

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

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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

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Primary Highway Modes (included in a multimodal analysis)

- Automobile
- Bicycle
- Bus
- Pedestrian
- Truck



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Highway Modes included in the SR-49 TCR effort analysis

- Automobiles
- Trucks



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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

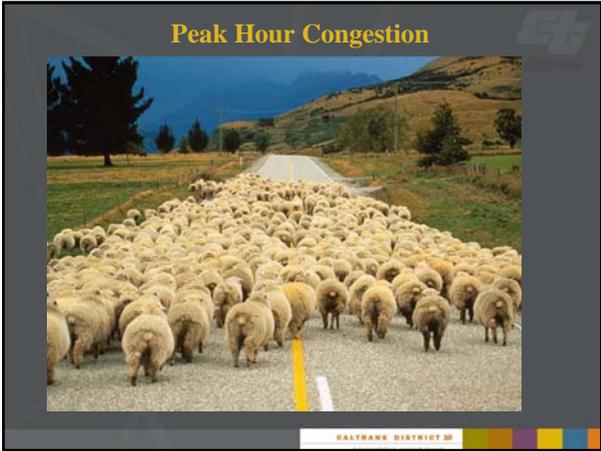
- The facility needed to meet the Concept Level of Service (LOS) in the 20 year planning horizon.

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				



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

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Planning Considerations

- Governor's Strategic Growth Plan
- California Transportation Plan
- Caltrans Mission Statement:
 - “Improve Mobility Across California”

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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.”

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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)

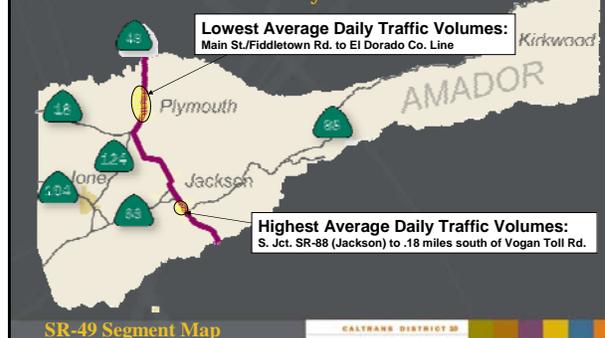
Local Transportation Plans

- 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



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.

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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)

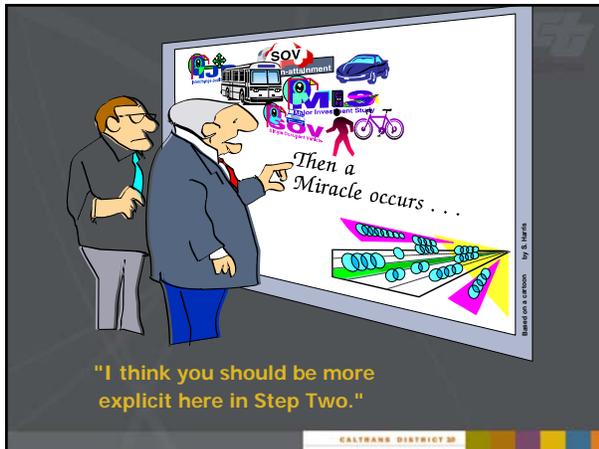
2007 Truck Volume Percent of Total ADT

5.7	Jct. SR-104 (Sutter Hill) to Valley View Rd.
9.4	Main St./Fiddletown Rd. to El Dorado Co. Line

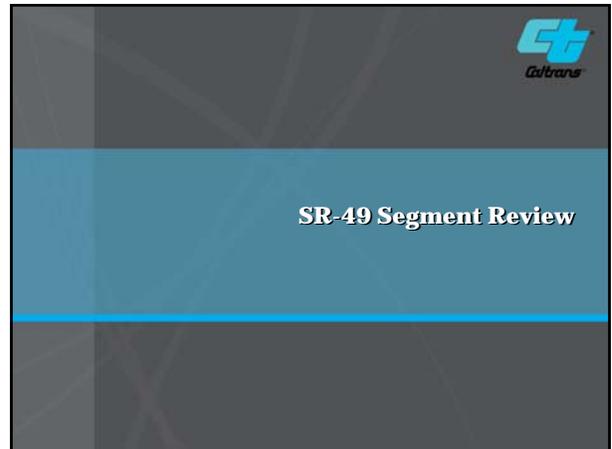
2030 Peak Hour Traffic

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)

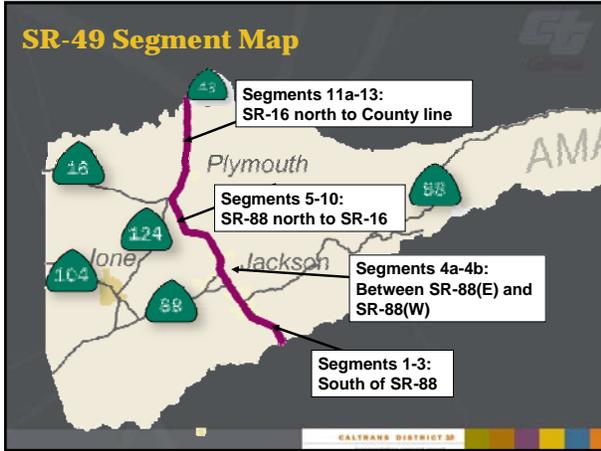
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SR-49 Segment Map



SR-49 Concept Facility

Segment	Concept Facility	Ultimate Transportation Concept
1	2 Lane Conventional Hwy	2 Lane Conventional Hwy
2		
3		
4a	4 Lane Conventional Hwy	4 Lane Conventional Hwy
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	4 Lane Conventional Hwy	4 Lane Conventional Hwy
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

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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 –

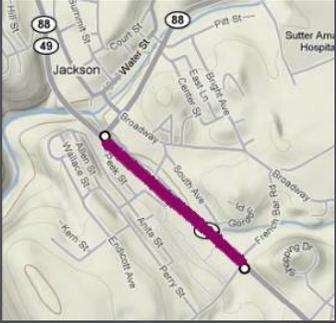
Short Term
RTP Tier I –
Intersection Improvements at: SR-49 at French Bar Road

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

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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

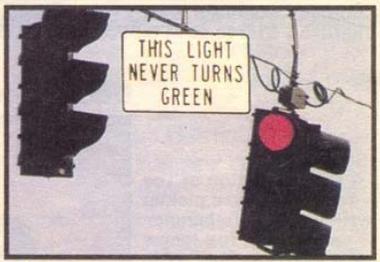
PLANNED IMPROVEMENTS
Short Term
State Highway Operations and Protection Program (Ten Year SHOPP)
Performance Measurement System (PeMS) NB SR-49 north of Jackson, South Jct. SR-88
PeMS SB SR-49 south of Jackson, South Jct. SR-88

RTP Tier I
SR-49 at French Bar Rd. Intersection Improvement

ULTIMATE TRANSPORTATION CONCEPT
4 Lane Conventional Hwy

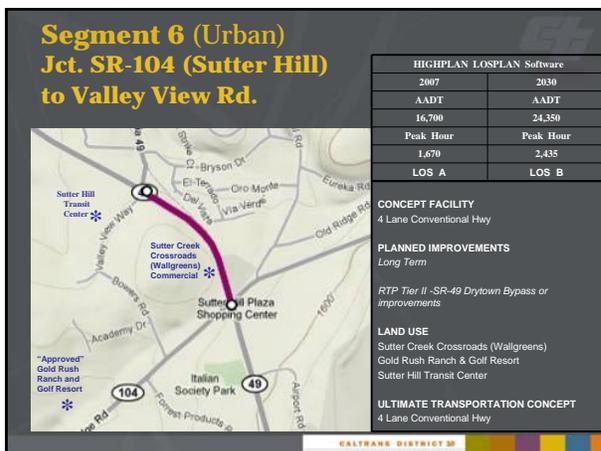
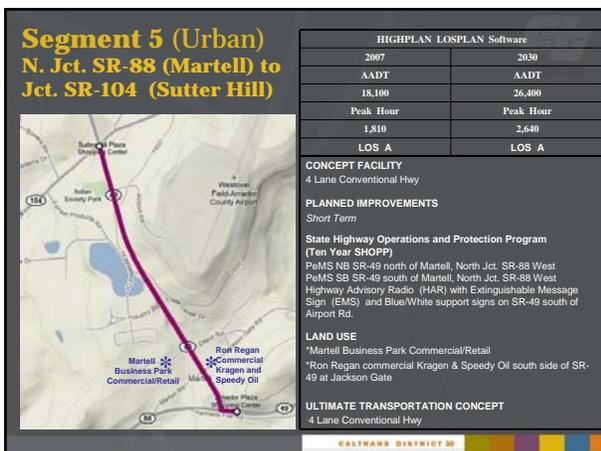
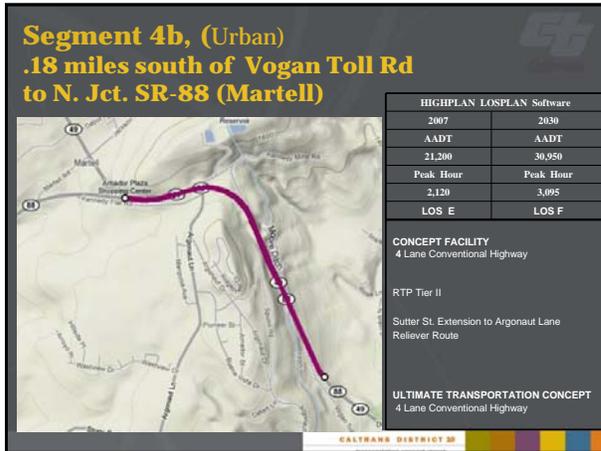
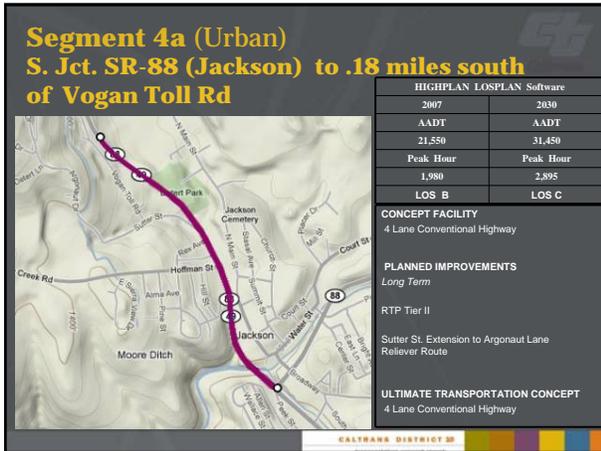
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Control Characteristics



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

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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
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CONCEPT FACILITY
4 Lane Expressway

ULTIMATE TRANSPORTATION CONCEPT
4 Lane Expressway

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



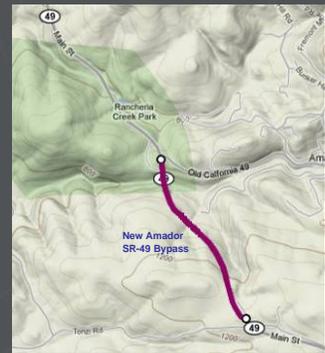
Highway Capacity Software		HIGHPLAN LOSPLAN Software	
2007	2030	2007	2030
AADT	AADT	AADT	AADT
12,650	18,450	12,650	18,450
Peak Hour	Peak Hour	Peak Hour	Peak Hour
1,340	1,900	1,340	1,900

LOS D	LOS E	LOS C	LOS D
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CONCEPT FACILITY
4 Lane Expressway

ULTIMATE TRANSPORTATION CONCEPT
4 Lane Expressway

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

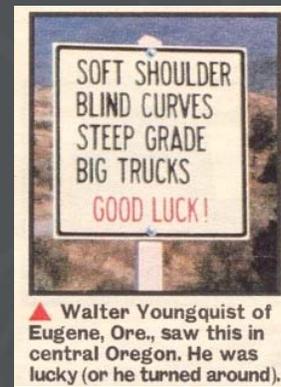


Highway Capacity Software		HIGHPLAN LOSPLAN Software	
2007	2030	2007	2030
AADT	AADT	AADT	AADT
11,550	16,850	11,550	16,850
Peak Hour	Peak Hour	Peak Hour	Peak Hour
1,260	1,835	1,260	1,835

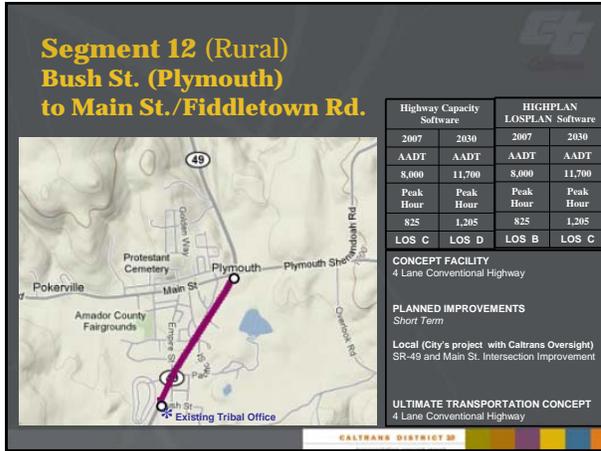
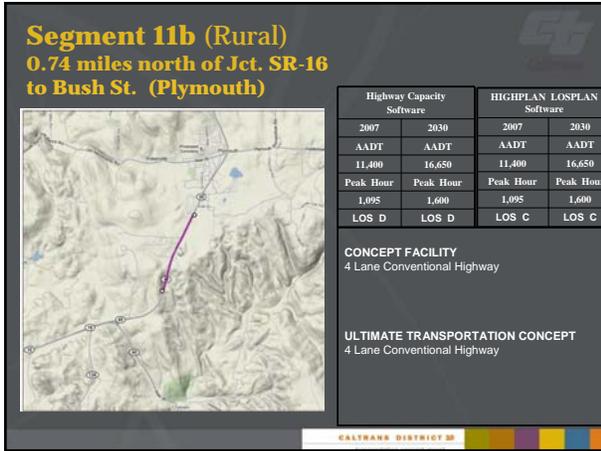
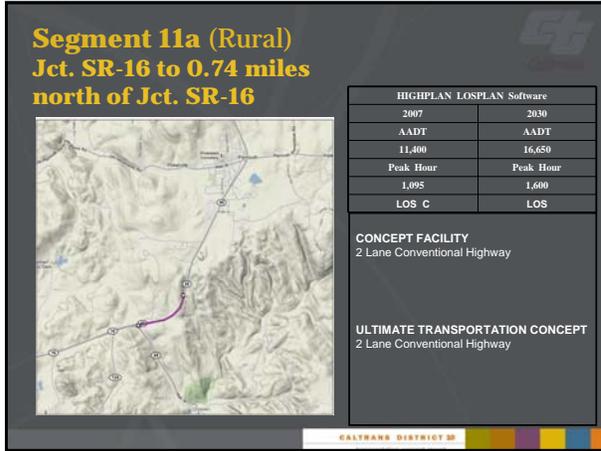
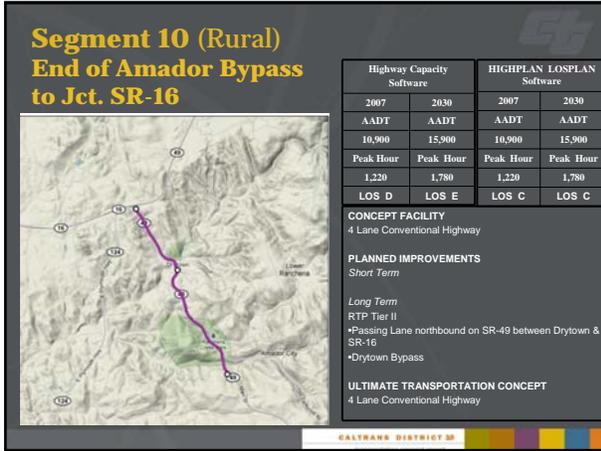
LOS D	LOS E	LOS C	LOS D
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CONCEPT FACILITY
4 Lane Expressway

ULTIMATE TRANSPORTATION CONCEPT
4 Lane Expressway



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



Segment 13 (Rural) Main St./Fiddletown Rd. to El Dorado Co. Line



Highway Capacity Software		HIGHPLAN LOSPLAN Software	
2007	2030	2007	2030
AAADT	AAADT	AAADT	AAADT
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

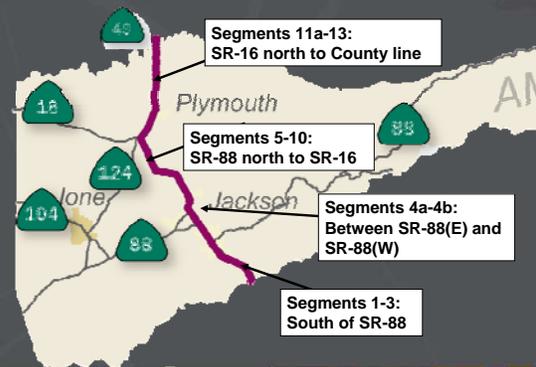
State Highway Operations and Protection Program
(Ten Year SHOPP)

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

ULTIMATE TRANSPORTATION CONCEPT
2 Lane Conventional Highway

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SR-49 Segment Map



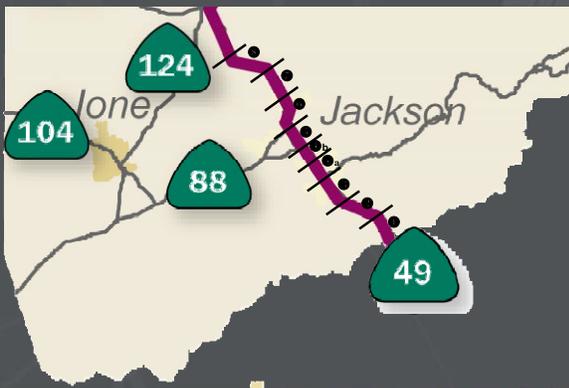
Segments 11a-13:
SR-16 north to County line

Segments 5-10:
SR-88 north to SR-16

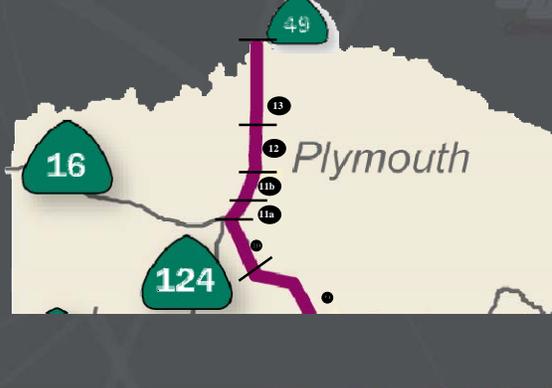
Segments 4a-4b:
Between SR-88(E) and SR-88(W)

Segments 1-3:
South of SR-88

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SR-49 Concept Facility

Segment	Concept Facility	Ultimate Transportation Concept
1	2 Lane Conventional Hwy	2 Lane Conventional Hwy
2		
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11a	2 Lane Conventional Hwy	2 Lane Conventional Hwy
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12	4 Lane Conventional Hwy	4 Lane Conventional Hwy
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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System Planning and Goods Movement

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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>