



TRANSPORTATION CORRIDOR CONCEPT REPORT STATE ROUTE 193



State Route 193 Chili Bar Bridge

The Transportation Corridor Concept Report (TCCR) is Caltrans' long range (20-year) planning document for each State Highway Route. The purpose and need of each TCCR is to identify existing route conditions and future needs, including existing and forecasted travel data, a concept level of service (LOS) standard, and the facility needed to maintain the concept LOS and address mobility needs over the next 20 years.

Approvals:



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District 3 Deputy Director
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6-1-2011
Date



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6/1/11
Date

Project Data Glossary

Information in the following Segment Summaries may contain the following acronyms, defined here for your reference:

- ◆ **COMPLETE STREETS** Complete streets are designed and operated to enable safe and efficient access for all legal users. Pedestrians, bicyclists, motorists and transit riders of all ages and abilities should be able to move safely along and across corridors. This applies in rural, suburban, and urban areas. The Department's policy in regard to Complete Streets is expressed in its document, Deputy Directive 64 R1 "The Department views all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in California and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system."
- ◆ **STIP** Refers to the State Transportation Improvement Program, which is a biennial document adopted no later than April 1 of each even numbered year. Each STIP includes a five year period and adds two new years of programming capacity. Each new STIP includes projects carried forward from the previous STIP plus new projects and reserves from among those proposed by regional agencies in their regional transportation improvement programs (RTIPs) and by Caltrans in its Interregional Transportation Improvement Program (ITIP).
- ◆ **SHOPP** Refers to either the 4-year "State Highway Operations and Protection Program" of Highway Maintenance or Improvement projects or to the associated 10-Year SHOPP Plan.
- ◆ **RTP** Regional Transportation Plan is the title given by the Placer County Transportation Planning Agency (PCTPA) and the El Dorado County Transportation Commission (EDCTC) to their Long-Range Transportation Plans, produced according to guidelines adopted by the California Transportation Commission based on Federal and State requirements.
- ◆ **RTIP** Regional Transportation Improvement Program is the title given by PCTPA and the EDCTC to their programming documents, which are produced according to guidelines adopted by the California Transportation Commission.

Segment Summary Information

The following pages provide summaries of SR 193. These summaries provide a segment overview, traffic analysis data, and a list of future projects. Reference maps are also provided. Needed improvement projects appear in one of three categories—Planned, Programmed, or Conceptual

- ◆ A **Planned** Improvement or Action is a project in a long-term financially constrained plan such as an approved Regional Transportation Plan (RTP or MTP) or Capital Improvement Plan.
- ◆ A **Programmed** Improvement or Action is a project in a near-term Programming Document identifying funding amounts by year, such as the State Transportation Improvement Program or the State Highway Operations and Protection Program.
- ◆ A **Conceptual** Improvement or Action is a project that is needed to maintain mobility or serve multimodal users, but is not currently included in a financially constrained plan and is not currently programmed.

State - Local Responsibility

Improvements to the State Highway System are the responsibility of both Caltrans and local agencies. Developments affecting this route and the regional State Highway System may necessitate that local jurisdictions provide nexus based, proportional fair-share funding for future highway improvements.

State Route 193 Segment Summary

State Route (SR) 193 begins at the junction of SR 49 in Placerville and travels north, and then west, passing through Georgetown, and reconnecting with SR 49 in the town of Cool. There is a break in the route from the SR 193/ SR 49 junction in Cool, to the I-80/ SR 193 junction in Newcastle. The route continues west and ends at the junction of SR 193/ SR 65 in the City of Lincoln.

SR 193 is a two-lane conventional highway. Segments 1-4, between I-80 and SR 65, are the focal point of the route in terms of traffic volume and connectivity. This section of the route is often used as a short-cut for truck traffic that would otherwise be routed through Roseville along I-80 and SR 65 en route to the Marysville/ Yuba City area. Due to the combination of rolling terrain, limited sight lines, at-grade access of residential driveways, and truck traffic; Segments 1-4 receive the most attention for highway improvement projects.

Segments five and six interconnect the communities of Chili Bar, Kelsey, Georgetown, Greenwood, and Cool, as well as various local roads to other communities, and access to recreation and forestry resources. The route links these communities to the two larger east-west routes, US 50 and I-80. Therefore, SR 193 is considered secondary, in terms of connectivity to SR 49. The route traverses mainly mountainous terrain and, near the South Fork of the American River to the end of the route, contains steep, winding sections with particularly poor horizontal sight distances. Logging and agricultural trucks use these sections; however, trucks with a kingpin-to-rear-axle (KP-RA) length greater than 30 feet are advised to use an alternate route.

The City of Lincoln is in the process of developing a new traffic circulation plan that will include the Lincoln Bypass, which is currently under construction. The City has accepted the portion of SR 193 (Segment 1) within the City limits, also known as McBean Park Drive, to facilitate efficient implementation and management of the new circulation plan.

Forecasts for the 20-year period identify a need for additional capacity in segment 2 from Ferrari Ranch Road to Sierra College Boulevard. The Placer County Transportation Planning Agency's Regional Transportation Plan identifies widening of this segment from two to four lanes with an estimated completion year of 2019. The current Level of Service (LOS) E is forecasted to improve to LOS B pending project completion.

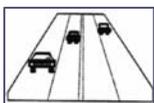
Segments 3-6 are currently LOS E, which is below the Caltrans standard for rural highways (LOS D). Acceptance of LOS E for the 20-year concept LOS is due to significant topographic and environmental constraints that make capacity enhancement projects financially infeasible.

State Route 193 TCCR Traffic Data

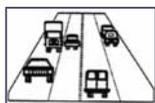
Segment	Location				Forecasted LOS and Facility Type						Traffic Data – 2008					Prior 3Year	2028 – Build		
	Description	County	Post Mile From	Post Mile To	Current LOS ¹	20-Yr No Build LOS ^{1,2}	20-Yr Concept LOS ^{1,3}	Existing Facility ⁴	Concept Facility ^{4,5,6}	Ultimate Facility ^{4,5,7}	% of Trucks	Directional Splits ⁸	Peak Hour Traffic	Average Daily Traffic ⁹	Volume to Capacity ^{10,11}	Collision Rate Index ¹²	Peak Hour Traffic	Average Daily Traffic ⁹	Volume to Capacity ^{10,11}
1	SR 65 Junction to Oak Tree Lane	PLA	0.00	1.35	RELINQUISHED — FERRUARY 7, 2011														
2	Oak Tree Lane to Sierra College Blvd	PLA	1.35	3.00	E	E	E	2C	4C	4E	7%	56%	1,050	9,700	0.38	-58%	1,900	17,450	0.34
3	Sierra College Blvd to Taylor Road	PLA	3.00	9.77	E	E	D	2C	2C	2C	7%	56%	640	5,500	0.23	+45%	1,150	9,800	0.41
4	Taylor Rd to I-80 Junction	PLA	9.77	10.19	E	E	D	2C	2C	2C	9%	55%	1,000	10,000	0.36	-65%	1,650	16,500	0.59
5	SR 49 Junction (Cool) to Main Street	ED	0.00	12.70	E	E	D	2C	2C	2C	6%	65%	750	7,000	0.27	-25%	1,150	10,850	0.42
6	Main St to SR 49 Junction (Placerville)	ED	12.70	26.95	E	E	D	2C	2C	2C	6%	65%	300	3,550	0.11	-26%	480	5,700	0.18

Notes/Definitions

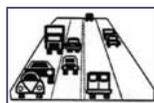
- Level of Service (LOS)-A measure of traffic density conditions, with “A” representing the least amount of density and “F” the most congested conditions.



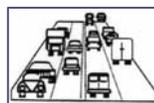
LOS A



LOS B



LOS C



LOS D



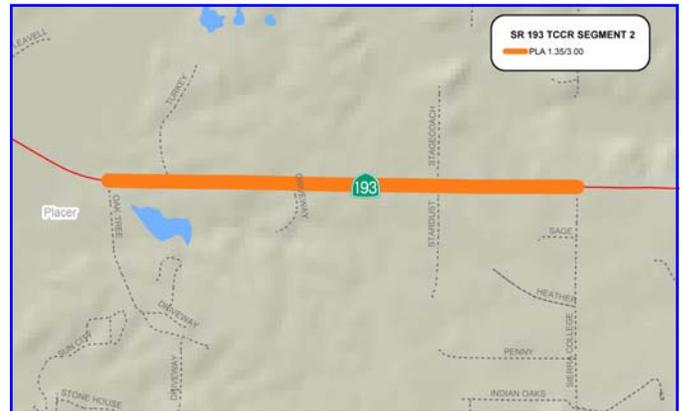
LOS E



LOS F

- 20-Year LOS (No Build)-The LOS that would be expected at 20 years with no improvements.
- 20-Year Concept LOS-The minimum acceptable LOS over the next 20 years.
- Facility Type Codes-C = Conventional Highway; E = Expressway; F = Freeway; HOV = High Occupancy Vehicle lanes; Aux = Auxiliary lanes.
- Operational Improvements are included in future facilities for all segments. Examples of operational improvements include Traffic Operations Systems improvements and Auxiliary Lanes.
- Concept Facility-The future roadway with improvements needed in the next 20 years. If LOS “F”, no further degradation of service from existing “F” is acceptable, as indicated by delay performance measurement
- Ultimate Facility-The future roadway with improvements needed beyond a 20 year timeframe.
- Peak Directional Split-The percentage of total traffic in the heaviest traveled direction during the peak hour.
- Average Annual Daily Traffic (AADT)-The average number of vehicles per day in both directions.
- Volume over Capacity (V/C)-The volume of traffic compared to the capacity of the roadway.
- Volume over Capacity does not determine LOS for two- or three- lane facilities, or segments with intersection delay.
- Reported Collision Rate Index (% Compared to State Average)- The percentage by which each segment’s reported collisions rate (fatal, injury, and property-damage-only) is above or below the statewide average reported collisions rate on comparable facilities. Source: 3-Year Caltrans Traffic Accident Surveillance and Analysis System data.

State Route 193 Segments 1 & 2 Summary



Segment 1: SR 193/ SR 65 Junction to Oak Tree Lane, PM 0.00/1.35

Segment 1 from the SR 65 Junction to Oak Tree Lane was relinquished to the City of Lincoln on February 7, 2011. The relinquishment became effective upon recordation of CTC Resolution R-3781; as a result, this portion of SR 193 is no longer part of the State's highway system or the responsibility thereof.

Segment 2: Oak Tree Lane to Sierra College Blvd, PM 1.35/3.00

The second segment of SR 193 begins at the Oak Tree Lane intersection and ends at the Sierra College Boulevard intersection. This is a two-lane urban arterial with a four-lane urban arterial concept facility. A four-lane facility is necessary to accommodate proposed development north of SR 193, and because this segment is heavily used to connect southbound travelers to the City of Rocklin, the Town of Loomis, and the Sierra College campus.

The SACOG Metropolitan Transportation Plan identifies the widening of SR 193 to four-lanes from Ferrari Ranch Road to Sierra College Boulevard.

The facility is currently operating at LOS E during peak periods, and with the widening to four-lanes, the facility is expected to remain at LOS E by the end of the 20-year period. Therefore, no other capacity increasing projects are necessary to meet Concept LOS.

Highway Improvement Projects

(Construction Cost in Millions (M); Construction Completion Year)

Segment 1

Planned:

- ◆ None

Programmed:

- ◆ None

Conceptual:

- ◆ None

Segment 2

Planned:

- ◆ Widen SR 193 to four-lanes from Ferrari Ranch Road to Sierra College Blvd (SACOG, \$8.756M; 2019)
- ◆ Class II Bike Lane (PCTPA 2001 Regional Bike-way Plan)

Programmed:

- ◆ None

Conceptual:

- ◆ Implement Complete Street strategies where appropriate

State Route 193 Segments 3 & 4 Summary



Segment 3: Sierra College Blvd to Taylor Rd, PM 3.00/9.77

Segment 3 begins at Sierra College Boulevard and ends at the Taylor Road intersection in Newcastle. This segment is a conventional two-lane highway connecting the City of Lincoln with I-80 northeast of Newcastle. The highway traverses both rolling and mountainous terrain, has poor sight distance, narrow shoulders, and very few passing opportunities. There are no official turnouts in this segment; however, three potential locations have been identified below as conceptual projects.

A Class II Bike Lane is proposed for this entire segment; however, Sierra College Boulevard to Fowler Road is identified as the priority bikeway segment per the Placer County Transportation Planning Agency's (PCTPA) 2001 Regional Bikeway Plan.

The facility is currently operating at LOS E during peak periods and is expected to remain at LOS E by the end of the 20-year period. In order to meet the Concept LOS D, passing opportunities are needed.



Segment 4: Taylor Rd to Junction I-80 in Newcastle, PM 9.77/10.19

Segment 4 begins at Taylor Road and ends at the I-80 Junction. There is a break in route from I-80 until the route resumes at the SR 193/ SR 49 junction in Cool, El Dorado County.

This short section of SR 193 is a conventional two-lane highway. However, the ADT increased to 10,000 for this segment, due to traffic merging from Taylor Road. Taylor Road is a local major arterial that runs parallel to I-80 and connects the communities of Rocklin, Loomis, Penryn, and Newcastle to I-80.

A Park and Ride lot is located at the northeast corner of SR 193 / Ophir Road, which has 37 available parking spaces.

The facility is currently operating at LOS E during peak periods and is expected to remain at LOS E by the end of the 20-year period.

Highway Improvement Projects

(Construction Cost in Millions (M); Construction Completion Year)

Segment 3

Planned:

- ◆ Rehabilitate roadway from Sierra College Boulevard to Newcastle. Pavement rehabilitation, (post 2010, \$5.0M, Placer County 2005 RTP)
- ◆ Class II Bike Lane (PCTPA 2001 Regional Bikeway Plan)

Programmed:

- ◆ Improve and widen curve, near Clark Tunnel Road, PM 4.4/5.4, (\$12.5M, 2017)

Conceptual:

- ◆ Passing lanes & shoulder widening, PM 6.75/9.0
- ◆ Turnouts: PM 6.75/6.8, PM 8.25/8.29, and PM 8.5/9.0 (Traffic PID No. 333-2F060)
- ◆ Implement Complete Street strategies where appropriate

Segment 4

Planned:

- ◆ Class II Bike Lane (PCTPA 2001 Regional Bikeway Plan)

Programmed:

- ◆ None

Conceptual:

- ◆ Implement Complete Street strategies where appropriate

State Route 193 Segments 5 & 6 Summary



Segment 5: Junction SR 49 (Cool) to Main Street (Georgetown), PM 0.00/12.70

Segment 5 begins at the SR 193/ SR 49 junction in Cool and ends at the Main Street/ SR 193 intersection in Georgetown. This segment is a two-lane conventional highway that traverses mainly mountainous terrain. The roadway is mostly narrow with no shoulders, and limited passing opportunities.

SR 49, rather than SR 193, is the primary route of choice between Placerville and Cool. Thus, this segment will continue to have only local significance, and traffic volumes will not experience significant levels of growth in the next twenty-years.

The facility is currently operating at LOS E during peak periods and is expected to remain at LOS E by the end of the 20-year period. In order to meet the Concept LOS D, passing opportunities are needed.



Segment 6: Main Street to Junction SR 49 (Placerville), PM 12.70/26.95

Segment 6 begins at Main Street in Georgetown, and ends at the SR 49 Junction in Placerville. This segment is a two-lane conventional highway that traverses mainly mountainous terrain. The roadway is mostly narrow with no shoulders, and limited passing opportunities. The portion near the South Fork of the American River contains steep, winding sections with poor horizontal sight distance. There are no official turnouts in this segment; however, six potential locations have been identified below as conceptual projects.

This section of SR 193 provides recreational access to the American River South Fork via the Chili Bar Put-In located approximately two miles north of the SR 193/ SR 49 Junction in Placerville.

The facility is currently operating at LOS E during peak periods and is expected to remain at LOS E by the end of the 20-year period. Strategically located passing opportunities are needed to meet Concept LOS D.

Highway Improvement Projects

(Construction Cost in Millions (M); Construction Completion Year)

Segment 5

Planned:

- ◆ Class II Bike Lanes from SR 49 to Auburn Lake Trails – El Dorado County Bicycle Transportation Plan 2010
- ◆ Class II Bike Lanes from Auburn Lake Trails to Wentworth Springs Road – El Dorado County Bicycle Transportation Plan 2010

Programmed:

- ◆ In place recycle with AC overlay near Cool from 0.2 mile east of SR 49 to 0.2 mile west of Sliger Mine Road, PM 0.2/R6.0, (\$2.3M; 2014)

Conceptual:

- ◆ Passing lanes & shoulder widening where feasible
- ◆ Implement Complete Street strategies where appropriate

Segment 6

Planned:

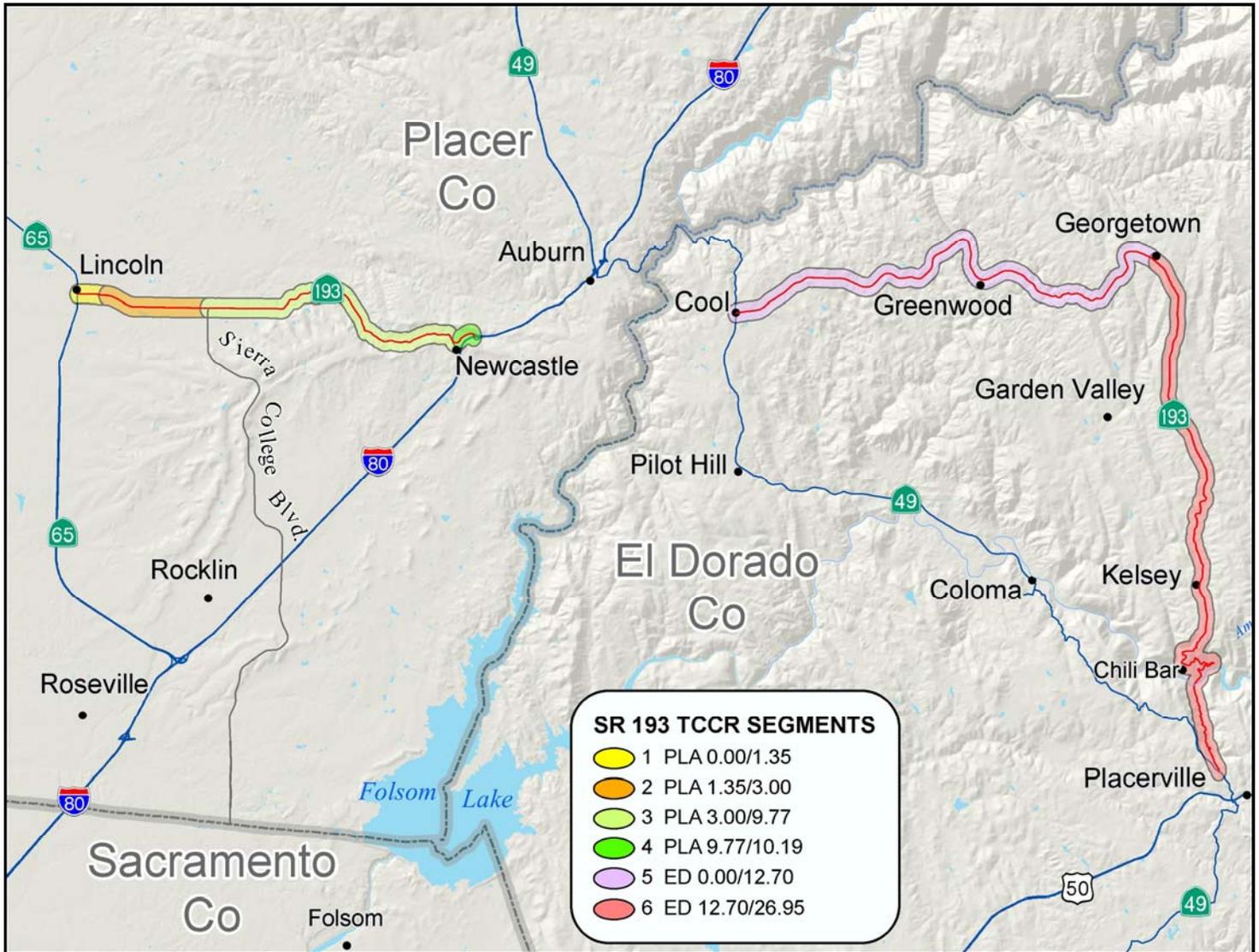
- ◆ Class II Bike Lanes through Georgetown – El Dorado County Bicycle Transportation Plan 2010

Programmed:

- ◆ Chip seal near Georgetown from Main Street to Shoo Fly Road, PM12.7/21.7, (\$0.56M; 2014)
- ◆ Improve super elevation of curve approximately 6-miles east of Georgetown, PM 18.6/18.8, (\$2.2M; 2015)

Conceptual:

- ◆ Passing lanes & shoulder widening where feasible
- ◆ Turnouts: PM 4.16, PM 6.4, PM 6.5, PM 7.9, PM 9.26, PM 10.9, and PM 11.1 (Traffic PID No. 283)
- ◆ Implement Complete Street strategies where appropriate



Please contact us for questions and concerns about this TCCR:
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Or visit the TCCR website at: <http://www.dot.ca.gov/dist3/departments/planning/systemplanning.html>