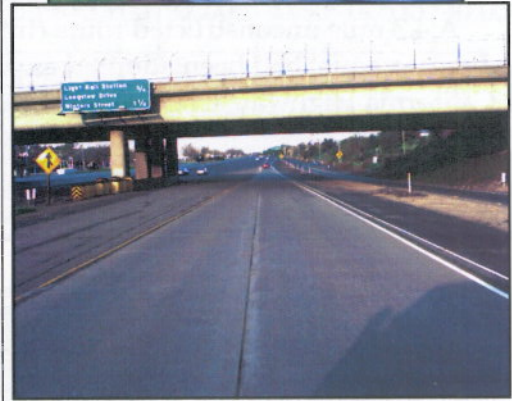
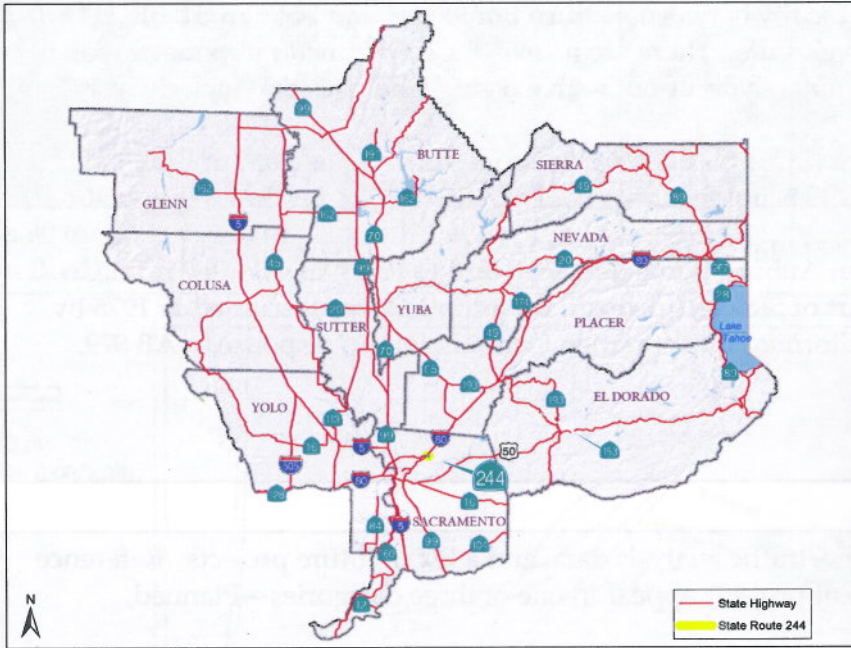


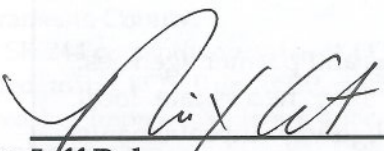


TRANSPORTATION CORRIDOR CONCEPT REPORT STATE ROUTE 244




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 244 TCCR Summary

State Route (SR) 244 is a 1.8 mile west-to-east connector ramp located in Sacramento County between Auburn Boulevard and Interstate 80 (I-80) and SR 51 (Business Loop I-80).

There is a pedestrian crosswalk at the intersection with Auburn Boulevard, but bicyclists and pedestrians are prohibited from using the facility between Auburn Boulevard and I-80/SR 51. SR 244 does not serve as a major interregional travel route. There are no existing or planned ramp meters for this route. The surrounding area is predominately built-out with existing land uses that include residential, commercial, and industrial.

The 20-year Concept Level of Service (LOS) for SR 244 in District 3 is listed as not-applicable (N/A) in the *State Route 244 Data* table, since LOS is not forecasted to be below LOS B for the facility in the 20-year planning horizon.

A 4.3 mile unconstructed route (from Auburn Boulevard eastward to Fair Oaks Boulevard near San Juan Avenue) had been adopted as part of SR 244; however, the adoption was rescinded in 1975 by the California Highway Commission (California Transportation Commission) in response to AB 879.

This summary of SR 244 provides an 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 SHOPP 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.

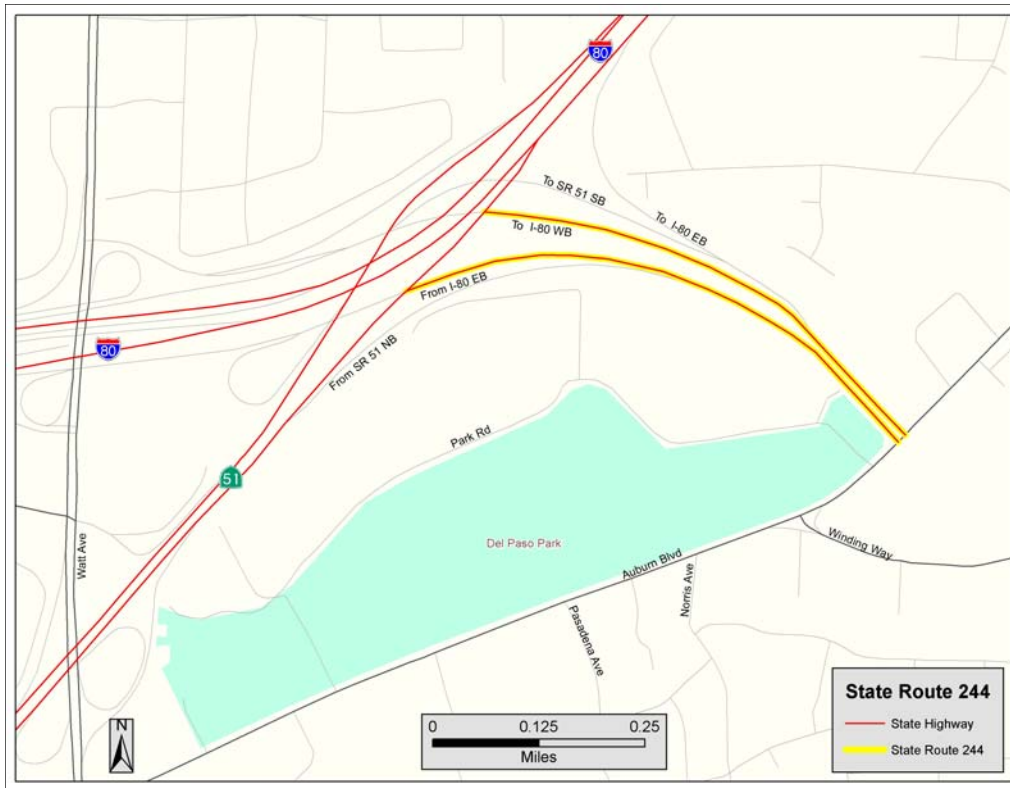
State and Local Responsibility

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.

State Route 244 Data

Location				Forecasted Level of Service ¹ (LOS) and Facility Type						Current Traffic Data 2010					Future Traffic Data – 2030		
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 Splits ⁸	Peak Hour Traffic	Average Annual Daily Traffic ⁹	Volume over Capacity ^{10,11}	Peak Hour Traffic	Average Annual Daily Traffic ⁹	Volume Over Capacity ^{10,11}


 SR 244
 (P.M. 0.00/1.80)



Summary

SR 244 is a 4 to 6-lane freeway that begins at I-80 near Watt Avenue and extends to Auburn Boulevard in Sacramento County.

SR 244 currently operates at LOS A. The LOS is expected to be LOS B by 2030, and no major capacity-increasing improvements are anticipated in the 20-year planning horizon.

Surrounding land uses include residential, commercial, and industrial.

Highway Improvement Projects

With Year of Funding or Completion

Planned:

- ◆ None

Programmed:

- ◆ Place open-grade asphalt concrete (OGAC) SHOPP – Collision Reduction (SACOG MTIP, 2020)

Conceptual:

- ◆ Maintenance and operational improvements
- ◆ Extend Light Rail from the freeway at Watt/I-80 into the Auburn Blvd. Corridor.

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



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.

11. **Volume over Capacity does not determine LOS** for two- or three- lane facilities, or segments with intersection delay; Highway Capacity Software (HCS+) is used to determine LOS for these facilities.

Please contact below for questions and concerns about this TCCR:

Caltrans District 3, Office of Transportation Planning

703 B Street, Marysville, CA, 95901

Telephone: (530) 741-5452

Or visit the TCCR website at: <http://www.dot.ca.gov/dist3/departments/planning/systemplanning.html>