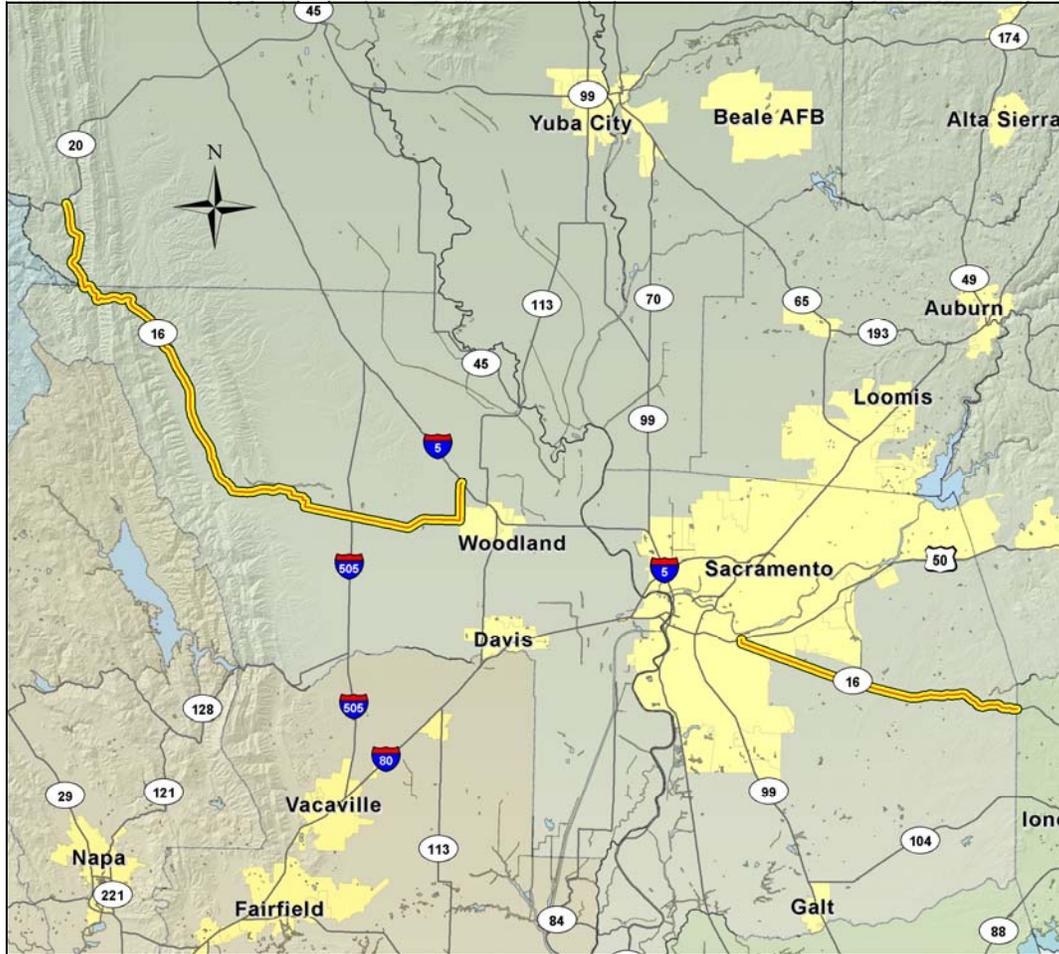




TRANSPORTATION CORRIDOR CONCEPT REPORT STATE ROUTE 16



The Transportation Corridor Concept Report (TCCR) is Caltrans' long range planning document for each State Highway Route. The TCCR provides information regarding route segments, including high priority projects for the highway over the next 20 years, and existing and forecasted traffic data. Projects identified in the TCCR will require environmental and engineering studies before final approval and are subject to change.

Approvals:

Jeff Pulverman
District 3 Deputy Director
Planning and Local Assistance

Date

Jody Jones
District 3 Director

Date

State Route 16 Summary

Within District 3, State Route (SR) 16 is approximately 74 miles long and runs west to east through open spaces, farmland, and rural areas in Colusa and Yolo County, and the urban fringes of Sacramento County. SR 16 has a wide variety of users including commuters, recreational travelers, freight truck drivers, and farm equipment operators.

SR 16 runs through Colusa and Yolo Counties as a two-lane conventional highway. In Colusa County, SR 16 extends a little more than seven miles through sparsely populated mountainous terrain until it reaches the border with Yolo County. In Yolo County, SR 16 enters the Cache Creek Regional Park and follows the bends and curves of Cache Creek. SR 16 then passes through Capay Valley, which contains farmland, several small communities, and the Cache Creek Casino Resort. This part of SR 16 (segments 1 -3) is designated as a local Scenic Highway, and is also eligible to become a State Scenic Highway. As SR 16 approaches I-505, the route goes through the unincorporated communities of Esparto and Madison, which are expected to grow in population over the next 20 years from planned development. To improve current and potential safety issues, and upgrade SR 16 to current design standards, Caltrans has proposed a Safety Improvement Project (SIP) from the community of Brooks to Interstate 505 (segments 3-5). The exact scope of the SIP is still being determined, but potential improvements that could be included in the SIP are shoulder and clear recovery zone widening, left-turn pockets and right-turn lanes at various public roads, vertical and horizontal curve improvements, improved sight distances, and flood control improvements. Other projects along the western half of SR 16 include traffic calming measures in the town of Esparto, lane additions between Madison and I-505, and a series of operational and maintenance improvements along the corridor. The western portion of SR 16 ends at the I-5 interchange in Yolo County, where there is a break in the route from previous relinquishments until it resumes in Sacramento County.

In Sacramento County, SR 16 begins at the US 50 junction at Howe Avenue as a six-lane conventional highway. Approximately four miles of the beginning of the route are within the Sacramento city limits. SR 16 continues east from the Howe Avenue/Power Inn-Folsom Boulevard intersection as a four-lane conventional highway along Folsom Boulevard, and transitions into a two-lane conventional highway at the Florin-Notre Dame intersection. The portion of SR 16 from the Florin-Notre Dame intersection to the Amador County line is known as Jackson Road. The route passes through urban, light industrial, and rural areas that include commercial businesses, aggregate mining extraction, apartment complexes, mobile home parks, private residences, horse/cattle ranches, and farms. SR 16 intersects several major Sacramento County arterial intersections such as Bradshaw Road, Sunrise Boulevard, and Grant Line Road. Several adopted and proposed specific plans adjacent to the Sacramento County portion of SR 16 will together introduce tens of thousands of new residential units in addition to commercial, industrial, and public land uses. The new development is expected to induce significant traffic impacts on SR 16 in the coming decades.

State Route 16 Summary (cont.)

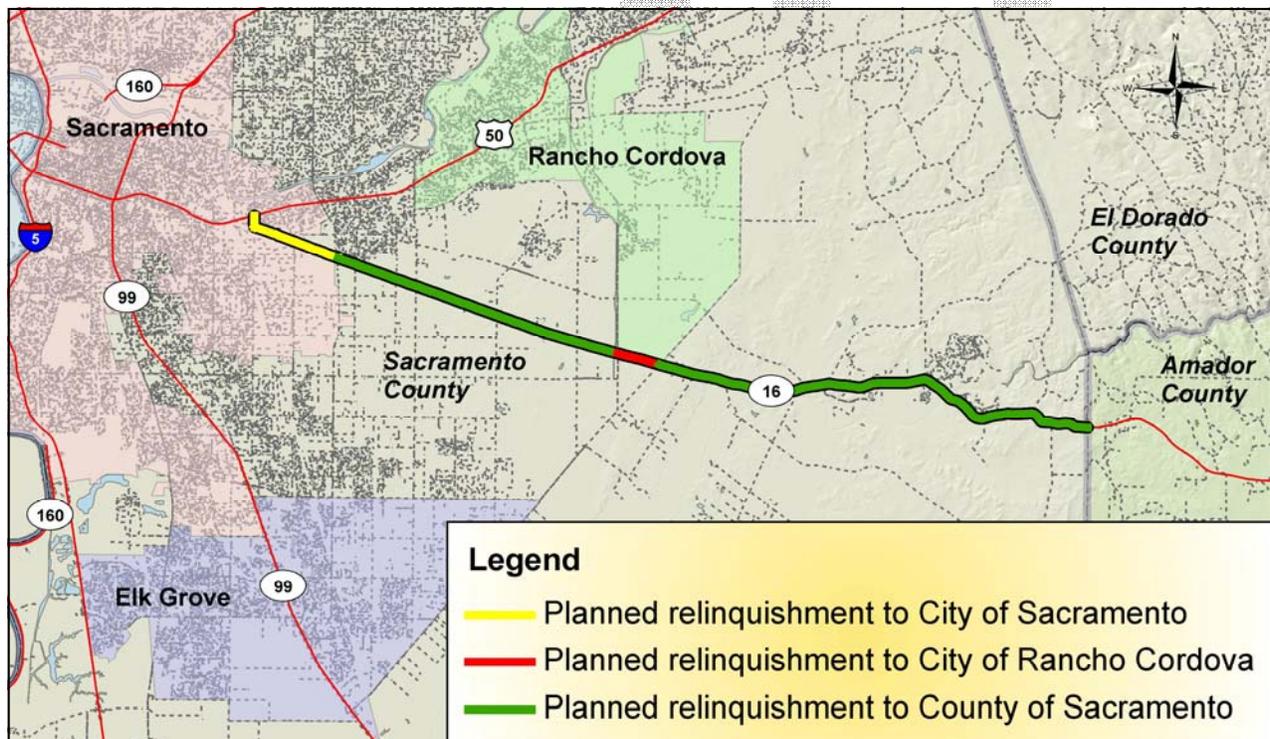
To prepare for the incoming growth within Sacramento County, a “State Route 16 Corridor Study” was completed and is awaiting signatures. This study was guided by a Project Development Team composed of representatives from Caltrans, the City and County of Sacramento, the City of Rancho Cordova, Sacramento Regional Transit, and major property owners in the corridor.

This Study analyzes existing and future traffic conditions in the State Route 16 corridor from the US 50/Howe Avenue-Power Inn Road interchange to Grant Line Road. This section of SR 16 is expected to convert from a two-lane state highway to an urban arterial over the next 10 to 20 years as land uses along the corridor change from agricultural/aggregate mining to urban uses. The purpose of the study is to define the roadway footprint and cross-sections needed to accommodate future transportation needs as a result of planned development in and near the SR 16 corridor. The study proposes several improvements to SR 16, including lane additions, urban interchanges, and Bus Rapid Transit routes.

The entire eastern portion of SR 16 between US 50 and the Amador County boundary (segments 8-13) is considered by Caltrans as a route of local significance and planned for relinquishment to local jurisdictions. Relinquishment discussions are ongoing between Caltrans, the City and County of Sacramento, and the City of Rancho Cordova for segments of SR 16 between US 50 and Grant Line Road (segments 8-10).

District 3 has established concept level of service standards (LOS) for the 20 year period: LOS D for route segments in rural areas and LOS E for route segments in urban areas. The SR 16 Transportation Corridor Concept Report is consistent with those standards.

State Route 16 Planned Relinquishments



State Route 16 TCCR Data

Location					Forecasted Level of Service ¹ (LOS) and Facility Type						
Segment	Description	County	From Post Mile	To Post Mile	Current LOS ¹	20-Yr No Build LOS ^{1,2}	20-Yr Build LOS ^{1,3}	20-Yr Concept LOS ^{1,4}	Existing Facility ⁵	Concept Facility ^{5,6,7}	Ultimate Facility ^{5,6,8}
1	State Routes 20/16 junction to Colusa/Yolo County line	COL	0.00	7.26	A	B	B	D	2C	2C	2C
2	Colusa/Yolo County Line to Winners Way	YOL	0.00	19.20	D	E	E	D	2C	2C	2C
3	Winners Way to County Rd 85B	YOL	19.20	26.37	E	F	F	D	2C	2C	2C
4	County Road 85B to County Road 21A	YOL	26.37	28.27	E	E	E	E	2C	2C	2C
5	County Road 21A to I-505 northbound ramps	YOL	28.27	32.36	E	E	B	E	2C	4C	4C
6	I-505 northbound ramps to West Main Street/County Road 98	YOL	32.36	40.57	E	E	E	E	2C	2C	2C
7	West Main Street/County Road 98 to I-5 JCT (Break in Route)	YOL	40.57	43.42	E	E	E	E	2C	2C	2C
8*	U.S. 50/Howe Avenue JCT to Folsom Boulevard/Jackson Road	SAC	1.66	2.50	D	E	F	E	4C/6C	6C	6C
9*	Folsom Boulevard/Jackson Road to Watt Avenue	SAC	2.50	4.17	E	E	C	E	2C	4C	6C
10*	Watt Avenue to Grant Line Road	SAC	4.17	12.54	E	F	C	E	2C	4C	6C
11*	Grant Line Road to Latrobe Road	SAC	12.54	16.81	E	F	F	E	2C	2C	4C
12*	Latrobe Road to Murieta Parkway (South)	SAC	16.81	20.55	E	F	F	E	2C	2C	4C
13*	Murieta Parkway (South) to Sacramento/ Amador County Line	SAC	20.55	23.95	D	D	D	E	2C	2C	4C

Notes/Definitions

- Level of Service (LOS)** - A "report card" for evaluating traffic flow with "A" being best and "F" being worst.:
 - LOS A Vehicles delayed less than 35% of the time during traveling with speeds averaging 55 mph
 - LOS B Vehicles delayed between 35% and 50% of the time during traveling with speeds between 50-55 mph
 - LOS C Vehicles delayed between 50% and 65% of the time during traveling with speeds between 45-50 mph
 - LOS D Vehicles delayed between 65% and 80% of the time during traveling with speeds between 40-45 mph
 - LOS E Vehicles delayed more than 80% of the time during traveling with speeds on average between 30-40 mph
 - LOS F Vehicles delayed near 100% of the time during traveling with speeds on average less than 30 mph
- Note: LOS on multi-lane segments or signalized segments is experienced differently
- 20-Year LOS (No Build)** - The LOS that would be expected at 20 years with no improvements.
- 20-Year LOS (Build)** - The LOS that would be expected at 20 years with Planned and Programmed projects.
- 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.
- 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.

State Route 16 TCCR Data *continued*

Segment	Current Traffic Data 2008						Future Traffic Data—2028			Prior 3 Years
	Truck Network Designation ⁹	Percentage of Trucks	Peak Directional Split ¹⁰	Peak Hour Traffic ¹¹	Average Annual Daily Traffic ¹²	Volume over Capacity ¹³	Peak Hour Traffic ¹¹	Average Annual Daily Traffic ¹²	Volume over Capacity ¹³	Reported Collision Rate Index, % Above (Below) State Average ¹⁴
1	KPRA 30	9%	65%	114	652	0.06	152	873	0.09	-19%
2	KPRA 30	9%	63%	572	3,392	0.21	896	5,312	0.32	-18%
3	KPRA 30	9%	69%	1,749	11,342	0.63	2,739	17,762	0.98	-5%
4	KPRA 30	11%	68%	1,272	11,236	0.46	1,992	17,596	0.72	22%
5	KPRA 30	7%	68%	1,272	15,158	0.46	1,992	23,738	0.40	19%
6	CA Legal Network	13%	60%	1,378	8,692	0.50	2,158	13,612	0.78	-9%
7	CA Legal Network	14%	52%	880	9,116	0.31	1,378	14,276	0.47	-78%
8*	Terminal Access	6%	53%	4,461	41,310	0.82	5,910	57,893	0.98	-91%
9*	Terminal Access	6%	60%	1,450	13,430	0.48	1,639	15,175	0.54	-65%
10*	Terminal Access	6%	60%	1,754	16,240	0.63	2,403	22,249	0.86	-14%
11*	Terminal Access	5%	70%	1,664	14,872	0.59	2,251	20,120	0.80	-41%
12*	Terminal Access	3%	75%	1,553	17,285	0.57	2,061	22,946	0.75	-43%
13*	Terminal Access	3%	68%	1,030	11,536	0.38	1,330	14,896	0.48	-82%

Notes/Definitions (continued)

9. Truck Network Designation:

National Network: A network of federal highways composed primarily of interstates that allow travel by trucks which meet STAA (Surface Transportation Assistance Act) dimensions.

Terminal Access: State Routes that allow travel by trucks which meet STAA dimensions.

CA Legal Network: Routes that allow travel by trucks that meet California legal truck dimensions only.

KPRA ___: CA Legal Network, but CA Legal trucks with KPRA (kingpin-to-rear axle) of more than this length in feet are not advised to travel on this segment.

10. **Peak Directional Split** -The percentage of total traffic in the heaviest traveled direction/ opposite direction during the peak hour.

11. **Peak Hour Traffic**: Peak Hour volumes indicate the volume in both directions during the most congested hour of the day.

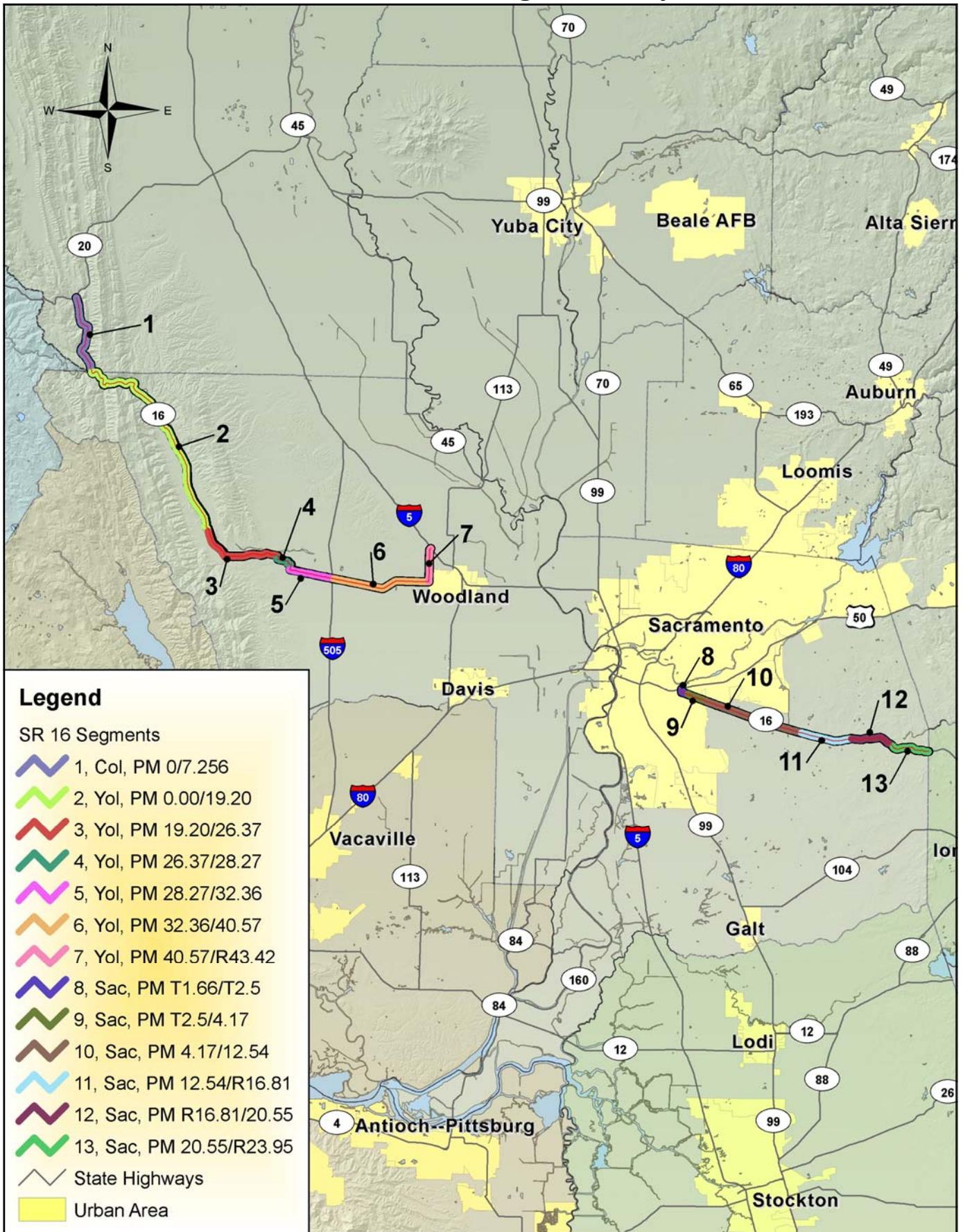
12. **Average Annual Daily Traffic (AADT)** -The average number of vehicles per day in both directions.

13. **Volume over Capacity (V/C)** -The volume of traffic compared to the capacity of the roadway. V/C does not determine LOS for two-lane facilities or segments with intersection delay.

14. **Reported Collision Rate Index (% Compared to State Average)** - The percentage by which each segments reported collision 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.

* : Segments 8 through 13 are planned for relinquishment.

State Route 16 Segment Map



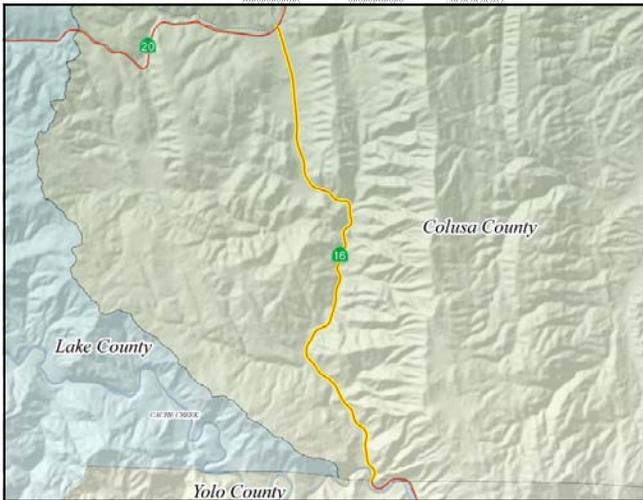
State and Local Responsibility

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

Segment Summary Information

The following pages provide summaries of SR 16. 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.



SR 16 Segment 1 Summary

Segment 1 is a two-lane conventional highway that begins at the SR 20/SR 16 junction to the Colusa/Yolo County line. The 2030 Colusa General Plan designates the land uses along this segment as rangeland to preserve the natural beauty of Bear Creek and the hill-sides. This segment is designated as a local Scenic Highway, and is eligible to become a State Scenic Highway. Due to natural constraints and low traffic volumes there are no plans for highway expansion on this segment. This segment currently operates at LOS A and is expected to operate at LOS B in the 20 year horizon.

**Segment 1, Junction SR 20 to Colusa/
Yolo County Line (PM 0.00/7.26)**

Highway Improvement Projects

(Construction Cost in Thousands (1,000); Construction Completion Year)

Planned:

- ◆ None.

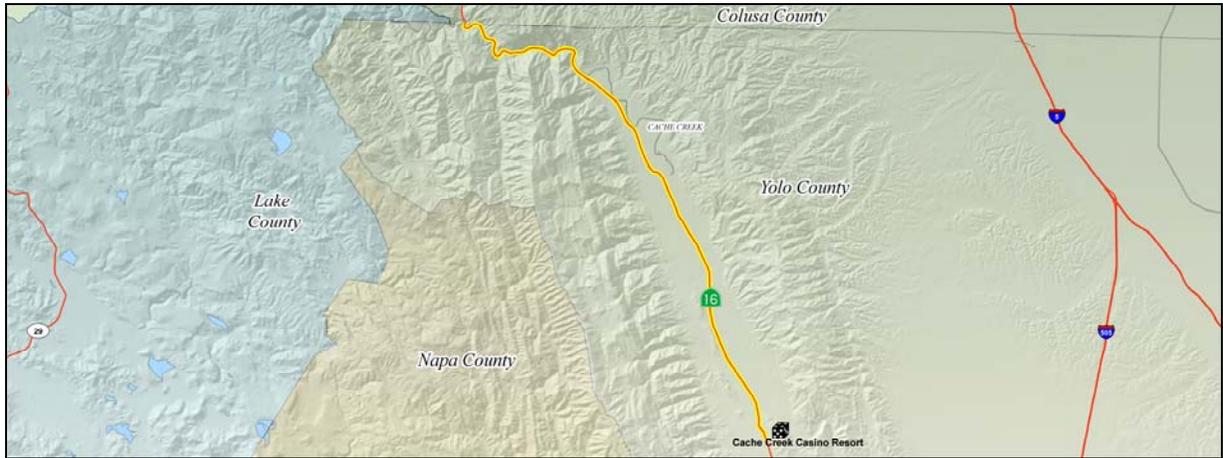
Programmed:

- ◆ None.

Conceptual:

- ◆ None.

SR 16 Segment 2 Summary



Segment 2, Colusa/Yolo County Line to Winners Way (PM 0.00/19.20)

Segment 2 is a two-lane conventional highway from the Colusa/Yolo County line to Winners Way. This segment passes through farmland, open space, and low-density residential housing in the unincorporated towns of Rumsey and Guinda, and follows the bends of Cache Creek. This segment is designated as a local Scenic Highway, and is eligible to become a State Scenic Highway. Segment 2 serves recreational areas such as Cache Creek Regional Park, and the Cache Creek Casino Resort which is at the segment's southern terminus. The southern portion of this segment beginning at the community of Brooks is the location of a proposed Caltrans Safety Improvement Project (SIP) that will upgrade SR 16 to current design standards and improve safety through the corridor. The segment currently operates at LOS D and the 20 year planning horizon LOS is expected to be E. In order to bring this to the District LOS standard of D, passing lanes and turnouts may need to be constructed.

Highway Improvement Projects

(Construction Cost in Thousands (1,000); Construction Completion Year)

Planned:

- ◆ None.

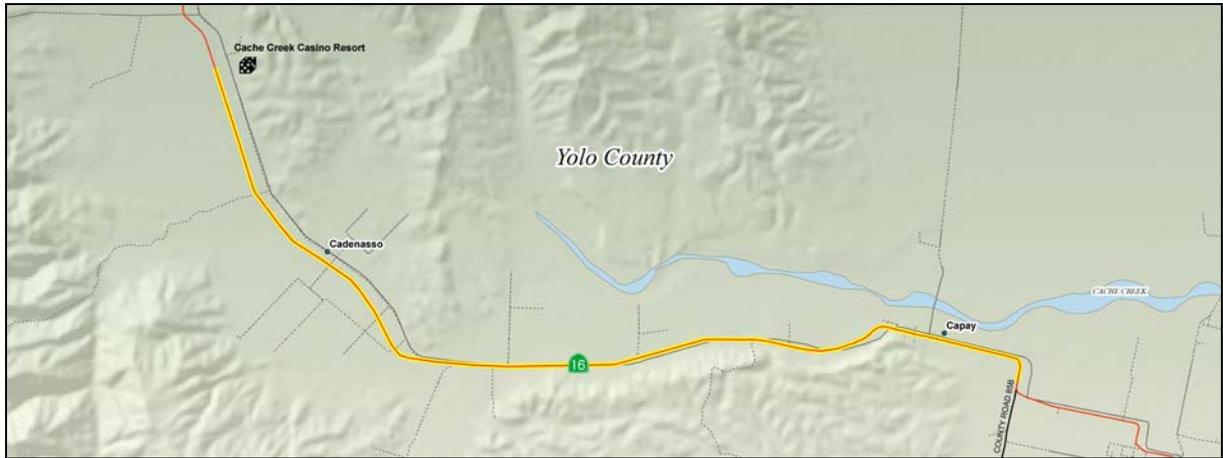
Programmed:

- ◆ Safety Improvement Project (SIP) near Brooks—east of Mossy Creek bridge to west of Interstate 505. PM 18.2/31.5; \$54,475; 2016 (SHOPP-Major).

Conceptual:

- ◆ Install passing lanes and turnouts where needed and are feasible.

SR 16 Segment 3 Summary



Segment 3 - Winners Way to County Road 85B (PM 19.20/26.37)

Segment 3 is a two-lane conventional highway from Winners Way to County Road 85B. Adjacent to this segment are rolling hills, sprawling farmlands, and low-density residential housing. The segment is designated as a local Scenic Highway, and is eligible to become a State Scenic Highway. The unincorporated towns of Brooks and Capay are located along this segment, as well as Cache Creek Casino Resort. The SIP project continues through this segment excluding the portion that goes through the community of Capay. The SIP will upgrade SR 16 to current design standards and improve safety through the corridor. In Capay, Phase 1 of a Caltrans Traffic Calming Project was completed in December 2011, and included several traffic calming measures such as textured shoulders, restriping, improved signage, and architectural, landscaping, and lighting improvements. This segment currently operates at LOS E with a 20 year LOS of F. Passing lanes and turnouts may need to be constructed in order to bring this segment to LOS D in the 20 year planning horizon.

Highway Improvement Projects

(Construction Cost in Thousands (1,000); Construction Completion Year)

Planned:

- ◆ None.

Programmed:

- ◆ Safety Improvement Project (SIP) near Brooks—east of Mossy Creek bridge to west of Interstate 505. PM 18.2/31.5; \$54,475; 2016 (SHOPP-Major).

Conceptual:

- ◆ Install passing lanes and turnouts where needed and are feasible.

SR 16 Segment 4 Summary



Segment 4 - County Road 85B to County Road 21A (PM 26.37/28.27)

Segment 4 is a two-lane conventional highway from County Road 85B to County Road 21A. Land use is primarily agriculture with low-density residential. This segment passes through the unincorporated town of Esparto where SR 16 serves as a main street highway, which is known locally as “Yolo Avenue.” The SIP project continues through the beginning of this segment but stops when SR 16 enters the town of Esparto. The SIP will upgrade SR 16 to current design standards and improve safety through the corridor. As part of a Phase I Traffic Calming Project completed in December 2011, several improvements have been made to this segment including stamped asphalt concrete sidewalks, off street diagonal parking, and Class II bike lanes. Phase II will involve construction of bulb-outs at 6 intersections, traffic signals or roundabouts at the north and south project limits, and curb, gutter, and sidewalk improvements. Projects to improve bike and pedestrian access in downtown Esparto are expected to be completed by 2012. This segment currently operates at LOS E and the 20 year horizon LOS is expected to be E, which will meet District LOS standards.

Highway Improvement Projects

(Construction Cost in Thousands (1,000); Construction Completion Year)

Planned:

- ◆ None.

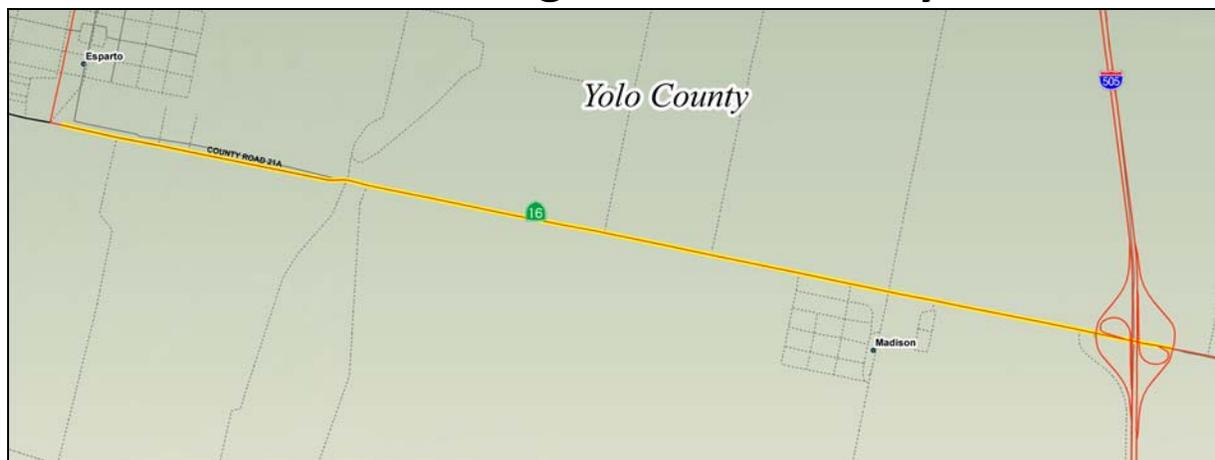
Programmed:

- ◆ Safety Improvement Project (SIP) near Brooks—east of Mossy Creek bridge to west of Interstate 505. PM 18.2/31.5; \$54,475; 2016 (SHOPP-Major).
- ◆ Esparto Main Street Revitalization (Traffic Calming Project Phase II): Adding curb, gutter and sidewalk to adhere to ADA requirements; adding bulb-outs at 6 intersections; adding traffic signals or roundabouts at the North and South project limits; modifying existing drainage systems; adding a new drainage system to help transport storm drainage to Lamb Valley Slough. \$5,000; 2017 (SACOG 2035 MTP).

Conceptual:

- ◆ Implement Complete Streets concepts where needed and are feasible.

SR 16 Segment 5 Summary



Segment 5 - County Road 21A to I-505 Northbound Ramps (PM 28.27/32.36)

Segment 5 is a two-lane conventional highway from County Road 21A to the I-505 northbound off ramp. Land use on this segment is primarily agriculture with residential housing. This segment passes adjacent to the unincorporated town of Madison. The SIP continues through this segment and terminates at the SR 16/I-505 interchange. The SIP will upgrade SR 16 to current design standards and improve safety through the corridor. South of this segment is the adopted Madison Specific Plan, which will introduce up to 1,413 new housing units to the area. The County of Yolo 2030 General Plan proposes to widen this segment to 4 lanes by 2030. This segment currently operates at LOS E and is expected to improve to LOS B with planned improvements over a 20 year planning horizon, which will meet District LOS standards.

Highway Improvement Projects

(Construction Cost in Thousands (1,000); Construction Completion Year)

Planned:

- ◆ Widen to 4 lanes. PM 28.27/32.36; (County of Yolo 2030 Countywide General Plan).

Programmed:

- ◆ Safety Improvement Project (SIP) near Brooks—east of Mossy Creek bridge to west of Interstate 505. PM 18.2/31.5; \$54,475; 2016 (SHOPP-Major).
- ◆ Construct left- turn pocket, widen shoulders, improve alignment from East of Madison to 3 miles east of I-505 at County Road 93. \$2,653; 2013 (SACOG 2035 MTP).

Conceptual:

- ◆ Implement Complete Streets concepts where needed and are feasible.

SR 16 Segment 6 Summary



 **Segment 6 - I-505 Northbound Ramps to West Main Street/
County Road 98 (PM 32.36/40.57)**

Segment 6 is a two-lane conventional highway from the I-505 Northbound off ramp to West Main Street in Woodland. The existing land uses in this segment are primarily agriculture and single family residential housing. Currently this segment operates at LOS E and is expected to maintain LOS E in the 20 year planning horizon, which would meet District LOS standards.

Highway Improvement Projects

(Construction Cost in Thousands (1,000); Construction Completion Year)

Planned:

- ◆ None.

Programmed:

- ◆ Construct left turn pockets, widen shoulders and improve alignment from East of Madison to 3 miles east of I-505 at County Road 93. \$2,653; 2013 (SACOG 2035 MTP).

Conceptual:

- ◆ None.

SR 16 Segment 7 Summary



Segment 7 - West Main Street/County

 Road 98 to Junction I-5 (PM 40.57/43.42)

Segment 7 is a two-lane conventional highway that extends south to north adjacent to the city of Woodland at the intersection of County Road 98 and West Main Street, to the junction of SR 16 and Interstate 5. The segment has both residential and agricultural land uses with some heavy truck traffic due to access to Interstate 5. At the terminus of the segment there is a break in SR 16 and the route resumes with segment 8 in Sacramento County. This segment currently operates at LOS E and is expected to remain at LOS E in the 20 year planning horizon, which would meet District LOS standards.

Highway Improvement Projects

(Construction Cost in Thousands (1,000); Construction Completion Year)

Planned:

- ◆ None.

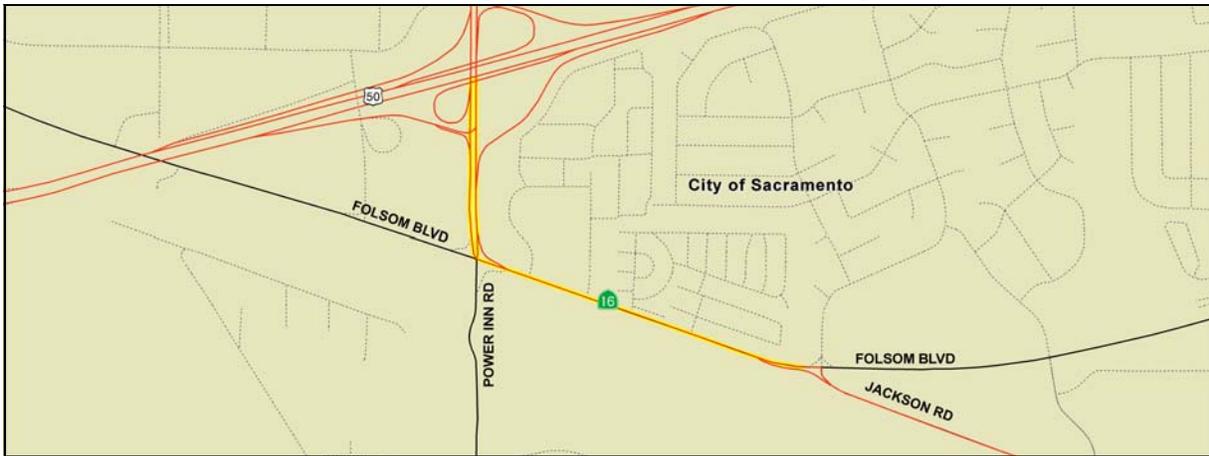
Programmed:

- ◆ None.

Conceptual:

- ◆ Implement Complete Streets concepts where needed and are feasible.

SR 16 Segment 8 Summary



Segment 8 - Junction US 50 to Folsom Boulevard/Jackson Road (PM 1.66/2.50)

After a break in route, SR 16 resumes in Sacramento County at the junction of US-50 and Howe Avenue. Land uses along segment 8 are commercial and industrial. This segment is a six-lane conventional highway from the beginning of the segment to the intersection of Howe Avenue and Folsom Boulevard where it becomes a four-lane conventional highway. This segment currently operates at LOS E and is expected to degrade to LOS F in the 20 year planning horizon. Lane additions would allow this segment to reach an LOS of D, which would meet District LOS standards. This segment is within the study scope of the SR 16 Corridor Study, which outlines what improvements are required to accommodate incoming growth as the segment transitions from an interregional facility to an urban arterial. This segment is also planned for relinquishment, and Caltrans and the City of Sacramento are working to determine when and how the relinquishment will occur.

Highway Improvement Projects

(Construction Cost in Thousands (1,000); Construction Completion Year)

Planned:

- ◆ Road realignment: 4 lane road from Power Inn Rd to South Watt Ave. \$26,628; 2019 (SACOG 2035 MTP).

Programmed:

- ◆ Repair bridge decks and place methacrylate overlay. PM 1.6/24.3; \$708; 2014 (Maintenance).

Conceptual:

- ◆ Lane additions from 4C to 6C between Power Inn/Folsom Blvd and Folsom Blvd/Jackson Rd.
- ◆ Relinquishment.

SR 16 Segment 9 Summary



Segment 9 - Folsom Boulevard/Jackson Road to Watt Avenue (PM 2.50/4.17)

Segment 9 is a two-lane conventional highway from Folsom Boulevard/Jackson Road to Watt Avenue. This segment is adjacent an aggregate mining operation and other industrial uses to the north, and Granite Park to the south. Southwest of the Watt-Jackson intersection is a proposed major subdivision tentatively named "Aspen-1," which will introduce 1,365 dwelling units. As of early 2012, Aspen-1 was under environmental review. The exact number of dwelling units, site layout, and improvements to SR 16 needed to accommodate the associated traffic are still being determined. The 2035 SACOG MTP plans for this segment to be widened to four lanes by 2019. The current LOS is E and the 20 year LOS is expected to improve to LOS C with the planned lane additions, which would meet District LOS standards. This segment is within the study scope of the SR 16 Corridor Study, which outlines what improvements are required to accommodate incoming growth as the segment transitions from an interregional facility to an urban arterial. This segment is also planned for relinquishment, and Caltrans and the City of Sacramento are working to determine when and how the relinquishment will occur.

Highway Improvement Projects

(Construction Cost in Thousands (1,000); Construction Completion Year)

Planned:

- ◆ Road realignment: 4 lane road from Power Inn Rd to South Watt Ave. \$26,628; 2019 (SACOG 2035 MTP).

Programmed:

- ◆ Bonded wearing course overlay. PM 2.5/23.9; \$3,700; 2016 (Maintenance).
- ◆ Repair bridge decks and place methacrylate overlay. PM 1.6/24.3; \$708; 2014 (Maintenance).

Conceptual:

- ◆ Relinquishment.

SR 16 Segment 10 Summary



 **Segment 10 - Watt Avenue to Grant Line Road**
(PM 4.17/12.54)

Segment 10 is a two-lane conventional highway from Watt Avenue to Grant Line Road in Sacramento County. Mather Airport is located north of this segment area, and the City of Rancho Cordova is preparing a Mather Field Master Plan that will develop the former Air Force base into a major western regional air cargo center. South of this segment are the adopted Florin-Vineyard, North Vineyard, and Vineyard Station specific plans, which will introduce up to 20,000 residential units, as well as commercial and industrial uses. There are also several proposed specific plans and subdivisions that are at various stages of development, including the Stoneridge specific plan in Sacramento County, and the Sun creek, Arboretum-Waegell, and Rio-Del-Oro specific plans, all within the City of Rancho Cordova. These proposed specific plans will introduce thousands of new dwelling units at full build out, and will require significant capacity and operational improvements to SR 16. To accommodate this incoming growth, SR 16 will be widened to four lanes by 2025 and six lanes by 2033. The current LOS is E with a 20 year horizon LOS of C with the planned lane additions, which would meet District LOS standards. This segment is within the study scope of the SR 16 Corridor Study, which outlines what improvements are required to accommodate incoming growth as the segment transitions from an interregional facility to an urban arterial. This segment is also planned for relinquishment, and Caltrans, the City of Rancho Cordova, and the County of Sacramento are working to determine when and how the relinquishment will occur.

Highway Improvement Projects

(Construction Cost in Thousands (1,000); Construction Completion Year)

Planned:

- ◆ Widen to four lanes from Watt Avenue to Sunrise Blvd. \$195,332; 2025 (SACOG 2035 MTP).
- ◆ Widen to six lanes from Watt Avenue to Excelsior. \$96,726; 2033 (SACOG 2035 MTP).
- ◆ Widen to four lanes from Sunrise Blvd. to Grant Line Road. \$5,975; 2016 (SACOG 2035 MTP).
- ◆ Construct bridge sections over creek at intersection of Jackson Highway and Sunrise Blvd. \$12,805; 2012 (2035 SACOG MTP).

Programmed:

- ◆ Bonded wearing course overlay. PM 2.5/23.9; \$3,700; 2016 (Maintenance).
- ◆ Repair bridge decks and place methacrylate overlay. PM 1.6/24.3; \$708; 2014 (Maintenance).

Conceptual:

- ◆ Implement Complete Streets concepts where needed and are feasible.
- ◆ Relinquishment.

SR 16 Segment 11 Summary



Segment 11 - Grant Line Road to Latrobe Road (PM 12.54/16.81)

Segment 11 is a two-lane conventional highway in Sacramento County that extends from Grant Line Road to Latrobe Road. The land uses in this segment are primarily agricultural with some areas of low density residential housing. Between SR 16 and US 50 east of Grant Line Rd is the proposed “Cordova Hills” master planned community. This 2,668 acre development is composed of six distinct villages and a university campus, and will introduce commercial and industrial uses, open spaces, habitat preservation, and up to 8,000 new residential units. Improvements required on SR 16 to accommodate this new growth will be determined when the environmental document is released for review. Although the current LOS is E, the expected 20 year horizon LOS is expected to deteriorate to F. Passing lanes and turnouts will need to be constructed in order to bring this segment to concept LOS E. Although there are currently no discussions to relinquish this segment, Segment 11 is planned for relinquishment from Caltrans to local jurisdictions.

Highway Improvement Projects

(Construction Cost in Thousands (1,000); Construction Completion Year)

Planned:

- ◆ None

Programmed:

- ◆ Bonded wearing course overlay. PM 2.5/23.9; \$3,700; 2016 (Maintenance).
- ◆ Repair bridge decks and place methacrylate overlay. PM 1.6/24.3; \$708; 2014 (Maintenance).

Conceptual:

- ◆ Install passing lanes and turnouts where needed and are feasible.
- ◆ Implement Complete Streets concepts where needed and are feasible.
- ◆ Relinquishment.

SR 16 Segment 12 Summary



Segment 12 - Latrobe Road to Murieta Parkway South (PM 16.81/20.55)

Segment 12 is a two-lane conventional highway from Latrobe Road to Murieta Parkway South. SR 16 passes through the town of Rancho Murieta in eastern Sacramento County. There is a proposed subdivision tentatively named “Murrieta Gardens” that will introduce commercial and industrial uses, as well as 95 single family residential units. This segment currently operates at LOS E but has a 20 year LOS of F. Passing lanes and turnouts will need to be constructed in order to bring this segment to a concept LOS of E. Although there are currently no discussions to relinquish this segment, Segment 12 is planned for relinquishment from Caltrans to local jurisdictions.

Highway Improvement Projects

(Construction Cost in Thousands (1,000); Construction Completion Year)

Planned:

- ◆ None

Programmed:

- ◆ Bonded wearing course overlay. PM 2.5/23.9; \$3,700; 2016 (Maintenance).
- ◆ Repair bridge decks and place methacrylate overlay. PM 1.6/24.3; \$708; 2014 (Maintenance).

Conceptual:

- ◆ Install passing lanes and turnouts where needed and are feasible.
- ◆ Implement Complete Streets concepts where needed and are feasible.
- ◆ Relinquishment.

SR 16 Segment 13 Summary



 **Segment 13 - Murieta Parkway (South) to Sacramento/Amador County Line (PM 20.55/23.96)**

Segment 13 of SR 16 is a two-lane conventional highway from Murieta Parkway South to the Sacramento/Amador County line. This segment accommodates residential housing on the eastern side of the community of Rancho Murieta. Further east to the county line is mainly open space with unpopulated agricultural land uses. LOS for this segment is currently D and is expected to remain at D in the 20 year planning period, which meets District LOS standards. Although there are currently no discussions to relinquish this segment, Segment 13 is planned for relinquishment from Caltrans to local jurisdictions.

Highway Improvement Projects

(Construction Cost in Thousands (1,000); Construction Completion Year)

Planned:

- ◆ None

Programmed:

- ◆ Bonded wearing course overlay. PM 2.5/23.9; \$3,700; 2016 (Maintenance).
- ◆ Repair bridge decks and place methacrylate overlay. PM 1.6/24.3; \$708; 2014 (Maintenance).

Conceptual:

- ◆ Install passing lanes and turnouts where needed and are feasible.
- ◆ Relinquishment.



Project Data Glossary



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

- ◆ **AADT** Average Annual Daily Traffic is the average number of vehicles per day in both directions.
- ◆ **LOS** Level of Service (LOS) is a measure of traffic density conditions, with "A" representing the least amount of density and "F" the most congested conditions. The levels A through F are individually described at the bottom of Page 4.
- **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 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 Plans are developed by the Regional Transportation Planning Agency (RTPA) and the Metropolitan Planning Organization (MPO) in accordance with the guidelines adopted by the California Transportation Commission based on Federal and State requirements.
- **RTIP** Regional Transportation Improvement Program is developed by the RTPA and the MPO in accordance with the guidelines adopted by the California Transportation Commission based upon Federal and State laws.

Please contact below 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>