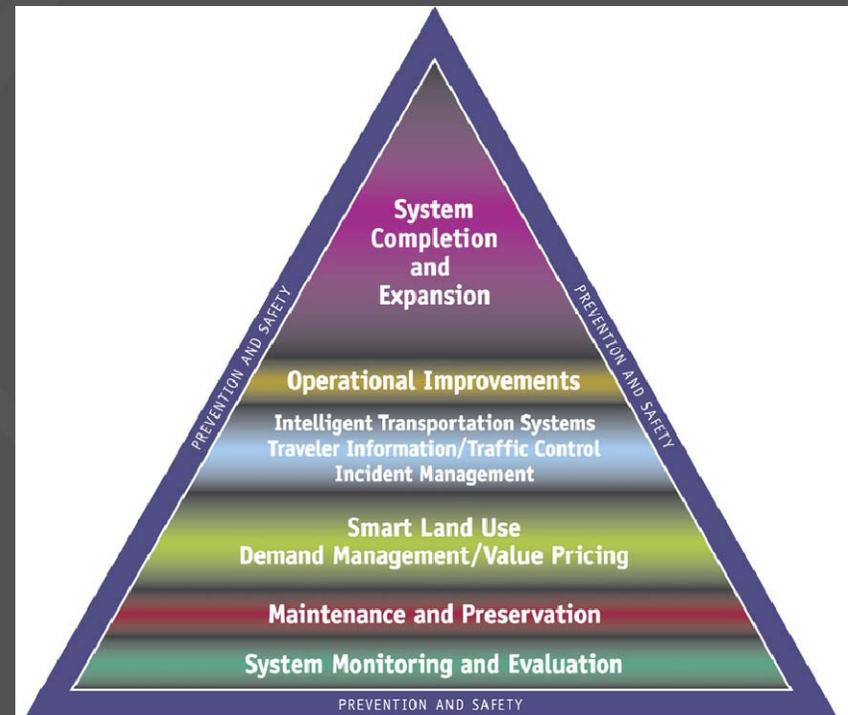
Interregional Road System



Planning Considerations

- **Governor's Strategic Growth Plan**
- **California Transportation Plan**
- **Caltrans Mission Statement:**

“Improve Mobility Across California”





Other Community Planning Considerations

- Context Sensitive Solutions
- Main Street Design and Operation
- Safety Conscious Planning
- Complete Streets

“The Department develops integrated multimodal projects in balance with community goals, plans, and values. Addressing the safety and mobility needs of bicyclists, pedestrians, and transit users in all projects, regardless of funding, is implicit in these objectives. Developing a network of “complete streets” requires collaboration among all Department functional units and stakeholders to establish effective partnerships.”





Regional and State Transportation Plans

2004 Amador County Transportation Commission Plan (RTP)

- Tier I: Short Term
(funded)
- Tier II: Long Term
(not funded yet)

2009 Caltrans Ten Year State Highway Operations and Protection Program (SHOPP)





Local Transportation Plans

- Amador County Transportation Commission
2004 (2010 RTP Update currently underway)
- Amador County General Plan
- City of Ione General Plan
- City of Jackson General Plan
- City of Plymouth General Plan
- Plymouth Circulation Improvement Program
(Community Based Transportation Planning grant)
- City of Sutter Creek General Plan





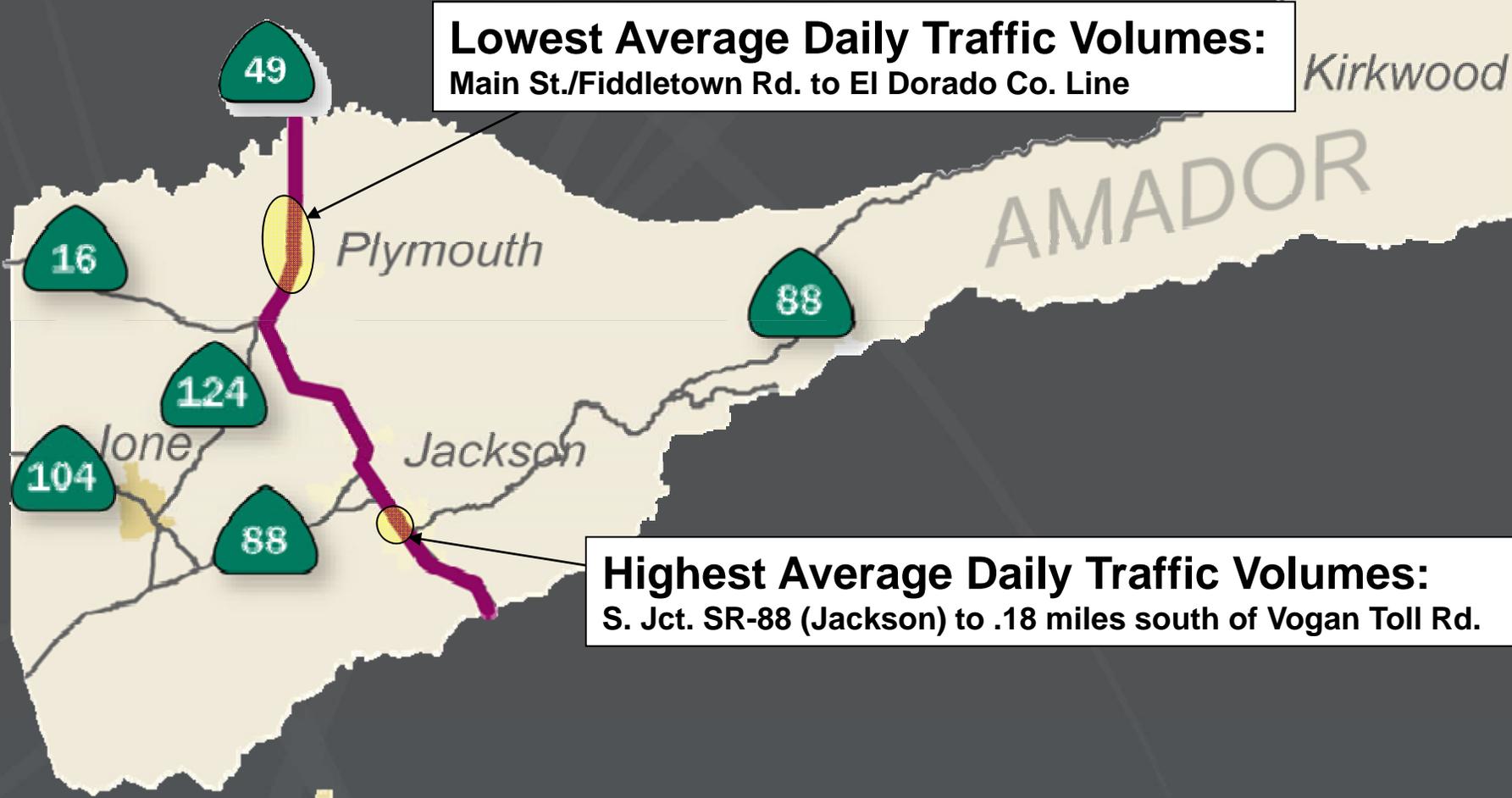
SR-49 Planned Improvements

- Regional/Local plans to address existing and future congestion on SR-49
- Operational Improvements
- Bicycle and Pedestrian
- Transit
- Intelligent Transportation System Elements





2007 Highest and Lowest Average Daily Traffic Volumes on SR-49 in Amador County



SR-49 Segment Map





Existing and Future Traffic Projections

2007 Average Daily Traffic (Range low to high)

- 2,200 Main St./Fiddletown Rd. to El Dorado Co. Line
- 21,550 S. Jct. SR-88 (Jackson) to .18 miles south of Vogan Toll Rd.

2007 Average Daily Truck Volume (Range low to high)

- 205 Main St./Fiddletown Rd. to El Dorado Co. Line
- 1,590 French Bar Rd. (Jackson) to S. Jct. SR-88 (Jackson)

2030 Average Daily Traffic (Range low to high)

- 3,200 Main St./Fiddletown Rd. to El Dorado Co. Line
- 31,450 S. Jct. SR-88 (Jackson) to .18 miles south of Vogan Toll Rd.





Existing and Future Peak Hour Traffic Projections

2007 Peak Hour Traffic (Range low to high)

245 Main St./Fiddletown Rd. to El Dorado Co. Line

2,120 .18 miles south of Vogan Toll Rd. to N. Jct. SR-88 (Martel)

2007 Truck Volume Percent of Total ADT

5.7 Jct. SR-104 (Sutter Hill) to Valley View Rd.

9.4 Main St./Fiddletown Rd. to El Dorado Co. Line

2030 Peak Hour Traffic

360 Main St./Fiddletown Rd. to El Dorado Co. Line

3,095 .18 miles south of Vogan Toll Rd. to N. Jct. SR-88 (Martel)





Based on a cartoon by S. Harris

"I think you should be more explicit here in Step Two."

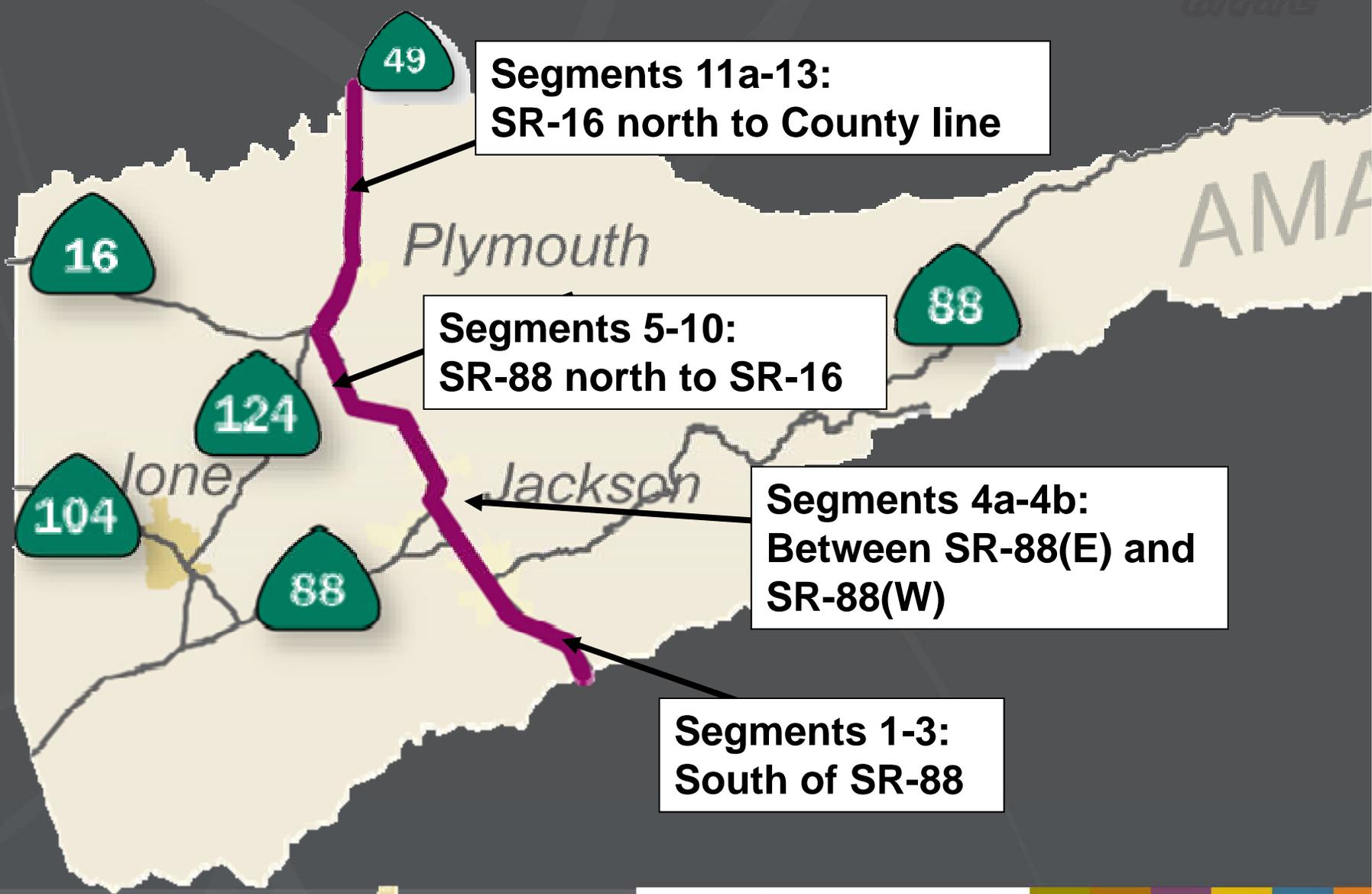


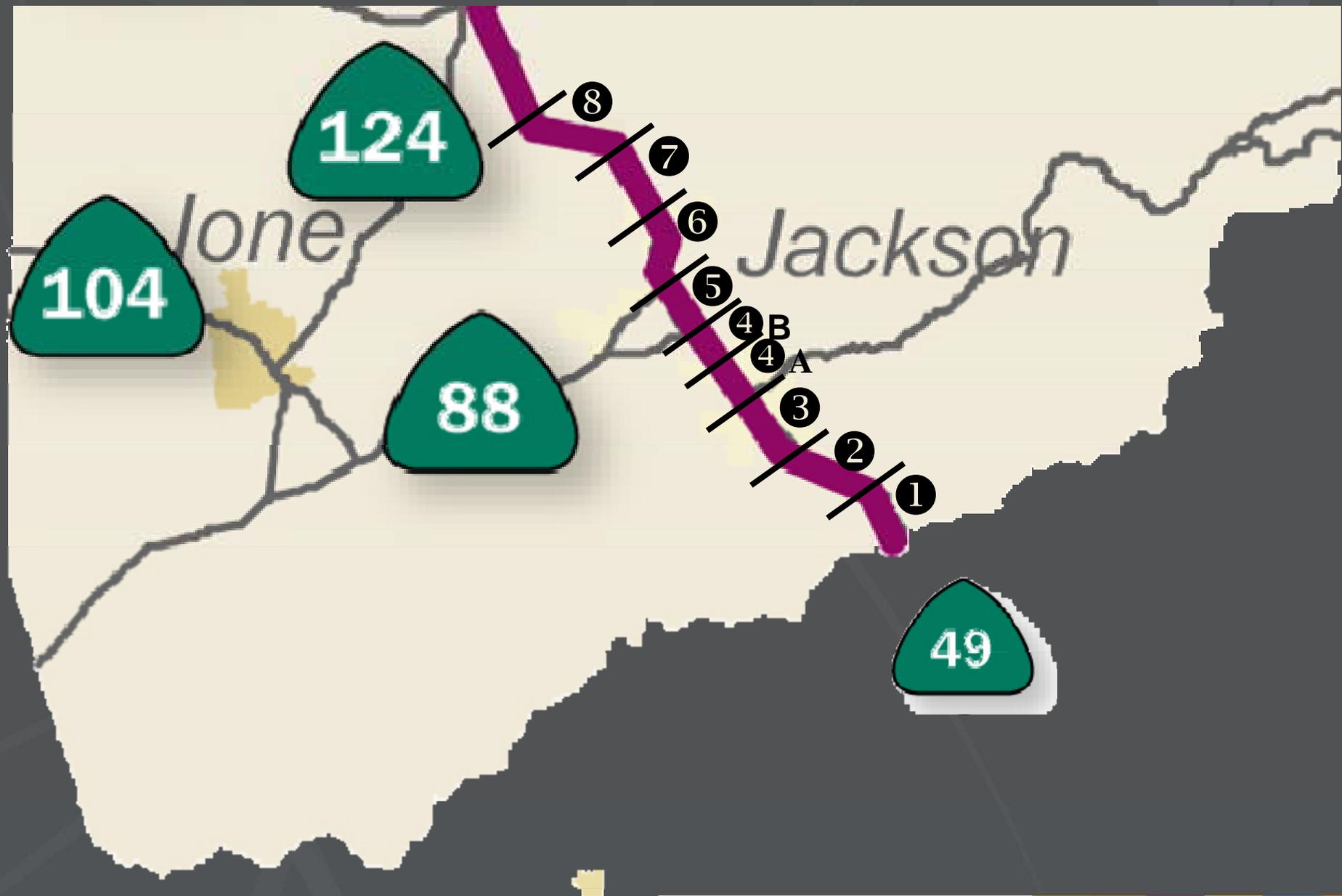


SR-49 Segment Review



SR-49 Segment Map

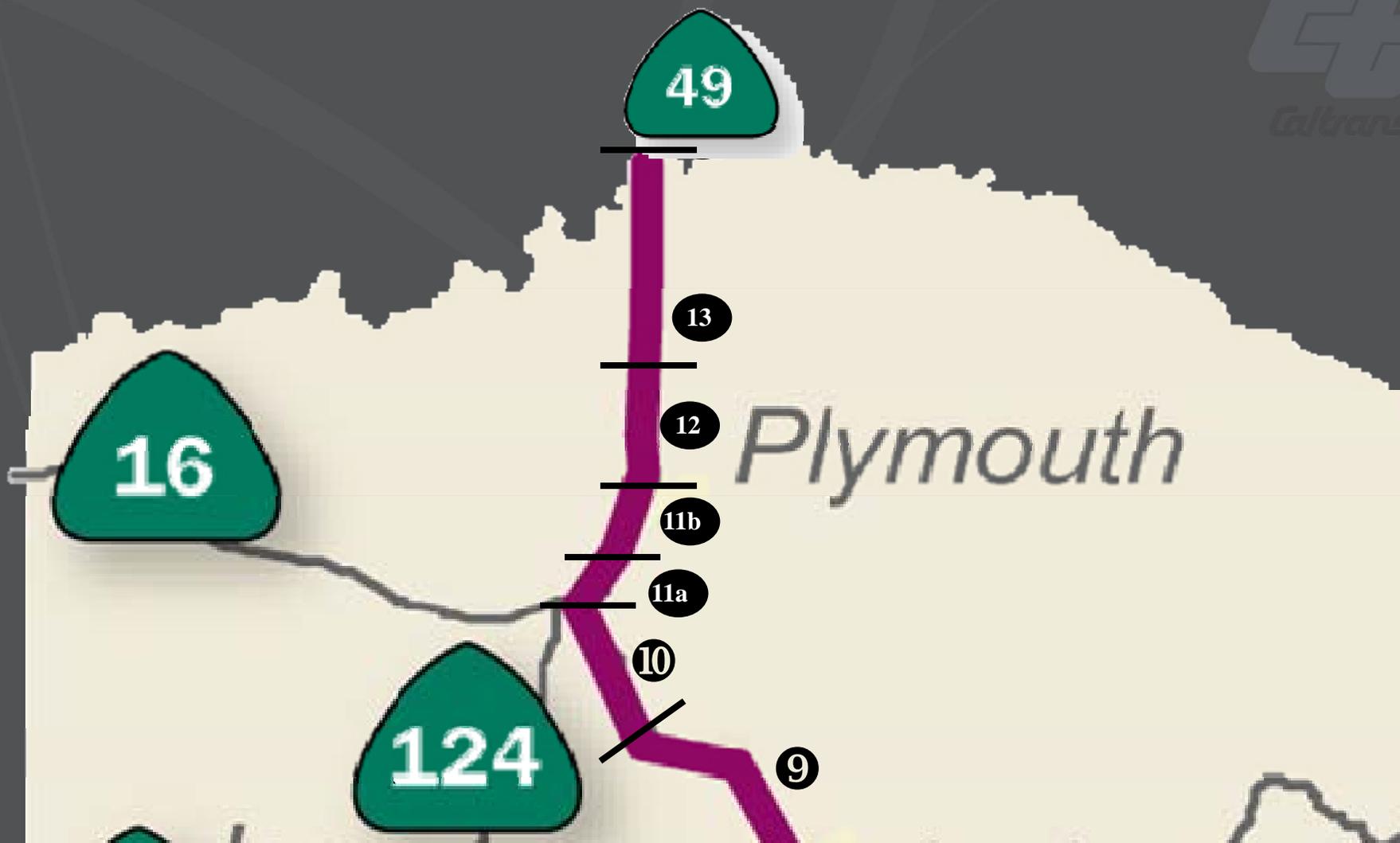




CALTRANS DISTRICT 10

transportation concept report





SR-49 Concept Facility



Segment	Concept Facility	Ultimate Transportation Concept
1	2 Lane Conventional Hwy	2 Lane Conventional Hwy
2		
3	4 Lane Conventional Hwy	4 Lane Conventional Hwy
4a		
4b		
5		
6		
7	4 Lane Expressway	4 Lane Expressway
8		
9		
10		
11a	2 Lane Conventional Hwy	2 Lane Conventional Hwy
11b	4 Lane Conventional Hwy	4 Lane Conventional Hwy
12		
13	2 Lane Conventional Hwy	2 Lane Conventional Hwy



Segment 1 (Rural) Amador Co. Line to Scottsville Drive



Highway Capacity Software		HIGHPLAN LOSPLAN Software	
2007	2030	2007	2030
AADT	AADT	AADT	AADT
5,900	8,600	5,900	8,600
Peak Hour	Peak Hour	Peak Hour	Peak Hour
590	860	590	860
LOS B	LOS C	LOS B	LOS C

CONCEPT FACILITY

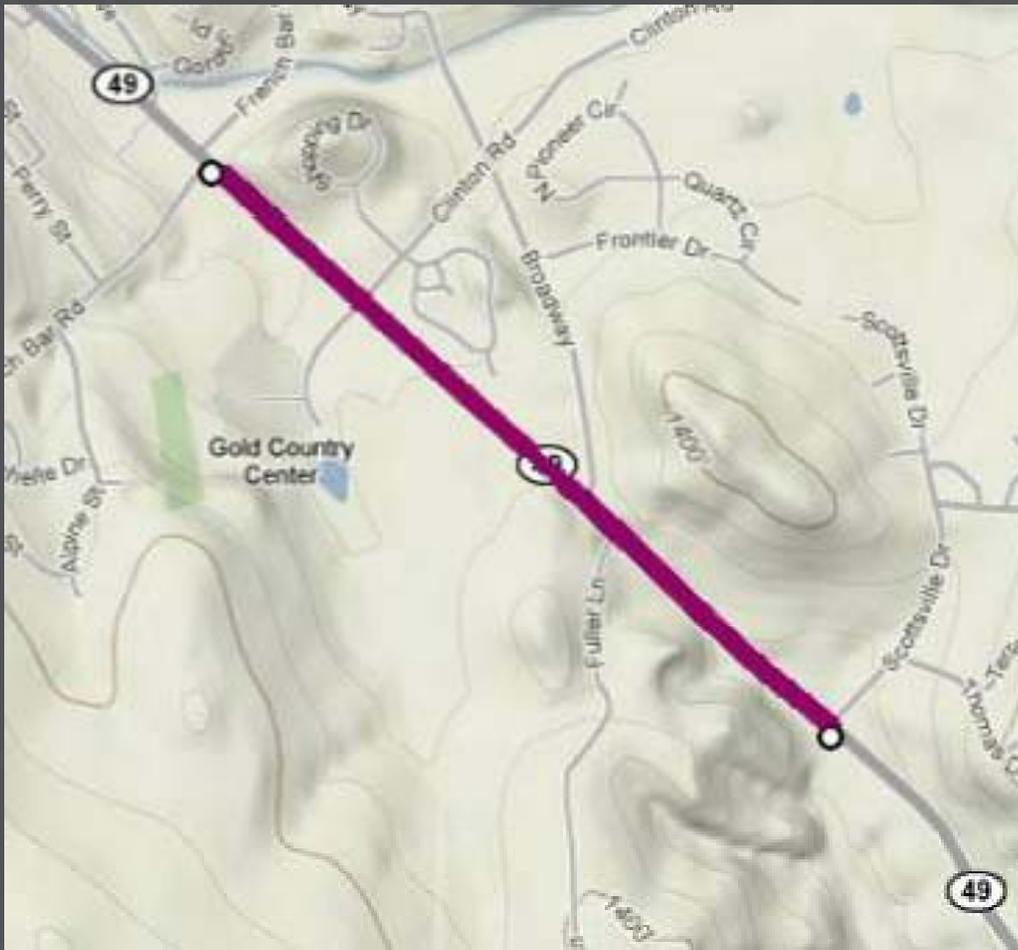
2 Lane Conventional Hwy

ULTIMATE TRANSPORTATION CONCEPT

2 Lane Conventional Hwy



Segment 2 (Urban) Scottsville Drive to French Bar Rd. (Jackson)



HIGHPLAN LOSPLAN Software	
2007	2030
AADT	AADT
9,750	14,200
Peak Hour	Peak Hour
995	1,450
LOS C	LOS C

CONCEPT FACILITY

2 Lane Conventional Highway

Planned Improvements –

*Short Term
RTP Tier I* –*

*Intersection Improvements at:
SR-49 at French Bar Road*

*Long Term
RTP Tier II* –*

Widen to 5 lanes from Broadway to French Bar Rd.

**subject to change in current RTP process*

ULTIMATE TRANSPORTATION CONCEPT

2 Lane Conventional Highway





Segment 3 (Urban) French Bar Rd. (Jackson) to S. Jct. SR-88 (Jackson)



HIGHPLAN LOSPLAN Software	
2007	2030
AADT	AADT
17,300	25,250
Peak Hour	Peak Hour
1,780	2,600
LOS B	LOS B

CONCEPT FACILITY

4 Lane Conventional Hwy

PLANNED IMPROVEMENTS

Short Term

State Highway Operations and Protection Program (Ten Year SHOPP)

Performance Measurement System (PeMS) NB SR-49 north of Jackson, South Jct. SR-88

PeMS SB SR-49 south of Jackson, South Jct. SR-88

RTP Tier I

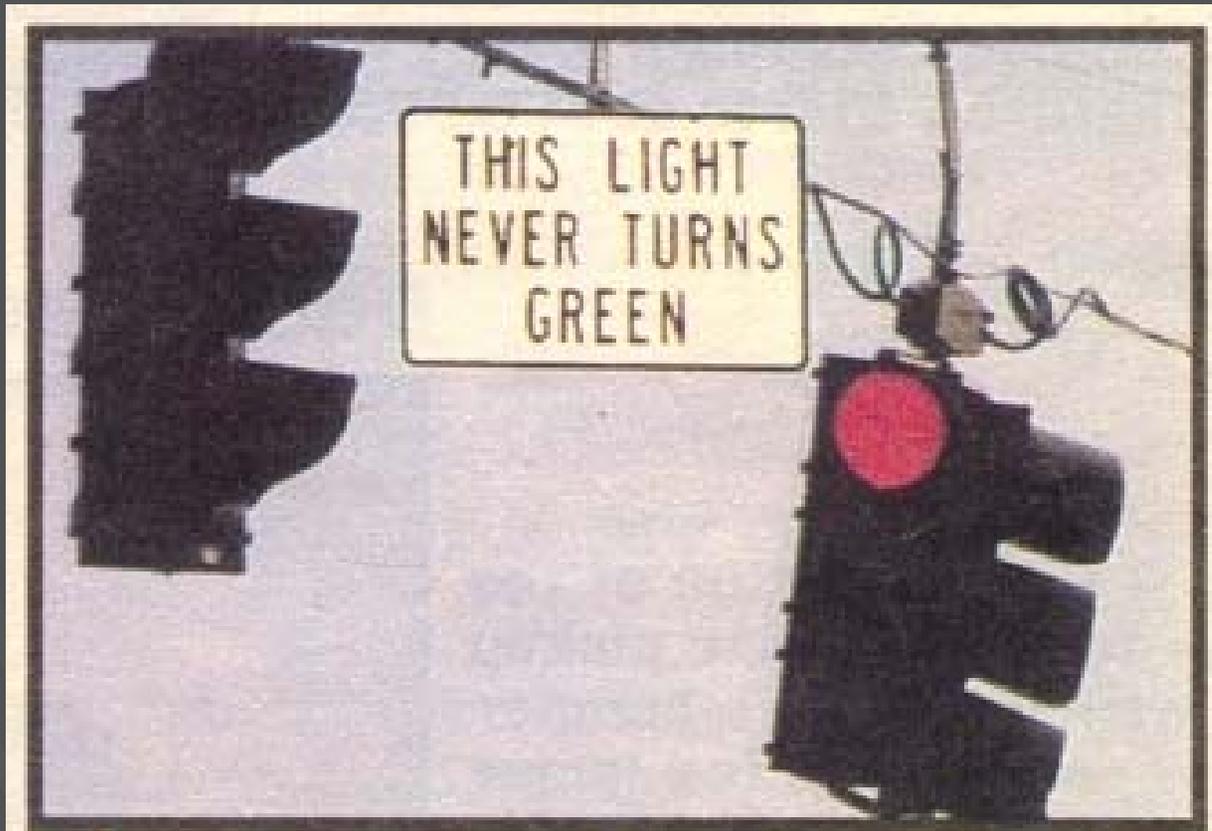
SR-49 at French Bar Rd. Intersection Improvement

ULTIMATE TRANSPORTATION CONCEPT

4 Lane Conventional Hwy



Control Characteristics

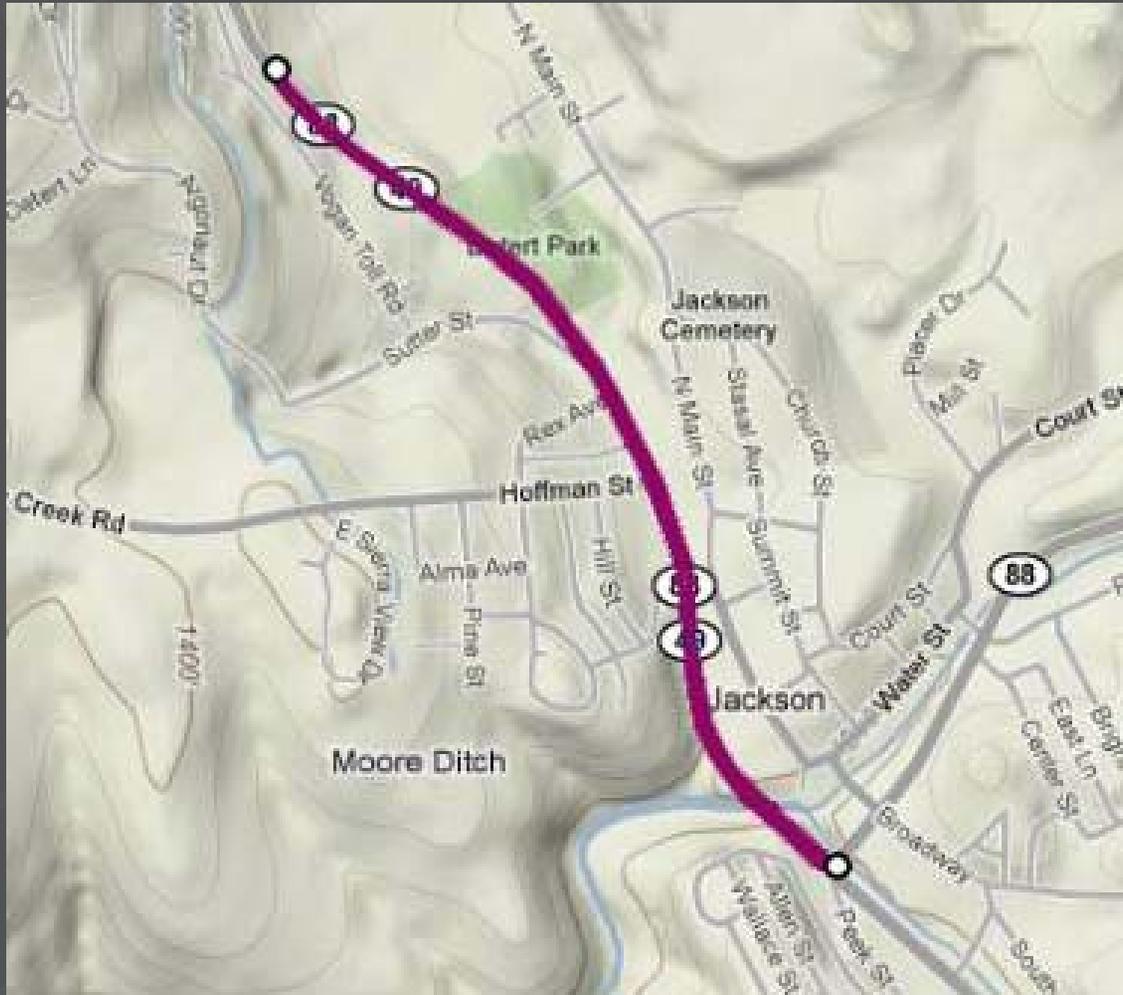


▲ Jim Plantholt of Fort Walton Beach, Fla., no doubt saw red when he first spotted this sign in his town.





Segment 4a (Urban) S. Jct. SR-88 (Jackson) to .18 miles south of Vogan Toll Rd



HIGHPLAN LOSPLAN Software	
2007	2030
AADT	AADT
21,550	31,450
Peak Hour	Peak Hour
1,980	2,895
LOS B	LOS C

CONCEPT FACILITY

4 Lane Conventional Highway

PLANNED IMPROVEMENTS

Long Term

RTP Tier II

Sutter St. Extension to Argonaut Lane
Reliever Route

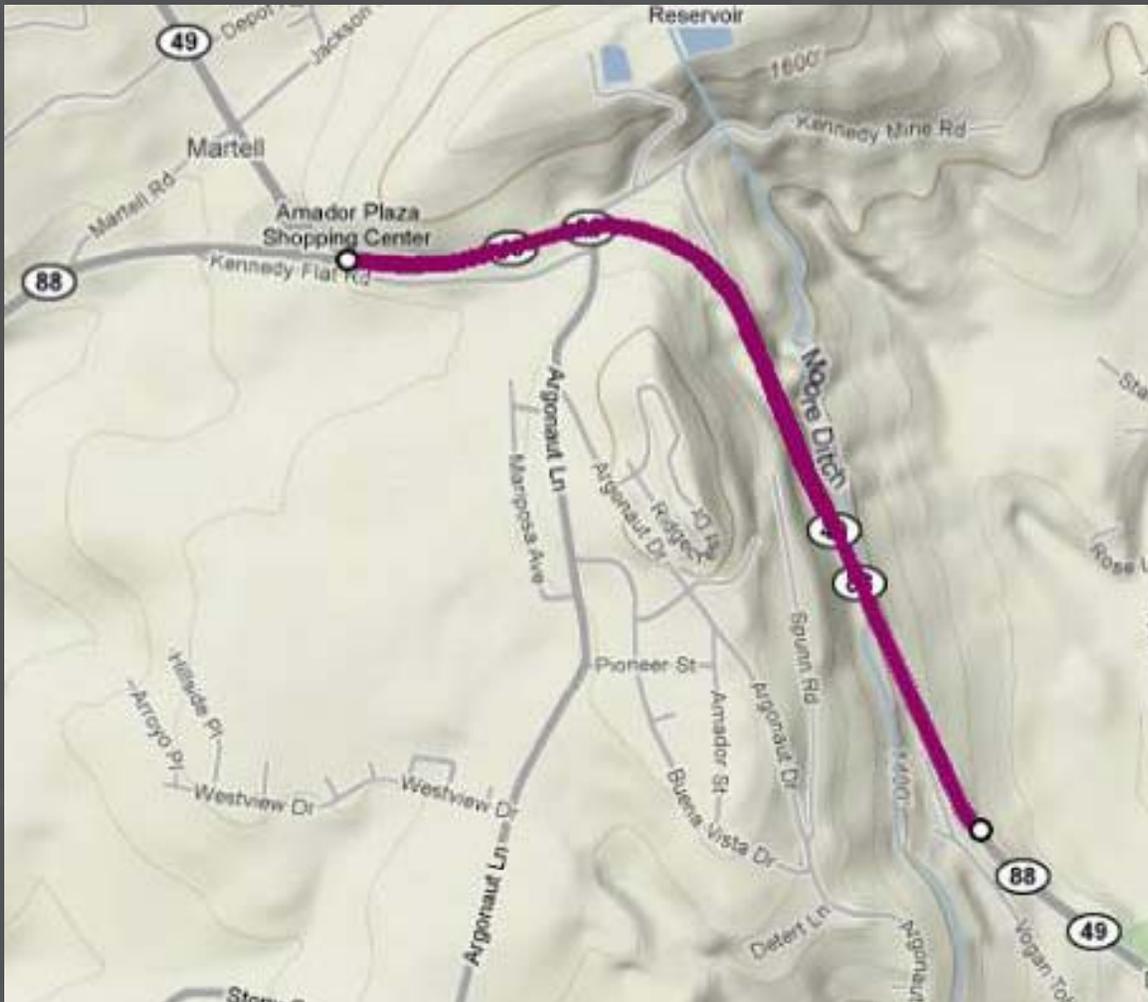
ULTIMATE TRANSPORTATION CONCEPT

4 Lane Conventional Highway





Segment 4b, (Urban) .18 miles south of Vogan Toll Rd to N. Jct. SR-88 (Martell)



HIGHPLAN LOSPLAN Software	
2007	2030
AADT	AADT
21,200	30,950
Peak Hour	Peak Hour
2,120	3,095
LOS E	LOS F

CONCEPT FACILITY

4 Lane Conventional Highway

RTP Tier II

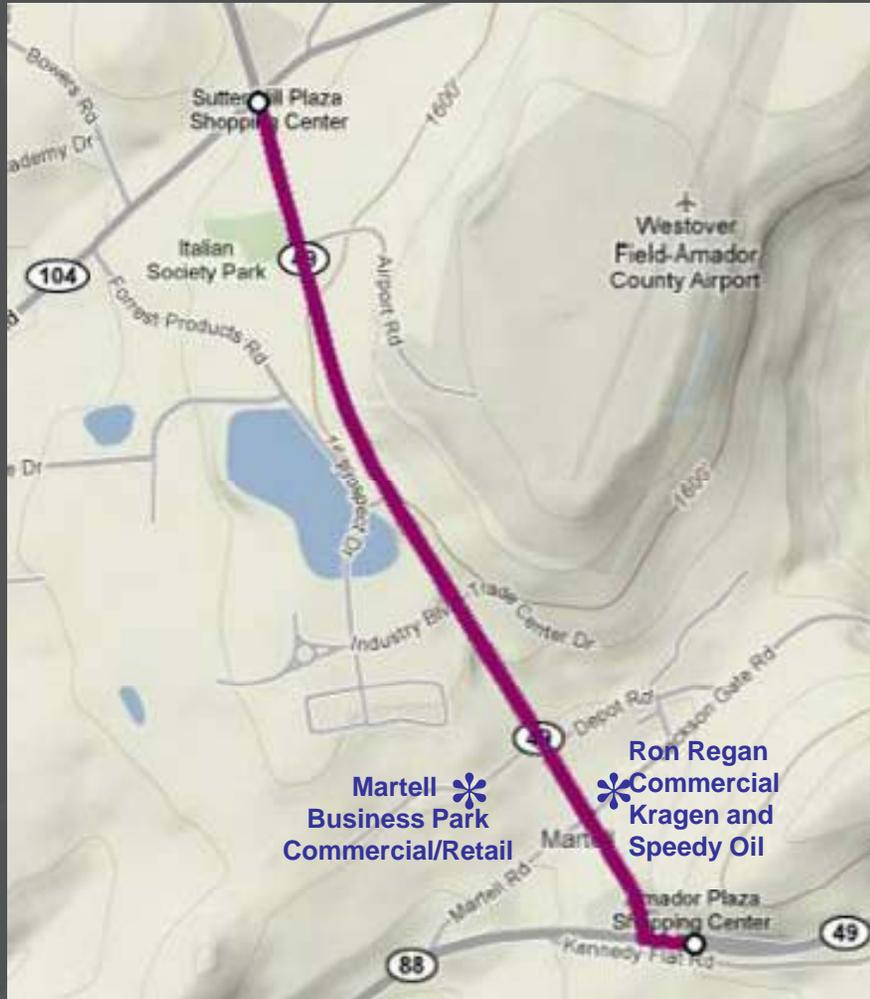
Sutter St. Extension to Argonaut Lane
Reliever Route

ULTIMATE TRANSPORTATION CONCEPT

4 Lane Conventional Highway



Segment 5 (Urban) N. Jct. SR-88 (Martell) to Jct. SR-104 (Sutter Hill)



HIGHPLAN LOSPLAN Software	
2007	2030
AADT	AADT
18,100	26,400
Peak Hour	Peak Hour
1,810	2,640
LOS A	LOS A

CONCEPT FACILITY

4 Lane Conventional Hwy

PLANNED IMPROVEMENTS

Short Term

State Highway Operations and Protection Program (Ten Year SHOPP)

PeMS NB SR-49 north of Martell, North Jct. SR-88 West
PeMS SB SR-49 south of Martell, North Jct. SR-88 West
Highway Advisory Radio (HAR) with Extinguishable Message
Sign (EMS) and Blue/White support signs on SR-49 south of
Airport Rd.

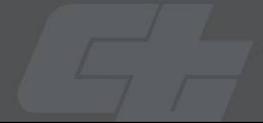
LAND USE

- *Martell Business Park Commercial/Retail
- *Ron Regan commercial Kragen & Speedy Oil south side of SR-49 at Jackson Gate

ULTIMATE TRANSPORTATION CONCEPT

4 Lane Conventional Hwy

Segment 6 (Urban) Jct. SR-104 (Sutter Hill) to Valley View Rd.



HIGHPLAN LOSPLAN Software	
2007	2030
AADT	AADT
16,700	24,350
Peak Hour	Peak Hour
1,670	2,435
LOS A	LOS B
CONCEPT FACILITY	
4 Lane Conventional Hwy	
PLANNED IMPROVEMENTS	
<i>Long Term</i>	
<i>RTP Tier II -SR-49 Drytown Bypass or improvements</i>	
LAND USE	
Sutter Creek Crossroads (Wallgreens)	
Gold Rush Ranch & Golf Resort	
Sutter Hill Transit Center	
ULTIMATE TRANSPORTATION CONCEPT	
4 Lane Conventional Hwy	





Segment 7 (Rural/Urban) Valley View Rd. to Sutter Ione Rd.



Highway Capacity Software		HIGHPLAN LOSPLAN Software	
2007	2030	2007	2030
AADT	AADT	AADT	AADT
14,800	21,600	14,800	21,600
Peak Hour	Peak Hour	Peak Hour	Peak Hour
1,525	2,225	1,525	2,225
LOS D	LOS E	LOS C	LOS D

CONCEPT FACILITY

4 Lane Expressway

ULTIMATE TRANSPORTATION CONCEPT

4 Lane Expressway





Segment 8 (Rural) Sutter Ione Rd. to Tonzi Rd.



Highway Capacity Software		HIGHPLAN LOSPLAN Software	
2007	2030	2007	2030
AAADT	AAADT	AAADT	AAADT
12,650	18,450	12,650	18,450
Peak Hour	Peak Hour	Peak Hour	Peak Hour
1,340	1,900	1,340	1,900
LOS D	LOS E	LOS C	LOS D

CONCEPT FACILITY
4 Lane Expressway

ULTIMATE TRANSPORTATION CONCEPT
4 Lane Expressway



Segment 9 (Rural) Tonzi Rd. to end of Amador Bypass



Highway Capacity Software		HIGHPLAN LOSPLAN Software	
2007	2030	2007	2030
AADT	AADT	AADT	AADT
11,550	16,850	11,550	16,850
Peak Hour	Peak Hour	Peak Hour	Peak Hour
1,260	1,835	1,260	1,835
LOS D	LOS E	LOS C	LOS D

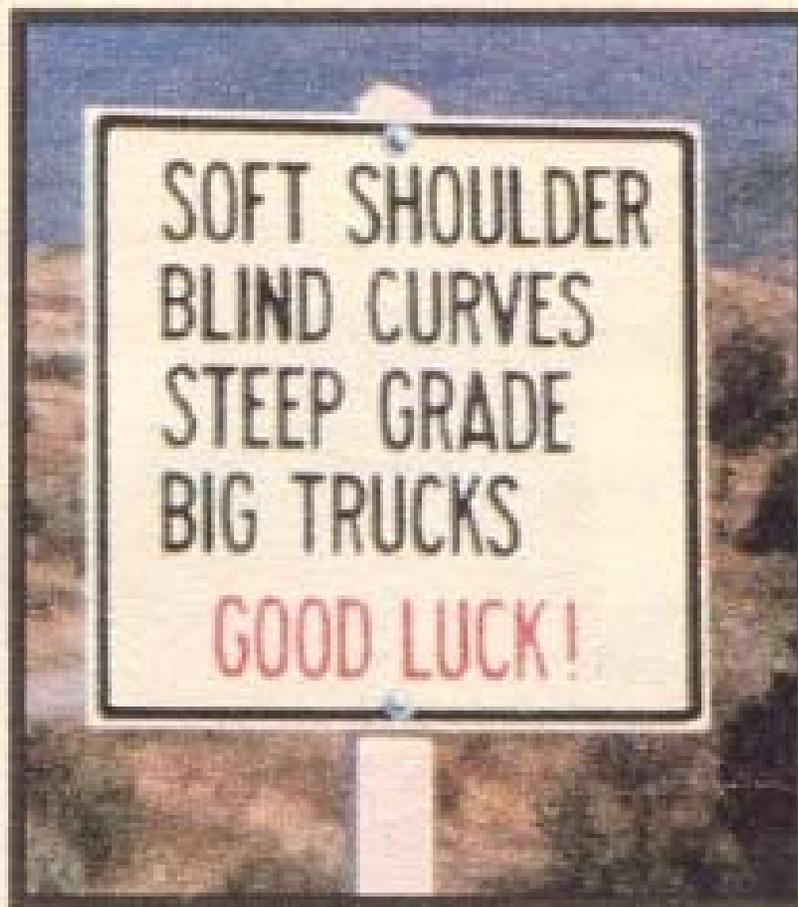
CONCEPT FACILITY

4 Lane Expressway

ULTIMATE TRANSPORTATION CONCEPT

4 Lane Expressway





▲ **Walter Youngquist of Eugene, Ore., saw this in central Oregon. He was lucky (or he turned around).**



Segment 10 (Rural) End of Amador Bypass to Jct. SR-16



Highway Capacity Software		HIGHPLAN LOSPLAN Software	
2007	2030	2007	2030
AADT	AADT	AADT	AADT
10,900	15,900	10,900	15,900
Peak Hour	Peak Hour	Peak Hour	Peak Hour
1,220	1,780	1,220	1,780
LOS D	LOS E	LOS C	LOS C

CONCEPT FACILITY

4 Lane Conventional Highway

PLANNED IMPROVEMENTS

Short Term

Long Term

RTP Tier II

- Passing Lane northbound on SR-49 between Drytown & SR-16
- Drytown Bypass

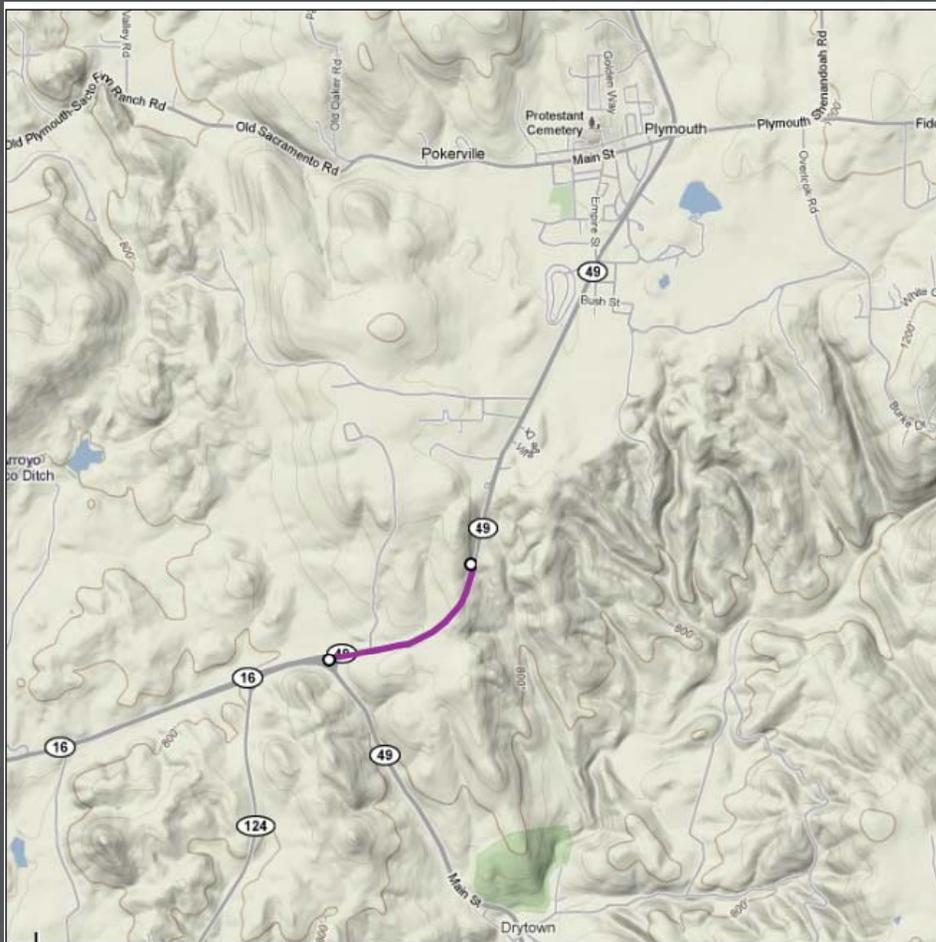
ULTIMATE TRANSPORTATION CONCEPT

4 Lane Conventional Highway





Segment 11a (Rural) Jct. SR-16 to 0.74 miles north of Jct. SR-16



HIGHPLAN LOSPLAN Software	
2007	2030
AADT	AADT
11,400	16,650
Peak Hour	Peak Hour
1,095	1,600
LOS C	LOS

CONCEPT FACILITY
2 Lane Conventional Highway

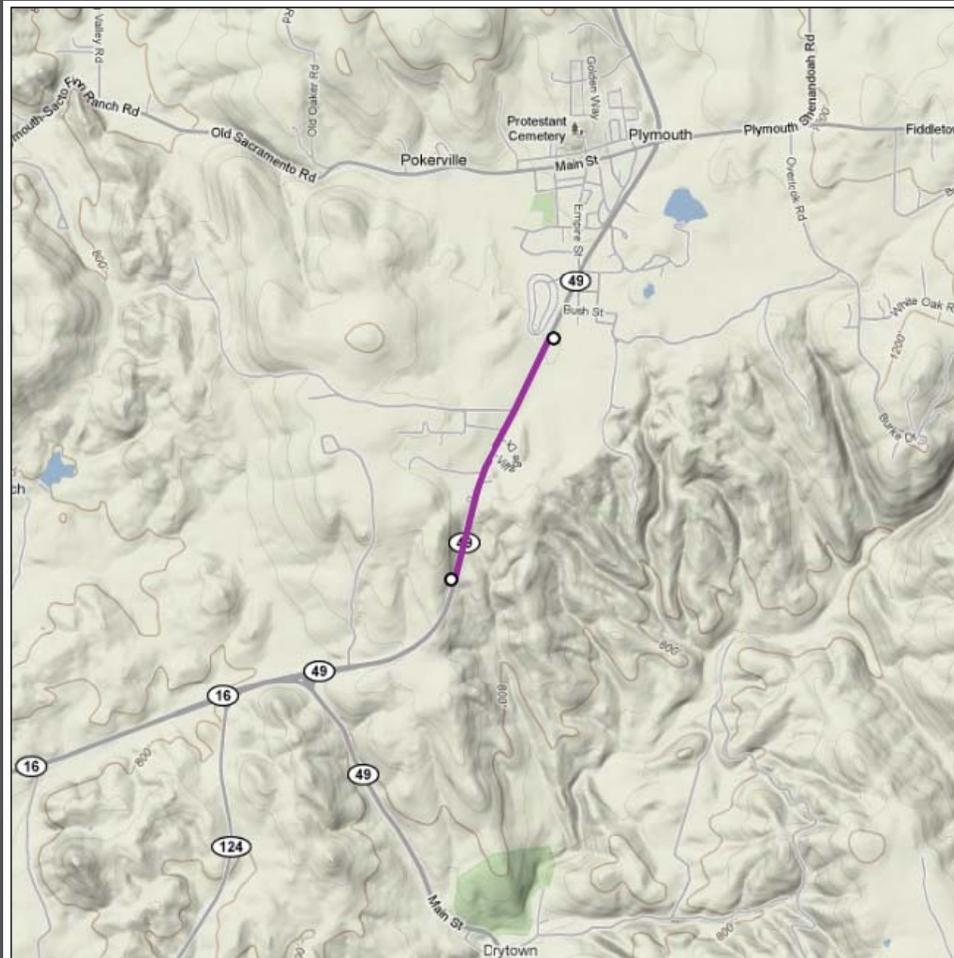
ULTIMATE TRANSPORTATION CONCEPT
2 Lane Conventional Highway





Segment 11b (Rural)

0.74 miles north of Jct. SR-16 to Bush St. (Plymouth)



Highway Capacity Software		HIGHPLAN LOSPLAN Software	
2007	2030	2007	2030
AAADT	AAADT	AAADT	AAADT
11,400	16,650	11,400	16,650
Peak Hour	Peak Hour	Peak Hour	Peak Hour
1,095	1,600	1,095	1,600
LOS D	LOS D	LOS C	LOS C

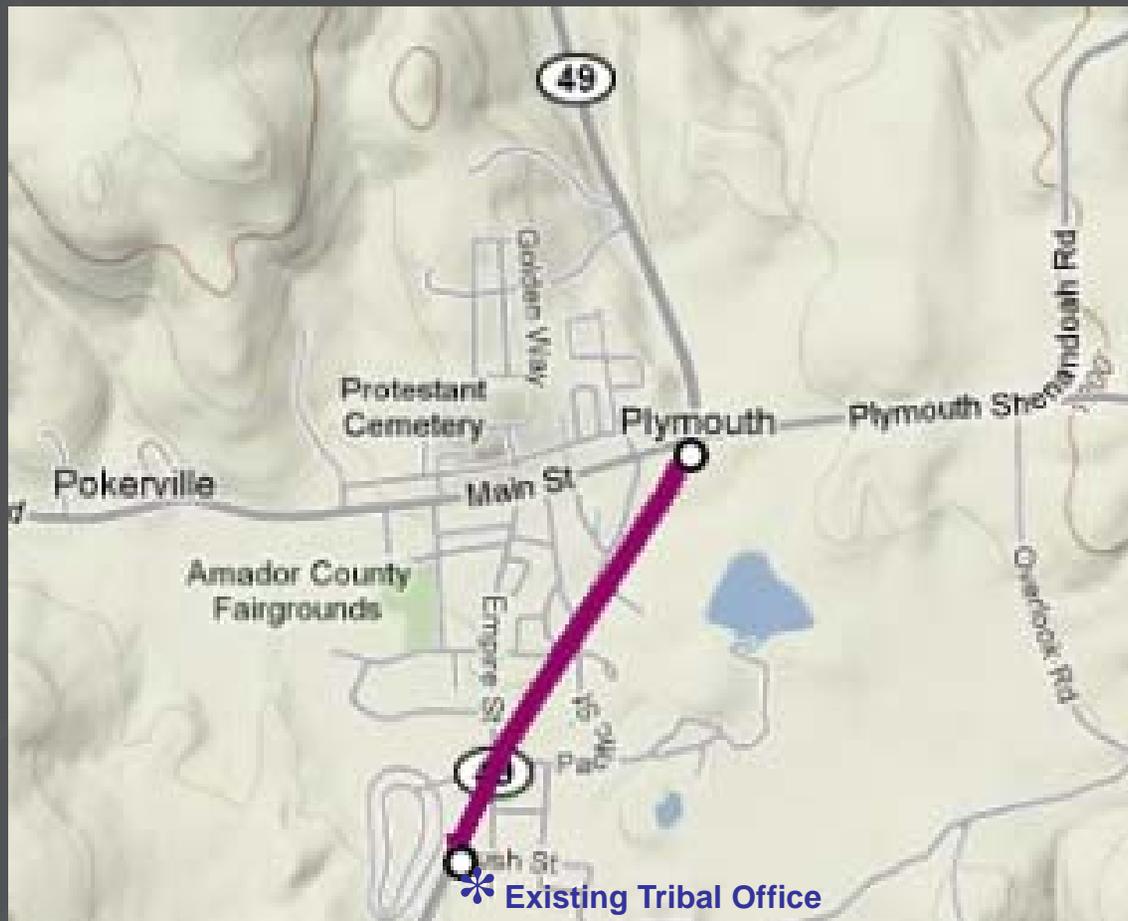
CONCEPT FACILITY
4 Lane Conventional Highway

ULTIMATE TRANSPORTATION CONCEPT
4 Lane Conventional Highway





Segment 12 (Rural) Bush St. (Plymouth) to Main St./Fiddletown Rd.



Highway Capacity Software		HIGHPLAN LOSPLAN Software	
2007	2030	2007	2030
AADT	AADT	AADT	AADT
8,000	11,700	8,000	11,700
Peak Hour	Peak Hour	Peak Hour	Peak Hour
825	1,205	825	1,205
LOS C	LOS D	LOS B	LOS C

CONCEPT FACILITY
4 Lane Conventional Highway

PLANNED IMPROVEMENTS
Short Term

Local (City's project with Caltrans Oversight)
SR-49 and Main St. Intersection Improvement

ULTIMATE TRANSPORTATION CONCEPT
4 Lane Conventional Highway





Segment 13 (Rural)

Main St./Fiddletown Rd. to El Dorado Co. Line



Highway Capacity Software		HIGHPLAN LOSPLAN Software	
2007	2030	2007	2030
AADT	AADT	AADT	AADT
2,200	3,200	2,200	3,200
Peak Hour	Peak Hour	Peak Hour	Peak Hour
245	360	245	360
LOS A	LOS B	LOS A	LOS B

CONCEPT FACILITY
2 Lane Conventional Highway

PLANNED IMPROVEMENTS
Short Term

State Highway Operations and Protection Program (Ten Year SHOPP)

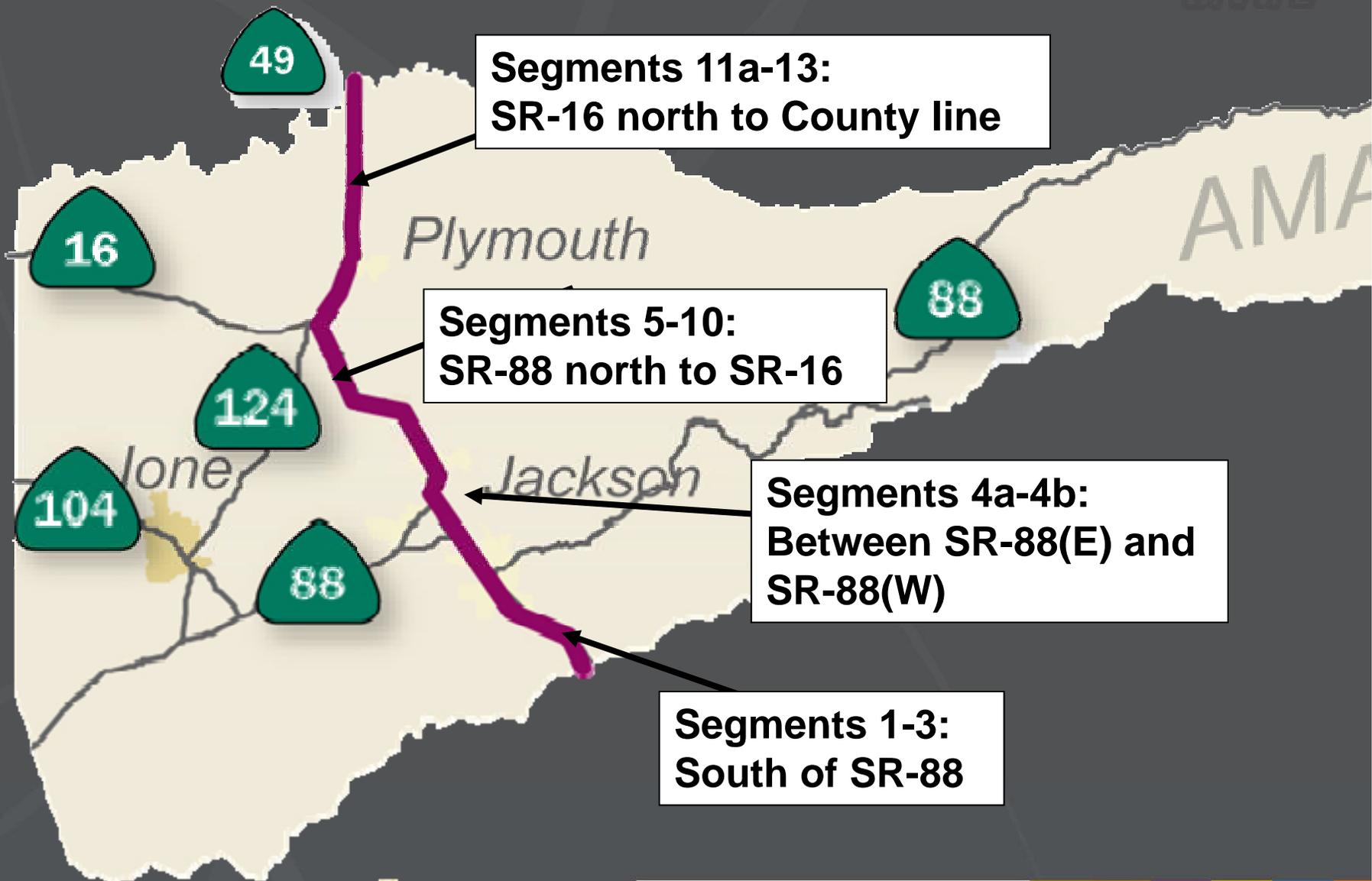
- PeMS NB/SB on SR-49 south of Amador/El Dorado County Line

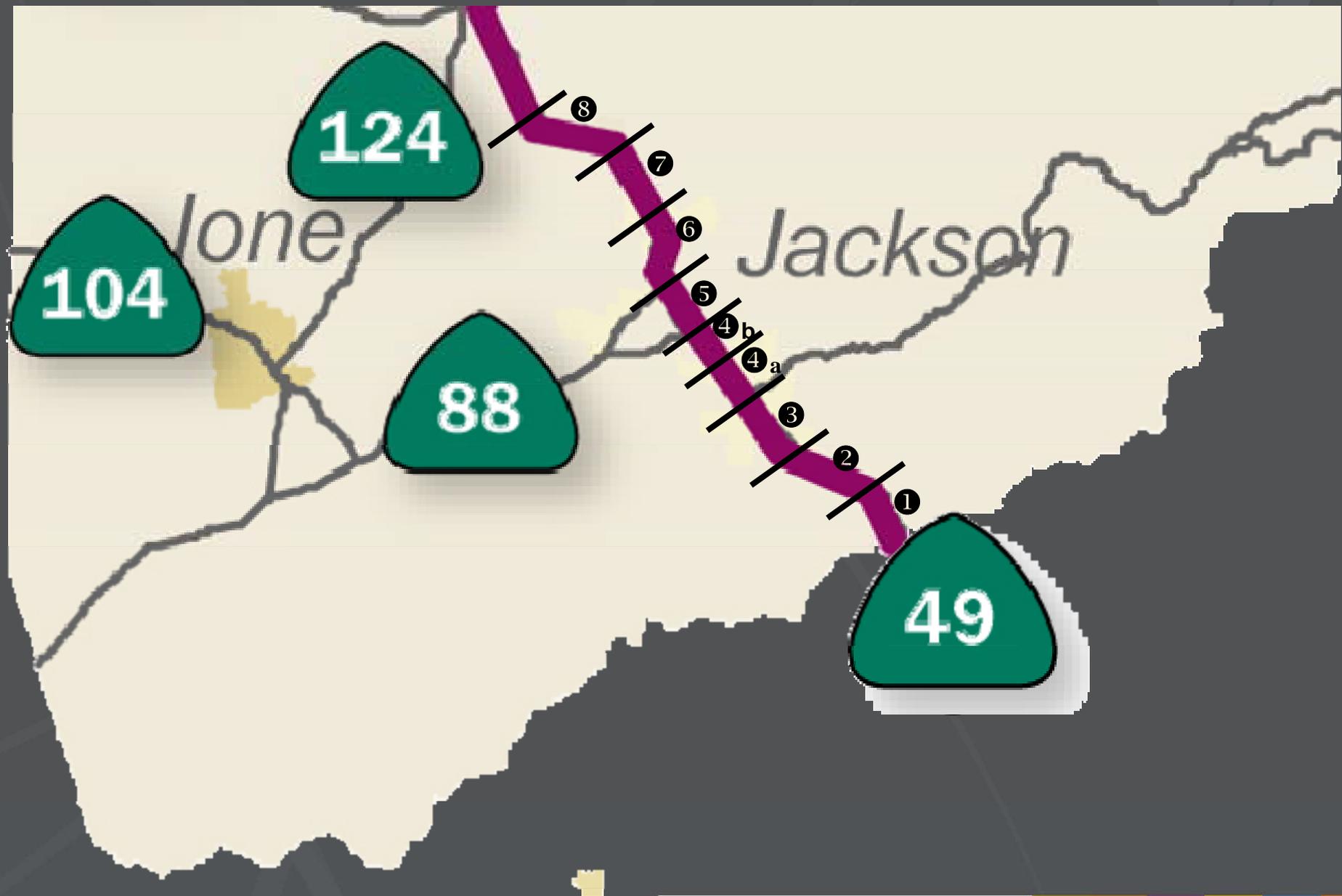
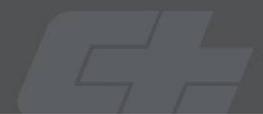
ULTIMATE TRANSPORTATION CONCEPT
2 Lane Conventional Highway

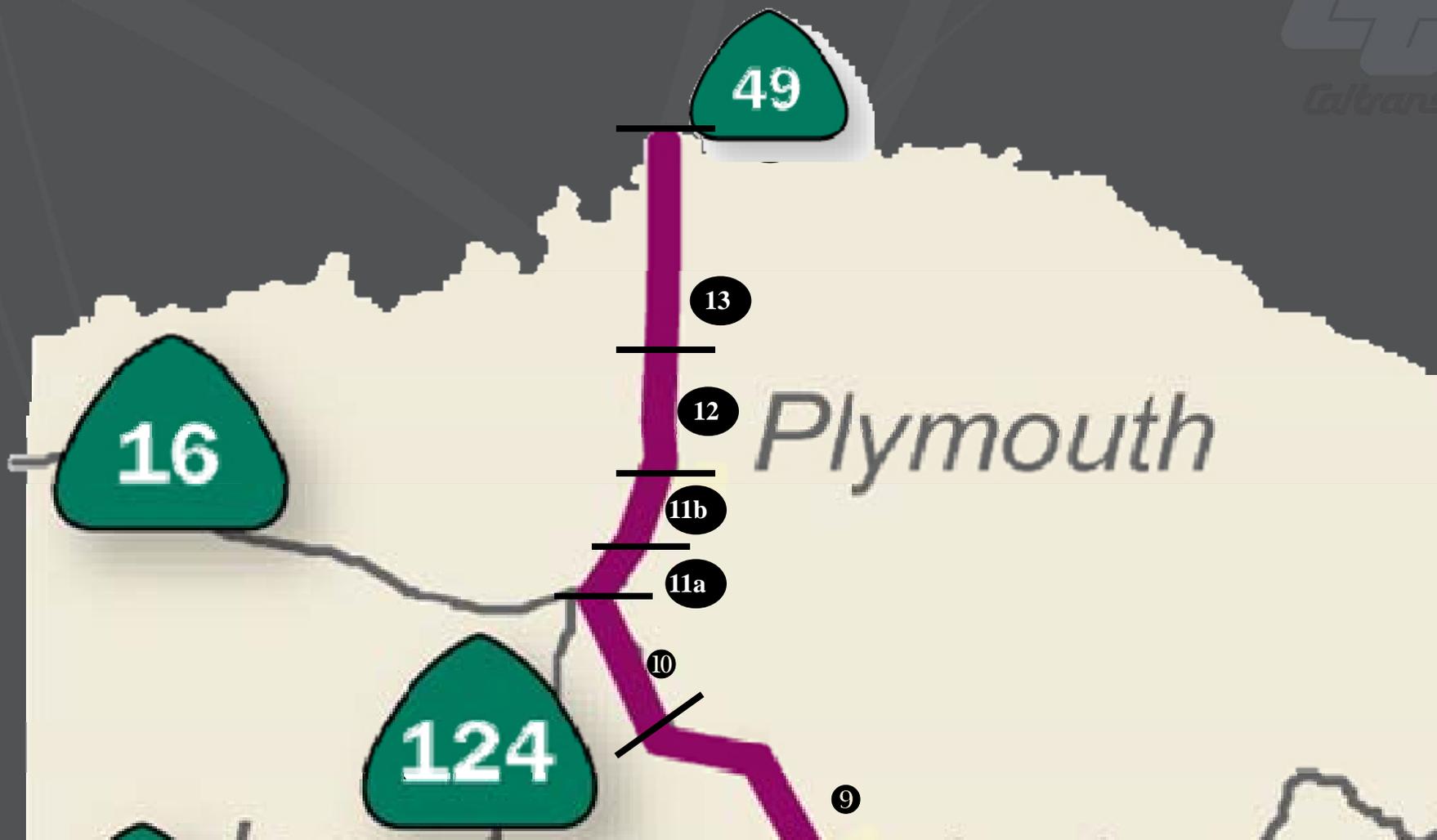




SR-49 Segment Map







SR-49 Concept Facility



Segment	Concept Facility	Ultimate Transportation Concept
1	2 Lane Conventional Hwy	2 Lane Conventional Hwy
2		
3	4 Lane Conventional Hwy	4 Lane Conventional Hwy
4a		
4b		
5		
6		
7	4 Lane Expressway	4 Lane Expressway
8		
9		
10		
11a	2 Lane Conventional Hwy	2 Lane Conventional Hwy
11b	4 Lane Conventional Hwy	4 Lane Conventional Hwy
12		
13	2 Lane Conventional Hwy	2 Lane Conventional Hwy



Where do we go from here?



▲ Corinne Carey of Temecula, Calif., saw this in the hills near her town. A twisted sense of humor.



TCR Development Process



1. Development of Summary Working Document
In Progress
2. Revise Summary Working Document (Draft TCR)
Fall, 2010
3. Circulate Draft for Review and Comment
Spring, 2011
4. Final Draft Circulation for Signature
Spring, 2011
5. Maintenance of Plan
Ongoing





For More Information...

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betty_kibble@dot.ca.gov

Caltrans District 10 Planning Website:

<http://www.dot.ca.gov/dist10/divisions/Planning/advancedplanning/pages/tcrs.html>

