

STATE ROUTE 193
TRANSPORTATION CONCEPT
REPORT

Caltrans
District 3



August, 1999



Location Map

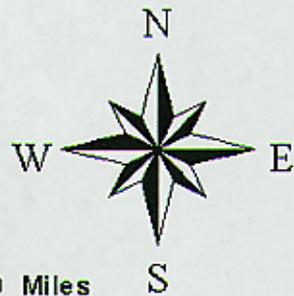
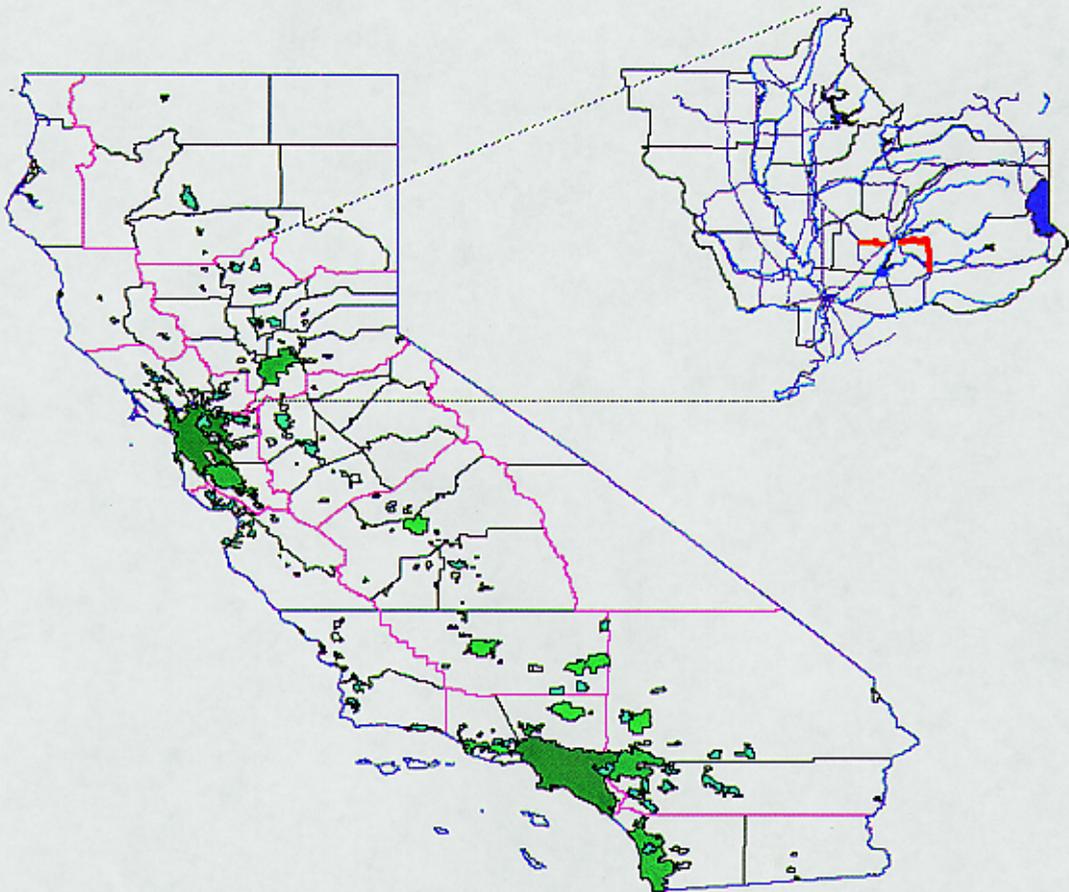


TABLE OF CONTENTS

TRANSPORTATION CONCEPT REPORT SUMMARY	ii
ROUTE CONCEPT RATIONALE.....	ii
INTRODUCTION	iii
SEGMENT FACT SHEETS.....	1
Segment 1.....	1
Segment 2.....	5
Segment 3.....	9
CALIFORNIA NATURAL DIVERSITY DATABASE.....	13
GLOSSARY AND DEFINITION OF TERMS.....	15

FIGURES/TABLES

LOCATION MAP	i
SEGMENT MAP	v
CONCEPT SUMMARY TABLE	i

STATE ROUTE 193 TRANSPORTATION CONCEPT REPORT SUMMARY

STATE ROUTE 193 CONCEPT SUMMARY TABLE

Segment/ County	Post KM	Post Mile	Current Facility	Current LOS	Concept Facility	Concept LOS	Ultimate Transportation Corridor	n o t e s
1/PLA	0.0/4.827	0.0/3.00	U-C/2	D	D-E/4	E	D-E/4	
2/PLA	4.827/16.777	3.00/10.427	U-C/2	E	D-E/2	E	D-E/2	
3/ED	0.0/43.363	0.0/26.950	U-C/2	D	U-C/2	D	U-C/2	

ROUTE CONCEPT RATIONALE

State route (SR) 193 is a connector road running between Placerville on US Highway 50 and the town of Lincoln on State Route 65. The route travels roughly north through the towns of Kelsey, American Flat, and Spanish Flat then turns roughly westward at the town of Georgetown. From Georgetown SR 193 connects to the town of Cool and SR 49. The SR 193 designation is abandoned in favor of SR 49 until it reaches Interstate 80 (I-80) at Auburn and then follows I-80 southwest to the town of Newcastle where the SR 193 designation is re-established. The road then travels west from Newcastle to the town of Lincoln and the connection to SR 65.

The Placerville to Auburn connection is considered secondary in terms of connectivity to SR 49, and serves mainly to link the several small communities to the two larger east-west routes, US 50 and I-80. The link between I-80 and SR 65 is more important both in terms of traffic volume and in terms of connectivity although the road itself is classified as a minor arterial. The route is used as a "short-cut" for some truck traffic that would otherwise be routed through Roseville en route to the Marysville/Yuba City region.

This section in particular is coming under increasing stress as the I-80 corridor experiences increased growth both as a bedroom community and a region of suburban business growth. With its combination of rolling terrain, limited sight lines, at-grade access of residential driveways, and truck traffic, this segment represents need for improvement to local planners.

As residential development continues in and around the Lincoln and Auburn areas, traffic volume and safety concerns must be addressed along the first two segments of the route.

Segmentation:

The first segment is the portion of SR 193 connecting the town of Lincoln with Sierra College Boulevard. This segment will be impacted by the rapid development of adjacent land for low-density residential uses in several large development projects.

The second segment functions as a connector between I-80 and Sierra College Blvd. and the more heavily populated Lincoln area. SR 193 is a two-lane mountainous highway through much of this segment and, as such, is characterized by numerous horizontal and vertical curves. Both segment 2 and 3 show poor levels of service although there is not a large volume of traffic on either segment.

The third segment functions as a connector between Placerville and Auburn and provides access to several small mountain communities such as Georgetown, Cool, and Kelsey. This segment is a typical mountainous road with tight curves and narrow shoulders. As with segment 2, LOS reflects more the highway's physical conditions (winding, mountainous) than traffic volume.

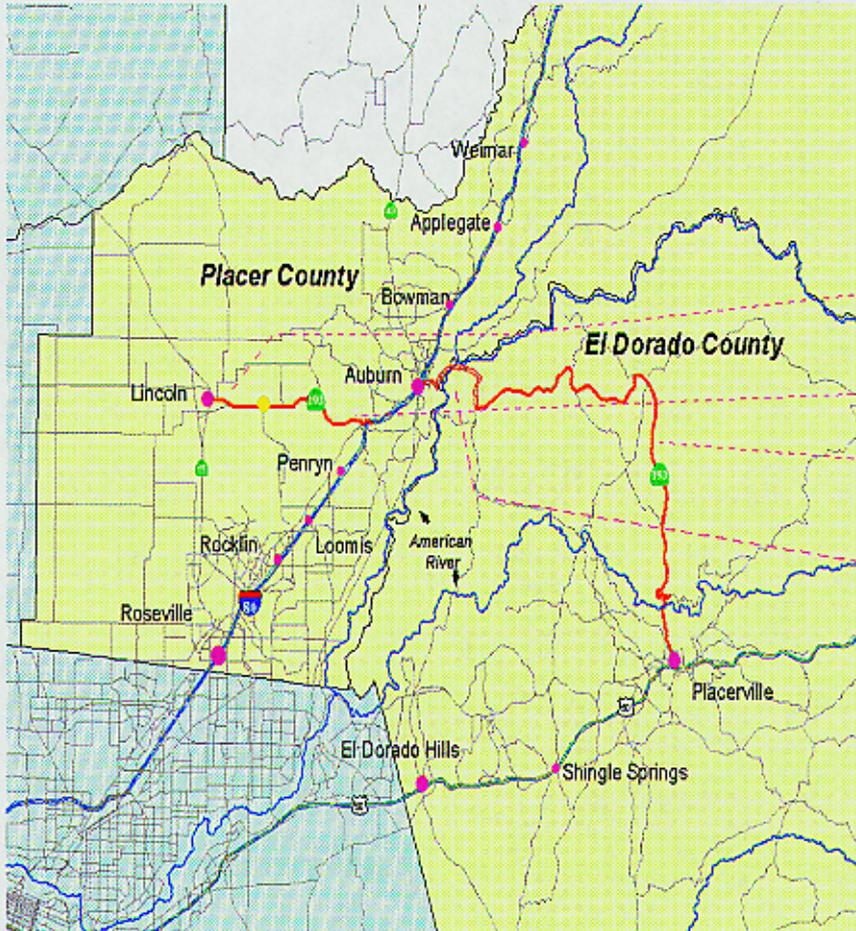
Introduction

Background:

The Transportation Concept Report (TCR) is a Caltrans long-term planning document that evaluates the conditions of a given state transportation corridor, and establishes a twenty year planning concept. In addition to the twenty-year, the TCR also looks at the ultimate transportation concept that examines the corridor needs beyond the twenty-year planning period. Forecasting beyond the twenty-year period is difficult for several reasons such as changes in future land use zoning beyond the scope of the twenty-year general plan build-out and unknown funding constraints. Therefore, any concept identified for the "Ultimate" facility, must be considered somewhat speculative and should be used cautiously.

As part of route concept development, the TCR documents the planning strategies of the long-range plans identified by the Regional Transportation Planning Agencies (RTPA) and Metropolitan Planning Organizations (MPO) within a given state highway route corridor. Since state highway routes often pass through several regional planning agency jurisdictions, the TCR assimilates the regional strategies and consolidates these strategies into one comprehensive and corridor-specific document.

State Route 193



Segment 1

Segment 2

Segment 3

State Route 49 -
segment connection



STATE ROUTE 193		SEGMENT FACT SHEET	
SEGMENT: PLA 1 FROM THE SR 193/65 JUNCTION TO SIERRA COLLEGE BOULEVARD AT POST MILE (PM) 3.00		Ahead PM: 0.000 Back PM: 3.000 Miles: 3.000	
PKm Ahead: 0.000 PKm Back: 4.827 Kilometers: 4.827	Transportation Concept Improvements In the near term, construct facility to 40' standards for the entire 2-lane conventional segment. Investigate Class III Bicycle Route status where standards are met. Expand to 4-lane conventional highway from East Avenue at approximately PM 0.47 to the planned Ferrari Ranch Road at approximately PM 0.57. Expand and upgrade to 4-lane expressway or conventional from the planned Ferrari Ranch Road at approximately PM 0.57 to Sierra College Boulevard at PM 3.00.		
Present Facility: 2-lane conventional highway Concept Facility: 4 Lane conventional highway and expressway Ultimate Facility: 4-Lane conventional highway and expressway	Levels of Service Present LOS: D 20-Year LOS No Build: E 20-Year Concept LOS (Improved): E		
General Plan LOS Standards 1994 Placer County RTP and CMP 1994 Placer County General Plan	General Plan LOS E C	Functional Classification: Minor Arterial NHS 0 Scenic 0 Life Line 0	0= Non NHS, 1= Interstate, 2= High Priority Route, 3 & 4 STRAH- NET, 5= Other NHS, 6= High Priority & STRAHNET, 7= NHS Connector 0=Non Scenic, 1 =Officially Designated, 2= Eligible 0=Non Life Line, 1=Life Line Route
		Freeway/Expressway 0 Nat'l Truck Network 0 IRRS 0	0= Non F&E, 1= F&E, 2= F&E Unconstructed 0=Non NTN, 1 =NTN STAA Trucks, 2= Terminal Access Rte. 0=Non IRRS, 1 =IRRS, 2= IRRS Unconst, 3=Non IRRS, unconst

Description - Rationale - General Comments

This segment is a two-lane conventional highway that connects downtown Lincoln with Sierra College Boulevard and with Interstate 80 via Segment 2. It traverses flat, then rolling terrain. Beginning with the Auburn Ravine Bridge at the eastern edge of downtown Lincoln, the roadway is mostly narrow with no shoulders (project currently under construction). Continuing development of planned retiree-intensive and conventional housing, industrial, and retail land uses will increase the importance of this segment over the next twenty years, as well as the added capacity of the Route 65 Lincoln Bypass and Sierra College Boulevard. Because the Lincoln bypass alignment has not been finalized, the system connection with the planned SR 65 bypass is yet to be determined, but could result in a longer segment or other changes.

Daily truck volumes on this segment of SR 193 are relatively high at 12% of vehicles, using both Placer County segments as a connection to Interstate 80. This truck percentage is expected to remain high on SR 193 to the current Route 65 alignment and the future Ferrari Ranch Road/SR 193 junction. Beyond that point, truck percentages should become diluted by growth in passenger vehicles. This segment is currently operating at Level of Service (LOS) D. Over a twenty-year period, the LOS is expected to drop to E with the Annual Average Daily Traffic (AADT) nearly doubling. In order to maintain the LOS D as specified in the General Plan, and because of the direct impact of local growth within this segment, local fees should be programed for mainline capacity improvements. However, this concept LOS is highly dependent on local land use decisions. If growth continues beyond what is currently identified in the general plan, it will be difficult to maintain this concept through the 20-year period.

Though not adjacent to the segment, scheduled and zoned industrial developments in the Lincoln/Roseville area will combine with existing and new housing to generate high traffic growth on this segment.

The first portion of the facility is a city street, also signed as McBean Park Drive. It is expected to remain 2-lane conventional highway from the junction with the existing alignment of SR 65 in Lincoln (the City of Lincoln expects this intersection to function at LOS F at buildout unless improvements are made) to East Avenue. Truck traffic will continue to be shared with the designated truck route portions of East Avenue and Seventh Street, and bicycle traffic will be routed primarily to planned non motorized routes on parallel streets. LOS F for this segment will not be acceptable by Caltrans, and the city of Lincoln should program impact fees for operational and capacity improvements to the mainline facility so that a LOS of D is maintained.

The next portion, from East Avenue to Ferrari Ranch Road, will require four lanes and sidewalks to adequately address truck traffic, turn lanes, increased passenger traffic from new development, and truck/passenger safety considerations. Caltrans will require special phasing for the connection to SR 193 of Ferrari Ranch Road, which also represents an important mitigation of development impacts by linking SR 193 with SR 65 north of the Lincoln bypass, allowing many through trips to bypass downtown Lincoln.

STATUS OF PROJECTS
 SHOPP project for major rehabilitation, including widening shoulders per Placer County RTP, construction to standard 40-foot section, and AC overlay. Construction is estimated to begin in 1999 and be completed by early 2000.

**Projects Programmed (RTIP/STIP/SHOPP)
Projects Listed in Local Long-Range Planning Documents**

1998 SHOPP (Listed in RTP, MTP)	Widening of shoulders, standard 40-foot section, and AC overlay--PM 0.00 to 3.30.	City of Lincoln Public Facilities Element	Add 1 lane in each direction from Ferrari Ranch Road (PM 0.57) to Sierra College Boulevard (PM 3.0).
City of Lincoln Public Facilities Element	Operational improvements to intersections at East Avenue, the new Ferrari Ranch Road, and Sierra College Boulevard. Signalization as growth occurs and warrants dictate.		

LOCAL PLANNING JURISDICTIONS

**RTPA/
MPO**

RTPA: Placer County Transportation Planning Agency
MPO: SACOG

**Air
Quality
District**

PLACER COUNTY APCD, DeWitt Center
11464 "B" Ave.
Auburn, CA 95603-2603
APCO - Richard Johnson (530) 889-7130

Air Quality

The following information is a brief overview only. For specific environmental information, contact the Caltrans District 3 Environmental Offices.

Air Basin: Sacramento Valley Air Basin

Federal Air Quality Non-Attainment Designations:

C0: ATTAINMENT/
UNCLASSIFIED **OZONE:** SEVERE **PM10:** ATTAINMENT/
UNCLASSIFIED

Land Use

The predominant land use along this segment of the study route is low density residential and rural residential/agricultural. Through the Lincoln urban area there exists a city-owned park on the south side of the route, but otherwise residential uses dominate.

The real growth inducing potential lies in the area roughly bounded on the north by SR 193, the west by SR 65, the south by I-80, and the east by Sierra college Boulevard. Within this parcel of land lies the major developments East Park, Eastridge, East Lake, and Twelve Bridges. These projects represent only the developments within the city of Lincoln's sphere of influence in this rectangle. There are numerous other development projects located in the cities of Roseville, and Rocklin, as well as Placer County that will impact the study route.

Much of the traffic generated by these developments will use State Route 65 as a commute corridor to access the employment regions within the Sacramento Metropolitan region, but significant impacts will be felt on SR 193. Presently, the land to the north of SR 193 remains relatively undeveloped, and is comprised mainly of larger tracts of land interspersed with single family residences. As the presently approved projects within the Roseville / Rocklin / Lincoln quadrant reach completion, there will be increasing pressure to develop further to the north which may severely impact the study route within the concept (20-year) period.

Modal options

LINCOLN TRANSIT offers limited routes and hours of service to a largely non commute customer base, operating on roads including SR 193 and SR 65. Placer County Transit service is limited to 3 buses a day on Segment 1, but there are plans to increase service.

PLACER COUNTY TRANSIT currently has three round trips a day on this segment; buses turn at the intersection with Sierra College Boulevard. Route termini are at PM 0.00 and Sierra Community College.

ROSEVILLE-LINCOLN-MARYSVILLE PASSENGER RAIL has been examined as a modal option for longer commutes. If implemented, SR 193 in Placer could be impacted.

Highway Log Right of Way Information			
Average Median Width: <u>0.00</u> Meters	Average Lane Widths: <u>3.66</u> Meters	Average Shoulder Widths: <u>2.44</u> Meters	No. Lanes: <u>4</u>
General Comments:			

Traffic Analysis and Highway Information					
<u>Year</u>	<u>AADT</u>	<u>Peak Hourly Volumes</u>	<u>V/C Ratio</u>	<u>LOS</u>	Traffic Analysis Comments
1997	6,600	660	0.33	D	10 and 20 year projections are based on existing facilities.
2007	11,200	1,120	0.57	E	
2017	15,800	1,580	0.80	E	
% Traffic Growth/Yr: <u>9.12%</u>		Land Use: <u>Agriculture /</u>		Future 20-Year Land Use: <u>Mixed Residential</u>	
Terrain: <u>Rolling</u>		Peak Period Dir Split: <u>56%</u>		Daily Truck %: <u>12%</u>	
Total Accident Rate vs Statewide Average: <u>78.65%</u>		Peak Period Truck %: <u>8%</u>		Fatalities + Injuries Acc Rate vs Statewide Avg: <u>68.54%</u>	

Future Right of Way Needs

The future right of way needs to include sufficient space for a four-lane expressway within the urbanized Lincoln area including provisions for bicycle and pedestrian paths. Once the final alignment for the SR 65 Bypass is determined, adequate provisions for connection between SR 193 and SR 65 can be designed. ROW for the near-term SHOPP project has been sought on an as-needed basis; Lincoln's Policy is to require dedications of ROW from developers & landowners.

References

Bibliography

Placer County General Plan - (August 1994)
Sacramento Area Council of Governments (SACOG) 1995 Regional Housing, Population & Employment Projections (Feb. 1996)
SACOG Projections - 1995-2020 Housing, Population, Employment
Placer County Transportation Planning Agency (PCTPA) - Regional Transportation Plan (Jan. 1994)
Placer County Transportation Planning Agency (PCTPA) - RTP and Congestion Management Program (Jan. 1994)
SACOG Metropolitan Transportation Plan (MTP) (Aug. 1999)

STATE ROUTE 193 SEGMENT FACT SHEET												
SEGMENT: PLA 2 FROM SIERRA COLLEGE BOULEVARD AT POST MILE (PM) 3.00 TO I-80												
PKm Ahead: 4.827 PKm Back: 16.777 Kilometers: 11.950	Ahead PM: 3.000 Back PM: 10.427 Miles: 7.427											
Present Facility: 2-lane conventional highway. Concept Facility: 2-lane conventional highway and expressway. Ultimate Facility: 2-lane conventional highway and expressway.	<p>Transportation Concept Improvements Encourage consideration of bus service and implement TSM/TDM.</p> <p>Investigate Class III Bicycle Route status extending eastward from Sierra College Boulevard, as standards/constraints allow.</p> <p>When warranted (depending on timing of buildout), install the planned traffic signal at Sierra College Blvd. Provide turn channelization and limit access.</p>											
Levels of Service Present LOS: E 20-Year LOS No Build: E 20-Year Concept LOS (Improved): E												
<table border="1"> <thead> <tr> <th>General Plan LOS Standards</th> <th>General Plan</th> <th>Functional Classification: <u>Minor Arterial</u></th> </tr> </thead> <tbody> <tr> <td>1994 Placer County RTP and CMP</td> <td>LOS E</td> <td> NHS 0 0= Non NHS, 1= Interstate, 2= High Priority Route, 3 & 4 STRAH- NET, 5= Other NHS, 6= High Priority & STRAHNET, 7= NHS Connector </td> </tr> <tr> <td>1994 Placer County General Plan</td> <td>C</td> <td> Scenic 0 0=Non Scenic, 1 =Officially Designated, 2= Eligible </td> </tr> <tr> <td></td> <td></td> <td> Life Line 0 0=Non Life Line, 1=Life Line Route </td> </tr> </tbody> </table>		General Plan LOS Standards	General Plan	Functional Classification: <u>Minor Arterial</u>	1994 Placer County RTP and CMP	LOS E	NHS 0 0= Non NHS, 1= Interstate, 2= High Priority Route, 3 & 4 STRAH- NET, 5= Other NHS, 6= High Priority & STRAHNET, 7= NHS Connector	1994 Placer County General Plan	C	Scenic 0 0=Non Scenic, 1 =Officially Designated, 2= Eligible		
General Plan LOS Standards	General Plan	Functional Classification: <u>Minor Arterial</u>										
1994 Placer County RTP and CMP	LOS E	NHS 0 0= Non NHS, 1= Interstate, 2= High Priority Route, 3 & 4 STRAH- NET, 5= Other NHS, 6= High Priority & STRAHNET, 7= NHS Connector										
1994 Placer County General Plan	C	Scenic 0 0=Non Scenic, 1 =Officially Designated, 2= Eligible										
		Life Line 0 0=Non Life Line, 1=Life Line Route										
	<table border="1"> <tbody> <tr> <td>Freeway/Expressway</td> <td>0</td> <td>0= Non F&E, 1= F&E, 2= F&E Unconstructed</td> </tr> <tr> <td>Nat'l Truck Network</td> <td>0</td> <td>0=Non NTN, 1 =NTN STAA Trucks, 2= Terminal Access Rte.</td> </tr> <tr> <td>IRRS</td> <td>0</td> <td>0=Non IRRS, 1 =IRRS, 2= IRRS Unconst, 3=Non IRRS, unconst</td> </tr> </tbody> </table>	Freeway/Expressway	0	0= Non F&E, 1= F&E, 2= F&E Unconstructed	Nat'l Truck Network	0	0=Non NTN, 1 =NTN STAA Trucks, 2= Terminal Access Rte.	IRRS	0	0=Non IRRS, 1 =IRRS, 2= IRRS Unconst, 3=Non IRRS, unconst		
Freeway/Expressway	0	0= Non F&E, 1= F&E, 2= F&E Unconstructed										
Nat'l Truck Network	0	0=Non NTN, 1 =NTN STAA Trucks, 2= Terminal Access Rte.										
IRRS	0	0=Non IRRS, 1 =IRRS, 2= IRRS Unconst, 3=Non IRRS, unconst										

Description - Rationale - General Comments

This segment is a two-lane conventional highway connecting the City of Lincoln via Segment 1 as well as Sierra College Boulevard with Interstate 80 northeast of Newcastle. It traverses both rolling terrain and mountainous terrain. Beyond Post mile 4.51 the terrain conditions cause very poor sight distances (90% sight restrictions). The roadway is mostly narrow with no shoulders. As with Segment 1, Segment 2 currently has a high percentage of truck traffic, but the mixture of truck traffic does not include many larger trucks, because of the physical characteristics of the road (narrow and winding). Future truck traffic should remain at a fairly constant level, while automobile traffic will increase.

Near-term plans include the project mentioned for Segment 1, which will extend slightly on to Segment 2. That project will accommodate proper channelization of the intersection with Sierra College Boulevard and the impacts of neighborhood commercial encroachment on the south side of the Right of Way (ROW).

**Projects Programmed (RTIP/STIP/SHOPP)
Projects Listed in Local Long-Range Planning Documents**

SHOPP (Listed in Placer County RTP, SACOG	Widening of shoulders, standard 40-foot section, and AC overlay--PM 0.00 to 3.30.	Placer County RTP, SACOG	Widening of shoulders, standard 40-foot section, and AC overlay--Currently listing \$5.0 million for rehabilitation from PM 3.30 to PM 10.4, the project funds would not address rehabilitation needs of the segment.
---	---	-----------------------------------	---

LOCAL PLANNING JURISDICTIONS

**RTPA/
MPO**

RTPA: Placer County
 Transportation Planning Agency
 MPO: SACOG

**Air
Quality
District**

PLACER COUNTY APCD, DeWitt
 Center
 11464 "B" Ave.
 Auburn, CA 95603-2603
 APCO - Richard Johnson (530) 889-7130

Air Quality

The following information is a brief overview only. For specific environmental information, contact the Caltrans District 3 Environmental Offices.

Air Basin: Sacramento Valley Air Basin

Federal Air Quality Non-Attainment Designations:

C0: ATTAINMENT/
UNCLASSIFIED **OZONE:** SEVERE **PM10:** ATTAINMENT/
UNCLASSIFIED

Land Use

The second segment of the route contains predominantly rural residential and agricultural uses. The area adjacent to the route is characterized by large-lot residential and agricultural land use classifications. The exception to this is the development of "The Heritage @ Bickford Ranch". Although the project DEIR indicates that access will be via Sierra College Boulevard, which will increase demand on segment PLA-1, (significant) impacts may occur to segment 2. Service access is planned via Clark Tunnel Road at PM 4.51.

The majority of the traffic generated due to the identified projects should flow generally toward Lincoln and a connection to SR 65, and toward Sierra College Blvd. to provide a connection to I-80.

Modal options

PLACER COUNTY TRANSIT service does not serve Segment 2, but there are plans to initiate service.

HEAVY RAIL For service to Lincoln, please refer to the Modal Options discussion for Segment PLA-1. Commuter rail service in the I-80 corridor to Colfax could be more likely; such service is likely to be accessed in Loomis at a Station on Sierra College Boulevard, affecting demand on both Segment PLA-2 and Segment PLA-1.

PARK-AND-RIDE Caltrans Park and Ride facilities used for this segment are at Sierra College Boulevard (14 paved spaces) and at Ophir Road (37 paved spaces and 8 bike lockers).

Highway Log Right of Way Information			
Average Median Width: <u>0.00</u> Meters	Average Lane Widths: <u>3.35</u> Meters	Average Shoulder Widths: <u>0.61</u> Meters	No. Lanes: <u>2</u>
General Comments:			

Traffic Analysis and Highway Information					
<u>Year</u>	<u>AADT</u>	<u>PeakHourly Volumes</u>	<u>V/C Ratio</u>	<u>LOS</u>	Traffic Analysis Comments
1997	5,000	450	0.37	E	Cumulative figures from the latest documents available were insufficient, so that larger demand figures were generated by Caltrans. Available right of Way widths are estimated from the State Highway Log.
2007	6,700	610	0.49	E	
2017	8,500	750	0.62	E	
% Traffic Growth/Yr: <u>5.45%</u>		Land Use: <u>Rural-residential</u>		Future 20-Year Land Use: <u>Rural-residential</u>	
Terrain: <u>Mountainous</u>		Peak Period Dir Split: <u>55%</u>		Daily Truck %: <u>13%</u>	
Total Accident Rate vs Statewide Average: <u>108.9%</u>		Peak Period Truck %: <u>9%</u>		Fatalities + Injuries Acc Rate vs Statewide Avg: <u>98.7%</u>	

Future Right of Way Needs

No projects are planned, and current right of way will be maintained for the concept period. Should demand dictate realignment, the amount of right-of-way to be considered will depend on the amount of cut and fill that is needed for any future alignment based on the terrain at a specific point. 130 foot right-of-way is considered adequate for flat terrain, while rolling terrain typically requires 170 feet or more.

References

Bibliography

Placer County General Plan - (August 1994)
Sacramento Area Council of Governments (SACOG) 1995 Regional Housing, Population & Employment Projections (Feb. 1996)
SACOG Projections - 1995-2020 Housing, Population, Employment
Placer County Transportation Planning Agency (PCTPA) - Regional Transportation Plan (Jan. 1994)
Placer County Transportation Planning Agency (PCTPA) - RTP and Congestion Management Program (Jan. 1994)
SACOG Metropolitan Transportation Plan (MTP) (Aug. 1999)

STATE ROUTE 193 SEGMENT FACT SHEET																								
SEGMENT: ED 3 FROM THE SR 193/49 NORTH JUNCTION FOLLOWING BREAK IN ROUTE TO THE SR 193/49 SOUTH JUNCTION																								
PKm Ahead: 0.000 PKm Back: 43.363 Kilometers: 43.363	Ahead PM: 0.000 Back PM: 26.950 Miles: 26.950																							
Present Facility: 2-lane conventional highway Concept Facility: 2-lane conventional highway. Ultimate Facility: 2-lane conventional highway.	Transportation Concept Improvements Caltrans should provide normal maintenance and restoration as needed.																							
Levels of Service Present LOS: D 20-Year LOS No Build: E 20-Year Concept LOS (Improved): E																								
<table border="1"> <tr> <td>General Plan LOS Standards</td> <td>General Plan</td> <td>Functional Classification: <u>Minor Arterial</u></td> </tr> <tr> <td>1996 El Dorado County General Plan</td> <td>LOS E</td> <td></td> </tr> <tr> <td>NHS</td> <td>0</td> <td>0= Non NHS, 1= Interstate, 2= High Priority Route, 3 & 4 STRAH- NET, 5= Other NHS, 6= High Priority & STRAHNET, 7= NHS Connector</td> </tr> <tr> <td>Scenic</td> <td>0</td> <td>0=Non Scenic, 1 =Officially Designated, 2= Eligible</td> </tr> <tr> <td>Life Line</td> <td>0</td> <td>0=Non Life Line, 1=Life Line Route</td> </tr> <tr> <td>Freeway/Expressway</td> <td>0</td> <td>0= Non F&E, 1= F&E, 2= F&E Unconstructed</td> </tr> <tr> <td>Nat'l Truck Network</td> <td>0</td> <td>0=Non NTN, 1 =NTN STAA Trucks, 2= Terminal Access Rte.</td> </tr> <tr> <td>IRRS</td> <td>0</td> <td>0=Non IRRS, 1 =IRRS, 2= IRRS Unconst, 3=Non IRRS, unconst</td> </tr> </table>		General Plan LOS Standards	General Plan	Functional Classification: <u>Minor Arterial</u>	1996 El Dorado County General Plan	LOS E		NHS	0	0= Non NHS, 1= Interstate, 2= High Priority Route, 3 & 4 STRAH- NET, 5= Other NHS, 6= High Priority & STRAHNET, 7= NHS Connector	Scenic	0	0=Non Scenic, 1 =Officially Designated, 2= Eligible	Life Line	0	0=Non Life Line, 1=Life Line Route	Freeway/Expressway	0	0= Non F&E, 1= F&E, 2= F&E Unconstructed	Nat'l Truck Network	0	0=Non NTN, 1 =NTN STAA Trucks, 2= Terminal Access Rte.	IRRS	0
General Plan LOS Standards	General Plan	Functional Classification: <u>Minor Arterial</u>																						
1996 El Dorado County General Plan	LOS E																							
NHS	0	0= Non NHS, 1= Interstate, 2= High Priority Route, 3 & 4 STRAH- NET, 5= Other NHS, 6= High Priority & STRAHNET, 7= NHS Connector																						
Scenic	0	0=Non Scenic, 1 =Officially Designated, 2= Eligible																						
Life Line	0	0=Non Life Line, 1=Life Line Route																						
Freeway/Expressway	0	0= Non F&E, 1= F&E, 2= F&E Unconstructed																						
Nat'l Truck Network	0	0=Non NTN, 1 =NTN STAA Trucks, 2= Terminal Access Rte.																						
IRRS	0	0=Non IRRS, 1 =IRRS, 2= IRRS Unconst, 3=Non IRRS, unconst																						

Description - Rationale - General Comments

This segment is a two-lane conventional highway, interconnecting SR 49 at Cool, the communities of Greenwood, Georgetown, Kelsey, and Chili Bar, various local roads to other communities and recreation/forestry, and SR 49 at Placerville near US 50. It traverses mainly mountainous terrain. The roadway is mostly narrow with no shoulders or 2-foot shoulders, yet higher demand and significant demand growth extend to Georgetown. The portion near the South Fork of the American River to the end of the route contains steep, winding sections which feature particularly poor horizontal sight distances. Logging and agricultural trucks make use of Segment ED-3, but trucks with a kingpin-to-rear-axle (KP-RA) length of greater than 30 feet are advised against using the portion near the South Fork of the American River. Portions with higher demand and mountainous terrain result in a current LOS of D and a concept LOS of E.

As SR 49, rather than SR 193, is the primary route of choice between Placerville and Cool, the segment will continue to have only local importance and will not have the demand growth or LOS importance associated with a connective function. As a result, only subtle improvements to capacity are required to accommodate demand increases.

CALIFORNIA NATURAL DIVERSITIES *DATABASE INFORMATION (CNDDDB)*

The following pages identify, by segment or segments, the special status of habitats and species found within 300 meters of the centerline of the state highway studied in this document.

Please note:

The CNDDDB information does not represent all environmental constraints within a given corridor or segment of roadway. A complete assessment of environmental constraints can only be determined through a detailed Environmental Impact Report or Study

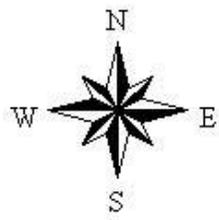
SR 193 NDDDB Occurrences Segments 1&2



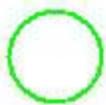
California Linderella



Western Pond Turtle



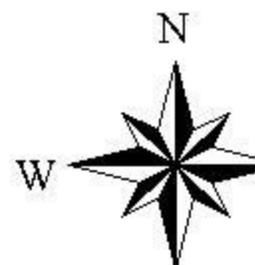
SR 193 NDDDB Occurrences Segment 3



Nissenan Manzanita



Layne's Ragwort



GLOSSARY OF ABBREVIATION & TERMS

AADT: (Average Annual Daily Traffic) denotes that the daily traffic is averaged over one calendar year.

ADT: (Average Daily Traffic) is the average number of vehicles passing a specified point during a 24-hour period.

AIR QUALITY NON-ATTAINMENT: identifies non-attainment status for CO, Ozone and PM10 within the subject air basin.

AQMD: (Air Quality Management District) is a regional agency, which adopts and enforces regulations to achieve and maintain state and federal air quality standards.

BCAG: (Butte County Association of Government) is the designated Regional Transportation Planning Agency that prepares, adopts and submits a Regional Transportation Program to the California Transportation Commission.

BPM: (Beginning Post Mile) the starting point of each segment as defined by the highway post mile markers. (See EPM)

CAPACITY ENHANCEMENTS: are new facilities projects and operational improvements, which add through lanes.

CBD: (Central Business District) is the downtown core area of a city, generally an area of high land valuation, traffic flow, and concentration of retail business offices, theaters, hotels, and service businesses.

CEQA: (California Environmental Quality Act) is a statute that requires all jurisdictions in the State of California to evaluate the extent of environmental degradation posed by proposed development or project.

A 1970 law, which requires those state agencies, regulate planning and development activity, with major consideration for environmental protection.

The basic purposes of CEQA are to:

- a. Inform governmental decision-makers and the public about the potential significant environmental effects of a proposed planning or development activity,
- b. Identify ways environmental damage can be avoided or significantly reduced (mitigation),
- c. Prevent significant, avoidable environmental damage by requiring changes in projects through the use of alternative measures when

- those measures are feasible, and,
- d. (Overriding consideration) Disclose to the public the reasons why a governmental agency approved a project in the manner the agency chose if significant environmental effects are involved.

CEQA REVIEW: is the review of environmental and other documents pursuant to CEQA Statutes & Guidelines.

CIP: (Capital Improvement Program) is a seven year program of projects to maintain or improve the traffic level of service and transit performance standards developed and to mitigate regional transportation impacts identified by the CMP Land Use Analysis Program, which conforms to transportation related vehicle emissions air quality mitigation measures.

CMA: (Congestion Management Agency) is the agency responsible for developing the Congestion Management Program and coordinating and monitoring its implementation.

CMS: (Congestion Management System) is required by ISTEA to be implemented by states to improve transportation planning.

CMP: (Congestion Management Program) is an integrated approach to programming transportation improvements. This approach requires detailed consideration of the complex relationships among transportation, land use and air quality.

CO: (Carbon Monoxide) is an odorless, poisonous, flammable gas that is produced when carbon burns with insufficient oxygen.

COG: (Council of Governments) is a voluntary consortium of local government representatives, from contiguous communities, meeting on a regular basis, and formed to cooperate on common planning and solve common development problems of their area. COGs can function as the RTPAs and MPOs in urbanized areas.

CONCEPT: is a strategy for future improvements that will reduce congestion or maintain the existing level of service on a specific route.

CONCEPT FACILITY: is a highway facility type and characteristics considered viable with or without improvement within the 20 year planning period given financial, environmental, planning and engineering factors.

CONCEPT LOS: is the highest and best level of service that can be attained by the end of the 20 year planning period based on the Concept Facility. The urban standard is "E" and the rural standard is "D".

CONGESTION: is defined by Caltrans as, reduced speeds of less than 35 mile per hour for longer than 15 minutes.

CTC: (California Transportation Commission) is a body established by Assembly Bill 402 (AB 402) and appointed by the Governor to advise and assist the Secretary of the Business, Transportation and Housing Agency and the Legislature in formulating and evaluating state policies and plans for transportation.

D/C: (Demand Capacity Ratio) is the relationship between the demand for vehicle trips on a facility, versus the number of vehicle trips that can be accommodated on that facility.

DSMP: (District System Management Plan) is a part of the system planning process. A district's long range plan for management of transportation systems in its jurisdiction.

EPM: (Ending Postmile) the ending point of each segment as defined by the highway post mile markers. (See BPM)

FREEWAY CAPACITY: is the maximum sustained 15 minute rate of flow that can be accommodated by a uniform freeway segment under prevailing traffic and roadway conditions in a specified direction.

FTIP: (Federal Transportation Improvement Program) also referred to as the TIP. This is a short-range action plan to the long range RTP. It identifies specifically what projects will be funded within the next 3 – 7 years.

FUNCTIONAL CLASSIFICATION: Guided by federal legislation, refers to a process by which streets and highways are grouped into classes or systems, according to the character of the service that is provided, i.e., Principal Arterials, Minor Arterial Roads, Collector Roads, Local Roads.

HCM: (Highway Capacity Manual) revised in 1994 by the Transportation Research Board of the National Research Council, the HCM presents various methodologies for analyzing the operation (see Level of Service) of transportation systems as freeways, arterial, transit, and pedestrian facilities.

HSR: (High Speed Rail) are trains that operate at 125 MPH or above.

HOT: (High Occupancy Toll) are new HOV lanes that allow single occupant vehicles access for a fee.

HOV: (High Occupancy Vehicle) are a lane of freeway reserved for the use of vehicles with more than a preset number of occupants; such vehicles often include buses, taxis and carpools.

IRRS: (Interregional Road System) is a series of Interregional state highway routes, outside the urbanized areas, that provide access to, and links between, the state's economic centers, major recreational areas, and urban and rural regions.

ISTEA: (Intermodal Surface Transportation Efficiency Act) Federal legislation and funding Program adopted in 1991. It provides increased funding and program flexibility for multimodal transportation programs. Update: ISTEA expired on September 30, 1997. In December 1997, Congress passed and the President signed a six-month extension of the law, holding funding to current levels and keeping program structure and formulas intact. This extension expired on March 31, 1998, with an obligation deadline of May 1, 1998. On June 9, 1998, the President signed into law PL 105 178, the Transportation Equity Act for the 21st Century (TEA 21) authorizing highway, highway safety, transit and other surface transportation programs for the next 6 years. TEA 21 builds on the initiatives established in the 1991 ISTEA.

LOCAL AND REGIONAL LOS STANDARDS: identifies the level of service standards set by local and regional jurisdictions in general plans and congestion management programs.

LOS: (Level of Service) is a qualitative measure describing operational conditions within a traffic stream; generally described in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety. LOS A represents free flow, LOS F represents gridlock.

Model, Mode Choice: is a model used to forecast the proportion of total person trips on each of the available transportation modes.

MPO: (Metropolitan Planning Organization) according to U.S. Code, the organization designated by the governor and local elected officials as responsible, together with the state, for the transportation planning in an urbanized area. It serves as the forum for cooperative decision making by principal elected officials of general local government.

MTA: Metropolitan Transportation Authority (Metro Bus Lines) is a network of subways, busses, and railroads providing alternate transportation services to travelers.

NTN: (National Truck Network)

MTP: (Metropolitan Transportation Plan)

MULTI MODAL: Pertaining to more than one mode of travel.

NATURAL DIVERSITY INFORMATION: identifies special status of habitats and species found within 300 meters of centerline of the existing highway facility.

NHS: (National Highway System) consist of 155,00 miles (plus or minus 15 percent) of the major roads in the U.S. Included will be all Interstate routes, a large percentage of urban and rural principal arterials, the defense strategic highway network, and strategic highway connectors.

OZONE: (O_3) is a form of oxygen with a peculiar odor suggesting that of weak chlorine, produced when an electrical spark is passed through air or oxygen.

Peak: (Peak Period, Rush Hours): is defined as follows:

- The period during which the maximum amount of travel occurs. It may be specified as the morning (a.m.) or afternoon or evening (p.m.) peak.
- The period during which the demand for transportation service is the heaviest. (AM Peak period represents 6:30 a.m. to 8:30 a.m. and PM Peak period represents 3:00 p.m. to 6:00 p.m.)

PM: (Post Mile) is the mileage measured in statute miles from a county line or the beginning of a route to another county line or the ending of the route. Each post mile along a route in a county is a unique location on the State Highway System.

PM10: is particulate matter with a diameter of 10 microns or less.

PM2.5: is particulate matter with a diameter of 2.5 microns or less.

PKm: (Post Kilometer) is the mileage measured in kilometers from a county line or the beginning of a route to another county line or the ending of the route. Each post mile along a route in a county is a unique location on the State Highway System.

PSR: (Project Study Report) is the pre-programming document required before a project may be included in the STIP.

RIP: Regional Implementation Plan

RTIP: (Regional Transportation Improvement Program) is a list of proposed transportation projects submitted to the CTC by the regional transportation planning agency, as a request for state funding through the FCR and Urban and Commuter Rail Programs. The individual projects are first proposed by local jurisdictions (CMAs in urbanized counties), then evaluated and prioritized by the RTPA for submission to the CTC. The RTIP has a seven-year planning horizon, and is updated every two years.

RTP: (Regional Transportation Plan) is a comprehensive 20 year plan for the region,

updated every two years by the regional transportation planning agency. The RTP includes goals, objectives, and policies, and recommends specific transportation improvements.

RTPA: (Regional Transportation Planning Agency) is the agency responsible for the preparation of RTPs and RTIPs and designated by the State Business Transportation and Housing Agency to allocate transit funds. RTPAs can be local transportation commissions, COGs, MPOs or statutorily created agencies.

RURAL: Used to describe areas lying outside the U. S. Census urban area boundary, less than 2,500 population (less than 5,000 population for Federal-Aid highway purposes).

SACOG: (Sacramento Area Council of Governments) is the Regional Planning Agency for the Sacramento Region, and is responsible for the preparation and adoption of a Regional Transportation Improvement Program (RTIP) for Sacramento, Sutter, Yolo and Yuba counties.

SHOPP: (State Highway Operation and Protection Program) is a four-year program limited to projects related to State highway safety and rehabilitation.

SIP: State Implementation Plan

SR: (State Route) are highways within the state, which are distinctively designed to serve intrastate and interstate travel.

SRTD: (Sacramento Regional Transit District)

SRTP: (Short Range Transit Program) is a five year comprehensive plan required by the Federal Transit Administration for all transit operators receiving federal funds. The plans establish the operator's goals, policies, and objectives, analyze current and past performance, and describe short-term operational and capital improvement plans.

STIP: (State Transportation Improvement Program) is a list of transportation projects, proposed in RTIPs and the PSTIP, which are approved for funding by the CTC. The STIP has two main funding components: the RIP and the IIP. Currently, after SB 45 the STIP was changed from a 7 year action plan to an interim 6 year plan. At the year 2000 and thereafter, the STIP will be a 4 year plan with updates every two years

STRAHNET: (Strategic Highway Corridor Network)

TASAS: (Traffic Accident Surveillance and Analysis System) is a system that provides a detailed list and/or summary of accidents that have occurred on highways, ramps or intersections in the State Highway System. Accidents can be selected by

location, highway characteristics, accident data codes and combinations of the above.

TCR: (Transportation Concept Report) is a Route Concept Report (RCR) analyzes a transportation corridor service area, establishes a twenty-year transportation planning concept and identifies modal transportation options and applications needed to achieve the twenty year concepts.

TOT/MVM: (Total Accidents Per Million Vehicle Miles)

TRAFFIC CONDITIONS: are any characteristics of the traffic stream that may affect capacity or operations, including the percentage composition of the traffic stream by vehicle type and driver characteristics (such as the differences between weekday commuters and recreational drivers).

TRAFFIC FORECAST: Is a best estimate of the future conditions, demand and resulting volumes. A forecast also identifies whether or not the subject segment of a route is designated as being part of a system. National Highway System (NHS), Interregional Highway System (IRRS), Freeway/Expressway System, Scenic Highway, National Truck Network, Terminal Access Route for the National Truck Network, Strategic Highway Network (STRAHNET), Highways of Regional Significance.

TSM: (Transportation System Management) is that part of the urban transportation Process undertaken to improve the efficiency of the existing transportation system. The intent is to make better use of the existing transportation system by using short term, low capital transportation improvements that generally cost less and can be implemented more quickly than system development actions.

URBAN: is that area lying inside the U. S. Census urbanized boundary.

UTPS: (Urban Transportation Planning System) is a tool for multimodal transportation planning developed by the Urban Mass Transportation Administration (now the Federal Transit Administration) and the Federal Highway Administration. It is used for both long and short-range Planning, particularly system analysis and covers both computerized and manual planning methods. UTPS consists of computer programs, attendant documentation, user guides and manuals that cover one or more of five analytical categories: highway network analysis, transit network analysis, demand estimation, data capture and manipulation, and sketch planning.

V/C: (Volume/Capacity) is defined, as V/C is a ratio of number of vehicles operating to capacity for a traffic facility.