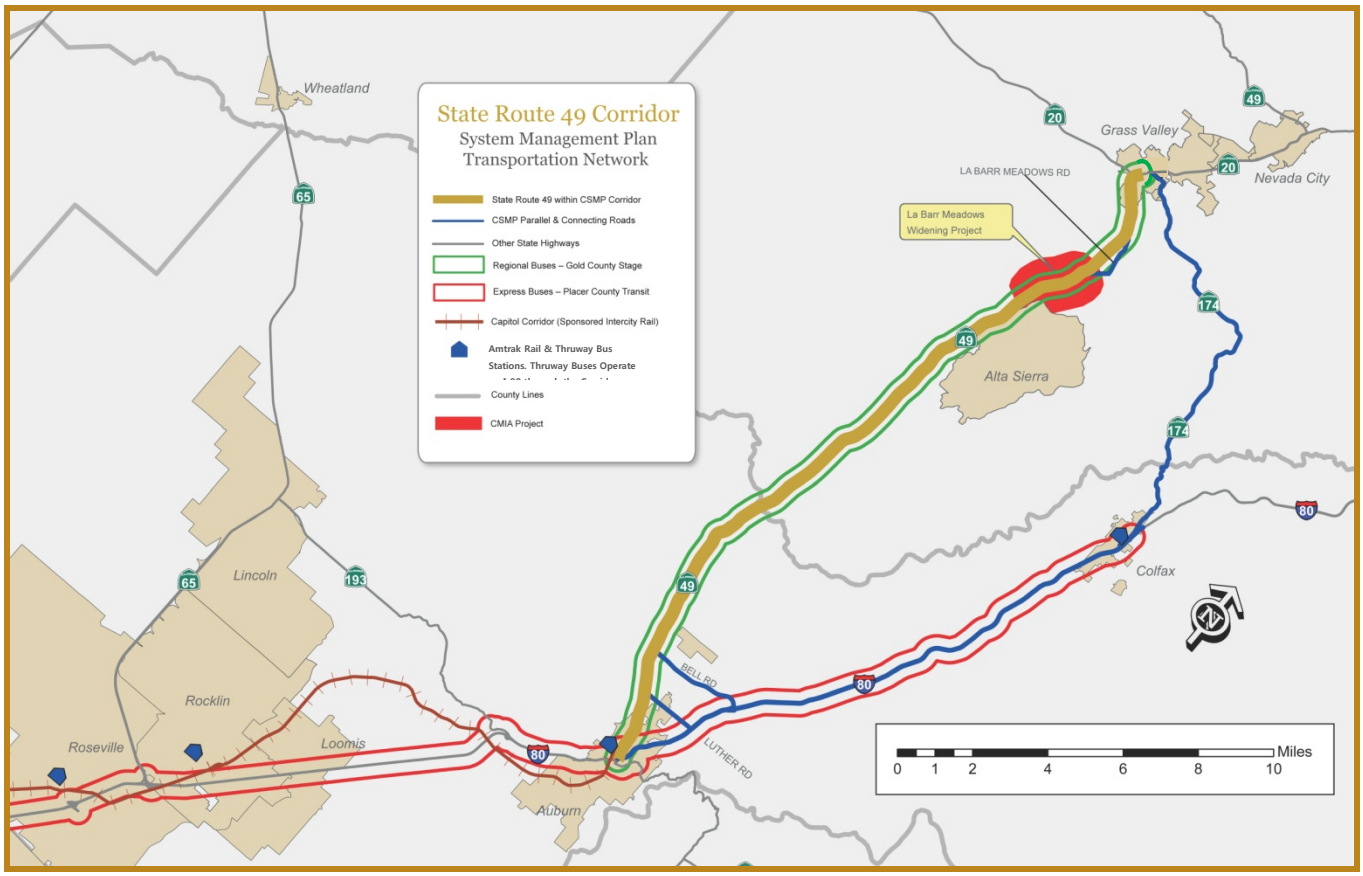
State of the Corridor Report

2012 Report on the State Route 49 Corridor System Management Plan



Overview:

Corridor System Management Plans (CSMPs) are comprehensive operations and management plans intended to maintain and enhance corridor mobility through the integrated management of all travel modes within the corridor. This includes highways and freeways, parallel and connecting local and regional roadways, public transit (bus, bus rapid transit, light rail, intercity rail), and bikeways. Together these facilities comprise the CSMP managed network and are displayed in the map above. CSMPs have been developed to provide one unified concept for managing, operating, and preserving a corridor for all travel modes and across all jurisdictions resulting in the integration of capital improvements, traffic management, and transit management strategies. Each CSMP includes current management strategies, existing travel conditions and mobility challenges, corridor performance management, proposed management strategies, and needed capital improvements. The State Route (SR 49) corridor begins at the intersection of Interstate 80 (I-80)/SR 49 in Placer County and ends at the SR 49/20 junction in Nevada County.

Purpose of the State of the Corridor Report:

The annual State of the Corridor (SOTC) Reports further the momentum started by the completion of the 2009 CSMPs, and the 2010 and 2011 SOTC Reports by monitoring and reporting annual corridor performance and ongoing implementation of CSMP strategies. The first two SOTC Report editions covered fiscal year activity from July 1st through June 30th. **This 2012 SOTC Report covers July 1, 2011 through December 31, 2011.** Future editions of this report will identify corridor performance and implementation of strategies on a calendar year rather than a fiscal year basis. The reason for this change in reporting period is because the availability of the performance data for the previous year is not available until June. The major benefit of this reporting period change will be a SOTC report that contains more accurate and up-to-date reporting of corridor performance and eliminates redundancy.

The 2012 SR 49 SOTC Report includes the following components:

- Status of the Corridor Mobility Improvement Account Projects
- Major Corridor Accomplishments
- Performance Measures: State Highway System, Transit, and Bicycle
- Moving Forward: CSMP Strategies, Traffic Operations Improvement Strategies, and Micro-simulation Modeling

Corridor Mobility Improvement Account Bond Project Status:

CSMPs were developed for corridors associated with the Corridor Mobility Improvement Account (CMIA Program, supported by the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, Proposition 1B). One project on the SR 49 corridor in District 3 was awarded CMIA funds. The status of the project is as follows:

SR-49/La Barr Meadows Road Widening: Following the groundbreaking in May 2011, work commenced on the $29 million La Barr Meadows project to widen a 1.5 mile section of the highway between Little Valley Road and Cornette Way from a two to a four-lane highway. A new traffic signal will be added at La Barr Meadows Road, making it easier and safer for local residents to access the highway. The project was funded with $6.2 million from Proposition 1B funds, $3.1 million from the Regional Improvement Program (RIP) STIP Augmentation, $7.4 million from RIP State Cash, $3.1 million from the Interregional Improvement Program (IIP) STIP Augmentation, $7.4 million from IIP State Cash, and $2 million from the American Recovery Reinvestment Act (ARRA), and is expected to be completed by the end of 2012. Between June and November 2011 nearly 40 percent of the project had been completed which included underground drainage work, roadway excavation, and sound wall construction near the Forest Springs Mobile Home Park. In addition, the contractor successfully placed structural sections and pavement at the intersections and frontage roads as part of Stage 1. Structural work scheduled for Stage 2 had also been completed during this same time period. The project went into winter suspension in December 2011.

The 2009 SR 49 CSMP was a unique "first generation CSMP" because two large major capital projects located between Wolf/ Combie and Lime Kiln Roads in Nevada County were redefined into eight smaller projects based on a phasing plan developed by Caltrans and the Nevada County Transportation Commission (NCTC). The result of the cooperative and comprehensive effort was a prioritized collection of SR 49 corridor projects. Table 1 shows the status of each project.

Table 1: Phased Projects

County	Priority	Location	Project Description	Project Status	Total Cost Estimate (1,000s)	Completion Year
NEV SR 49	**1**	North of Wolf/ Combie Road to South of Wolf Creek Bridge	Extend northbound (NB) passing lane	Project completed July 2010	$1,000	2010
	2	Construct turn lanes, median refuge areas, and frontage roads at various locations including, but not limited to, the following locations:				
		Cerrito Road	Construct NB right turn lane with sight-distance wedge, and re-stripe median as a 2 lane left turn lane to the south of the intersection	Currently not in the Nevada County Regional Transportation Plan (RTP)	TBD	TBD
		Ladybird Drive	Construct southbound (SB) right turn lane and wide NB shoulder	*EA 1F910 (CT SHOPP - Minor A)* Permits and environmental clearance to be obtained by Spring 2012 with design work to be completed in Fall 2012 completing the PA&ED phase.	$150	2013/14
		Carriage Road	Construct NB right turn lane and sight-distance wedge	*EA 1F910 (CT SHOPP - Minor A)* Permits and environmental clearance to be obtained by Spring 2012 with design work to be completed in Fall 2012 completing the PA&ED phase.	$280	2013/14
		Brewer Road	Construct NB right turn lane and median refuge area	*EA 1F880 (CT SHOPP - Minor A)* Design work to be completed by Spring 2014 and ready for construction in Spring 2015.	$230	2015/16
		Travertine Court to Auburn Road	Construct frontage roads and intersection improvements	Included in 2010 Nevada County RTP in the unconstrained project list 2010-2030 as part of the "SR 49 north of Lime Kiln Road to South of Alta Sierra Drive" project - see Priority #6 below	$42,000 (Total Project Cost for Priority #2 & #6)	TBD
		Round Valley Rd to Quail Creek Road				
		Alta Sierra Drive to Pingree Road				
		Wellswood Way to Christian Life Way				
		Smith Road	Construct right turn for SB traffic only	*EA 1F880 (CT SHOPP - Minor A) Design work to be completed by Spring 2014 and ready for construction in Spring 2015*	$230	2015/16
	3	South of Cornette Way to Christian Life Way	Widen to 5 lanes; connect Wellswood to proposed intersection on the northern side near the church	Included in 2010 Nevada County RTP in the unconstrained project list 2010-2030. PA&ED and PS&E are included in the 2012 STIP	$39,000	TBD
	4	Christian Life Way to McKnight Way Over Crossing	Widen to 5 lanes	Included in 2010 Nevada County RTP in the unconstrained project list 2010-2030	$38,000	TBD
	5	South side of Alta Sierra to South of Kenwood Drive	Second SB through lane with median and shoulder widening; leave Pingree as a 3-way intersection, connect Ponderosa to Pingree; connect Lady Jane Road to Little Valley Rd intersection	Included in 2010 Nevada County RTP in the unconstrained project list 2010-2030	$31,500	TBD
	6	North of Lime Kiln Road to South of Alta Sierra Drive	Widen to 5 lanes; connect Auburn further south as 3-way intersection, leave Pekolee as 3-way-intersection; combine Round Valley and Quail Creek intersection	Included in 2010 Nevada County RTP in the unconstrained project list 2010-2030	$42,000 (Total Project Cost for Priority #2 & #6)	TBD
	7	South of Lime Kiln Road to north of Cherry Creek Road	Lengthen 2 SB lanes; eliminate southerly connection and improve northerly connection with Cherry Creek Road	Included in 2010 Nevada County RTP in the unconstrained project list 2010-2030	$13,500	TBD
	8	Cameo Drive to Holcomb/Cherry Creek Road	Complete widening to 5 lanes, eliminate Cameo Drive intersection	Included in 2010 Nevada County RTP in the unconstrained project list 2010-2030	$76,000	TBD

Major Corridor Accomplishments:

SR 49 Priority 1 Operational Improvement Project: In 2010 construction of the SR 49 Northbound (NB) passing lane extension from Wolf /Combie Road to south of the Wolf Creek Bridge was completed. This project was identified in the 2009 SR 49 CSMP Phasing Plan as the priority 1 project to reduce congestion and improve safety.

Grass Valley Tinloy Transit Transfer Center: The Tinloy Street Transit Transfer Center is designed to have a 330 foot transit-vehicle-only transfer bay along the north side of Tinloy Street, with an Americans with Disabilities Act (ADA) compliant sidewalk/passenger waiting area covered by two shelters. Phase 1 began in early 2011 and was expected to be completed in the Fall 2011. Project specifications have been re-worked to allow for greater cost savings and as a result the project schedule is now slightly delayed. The project went into winter suspension in December 2011. Bids for security camera procurement and installation will be released by February 2012. It is anticipated that all phases of the project will be completed by the Fall of 2012.

Performance Measures:

A diverse mixture of transportation modes and roadways such as state highways, major arterial roadways, transit services and bicycle facilities, make up the managed network and combine to provide mobility in the SR 49 corridor. Continuous monitoring of the network through the use of performance measures is an integral part of corridor management and investment decision making by aiding in the identification of immediate, efficient, and effective system operational strategies, and capital improvements.

State Highway System Performance Measures:

Performance measurement data was updated and included in the 2010 and 2011 SOTC Reports. The data is not being updated for the 2012 SOTC Report, since the SR 49 CSMP will be revised next fiscal year and will include updated and refined performance measures.

Transit and Bicycle Performance Measures:

Beginning with the 2011 SOTC Report, it was determined that the implementation of the infrastructure needs for transit and bicycles would be used as the performance measures for each. Although this is an “output” and not an “outcome” measure, it is considered the best indicator of increasing the contribution of each mode to corridor mobility at this preliminary stage of system management and reporting. The 2011 Report established the baseline by listing applicable transit and bicycle system infrastructure needs and each SOTC Report reports on implementation progress.

After reviewing the *2010 Nevada County Regional Transportation Plan* (RTP), the *2011 Placer County Short Range Transit Plan*, the *2007 Placer County Transit Master Plan for South Placer County*, the *Placer County Transportation Planning Agency (PCTPA) 2010-11 Unmet Transit Needs*, and the *2035 Placer County RTP*, and receiving local and regional government and transit agency review, it was determined that there are no transit infrastructure needs along the SR-49 corridor. Consequently, only bicycle projects are included in the needs assessment. The sources used for the bicycle gap analysis are the *2007 Nevada County Bicycle Master Plan*, *2001 the Placer County Regional Bikeway Plan*, and the *SACOG 2011 Regional Bicycle, Pedestrian, and Trails Master Plan*. Table 2 lists the bicycle infrastructure needs projects that connect to or are on the managed system network identified in the original 2009 CSMP.

Table 2: SR 49 Corridor Bicycle System Needs

County	Project Description	Total Cost Estimate (1,000s)	Implementation Status
PLA	On SR 49 from Lincoln Way to the Nevada County line: Construct Class II Bicycle Lanes	$2,520	2035 SACOG MTP/SCS unfunded project to be completed by 2020 (Tier 1)
PLA	On Bell Rd from Bowman to Dry Creek: Upgrade to Class II Bicycle Lane	TBD	Substantially completed from Bowman (1-80) to Richardson Dr.. Richardson to Dry Creek unfunded.
PLA	On Luther Rd, from Bowman to SR-49: Upgrade to Class III Bike Route.	TBD	Unfunded proposed bikeway not included in a RTP. Cl. III improvements may be made as road is overlaid or as frontage improvements are constructed
NEV	On SR 49 from Placer County line to Alta Sierra Dr: Construct Class III Bicycle Route.	TBD	SR 49 Widening project from Placer County line to Wolf Rd./Combie Rd. was completed in 2004. Funded jointly by NCTC and Caltrans using RIP/IIP funding. Project is currently under construction and will be completed next spring. NCTC has released a Request for Proposal for qualified consultants to update the Nevada County Bicycle Master Plan. NCTC will provide this information to Caltrans for incorporation in the SR 49 Corridor System Management Plan.
NEV	On SR 49 from Alta Sierra Dr to the McKnight Way Interchange: Construct Class III Bicycle Route or Class II Bicycle Lane.	TBD	NCTC intends to continue to partner RIP/IIP funding with Caltrans to plan and implement future improvements in the corridor. NCTC has released a Request for Proposal for qualified consultants to update the Nevada County Bicycle Master Plan. NCTC will work with the consultant to identify the sections of SR 49 between Wolf Rd./Combie Rd. to the north of Alta Sierra Drive, as well as the remaining section of SR 49 from the northern project limits to McKnight Way. NCTC will provide this information to Caltrans for incorporation in the SR 49 Corridor System Management Plan.

Moving Forward:

SR 49 CSMP Strategies:

During the development of the 2009 CSMP a number of strategies were identified to assist in the effort to enhance corridor mobility. The following strategies listed in Table 3 are a subset of the original strategies that were implemented from July 1, 2011 through December 31, 2011. The implementation actions do not represent the final enactments of individual strategies but are part of the ongoing long-term implementation progress.

Table 3: SR 49 CSMP Strategies

Strategy	Description	Implementation Status	Implementation Challenges
Maintain and operate the existing corridor multi-modal transportation infrastructure.	Maintain the existing investment for all modes of the transportation system and provide adequate resources for daily operations, including operating subsidies for transit services.	Completed the 2011-12 Nevada and Placer County Transit Unmet Needs.	Funding availability, funding competition within the region.
Fully coordinate the delivery of transportation services and facilities in the corridor, including daily operations and system planning for enhancements.	Interagency operational coordination to maximize the efficiency and effectiveness of all modes operating in the corridor with a focus on the CSMP transportation network defined in this CSMP. Use of an existing group or committee to provide initial oversight for this strategy.	2009 CSMP Priority 1 Project was completed in July of 2010. Continued to coordinate with the SR-49 Stakeholders Committee to identify strategies and priorities.	Diverse interests and competing priorities and limited resources.
Construct planned and programmed corridor capital improvement projects.	Implementation of the capital improvements in the corridor included within the approved Metropolitan/Regional Transportation Plan for all transportation modes within the scope, schedule, and cost specified.	2009 CSMP Priority 1 Project was completed in July of 2010. Significant progress has been made on the La Barr Meadows Widening project and project completion is expected in the Fall 2012.	Funding availability, funding competition within the region.
Continually monitor and analyze the CSMP transportation network to improve system performance.	Monitor transportation performance measures and make system modifications, as appropriate, on a frequent and timely basis.	Developed 2012 Annual State of the Corridor Report.	Staff resources and data availability.
Improve bike-pedestrian access in the CSMP transportation network.	Construct additional bicycle paths/lanes, and related improvements to improve access and connectivity to transit, park and ride lots, and destination points.	Updated the gap analysis for transit and bicycle projects for inclusion into the 2012 SOTC reports. This information remains unchanged for the June 2012 SOTC report.	Funding availability, funding competition within the region.

Traffic Operational System Improvements (TOS) and Intelligent Transportation Systems (ITS) Plans and Studies:

The primary and highest priority method for the SR 49 corridor system management is the development, implementation, and use of system and operational management strategies to facilitate efficient and effective transportation network use. These strategies include TOS projects such as turn lanes and intersections improvements, and ITS projects such as Bluetooth Readers (BTR), Closed Circuit Television Systems (CCTV), Changeable Message Signs (CMS), Extinguishable Message Signs (EMS), Electronic Tag Readers (ETR), Highway Advisory Radio (HAR), Roadside Weather Information Systems (RWIS), and Traffic Monitoring Stations (TMS). Several plans and studies underway are as follows:

District 3 ITS/Operational Improvement Plan: An improvement plan will be prepared that will identify and prioritize new TOS and ITS projects for urban highway corridors within District 3. TOS and ITS improvements utilize very low cost strategies that allow the system to operate at optimal performance without adding significant through-capacity. Currently, there are numerous individual TOS and ITS plans that were prepared by different District 3 Divisions, Caltrans Headquarters, and various local and regional agencies. The purpose of the Plan will be to provide a unified document that can be used by all District Divisions, and local and regional agencies for programming and deployment of projects identified in the Plan.

Project Initiation Documents (PID) Work Program for Corridor Projects: The District's System Planning process identifies a spectrum of projects to address deficiencies on the transportation system. The bridge between the identification of needed system improvements and the actual programming (funding) of these projects is the PID. The PID provides refined information regarding the specific scope, schedule, and cost of the proposed improvement, thereby providing critical information for decision makers and assuring the efficient delivery of capital improvement projects. The selection of PIDs for development and inclusion in the annual 3-Year PID Work Program is based on the prioritization of the project through the System Planning process, a comprehensive dialogue with our local and regional partner agencies, and the likelihood of the project being programmed for at least project development work. Before a project can be programmed to receive funding for project development and construction, a PID must first be prepared. Since completion of the 2009 SR 49 CSMP, several PIDs for projects on Table 1 under Phase 2 above have been completed. PIDs for other high priority projects within Table 1 will be included in future 3-Year PID Work Programs as funding becomes available.

Micro-simulation Modeling:

Future micro-simulation modeling of the SR 49 corridor strategies may be advantageous to help identify the best corridor improvements, but such modeling is dependent on resource availability and the agreement of all agencies including the NCTC, PCTPA, the Cities of Auburn and Grass Valley, the Counties of Nevada and Placer, and Caltrans that there is a need.