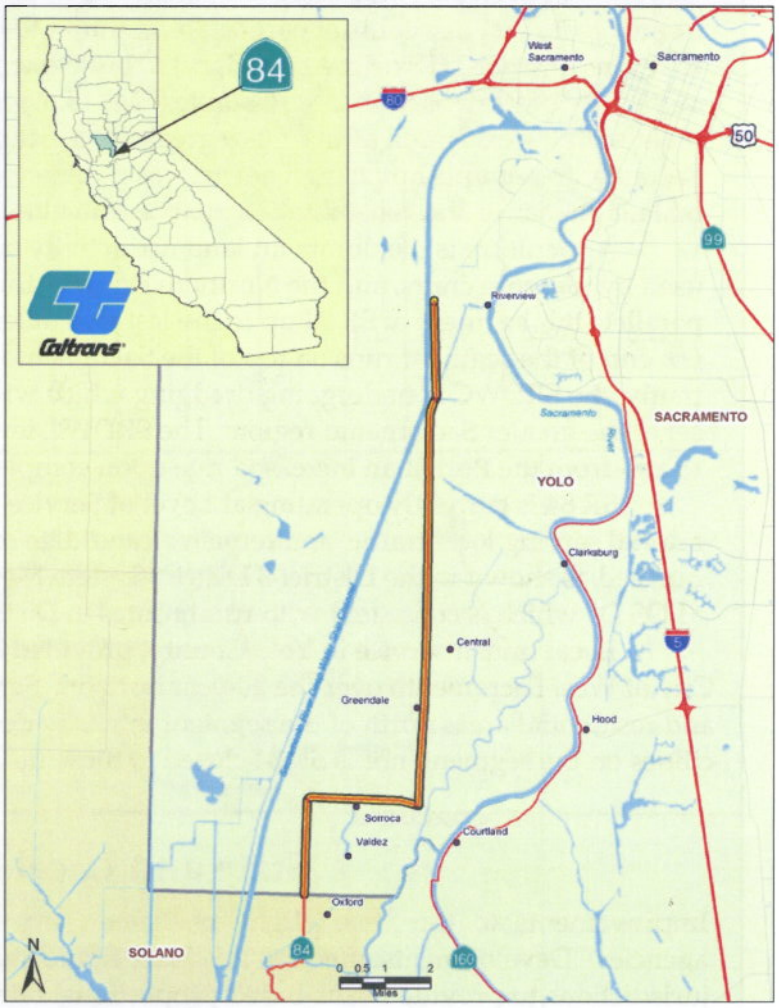
TRANSPORTATION CORRIDOR CONCEPT REPORT
State Route 84



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

Approvals:

for **Jeff Pulverman** **District 3 Deputy Director** **Planning and Local Assistance**	8-23-12 **Date**	**Jody Jones** **District 3 Director**	8/23/12 **Date**

State Route 84 TCCR Summary

The whole of California State Route 84 (SR 84) is separated into two sections with the first west to east section beginning on the California coast just below San Mateo where it starts crossing through the Santa Cruz mountains and the Bay Area ending in Livermore. The second south to north section begins again on State Route 12 in the California Delta region.

In District 3, SR 84, also called Jefferson Blvd., is a one segment, two lane conventional facility located in a rural-agricultural part of Yolo County that begins at the Solano/Yolo County Line (Caltrans District 3/District 4 boundary). The segment extends 16 miles north, near the southern limits of the City of West Sacramento Postmile (PM) 15.69, to Levee Access Road in a straight and level alignment with the exception of two 90-degree curves near the District boundary. In 2004, a State to West Sacramento relinquishment agreement was implemented for SR 84 from PM 15.69 to PM 24.20. Normal maintenance and rehabilitation are prescribed for segment 1 over the 20 year concept period.

Agriculture is the dominant land use activity near SR 84. The Sacramento River is primarily used by pleasure crafts, and the Northern Railway for exclusive rail freight transportation. The River parallels this segment of SR 84 up to the last two miles of the northern end of the segment. The northern end of the segment runs on top of the Sacramento River Deep Water Channel (SRDWC) levee. Currently, the SRDWC is undergoing dredging which will allow larger ships with increased cargo loads to serve the greater Sacramento region. The SRDWC levee is also where trucks will eventually haul cargo to and from the Port at an increased rate upon completion of the dredging project.

SR 84 is currently operating at Level of Service (LOS) B. The segment will continue to be a minor arterial serving local traffic, and remain a candidate on the list of highways segments that can be relinquished as shown in the District 3 District System Management and Development Plan. The concept is "LOS D" which is consistent with rural routes in District 3.

Local transit service in Yolo County, provided by Yolobus, will grow with development in the City of West Sacramento over the 20-year horizon. Service to SR 84/Jefferson Blvd. will grow as the Port, and residential areas north of the segment intensify development. There are no pedestrian or bicycle facilities on the segment, nor is SR 84 closed to these modes. All modes must share this segment of SR 84.

State and Local Responsibility

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

The following page provides further summary of SR 84 in Yolo County, including 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 plan such as an approved Regional Transportation Plan (RTP or MTP) or Capital Improvement Plan. If an RTP/MTP contains the project but does not find that it can be funded within constrained funding limits, the Project may remain Conceptual, requiring advocacy to bring it within financial constraints, regardless of the completion year.

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 4-year State Highway Operations and Protection Plan 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 list within a long-term plan and is not currently programmed.

State Route 84 Segment Data

	Location				Forecasted Level of Service (LOS)[1] and Facility Type						Current Traffic Data - 2010					Future Traffic Data - 2030		
Segment	Description	County	From Post-Mile	To Post-Mile	Current LOS[1]	20-Yr No Build LOS[1,2]	20-Yr Concept LOS[1,3]	Existing Facility[4]	Concept Facility[4,5,6]	Ultimate Facility[4,5,7]	Percentage of Trucks	Peak Directional Split[8]	Peak Hour Traffic	Average Annual Daily Traffic[9]	Volume over Capacity[10]	Peak Hour Traffic (No-Build)	Avg. Annual Daily Traffic (No-Build)[9]	Volume over Capacity[10] (No Build)
1	From Solano/ Yolo County Line to North Levee Access Rd.	YOL	0.00	15.69	B	B	D	2C	2C	2C	7%	63%	170	1600	0.12	247	2320	0.17

Segment 1
(P.M. 0.0/15.69)

2-Lane Conventional Facility

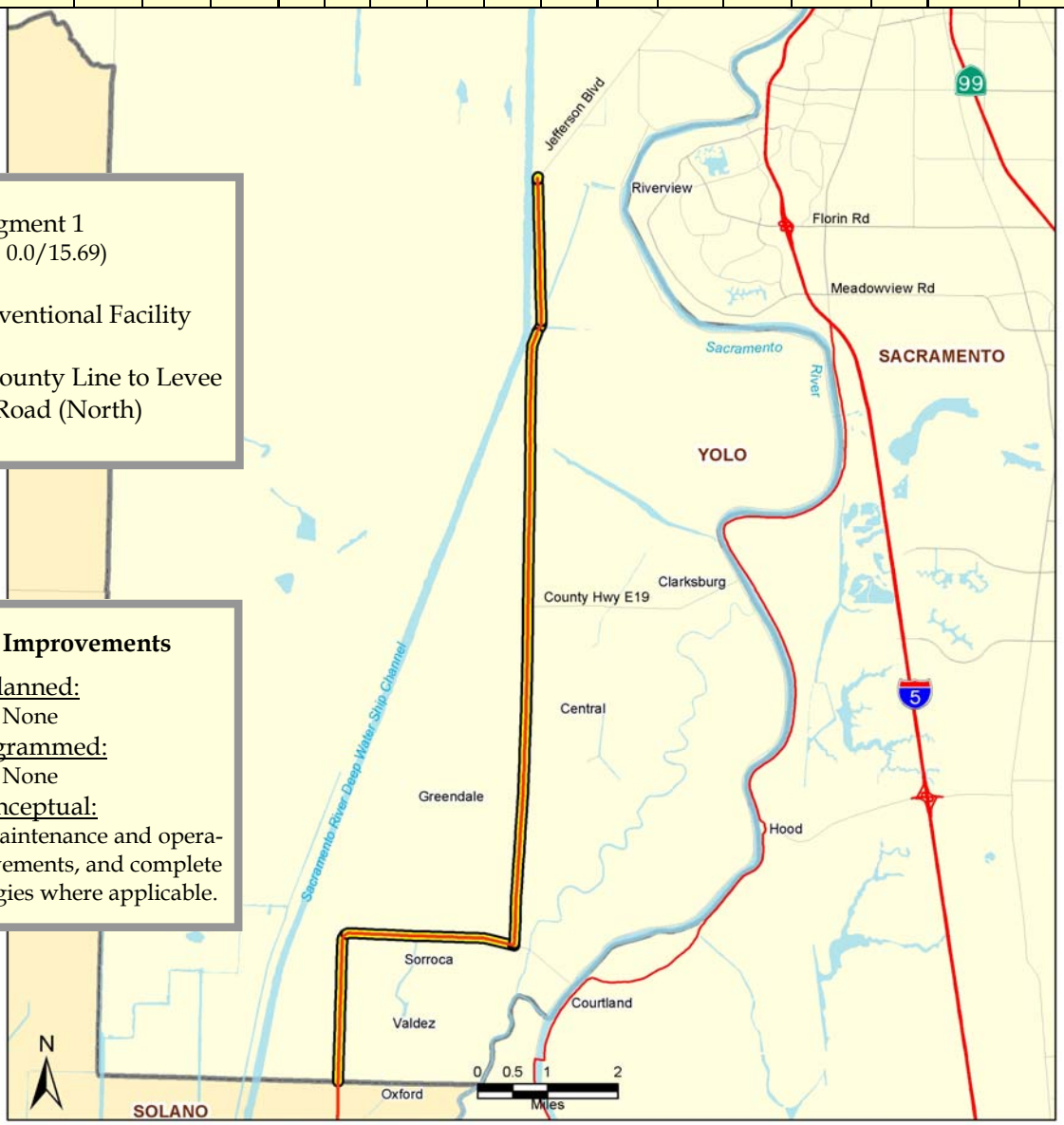
Solano/Yolo County Line to Levee Access Road (North)

Highway Improvements

Planned:
None

Programmed:
None

Conceptual:
Implement maintenance and operational improvements, and complete streets strategies where applicable.



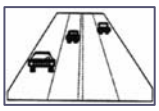
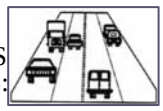
Project Data Glossary

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

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

Notes/Definitions

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

LOS A:  LOS B:  LOS C: LOS D: LOS E: LOS F:

conditions. For the above peak hour LOS, A and B are not needed to provide good conditions.

LOS A – Free Flowing Conditions.
LOS B – Speeds at or near free-flow speed, but presence of other users begins to be noticeable.
LOS C – Speeds at or near free-flow speed, but freedom to maneuver is noticeably restricted.
LOS D – Speeds begin to decline slightly with increasing flow; freedom to maneuver is more restricted.
LOS E – Operating conditions at or near roadway capacity. Even minor disruptions to the traffic stream can cause delay.
LOS F – Breakdown in vehicle flow. Queues form quickly behind point in the roadway where the arrival flow rate temporarily exceeds the departure rate.

2. **20-Year LOS (No Build)**–The LOS that would be expected at 20 years with no improvements.
3. **20-Year Concept LOS-**The minimum acceptable LOS over the next 20 years.
4. **Facility Type Codes-**C = Conventional Highway; E = Expressway; F = Freeway; HOV = High Occupancy Vehicle lanes; Aux = Auxiliary lanes.
5. **Operational Improvements** are included in future facilities for all segments. Examples of operational improvements include Traffic Operations Systems improvements and Auxiliary Lanes.
6. **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.
7. **Ultimate Facility**-The future roadway with improvements needed beyond a 20 year timeframe.
8. **Peak Directional Split-**The percentage of total traffic in the heaviest traveled direction during the peak hour.
9. **Average Annual Daily Traffic (AADT)-**The average number of vehicles per day in both directions.
10. **Volume over Capacity (V/C)-**The volume of traffic compared to the capacity of the roadway.

Please contact us for questions and concerns about this TCCR:
Caltrans District 3 Office of Transportation Planning 703 B Street, Marysville, CA 95901 Telephone: (530) 741-5452
http://www.dot.ca.gov/dist3/departments/planning/systemplanning.html