

# CHAPTER 8: HIGHWAYS, STREETS, AND INTER-REGIONAL ROADWAYS

---

---

## GOAL 3: HIGHWAYS, STREETS, AND REGIONAL/INTER-REGIONAL ROADWAYS

**Optimize the existing local, interregional, and regionally significant roadway system to support improved maintenance, increased throughput, improved safety, and multi-modal mobility.**

El Dorado County's transportation system is primarily focused around the roadway network. Most in-county travel is by automobile because low-density rural and suburban development patterns and topography have limited the viability of facilities or services related to transit, bicycles, and pedestrians. However, well planned and coordinated improvements to the entire transportation network, including roadways, can create a more comprehensive transportation system in both rural and more urban areas of the county.

El Dorado County continues to remain a commuter-oriented county, with 76.7 percent of the workforce driving alone to work based on the 2018 five-year American Community Survey. Another 8.5 percent carpooled to work. The average daily commute time in El Dorado County was approximately 29.3 minutes in 2018, and more than half of the commuters left their home between 6 AM and 8:30 AM. Most peak-period congestion along US 50 near the county line is associated with daily commute traffic, due largely to the fact that approximately 65 percent of El Dorado County residents commute west out of the County daily.

Although automobile travel is the primary function of the roadway network, it also serves a variety of other users including freight, transit, and active modes. In order for a roadway network to be effective it must be integrated with all modes for all users, including the significant aging population within El Dorado County, and users who are more dependent on active modes and public transit.

Commuting, commerce, recreation, and freight are responsible for most of the travel demand on the regional roadway network. The Lake Tahoe Basin is a popular recreation attraction, as is the Eldorado National Forest and the vast agritourism and winery destinations throughout the foothills of El Dorado County. Other attractions include the South Fork of the American River, Marshall Gold Discovery State Historic Park, Folsom Lake, Jenkinson Reservoir, and historic City of Placerville. Visitors come primarily from population centers to the west of El Dorado County, such as Sacramento and the San Francisco Bay Area. Employment for a large portion of the residents of the western portion of the County is in the greater Sacramento area, for which US 50 serves as the main commute route.

A transportation network functions properly when it successfully supports vital social and economic connections between and within regions. This is particularly true when a region's economy is dependent on travel and tourism. Simply stated, if travelers and tourists cannot easily reach a tourism destination, they are much less likely to go the first time or be a repeat visitor. Transportation policies and investments significantly impact the accessibility and the number and type of destinations available to tourists, and the overall health of a region's tourism and associated economy. More succinctly stated, the success of a specific tourism market is largely tied to its supporting transportation infrastructure.

## **REGIONAL ROAD NETWORK EXISTING CONDITIONS**

### **HIGHWAYS**

State highways in El Dorado County include freeways and conventional highways which are operated and maintained by the California Department of Transportation (Caltrans). These highways are an integral part of the County's transportation system, serving inter-county and inter-regional traffic. Interstate and US numbered routes are also part of the state highway system, which is maintained by Caltrans. El Dorado County has one US Highway (US 50) and four other State Routes (SR 49, 89, 153, and 193). Map 6-1 shows the State and Federal Highways throughout El Dorado County.

### **US Highway 50**

US 50 is a transcontinental route that begins at I-80 in West Sacramento and traverses portions of Yolo, Sacramento, and El Dorado Counties before crossing into the State of Nevada and beyond. US 50 is a Scenic Highway from downtown Placerville to the western city limit of South Lake Tahoe. US 50 provides access to many recreation and tourism locations in the Sierra Nevada range and the Lake Tahoe Basin. Seasonal peak recreation and commute travel periods are heavily congested, with demand for travel often exceeding the capacity of existing facilities and services. The western half of the highway, from I-80 through Sacramento and Placerville to the canyon of the South Fork American River at Riverton is, at minimum, a four-lane divided highway, mostly built to freeway standards. The remaining portion, passing through the canyon, over the Sierra, crossing Echo Summit (7,377 feet) then descending into the Lake Tahoe Basin is primarily a two-lane road that has passing lanes in both directions at several locations. Once US 50 enters the City of South Lake Tahoe, it becomes a four-lane highway again along the Lake Tahoe's South Shore with numerous access points for public roads and private property, including many businesses, lodging accommodations, community services, and recreation/visitor attractions. US 50 is subject to adverse weather conditions that often result in chain restrictions, snow removal operations, rock, debris, and snow slides, significant travel time delays, and full closures of the highway.

Long-term planning for US 50 is addressed in two documents prepared by Caltrans as the lead agency – the US Corridor System Management Plan (CSMP) and a TCR. The CSMP addresses the segments of US 50 from West Sacramento to the Cedar Grove exit east of Placerville. The TCR addresses segments from the Cedar Grove exit to the Nevada State line at the eastern end of South Lake Tahoe adjacent to Stateline, Nevada. US 50 is part of the Interregional Transportation Strategic Plan and is classified as a "High Priority Emphasis Route," one of Caltrans' highest priority designations for interregional routes. High Emphasis Routes typically have high priority status for funding and programming of the improvements required for the route to maintain its interregional connectivity between urban centers.

US 50 is also the major commute route to employment locations in the greater Sacramento region and the major shipping route for movement of freight and goods by truck in to and out of El Dorado County. It is the primary transportation corridor extending through El Dorado County from west to east and serves all of the County's major population centers, including El Dorado Hills, Cameron Park, Diamond Springs, Shingle Springs, Placerville, Camino, and South Lake Tahoe. US 50 is a two-lane, conventional highway at the east end (Echo Summit), and a seven-lane freeway (including HOV lanes) at the west end. Peak month Average Daily Traffic (ADT) ranged from 108,000 at the west end of the County at Latrobe Road to 15,800 near Echo Summit to the east (Caltrans Traffic Census Program, 2018). The peak month ADT is the average daily traffic for the month of heaviest traffic flow. This data is used for many routes, such as US 50, because it is more representative of traffic conditions than the annual ADT. Caltrans' 2018 Annual Truck Traffic Study estimates truck traffic on US 50 between 2 and 7 percent of total vehicle volumes.

<https://dot.ca.gov/programs/traffic-operations/census>

### **State Route 49**

SR 49 serves north-south traffic throughout the Sierra Nevada foothills. In and near El Dorado County, SR 49 is a two-lane conventional highway that runs from Plymouth in Amador County through El Dorado, Diamond Springs, Placerville, Coloma, Pilot Hill, and Cool to Auburn in Placer County. The portions of SR 49 between Plymouth and Placerville, Placerville and Coloma, and Cool and Auburn contain sections that are narrow, winding, and steep. These narrow segments of SR 49 are without shoulders and provide few passing opportunities, although there are a limited number of turn-outs. The road has many horizontal curves, some with speed advisories as low as 15 mph. Portions of SR 49 are a primary transportation corridor for El Dorado County. Commuters use the roadway in large part to reach US 50 in or near Placerville or Interstate 80 in Placer County, while substantial amounts of recreational traffic use the roadway to reach wineries, river rafting, historical sites, parks, ski resorts, and other locations. The 2018 peak month ADT ranged from 2,100 to 16,300, with the highest volumes in the Diamond Springs near Missouri Flat Road and Pleasant Valley Road (Caltrans Traffic Census Program, 2018). Caltrans' 2018 Annual Truck Traffic Study estimates truck traffic on SR 49 between 4 and 14 percent of total vehicle volumes.



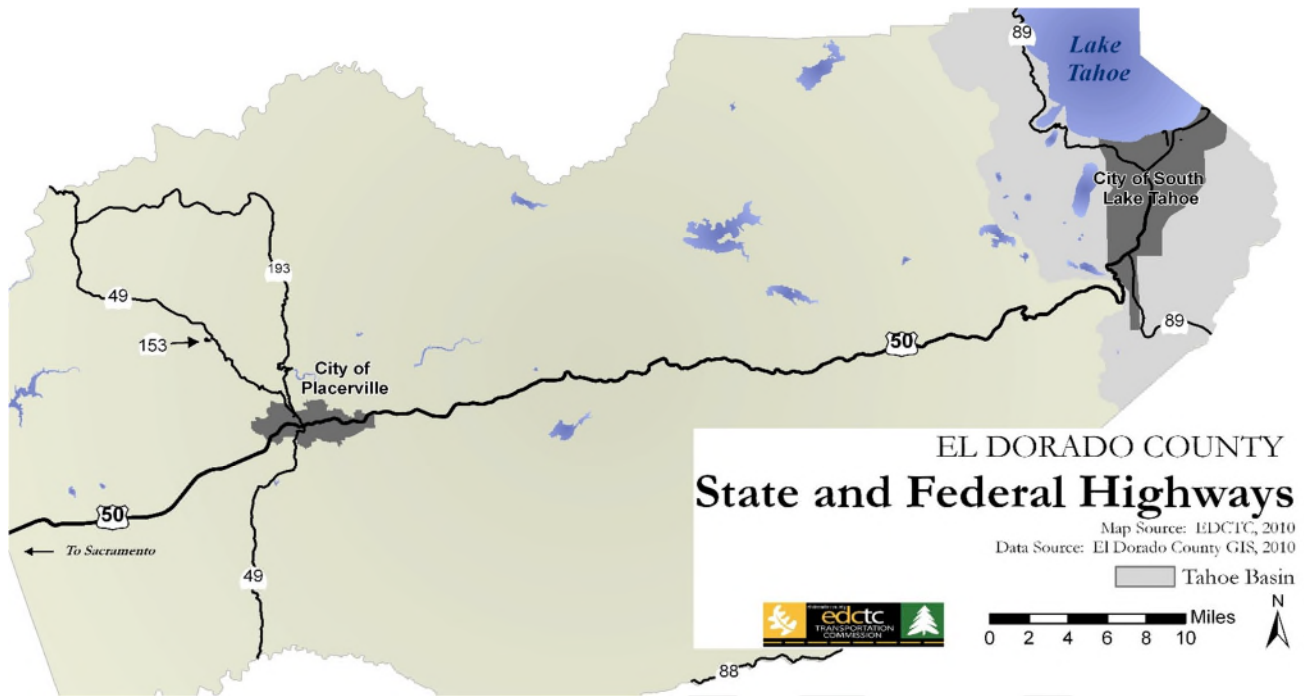
### **State Route 193**

SR 193 runs from SR 49 in Placerville north to Georgetown and connects back with SR 49 in the town of Cool. SR 193 is a two-lane highway interconnecting the communities of Cool, Greenwood, Georgetown, Kelsey, and Chili Bar, as well as various local roads to other communities and recreation/ forestry resources, and SR 49 at Placerville near US 50. This highway traverses mainly mountainous terrain and is generally 28-feet except for a wider section near Georgetown and a wider section north of the City of Placerville. The portion near Chili Bar on the South Fork of the American River to the end of the route in Cool contains steep, winding sections which feature particularly poor horizontal sight distances. Logging and agricultural trucks make use of these sections, but trucks with a kingpin-to-rear-axle length of greater than 30 feet are advised against using the portion near the South Fork of the American River. The 2018 peak month ADT ranged from 2,300 near Garden Valley Road and increased to 8,200 near Cool (Caltrans Traffic Census Program, 2018). Caltrans' 2018 Annual Truck Traffic Study estimates truck volumes ranging from 4 percent to 6 percent on SR 193.

### **State Route 89 and State Route 153**

The other two state highways in El Dorado County are SR 89 and SR 153. SR 89, a north-south route in the northern Sierra Nevada, runs entirely within the Lake Tahoe Basin portion of El Dorado County, and consequently is under the jurisdiction of the Tahoe Metropolitan Planning Agency. 2018 peak month ADT for SR 89 ranges from 5,800 at the El Dorado County line to 23,700 at the junction with US 50 near South Lake Tahoe. SR 153 is a one half-mile long road that provides access from SR 49 to the Marshall Monument in Coloma and does not support regional traffic. Peak month ADT on SR 153 ranged from 140 to 3,050 in 2018.

**MAP 8-1: STATE AND FEDERAL HIGHWAYS IN EL DORADO**



**REGIONAL SIGNIFICANCE CRITERIA**

The El Dorado County Community Development Agency (CDA) maintains a travel demand forecasting model which includes freeways, highways, and arterials, both divided and undivided. For the purposes of the travel demand forecasting model, CDA lists roads by the categories shown in Table 8-1.

These category listings differ from the road classifications used by the Federal Highway Administration (FHWA) but are utilized to assess existing and future Levels of Service for regional roadways in El Dorado County.

The City of Placerville General Plan Circulation Plan Diagram identifies major and minor arterials, and collector and local streets. For purposes of this RTP, the City of Placerville’s major and minor arterials are included in the regional roadway network.

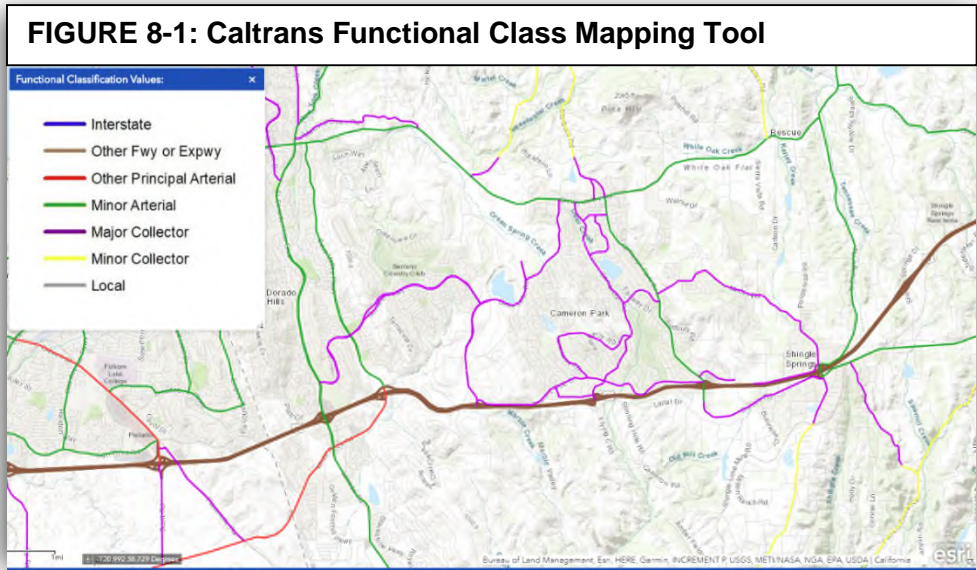
A regional route of significance is defined by FHWA as “a facility which serves regional transportation needs (such as access to and from the area outside the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals as well as most terminals themselves) and would normally be included in the modeling of a metropolitan area’s transportation network, including at a minimum, all principal arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel.”

**TABLE 8-1: COUNTY TRAVEL DEMAND FORECASTING ROADWAY FUNCTIONAL CATEGORIES\***

<b>Code</b>	<b>Functional Class Codes (Updated to HCM 2010)</b>
2A	Two-Lane Arterial
4AU	Four-Lane Arterial, Undivided
4AD	Four-Lane Arterial, Divided
6AD	Six-Lane Arterial, Divided
4M	Four-Lane Multi-Highway
2F	Two Freeway Lanes (One Dir.)
2FA	Two Freeway Lanes + Auxiliary Lane (One Dir.)
3F	Three Freeway Lanes (One Dir.)
3FA	Three Freeway Lanes + Auxiliary Lane (One Dir.)
4F	Four Freeway Lanes (One Dir.)

*\*For Travel Demand Purposes Only*

The federal functional classification serves as an important measure, as federally-funded road projects must be on roads with specified federal functional classifications. As a general example, Surface Transportation Block Grant Program projects may not be on local roads or rural minor collectors. There are exceptions to this requirement, such as the ability to



use up to 15% of a State’s rural suballocation on minor collectors. Other exceptions include: bridge and tunnel projects; safety projects; fringe and corridor parking facilities/programs; recreational trails, pedestrian and bicycle projects, and safe routes to school projects; boulevard/roadway projects largely in the right-of-way of divided highways; inspection/evaluation of bridges, tunnels, and other highway assets; port terminal modifications; and projects within the pre-FAST Act title 23 definition of “transportation alternatives.”

Functional Classification information can be queried on the Caltrans web page at the following location:

<https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=026e830c914c495797c969a3e5668538>

Figure 8-1 displays the functional class mapping tool within western El Dorado County. Table 8-2 below shows Collector and Arterial Roads within western El Dorado County.

**TABLE 8-2: WESTERN EL DORADO COUNTY ROADWAYS BY FUNCTIONAL CLASS**

Western El Dorado County Major Collector Roadways			Western El Dorado County Arterial Roadways
AIRPORT RD	HOLLOW OAK DR	MOTHER LODE DR	BROADWAY
BAKER RD	KNOLLWOOD DR	MT AUKUM RD	CAMERON PARK DR
BASS LAKE RD	LA CANADA DR	OXFORD RD	CARSON RD
BEDFORD AVE	LAKEHILLS DR	PALMER DR	CEDAR RAVINE RD
BUCKS BAR RD	LATROBE RD	PONDEROSA RD	COLD SPRINGS RD - 20
CAMBRIDGE RD	LOWER MAIN ST	PONY EXPRESS TR	EL DORADO HILLS BLVD
COUNTRY CLUB DR	MAIN ST	ROYAL PARK DR	GREEN VALLEY RD
DUROCK RD	MALCOLM DIXON RD	SARATOGA WY	LATROBE RD
EL DORADO RD	MARSHALL RD	SERRANO PKWY	LOTUS RD
FORNI RD	MEDER RD	SLIGER MINE RD	MIDDLETOWN RD
FRANCISCO DR	MERRYCHASE DR	SMITH FLAT RD	MISSOURI FLAT RD
GUADALUPE DR	MORMON EMIGRANT	WILD CHAPARREL DR	MOSQUITO RD
HASTINGS DR			MOTHER LODE DR

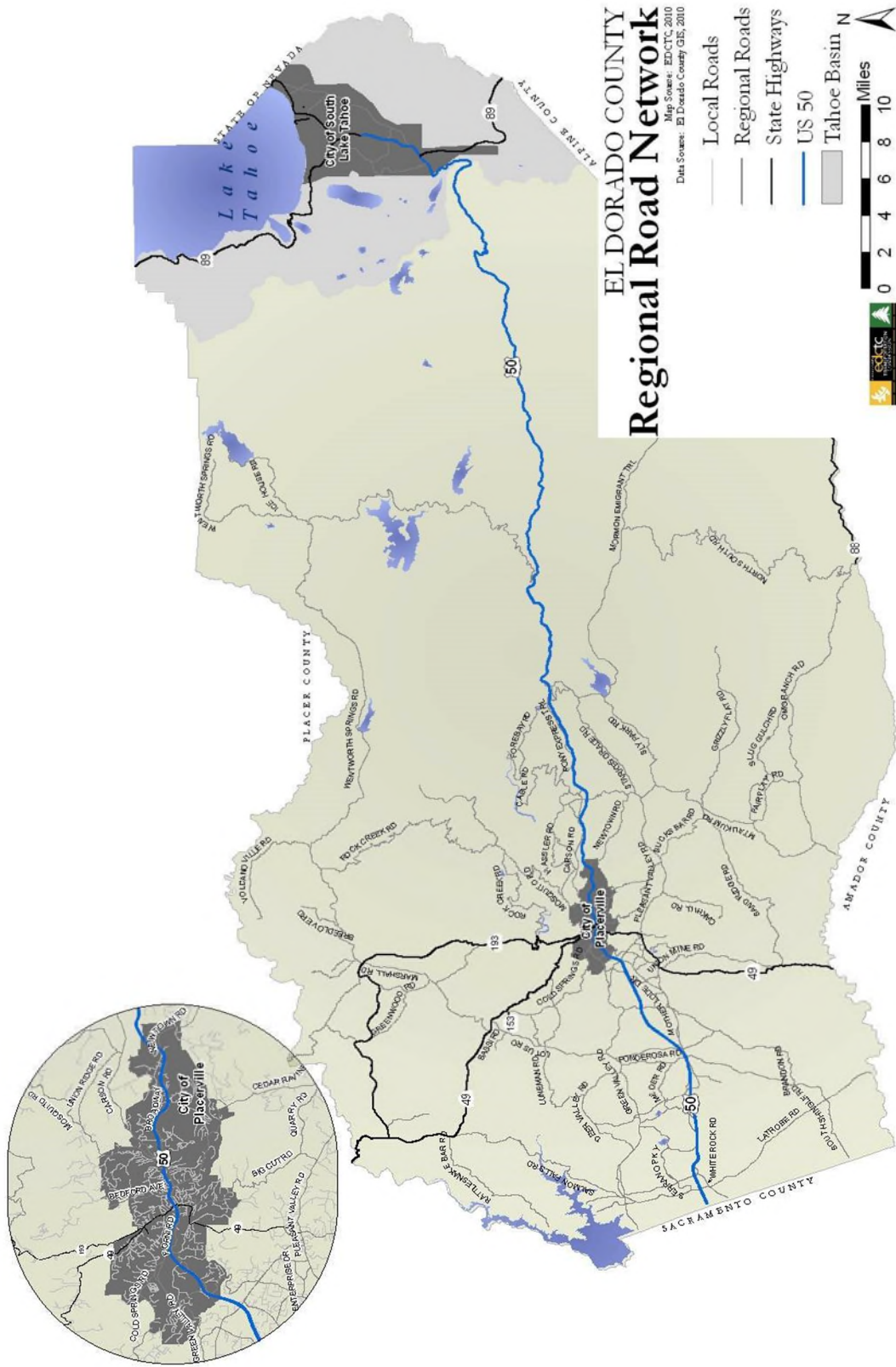
**TABLE 8-2: (continued)**

**WESTERN EL DORADO COUNTY ROADWAYS BY FUNCTIONAL CLASS**

Western El Dorado County Minor Collector Roadways			Western El Dorado County Arterial Roadways
BRANDON RD	GRIZZLY FLAT RD	SNOWS RD	NORTH SHINGLE RD
DEER VALLEY RD	ICE HOUSE RD	SOUTH SHINGLE RD	PLEASANT VALLEY RD
FAIRPLAY RD	LUNEMAN RD	SPANISH DRY DIGGINS RD	SALMON FALLS RD
FRENCH CREEK RD	MOSQUITO RD	STARBUCK RD	SILVA VALLEY PKWY
GARDEN VALLEY RD	OLD FRENCH TOWN RD	STARKES GRADE	SLY PARK RD
GOLD HILL RD	OMO RANCH RD	UNION MINE RD	SOUTH SHINGLE RD
GREENSTONE RD	ROCK CREEK RD	UNION RIDGE RD	WHITE ROCK RD
GREENWOOD RD	SAND RIDGE RD	WENTWORTH SPRINGS RD	
City of Placerville Major Collector Roadways			City of Placerville Arterial Roadways
AIRPORT RD	FAIRLANE	PACIFIC ST	SR 49
BAKER RD	FORNI RD	SCHNELL SCHOOL RD	US 50
BEDFORD RD	GIOVANNI DR	SHERMAN ST	SR 193
BEE ST	HOCKING ST	SMITH FLAT RD	BROADWAY
CANAL ST	MALLARD LN	SPRING ST	CARSON RD
COLD WATER CREEK RD	MARSHALL WAY	TUNNEL ST	CEDAR RAVINE
COMBELLACK RD	MORENNE DR	TURNER ST	COLD SPRINGS RD
CORKER ST	NORTHRIDGE DR	WASHINGTON ST	GREEN VALEY RD
COUNTRY CLUB DR	OAK TERRACE RD		MAIN ST
City of Placerville Minor Collector Roadways			MIDDLETOWN RD
NONE IN THE CITY			MOSQUITO RD
			PACIFIC ST
			PIERROZ RD
			PLACERVILLE DR
			SACRAMENTO ST

# REGIONAL ROAD NETWORK NEEDS ASSESSMENT

## MAP 8-2: REGIONAL ROADWAY NETWORK OF EL DORADO



## Vehicle Miles Traveled (VMT)

A “VMT” is one vehicle traveling on a roadway for one mile. Regardless of how many people are traveling in the vehicle, each vehicle traveling on a roadway within El Dorado County generates one VMT for each mile it travels. For the purposes of this EIR, VMT is estimated and projected for a typical weekday. The efficacy of this measure is as a result of several factors:

- VMT is relatively easy to measure by counting traffic on roadways at different locations. It is one of the few measures of transportation performance that has been consistently and comprehensively monitored and documented over time in the Sacramento as part of regional transportation planning.
- VMT bears a strong and direct relationship to vehicle emissions, although this relationship is becoming more complex as vehicular technologies evolve. State and federal policies pertaining to vehicle efficiency and formulation of vehicle fuels suggest that on a per VMT basis, emissions for most pollutants and GHGs will decline relative to today. However, even with these per VMT improvements due to fuel and vehicle technology changes, lower VMT will mean lower emissions.
- VMT can be influenced by policy in a number of different ways. By providing more attractive alternatives to driving alone, VMT can be reduced by shifting from vehicle to non-vehicle modes (i.e., from a car trip to a bike or walk trip), or from low occupancy to HOVs (i.e., from a single-occupant vehicle trip to a carpool or transit trip). VMT can be influenced by land use patterns as well. A better mix of residential, employment, education, and service uses in an area can allow people to accomplish their daily activities with less driving, and consequently less VMT. Locating land uses in closer proximity to each also makes walking and bicycling more viable, while also making transit more effective.

As displayed in 8-3, VMT per capita increased by 3.1 percent from 2012 to 2016 while the six-county SACOG region’s population continued to increase for the same period (7.3 percent). Over the same period, El Dorado County’s VMT per capita increased by 7.9 percent while the population decreased by 1.4 percent. This trend can at least in part be attributed to the improving economy and associated travel since the 2008/09 recession.

**TABLE 8-3: AVERAGE DAILY VEHICLE MILES TRAVELED IN SACOG REGION, 2008-2016**

County	Daily VMT <sup>1</sup> (thousands)			Changes		
	2008	2012	2016	‘08 to ‘12	‘12 to ‘16	‘08 to ‘16
El Dorado <sup>2</sup>	3,801	3,848	4,095	1.2%	6.4%	7.7%
Placer <sup>2</sup>	8,502	8,605	9,161	1.2%	6.5%	7.7%
Sacramento	31,835	32,937	35,652	3.5%	8.2%	12.0%
Sutter	2,444	2,283	2,672	-6.6%	17.0%	9.3%
Yolo	5,489	5,710	6,071	4.0%	6.3%	10.6%
Yuba	1,787	1,765	1,928	-1.2%	9.2%	7.9%
Region	53,859	55,148	59,579	2.4%	8.0%	10.6%
Pop. (thousands) <sup>2</sup>	2,215	2,268	2,376	2.4%	4.8%	7.3%
VMT per Capita	24.3	24.3	25.1	0.0%	3.1%	3.1%
El Dorado County	3,801	3,848	4,095	1.2%	6.4%	7.7%
Pop. (thousands) <sup>2</sup>	151.3	149.3	147.2	-1.4%	-1.4%	-2.7%
VMT per Capita	25.1	25.8	27.8	2.6%	7.9%	10.7%

Source: Fehr & Peers, 2020, SACOG, July 2019; Caltrans, 2008-2016.

Notes: <sup>1</sup>Includes VMT from all sources (household-generated, commercial, and external) on all roadways within the SACOG region. Estimates and forecasts from SACSIM regional travel demand model.

<sup>2</sup>Only the portions of Placer and El Dorado County outside the Tahoe Basin are reported. SACOG staff adjusted the full-county data reported in CPRD reports. 2012 El Dorado County population estimated.



# **ROAD MAINTENANCE NEEDS IN EL DORADO COUNTY AND THE CITY OF PLACERVILLE**

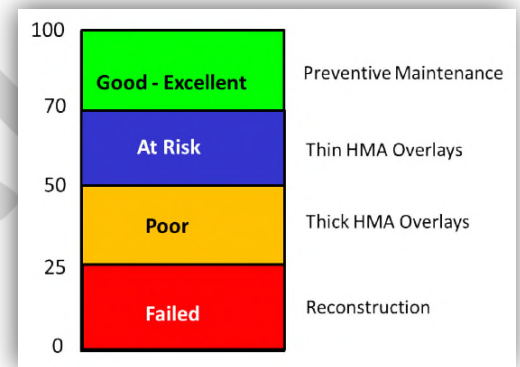
## **FEDERAL AND STATE HIGHWAY MAINTENANCE NEEDS**

Caltrans is required to prepare the State Highway Operation and Protection Program (SHOPP) for purpose of collision reduction, restoring damaged roadways, bridge preservation, roadway preservation, roadside preservation, mobility enhancement, and preservation of other transportation facilities related to the federal and state highway system. The SHOPP is a four year funding program that is updated every two years, and is constrained by the forecast of funding in the adopted State Transportation Improvement Program Fund Estimate (Caltrans, March 2018). The adopted 2018 Fund Estimate, which relies on current law and revenue projections to estimate available funding, forecasts an average annual of \$4.3 billion of SHOPP program capacity statewide. With the enactment of Senate Bill 1 (SB 1) (Road Repair and Accountability Act of 2017), additional funding has been made available for transportation investments across the state, including maintenance and repair of highways. For the SHOPP, \$6.4 billion of programming capacity has been added to the four-year 2018 funding cycle due to SB 1 to help achieve the performance measures including:

- 5,576 lane-miles of pavement improved
- 494 bridges rehabilitated
- 4,334 culverts rehabilitated
- 5,638 field elements (traffic signals, ramp meters, etc.) addressed

## **LOCAL STREETS AND ROADS MAINTENANCE NEEDS**

The Pavement Condition Index (PCI) is a measurement of pavement grade or condition and ranges from 0 to 100. A newly constructed road will have a PCI of 100, while a failed road will have a PCI of 25 or less. The pavement condition is primarily affected by the climate, traffic loads and volumes, construction materials and age. The symptoms manifested by the pavement as it ages or fails are determined by the distress types that are present, such as fatigue or alligator cracking, rutting etc.



Briefly, good to excellent pavements (PCI>70) are best suited for pavement preservation techniques, (e.g., preventive maintenance treatments such as chip seals or slurry seals). As pavements deteriorate, treatments that address structural adequacy are required. Between a PCI of 25 to 69, hot mix asphalt (HMA) overlays are usually applied at varying thicknesses. This may be accompanied by milling or recycling techniques. Finally, when the pavement has failed (PCI<25), reconstruction is typically required.

The 2015 Rural Counties Pavement Needs Assessment (California Rural Counties Task Force, February 2015) provides a comparison of available revenues versus pavement maintenance needs on local El Dorado County roadways (excluding federal and state highways).

### **El Dorado County Pavement Condition Index by Year\***

<b>2008</b>	<b>2010</b>	<b>2012</b>	<b>2014</b>	<b>2016</b>	<b>2018</b>
62	58	63	63	62	63

\*California Local Streets and Roads Needs Assessment, Average Weighted PCI

El Dorado County local roadway pavement conditions have remained in the at-risk range since 2012, based on the California’s Local Streets and Roads Needs Assessment 2018 Update (NCE, 2018).

In 2018, El Dorado County had 2,684 total local roadway lane miles, with a need of \$537 million over ten years to maintain the existing local roadways.



times throughout the day.

*High-Occupancy Toll (HOT) lanes/Express Toll Lanes/Express Lanes* – A form of managed lanes where non-tolled access to the lanes is restricted to vehicles that meet defined minimum occupancy requirements, or to toll-paying vehicles that do not meet the occupancy requirements. These facilities are often referred to as “Express Lanes”.

*Contraflow or Reversible Lanes* – A managed lane strategy where the direction of travel for a given lane or lanes can be reversed to the opposite direction of travel to increase capacity in the peak direction. Contraflow lanes can also be used to extend the capacity of separated limited-access roads when there are physical constraints.

The goals of managed lanes can be broadly categorized into the following:

- Congestion relief/Improved mobility
- Maximize use of existing infrastructure/Ease of construction
- Enhanced safety
- Revenue generation
- Improving environmental quality
- Enhancing equity/Providing mobility options
- Increase person/vehicle throughput

## **FREIGHT/GOODS MOVEMENT**

California serves as an important hub in the global goods movement network. The State’s large population and market size create huge demands on the goods movement-related infrastructure within its own borders. In addition to serving the domestic needs of Californians, the State’s goods movement system must also accommodate the needs of the large agricultural, natural resource, and manufacturing sectors. The US Department of Commerce reported that in 2019, California exports amounted to \$173.3 billion. Exports from California accounted for 10.5% of total US exports in 2019.

Goods movement is critical to the continued economic health of the El Dorado County region by allowing local producers to transport their goods to market, as well as bringing needed raw materials and finished products into the area for use by local businesses and individuals.

Goods movement covers all transportation methods by which freight and commodities are transported into and out of El Dorado County. In general, the most common methods to transport freight and commodities are rail, truck, air, bus, and pipelines.

### **GOODS MOVEMENT EXISTING CONDITIONS**

#### **Rail Transport**

In the mid-1860’s, the Placerville and Sacramento Valley Railroad (P&SVRR) was built as an extension of the Sacramento Valley Railroad. It connected Folsom to Latrobe, Shingle Springs, and Placerville and transported passengers and agricultural, mineral, and timber resources from El Dorado County to destinations throughout California.

In 1898, the P&SVRR became a part of the Southern Pacific Railroad. Less than a century later, in 1986, Southern Pacific ended its railroad operation in El Dorado County due to declining demand for freight rail service. Today, El Dorado County has no viable rail transport system.

In July 1991, the Sacramento- Placerville Transportation Corridor Joint Powers Authority (SPTC-JPA), a public entity, was formed for the purpose of purchasing from Southern Pacific Transportation Company 53.1 miles of the Placerville Branch Corridor between Mile Post (MP) 94.3 at 65<sup>th</sup> Street in the City of Sacramento and MP 147.4 at Apex near the City of Placerville. The members of the STPC-

JPA include El Dorado County, Sacramento County, Sacramento Regional Transit District, and the City of Folsom. In September 1996, the SPTC-JPA successfully completed its purchase of the railroad corridor now known as the Sacramento-Placerville Transportation Corridor (SPTC).

The SPTC-JPA “railbanked” 37 miles of the SPTC - 28 miles in El Dorado County and 9 miles in the City of Folsom - by purchasing it under the protection of the National Trails System Act, 16 U.S.C. 1247(d), also known as the “Railbanking Act” or “Rails-to-Trails Act.” Railbanking is the federal process that prevents the formal abandonment of a railroad right-of-way and preserves it for interim use as a multi-use trail subject to possible future reconstruction and reactivation of the right-of-way for freight rail service.

The SPTC in El Dorado County has been the subject of two planning efforts, the *2003 STPC Master Plan* and the *2015 SPTC Alternatives Analysis*. The 2003 Master Plan identified potential uses of the corridor, including excursion trains, natural and paved trails for hiking, biking and equestrian use, and utility easements. It also identified environmental mitigation measures and enhancement strategies such as public safety rail and trail measures, biological and cultural resource studies, fencing, landscaping, signing, maintenance, and fire prevention measures including vegetation control. The 2009 Alternatives Analysis evaluated the opportunities, costs, and constraints of providing transportation improvements within a 31-mile portion of the SPTC between Humbug-Willow Creek Bikeway in Folsom and the intersection of the SPTC with Missouri Flat Road in Diamond Springs. The results of the analysis were intended to provide public officials and the public with the data and information necessary to make informed decisions about corridor improvements that would provide the greatest public benefit.

Today, the 28 miles of the SPTC in El Dorado County are utilized as a mixed-use corridor that is enjoyed by excursion train enthusiasts, hikers, equestrians, and bicyclists of all ages and abilities including mountain bikers and road bikers. Between 2009 and 2019, El Dorado County constructed approximately five miles of multi-use path between Apex at Forni Road and the town of El Dorado, providing a paved path for people to walk, run, and bike on. Railroad volunteers have acquired rolling stock and worked to maintain the rails to preserve local rail history. Trail volunteers, including hikers and bikers, have improved natural trails along the length of the corridor to provide opportunities for hiking, biking, and equestrian use. Together, the volunteer groups seek to establish the SPTC in El Dorado County as a recreation and tourism attraction that enhances the health and well-being of the local community and contributes to the local economy.

For more than a hundred years, railroads played an important role in transportation and the economic development of El Dorado County. Since Southern Pacific ceased operations in 1986, the County has been without active freight rail transportation, but the two corridors where freight trains used to run, the SPTC and the Michigan/California Railroad right- of-way between Placerville and Camino, have been preserved as transportation corridors that will help meet the current and future transportation needs of the County.

### **Air Transport**

Mather Airport is the closest air cargo port to El Dorado County, with a location approximately 15 miles west of El Dorado County along the US 50 Corridor and comprises 2,875 acres which formerly served as a United States Air Force base. Its available facilities include two parallel runways, one of which is 11,300 feet long and capable of handling the largest fully loaded aircraft, 40 acres of cargo ramp space, 321,000 square feet of warehouse space, and 198,000 square feet of office space.

Airport access is critical to the region’s air cargo business, and this is especially evident at Mather Airport. In 2018, Mather Airport handled 77,000 tons of freight. DHL and the United Parcel Service have their Sacramento operations stationed at Mather Airport. Many of these shipments are time-sensitive and demand just-in-time delivery. These include high tech goods, perishables, and medical shipments that can be life-saving deliveries. For these reasons, although Mather Airport is located in

Sacramento County, El Dorado County has a vested interest in maintaining adequate access to/from the airfield. El Dorado County's financial contribution for the High Occupancy Vehicle lanes from Cameron Park to Watt Avenue in Sacramento County supports this interest by maintaining mobility along the US 50 Corridor into El Dorado County.

Air transportation plays a key role in the movement of goods and people not only to locations outside of the County but also between locations within the County. There are three public airports in the county: Placerville, Cameron Park, and Georgetown. The County's role in air transportation is limited to land use regulation of the land surrounding the airports through the Zoning Ordinance and the actual operations of the two airports owned by the County: the Placerville Airport and the Georgetown Airport. State and federal agencies have primary jurisdiction over all airport facilities and operations in the County. For more information on airports within El Dorado County, see Chapter 10, Aviation.

### Truck Transport

Truck transport remains the primary method of moving goods in California, and El Dorado County is no exception. Truck transport uses much of the state's 173,000 highway miles; however, trucking is mostly concentrated to a 7,513-mile portion of the National Highway System which includes portions of US 50 and SR 49.

Trucks are defined as heavy freight vehicles which meet the Surface Transportation Assistance Act of 1982 (STAA) definitions as found in the California State Vehicle Code. US 50 is part of the STAA system and is a terminal access route up to the Sly Park Road exit in Pollock Pines. From Sly Park Road to SR 89 near South Lake Tahoe, US 50 is considered part of the California Legal Truck Network.

SR 49, along the entire width of El Dorado County with the exception of Pleasant Valley Road to Bradley Road, is classified as a California Legal KPRA Advisory Route. SR 49 from Pleasant Valley Road to Bradley Road is considered Terminal Access. SR 193 is classified as California Legal KPRA Advisory. According to Caltrans' Traffic Data Branch, 2018 Annual Average Daily Truck Traffic (AADT) volumes are approximately six percent of total vehicle traffic on the US 50 corridor from east of Shingle Springs to Sly Park Road. On SR 49 within El Dorado County, AADT is approximately nine percent of total vehicle traffic between the Amador County line and US 50, and approximately seven percent between Placerville and Placer County. On SR 193 in El Dorado County, AADT is an average of five percent of total vehicle traffic.

With trucks being the predominant goods movement mode, their volume on regional roadways is an important metric to monitor. Table 8-4 shows truck traffic volumes on key freeways in the El Dorado County. US 50 carries the highest volume of trucks in the region followed by SR 49.

**TABLE 8-4: TRUCK PERCENTAGES ON FREEWAYS IN THE EL DORADO COUNTY, 2018**

Interstate/Highway	Vehicle Average Annual Daily Traffic (AADT)	All Truck AADT	All Truck %	3+ Axle % of All Trucks
US 50 (East Shingle Springs, Postmile R10.295)	54,000	3,240	6%	56%
SR 49 (El Dorado, Pleasant Valley Rd, Postmile 9.641)	10,300	972	9%	27%
SR 193 (Cool, JCT. SR 49, Postmile 0)	7,800	468	6%	37%

Source: Caltrans 2018

## El Dorado County Truck Traffic Update:

### US 50:

1. Truck traffic, as a percentage of the AADT hovers around 6% at East Shingle Springs Road, peaks to 7% at East Camino Road and drops down to 3.10% at the Nevada State Line in El Dorado County in 2017
2. The highest volume of trucks (3,420) is seen at East Shingle Springs Road and the lowest volume (456) is seen East of JCT 89 South
3. The majority of trucks are 2-axle and 5+axle (80 to 90%).

### SR 49:

1. Truck traffic, as a percentage of the AADT hovers around 9.5% at the Amador/El Dorado County line, drops down to 3% at State Route 153 West and then peaks to 14.2% at Route 193 East in El Dorado County in 2017
2. The highest volume of trucks (985) is seen at Placerville and the lowest volume (456) is seen at State Route 153 West
3. The majority of trucks are 2-axle and 5+axle (80 to 90%).

*(Source: Caltrans Freight Staff)*

## Critical Urban and Rural Freight Corridors

The NHFN consists of the following subcategories: The Primary Highway Freight System (PHFS), portions of the Interstate System not part of the PHFS, Critical Rural Freight Corridors (CRFCs), and Critical Urban Freight Corridors (CUFCs). The CRFCs and CUFCs are important freight corridors that provide critical connectivity to the NHFN. One of the more dynamic components advised through the FAST Act is the process of designating the critical corridors initiated by Metropolitan Planning Organizations (MPOs) for CUFCs and initiated by Caltrans for CRFCs. Designating CUFCs and CRFCs is a collaborative effort and all miles must be certified by the FHWA.

Future improvements to interchanges and multimodal enhancements along US 50, as well as efforts to improve parallel capacity adjacent to US 50, will be critical to maintain an adequate level of service to support interregional movement of goods and services into, through, and out of El Dorado County.

## **REGIONAL ROAD NETWORK ACTION PLAN**

The Action Element of the RTP consists of short-term and long-term projects and activities that address regional transportation issues and needs. The federal conformity regulations (Title 40 CFR 93.106, Content of Transportation Plans) identify the short-term horizon as a period up to 10 years in the future, 2020-2030, and the long-term horizon as projects or activities between 2030-2040 or beyond the scope of this plan (Post 2040). The Action Element implements the Policy Element, must be consistent with the financial constraints identified in the Financial Element, and must conform with the air quality State Implementation Plan. The following tables list the short-term and long-term regional road network projects. For those projects which have an estimated completion date, the year of expenditure dollar is provided. The year of expenditure dollar is adjusted based on inflation factors provided by SACOG. Projects proposed in the Post 2040 project list (Table 8-9) are fiscally unconstrained, i.e., funding for these projects is not anticipated during the planning horizon of this RTP. An unconstrained project list is also included in Appendix D of this RTP.

Projects proposed in the Highways, Streets, and Interregional Roadways Action Plan tables are considered to be regionally significant if they meet one or all of the following criteria; the project serves regional travel needs; the project must be included in the regional travel model; the project must be modeled for air quality conformity; or, the project is located on a roadway classified as a collector or above. All proposed projects in the Highways, Streets, and Interregional Roadways Action Plan are regionally significant based on these criteria.

The Regional Road Network Action Plan implements Goal 3 of the Policy Element of this RTP, which pertains to highways, streets, and inter-regional roadways.

**TABLE 8-5: EL DORADO COUNTY, CITY OF PLACERVILLE AND CALTRANS REGIONAL ROAD AND HIGHWAY CAPACITY SHORT-TERM ACTION PLAN (2020-2030)**

Lead Agency	Title	Description	Total Cost	Completion Timing
El Dorado County	Cameron Park Drive Widening Phase 1 - Palmer Drive to Toronto Road	Widen Cameron Park Drive to 4 lanes (divided) from Palmer Drive to Toronto Road Includes a curb, gutter, and sidewalk. (CIP 72143/36105004)	\$3,621,000	2020-2025
El Dorado County	Green Valley Road at Loch Way Intersection Improvement	This proposed project may include a left turn pocket and shoulder widening at the Loch Way intersection with Green Valley Road. (CIP 72Loch/36105056)	\$404,000	2020-2025
El Dorado County	Enterprise Drive/Missouri Flat Road Signalization	Includes signalization, turn lanes, utility relocation. (CIP 73365/36105052)	\$2,994,751	2020-2025
El Dorado County	Diamond Springs Pkwy - Phase 1B	Project provides a new four-lane arterial roadway with concrete curb, gutter, and sidewalk on both sides from Missouri Flat Road east of Golden Center Drive to a new T-intersection with SR-49 south of Bradley Drive. The Project also includes widening and improvements to SR-49/Diamond Road from the new roadway intersection to Lime Kiln Road and signalization of multiple intersections as well as a sidewalk on the east side of SR-49. Two lanes of the Project, Right of Way, curb & gutter, and sidewalk are TIM Fee funded. Ultimate Intersection improvements for the intersection with SR-49 and Missouri Flat Road are TIM Fee funded. (CIP 72334/36105011)	\$28,293,000	2020-2025
El Dorado County	Industrial Drive/Missouri Flat Road Signalization	Includes signalization, turn lanes, utility relocation. (CIP 73366/36105053)	\$2,370,000	2020-2025
El Dorado County	U.S. 50/Bass Lake Road EB Off Ramp Signalization	This project includes installation of traffic signal at Highway 50/Bass Lake Road east bound off ramp. The improvement may also include utility relocation and adjustments. (CIP 73367/36104030)	\$1,172,000	2020-2025
El Dorado County	US 50/Silva Valley Parkway Interchange Phase 1 Landscape	This project includes landscape installation required by the Subsequent Environmental Impact Report for the US 50/Silva Valley Parkway Interchange-Phase 1 project (71328). The project will include design, specifications, an implementation plan, maintenance plan, and a monitoring program to mitigate environmental impacts due to the US 50/Silva Valley Parkway Interchange-Phase 1 project. (CIP 71367/36104003)	\$2,200,000	2020-2025

**TABLE 8-5: (continued)**

**EL DORADO COUNTY, CITY OF PLACERVILLE AND CALTRANS REGIONAL ROAD AND HIGHWAY CAPACITY SHORT-TERM ACTION PLAN (2020-2030)**

Lead Agency	Title	Description	Total Cost	Completion Timing
El Dorado County	US 50/Silva Valley Parkway Interchange Phase 1 Landscape	This project includes landscape installation required by the Subsequent Environmental Impact Report for the US 50/Silva Valley Parkway Interchange-Phase 1 project (71328). The project will include design, specifications, an implementation plan, maintenance plan, and a monitoring program to mitigate environmental impacts due to the US 50/Silva Valley Parkway Interchange-Phase 1 project. (CIP 71367/36104003)	\$2,200,000	2020-2025
El Dorado County	Silver Springs Parkway Offsite (South Segment)	Realign Bass Lake Road south of Green Valley Road through the proposed Silver Springs Subdivision, which is west of the existing Bass Lake Road. The new road is named Silver Springs Parkway. The Silver Springs subdivision is responsible for building Silver Springs Parkway through the Subdivision. Silver Springs Parkway will be a two-lane standard divided roadway with shoulders. (CIP 76108/36105039)	\$11,478,000	2020-2025
El Dorado County	Silva Valley Parkway/ Harvard Way Intersection Improvements	Improvements include constructing additional capacity in right and left turn pockets in both directions and adding a southbound through lane at the intersection on Silva Valley Parkway. Additionally, the project will improve bike lanes, Americans with Disabilities Act (ADA) requirements at the crosswalks and curb ramps and optimize the traffic signals for safety and efficiency. (CIP 72378/36105036)	\$782,000	2020-2025
El Dorado County	Camino Frontage Road – Pondorado Extension	The Camino Frontage Road Project proposes to construct a two-lane roadway connecting the Camino Safety Project Phase 1 (from the proposed under-crossing near Pondorado Rd.) to the Class I Upper El Dorado Trail Extension Project located along the existing railroad corridor of the El Dorado Trail. The Camino Frontage Road Project also provides a staged solution compatible with the US Camino Safety Project Phase 2 future interchange and includes driveway connections and a trail parking area. (CIP 72383/36105064)	\$2,775,000	2020-2025
City of Placerville	Main Street/Cedar Ravine/Clay Street Intersection Project	The project will realign Cedar Ravine, Clay, and Main Streets to intersect at a four-way intersection. The project is currently anticipated to be completed as a signalized or stop-controlled intersection. It is anticipated that the project will be constructed in conjunction with the Clay Street Highway Bridge Program (HBP) project.	\$3,372,877	2020-2025
City of Placerville	Placerville Dr Bridge Widening	Hangtown Creek Bridge at Placerville Drive, 0.3 mi west of Cold Springs Rd: Replace existing functionally obsolete 2-lane bridge with a new 4-lane bridge.	\$4,935,550	2020-2025



**TABLE 8-5: (continued)**

**EL DORADO COUNTY, CITY OF PLACERVILLE AND CALTRANS REGIONAL ROAD AND HIGHWAY CAPACITY SHORT-TERM ACTION PLAN (2020-2030)**

Lead Agency	Title	Description	Total Cost	Completion Timing
City of Placerville	Placerville Dr Bridge Widening	Hangtown Creek Bridge at Placerville Drive, 0.3 mi west of Cold Springs Rd: Replace existing functionally obsolete 2-lane bridge with a new 4-lane bridge.	\$4,935,550	2020-2025
City of Placerville	Western Placerville Interchanges Phase 2.2 - Eastbound On-ramp	Phase 2.2: In the City of Placerville, separate, but geographically adjacent to the Western Placerville Interchanges Phase 2 project, at US 50 at Ray Lawyer Drive: Construct eastbound on-ramp.	\$2,765,000	2020-2025
City of Placerville	Mosquito Rd./ Clay St. Park & Bus	Phase II - Construct an additional 50-car parking lot with lighting landscaping, install public restrooms, and install the El Dorado Trail facility. (Also known as Placerville Station Phase 2). Toll Credits for ENG, CON	\$1,645,000	2020-2025
City of Placerville	Ray Lawyer Drive Extension East	Ray Lawyer Drive Extension East - Construct a new 2,500 ft. 2-lane road to City collector street standard to support future county courthouse joint project with El Dorado County	\$8,122,000	2026-2030
City of Placerville	US 50 Broadway Eastbound Exit (#47) - Signalization and ramp lengthening	Lengthen eastbound exit ramp of US 50 at Broadway (#47) and install traffic signal.	\$4,100,000	2026-2030
City of Placerville	Wiltse Road Intersection Improvements	Wiltse Road Intersection Improvements/Signalization. Construct 400 feet of 2 lane roadway with sidewalk, curb, and gutter both sides. A new bridge over Hangtown Creek.	\$4,728,000	2026-2030
El Dorado County	Cameron Park Drive Widening Phase 2 Toronto Road to Sudbury Road	Widen Cameron Park Drive to 4 lanes (divided) from Toronto Road to Sudbury Road. Includes a curb, gutter, and sidewalk. (CIP 72144/36105065)	\$5,532,000	2026-2030
El Dorado County	Bass Lake Road Widening	Widen and reconstruct Bass Lake Road from US 50 to Country Club Drive to 4-lane divided road. Includes a median, sidewalk and bike lanes. (CIP72Bass/36105054)	\$1,527,000	2026-2030
El Dorado County	US 50/Bass Lake Road EB Off Ramp Signalization	This project includes installation of traffic signal at Highway 50/Bass Lake Road east bound off ramp. The improvement may also include utility relocation and adjustments. (CIP 73367/36104030)	\$1,172,000	2020-2025
El Dorado County	Country Club Drive Extension - Bass Lake Road to Tong Road	Construct 2-lane extension of Country Club Drive from Tong Road to Bass Lake Road. Roadway includes 8-foot paved shoulders, curb, and gutter (CIP# 71361/36105009)	\$13,458,000	2026-2030

**TABLE 8-5: (continued)**

**EL DORADO COUNTY, CITY OF PLACERVILLE AND CALTRANS REGIONAL ROAD AND HIGHWAY CAPACITY SHORT-TERM ACTION PLAN (2020-2030)**

Lead Agency	Title	Description	Total Cost	Completion Timing
El Dorado County	Country Club Drive Extension - Silva Valley Parkway to Tong Road	Construct new 2-lane extension of Country Club Drive from Silva Valley Parkway to Tong Road. Includes curb, gutter, and sidewalk on both sides. (CIP 71362/36105008)	\$7,302,000	2026-2030
El Dorado County	Latrobe Road Connection	Intersection improvements at Golden Foothill Parkway (south) and Carson Crossing Drive. Sidewalk, curb, and gutter are not TIM Fee Funded (CIP 66116/36105024)	\$769,000	2026-2030
El Dorado County	Latrobe Road Widening – Investment Boulevard to Golden Foothill Parkway South/ Clubview Drive	This project will widen Latrobe Road for approximately a 0.6 mile segment between Investment Boulevard and Golden Foothill Parkway (South)/Clubview Drive from two lanes to a four-lane divided roadway with curb, gutter, and Class II bike lanes. (CIP 72Latrobe/36105055)	\$8,803,000	2026-2030
El Dorado County	White Rock Road Widening 2 to 4 Lanes Windfield Way to Sacramento County Line	This project will widen White Rock Road between the County line and Windfield Way from two lanes to a four-lane divided roadway with curb, gutter, and Class I bike/pedestrian trail and/or an on-street Class II bike facility. This project is E1 of the Capital Southeast Connector. (CIP 72381/36105041)	\$8,252,000	2026-2030

**TABLE 8-6: EL DORADO COUNTY, CITY OF PLACERVILLE AND CALTRANS MAINTENANCE AND REHABILITATION SHORT-TERM ACTION PLAN (2020-2030)**

Lead Agency	Title	Description	Total Cost	Completion Timing
City of Placerville	Clay St. / Hangtown Creek Bridge	Clay St. over Hangtown Creek, 150' north of Main St.: Replace 1 lane bridge with 2 lane bridge. (Toll Credits for ROW & CON). Toll Credits for ROW, CON	\$4,308,864	2020-2025
El Dorado County	Road Safety Improvements Various Locations	High friction surface treatments for the following 15 locations: South Shingle Road at Silver Oaks Lane, South Shingle Road at Fernwood Drive, Cedar Ravine Road at Elysian Way, Forni Road and Ivy Trail, Slypark Road at Mayflower Road, Forni Road at Wamego Road, Greenstone Road at Greenstone Cutoff, Meatty Drive at Alexandra Drive, Meder Road at Resler Way, Bucks Bar Road at Palace Lane, Cameron Park Road at Hacienda Road, Cedar Ravine Road at Camp Nauvoo Road, Cambridge Road at Knollwood Drive, Salmon Falls Road at Persia Lane, and Mother Lode Drive at Ridge Drive. (CIP 72195/36105060)	\$1,799,000	2020-2025

**TABLE 8-6: (continued)**

**EL DORADO COUNTY, CITY OF PLACERVILLE AND CALTRANS MAINTENANCE AND REHABILITATION SHORT-TERM ACTION PLAN (2020-2030)**

Lead Agency	Title	Description	Total Cost	Completion Timing
El Dorado County	Intersection Safety/ Sight Triangle Improvement	Sight Triangle Improvements along Pleasant Valley Road at 5 locations. Crossings to be improved include Zandonella Road/Big Cut road, Hanks Exchange Road, Cedar Ravine Road, Newton Road and Leisure Lane. (CIP 72197/36105062)	\$556,000	2020-2025
El Dorado County	Intersection Safety/ Pedestrian Safety Improvement	Pedestrian safety improvements on Pleasant Valley Road at 4 locations. Crossings include: Oriental street, Church Street, Racquet Way and Pleasant Valley Road between Toyon Drive to Pearl Place. (CIP 72196/36105061)	\$519,000	2020-2025
El Dorado County	Ice House Road Pavement Rehab Phase 2	The County is working with the Federal Highway Administration on design and construction for asphalt concrete rehabilitation of 8.3 miles of Ice House Road from Pickett Pen Road (MP 15.64) to the northern intersection of Wentworth Springs Road (MP 23.94). (CIP 72191/36105023)	\$20,317,000	2020-2025
El Dorado County	Bucks Bar Rd/North Fork Cosumnes River Bridge Replacement	Bucks Bar Rd over north fork of Cosumnes River, 1.2 miles north of Mount Aukum Rd: Replace existing 1 lane bridge with new 2 lane bridge, including approaches. (CIP 77116/36105003)	\$8,658,000	2020-2025
El Dorado County	Clear Creek Rd/Clear Creek (0.25 mi E of Sly Park Rd) Bridge Replacement	Clear Creek Rd over Clear Creek, 0.25 mi east of Sly Park Rd.: Replace 1-lane bridge with a new 2-lane bridge. (Toll Credits for PE, ROW, & CON.) (CIP 77139/36105006). Toll Credits for ENG, ROW, CON	\$4,382,000	2020-2025
El Dorado County	Clear Creek Rd/Clear Creek (1.82 mi E of Sly Park Rd) Bridge Replacement	Clear Creek Rd over Clear Creek, 1.82 miles east of Sly Park Rd.: Replace 1-lane bridge with a new 2 lane bridge. Toll credits for PE, ROW, & CON. (CIP77138/36105005). Toll Credits for ENG, ROW, CON	\$4,187,000	2020-2025
El Dorado County	Green Valley Rd/Indian Creek Bridge Replacement	Green Valley Rd, over Indian Creek, 0.9 miles north of Greenstone Rd. Replace existing 2 lane bridge with 2 lane bridge. (CIP 77127/36105014)	\$6,225,000	2020-2025
El Dorado County	Green Valley Rd/Mound Springs Creek Bridge Rehabilitation	Green Valley Rd over Mound Springs Creek, 0.8 miles west of Missouri Flat Rd. Replace functionally obsolete 2 lane bridge with 2 lane bridge. No added lane capacity. (CIP 77136/36105015)	\$6,225,000	2020-2025
El Dorado County	Greenstone Rd/Slate Creek Bridge Replacement	Greenstone Rd over Slate Creek, 0.5 miles north of Mother Lode Rd.: Replace existing 2 lane bridge with new 2 lane bridge. Toll credits for PE, ROW, & CON. (CIP 77137/36105019). Toll Credits for ENG, ROW, CON	\$3,535,000	2020-2025
El Dorado County	Hanks Exchange Rd/Squaw Hollow Creek Bridge Replacement	Hanks Exchange Rd over Squaw Hollow Creek, 0.4 miles south of Pleasant Valley Rd.: Replace existing 1-lane bridge with new 2-lane bridge. Toll credits for PE, ROW, & CON. (CIP 77135/36105020). Toll Credits for ENG, ROW, CON	\$4,087,743	2020-2025

**TABLE 8-6: (continued)**

**EL DORADO COUNTY, CITY OF PLACERVILLE AND CALTRANS MAINTENANCE AND REHABILITATION SHORT-TERM ACTION PLAN (2020-2030)**

<b>Lead Agency</b>	<b>Title</b>	<b>Description</b>	<b>Total Cost</b>	<b>Completion Timing</b>
El Dorado County	Mosquito Rd/South Fork American River Bridge Replacement	Mosquito Rd, over South Fork American River, 5.7 miles north of US 50: Replace existing structurally deficient 1 lane bridge with new 2 lane bridge. (Toll credits programmed for PE, ROW, & CON. (CIP 77126/36105028). High Cost Project agreement required. Toll Credits for ENG, ROW, CON	\$82,535,000	2020-2025
El Dorado County	Mt. Murphy Rd/South Fork American River Bridge Replacement	Mt Murphy Rd, over South Fork American River, 0.1 mile east of SR49. Replace existing 1 lane truss bridge with new 2 lane bridge. Toll credits programmed for PE, ROW, and CON. (CIP 77129/36105029). Toll Credits for ENG, ROW, CON	\$25,113,000	2020-2025
El Dorado County	Newtown Rd/South Fork Weber Creek - Bridge Rehab	Newtown Rd., Over S Fork Weber Cr., 0.7Mi West of Snows Rd. Replace existing 2 lane bridge. (CIP 77122/36105030)	\$5,846,000	2020-2025
El Dorado County	Oak Hill Rd/Squaw Hollow Creek Bridge Replacement	Oak Hill Rd over Squaw Hollow Creek, 0.6 miles south of Pleasant Valley Rd: Replace existing 2 lane bridge with new 2 lane bridge. Toll credits for PE, ROW, & CON. (CIP 77134/36105031). Toll Credits for ENG, ROW, CON	\$6,722,000	2020-2025
Caltrans District 3	ED 49 Ped/Bike Access	In El Dorado County on Route 49 from Patterson Dr to Commerce Way (PM 10.7/11.1): Widen shoulders to provide pedestrian and bike access along highway. EA 0H830	\$2,000,000	2020-2025
Caltrans District 3	SR 193 Slope Stabilization	Near Placerville, on SR 193 at 1.1 miles north of the South Fork American River Bridge (PM 22.8/22.9); also at 2.5 miles north of the South Fork American River Bridge (PM 24.2/24.3) - Restore embankment slope slip-outs [CTIPS ID 107-0000-1086] (Toll Credits). Toll Credits for ENG, ROW, CON; SR 193, PM 22.8-24.3; EA 1H600	\$9,545,000	2020-2025
Caltrans District 3	SR 50 Bridge Rehab at Sawmill UC	Near Pollock Pines, SR 50, at Sawmill Undercrossing #25-0041 (PMM R27.9/R29.8); also at Sly Park Road (PM R30.17/R31.3) - Replace bridge, restore culverts and add highway lighting [CTIPS ID 107-0000-1029] (Toll Credits). Toll Credits for ENG, ROW, CON. EA 0H341	\$11,494,000	2020-2025
Caltrans District 3	US 50 - Camino Operational / Safety Improvements	Near Placerville and Camino, US 50, from 0.2 mile west of Still Meadows Road to 0.4 mile east of Upper Carson Road (PM 21.9/24.5) - Install median barrier, widen shoulders, construct acceleration/deceleration lane, construct an undercrossing and construct access to the undercrossing from local roads [SHOPP CTIPS ID 107-0000-1030] [Caltrans is the lead agency for the project. El Dorado County, Community Development Agency, Transportation Division is a participating agency.] HSIP7-03-008. Toll Credits for ROW	\$55,437,620	2020-2025

**TABLE 8-6: (continued)**

**EL DORADO COUNTY, CITY OF PLACERVILLE AND CALTRANS MAINTENANCE AND REHABILITATION SHORT-TERM ACTION PLAN (2020-2030)**

Lead Agency	Title	Description	Total Cost	Completion Timing
Caltrans District 3	US 50 Cameron Park Safety	On US 50 in Cameron Park at Cameron Park Drive: Improve sight distance and upgrade curb ramps [PM 6.5] (CTIPS ID 107-0000-1075) (Toll Credits). Toll Credits for ENG, ROW, CON	\$2,422,000	2020-2025
Caltrans District 3	US 50 Guard Rail Upgrade	In El Dorado County, US 50, at various locations from Red Hawk Undercrossing to 1.9 miles west of Route 89 (PM 11.20/68.70) - Upgrade guard rail to current standards (Toll Credits). Toll Credits for ENG, ROW, CON. EA 0H500	\$4,506,000	2020-2025
El Dorado County	El Dorado Hills Boulevard Overlay Project	Roadway overlay, ADA ramp improvements, Class II bike lanes, and bicycle and pedestrian loop detection improvements at all intersections from Saratoga Way/Park Drive to Brittany Place. Toll Credits for ENG	\$5,400,000	2026-2030
Caltrans District 3	US 50 Apple Hill Pavement Rehab	In and near Placerville, from westbound on-ramp at Schnell School Rd OC (Br#25-63) to 0.1 mile west of Still Meadows Rd; also from 0.5 mile east of Carson Rd to Sawmill UC (Br#25-41) (PM 24.5/R28.8): CAPM and drainage improvements. SHOPP ID 15994	\$39,050,000	2026-2030
Caltrans District 3	US 50 Echo Summit Pavement Rehab	In El Dorado County from Sierra-At-Tahoe Road to Pioneer Trail in Meyers. SHOPP ID 18420	\$35,238,000	2026-2030
Caltrans District 3	US 50 Ice House Rd Pavement Rehab	In El Dorado County on Route 50 from Ice House Rd to Strawberry Lodge: CAPM. SHOPP ID 20489	\$18,650,000	2026-2030
Caltrans District 3	US 50 Riverton Drainage Rehab	In El Dorado County on Route 50 approx. 15 miles east of Placerville from Peavine Ridge Rd 1.0 mile west of Pyramid Creek Bridge (Br#25-9): CAPM & Drainage. SHOPP ID 21931	\$44,390,000	2026-2030
Caltrans District 3	US 50 Shingle Springs Pavement Rehab	In El Dorado County on Route 50 from Cambridge Rd OC (Br#25-0083) to El Dorado Road OC (#25-0076): CAPM. SHOPP ID 20401	\$15,360,000	2026-2030
Caltrans District 3	In El Dorado County from Kyburz Dr to Strawberry Lodge Dr. CIR w/HMA Overlay	In El Dorado County from Kyburz Dr to Strawberry Lodge Dr. CIR w/HMA Overlay. SHOPP ID 17916	\$6,200,000	2026-2030

**TABLE 8-6: (continued)**

**EL DORADO COUNTY, CITY OF PLACERVILLE AND CALTRANS MAINTENANCE AND REHABILITATION SHORT-TERM ACTION PLAN (2020-2030)**

Lead Agency	Title	Description	Total Cost	Completion Timing
Caltrans District 3	Placerville MTCE Mechanic shop	Placerville Resident Mechanic SHOPP ID 18466	\$2,600,000	2026-2030
Caltrans District 3	SR 193 Cool Pavement Rehabilitation	In El Dorado County on Route 193 from JCT SR 49 to Pilgrim Ct. SHOPP ID 20552	\$5,700,000	2026-2030
Caltrans District 3	SR 193 Georgetown Pavement Rehabilitation	In El Dorado County on Route 193 from Greenwood Rd to JCT SR 49/End of County. SHOPP ID 20553	\$15,400,000	2026-2030
Caltrans District 3	SR 49 Pavement Rehabilitation A	In El Dorado County in and near Diamond Springs from 0.5 miles North of Maisy Lane to Coon Hollow Road. Pavement Rehab. SHOPP ID 13330	\$32,650,000	2026-2030
Caltrans District 3	SR 49 Pavement Rehabilitation B	In El Dorado County on Route 49 from approx. 0.1 mile north of Rattlesnake Bar Rd to the county line; also, in Placer County on Route 49 from El Dorado County Line to Junction of Route 80 in Auburn (PM 0.0/3.1): CAPM. SHOPP ID 20486	\$14,200,000	2026-2030
Caltrans District 3	US 50 Point View Dr Landscape Rehabilitation	In El Dorado County on Route 50 from EB off ramp at Point View Dr to approx. 0.2 mile west of Newtown Rd. Highway Planting Rehab. SHOPP ID 20607	\$1,040,000	2026-2030
El Dorado County	White Rock Road Widening – Post Street to South of Silva Valley Parkway	Widen White Rock Road from 2 lanes to 4 lanes – Post Street to South of Silva Valley Parkway CIP 72374/36105042 (Segment E2 of Capital Southeast Connector) (CIP 72374/36105042)	\$6,196,000	2026-2030

**TABLE 8-7: EL DORADO COUNTY, CITY OF PLACERVILLE AND CALTRANS REGIONAL ROAD AND HIGHWAY CAPACITY LONG-TERM ACTION PLAN (2031-2040)**

Lead Agency	Title	Description	Total Cost	Completion Timing
El Dorado County	US 50/El Dorado Hills Blvd Interchange Eastbound Ramps (Phase 2B)	Part of larger project to reconstruct the interchange and widen Latrobe Rd/El Dorado Hills Boulevard. Complete reconstruction is being phased to align improvement needs, construction staging within US 50 corridor, and available funding. This phase improves on-/off-ramps for eastbound US 50 and widens Latrobe Road/El Dorado Hills Boulevard. Design to be coordinated with US 50 Westbound Auxiliary Lane from El Dorado Hills Blvd. Interchange to the County Line (53115/36104021) and US 50 Eastbound Auxiliary Lane from County Line to El Dorado Hills Blvd. Interchange (53125/36104017). (CIP 71323/36104001)	\$9,517,000	2031-2035
El Dorado County	US 50/Ponderosa Rd/So. Shingle Rd Interchange Improvements	Project provides capacity improvements to the interchange, includes a detailed study to identify	\$24,928,898	2031-2035

**TABLE 8-7: (continued)**

**EL DORADO COUNTY, CITY OF PLACERVILLE AND CALTRANS REGIONAL ROAD AND HIGHWAY CAPACITY LONG-TERM ACTION PLAN (2031-2040)**

<b>Lead Agency</b>	<b>Title</b>	<b>Description</b>	<b>Total Cost</b>	<b>Completion Timing</b>
City of Placerville	Western Placerville Interchanges Phase 3	Replacement and widening of the Forni Road/Placerville Drive US 50 Overcrossing, improved operations at the Forni Road/Placerville Drive/US 50 interchange, a westbound US 50 offramp at the existing Ray Lawyer Drive overcrossing, and an eastbound auxiliary lane between the Forni Road/Placerville Drive/ US 50 interchange and the Ray Lawyer Drive interchange.	\$23,374,018	2036-2040
El Dorado County	US 50/Bass Lake Road Interchange Improvements	Phase 1 of this project includes a detailed study to determine the complete improvements needed. Phase 1 is assumed to include ramp widenings, road widening and signals. Phase 2 is assumed to include additional ramp and road widenings. This project needs to coordinate with US 50 Eastbound Auxiliary Lane from Bass Lake Road Interchange to Cambridge Road Interchange (GP148/36104018). (CIP 71330/36104005)	\$5,417,000	2036-2040
El Dorado County	Country Club Drive Extension - El Dorado Hills Blvd to Silva Valley Parkway	Construct new 2-lane extension of Country Club Drive from El Dorado Hills Blvd to Silva Valley Parkway. Includes curb, gutter, and sidewalk on both sides. (CIP# 72377/36105007)	\$12,065,000	2036-2040
El Dorado County	Green Valley Rd Widening - Francisco Dr to Silva Valley Parkway	Widen existing Green Valley Rd from Francisco Dr to Silva Valley Parkway from two to four lanes; includes curb gutter and sidewalk. (CIP GP178/36105018)	\$6,765,000	2036-2040
El Dorado County	Headington Rd Ext - Missouri Flat to El Dorado	Construct new 2-lane arterial with median extension of Headington Rd from Missouri Flat Rd to El Dorado Rd. Does include curb, gutter, or sidewalk. (CIP 71375/36105022)	\$6,958,000	2036-2040
El Dorado County	Missouri Flat Rd Widening, Plaza Dr to Headington Rd	Widen Missouri Flat Road to a four-lane roadway with left-turn lanes, a bike lane on the west side, curb, gutter, and sidewalk on both sides. The project also includes a traffic signal at the intersection of Missouri Flat Road and Headington Road (CIP 71374/36105066)	\$2,112,000	2036-2040
El Dorado County	Missouri Flat Road Widening - China Garden Rd to Pleasant Valley Road/SR49	Widening of Missouri Flat Road from China Garden to Pleasant Valley Road/State Route 49. Work includes widening the road to four lanes, sidewalk, curb, and gutter. (CIP 72142/36105027)	\$4,399,000	2036-2040

TABLE 8-7: (continued)

**EL DORADO COUNTY, CITY OF PLACERVILLE AND CALTRANS REGIONAL ROAD AND HIGHWAY CAPACITY LONG-TERM ACTION PLAN (2031-2040)**

Lead Agency	Title	Description	Total Cost	Completion Timing
El Dorado County	Saratoga Wy. (Phase 2)	Phase 2 will widen the existing two-lane road to four-lanes from Wilson to El Dorado Hills Boulevard with full curb, gutter, and sidewalk on the north side only. CIP#GP147/36105035	\$4,055,000	2036-2040
El Dorado County	US 50/Cambridge Rd Interchange	Phase 1 Improvements to Cambridge Road Interchange. Phase I project consists of widening the existing eastbound and westbound off-ramps; addition of new westbound on-ramp from southbound Cambridge Road; reconstruction of the local intersections to provide for additional capacity, both turning and through; and the installation of traffic signals at eastbound ramp (CIP 71332/36104006)	\$9,665,000	2036-2040
El Dorado County	US 50/Cameron Park Dr Interchange Improvements	Interchange Improvements: this project includes detailed study to identify capacity improvements alternatives and selection of preferred alternative; assumes reconstruction of existing US50 bridges to widen Cameron Park Dr to 8 lanes under the overcrossing; road and ramp widenings. (CIP 72361/36104007)	\$64,693,000	2036-2040
El Dorado County	US 50/El Dorado Rd Interchange - Phase 1	Phase 1 project includes signalization and widening of existing ramps and minor widening/lane adjustments on El Dorado Road. See project 71376/36104012 for Phase 2 improvements. (CIP 71347/36104011)	\$5,782,000	2036-2040
El Dorado County	US 50/Silva Valley Pkwy Interchange - Phase 2	Final phase of US 50/Silva Valley Parkway Interchange. Due to future growth in the area this project will be necessary to accommodate traffic projected for 2030. Project includes eastbound diagonal and westbound loop on-ramps to US 50. Project is in the preliminary planning phase. (CIP 71345/36104004)	\$8,593,000	2036-2040
El Dorado County	US 50/Ponderosa Rd Interchange - Durock Rd Realignment	Realign approx. 1/4 mile of Durock Rd to South Shingle Road/Sunset Ln and signalize new intersection. Durock Rd will be two through lanes with turn pockets at the intersection. this project is part of a larger project, US 50/Ponderosa Road/South Shingle Road Interchange (71333/36104010). Preliminary engineering shall be performed under the interchange project. Work needs to be coordinated with US 50 Ponderosa Road/South Shingle Road Interchange (7133/36104010), US 50/Ponderosa Road Interchange - N. Shingle Road Realignment (project 71339/36104009) and US 50 Eastbound Auxiliary Lane from Cameron Park Drive Interchange to Ponderosa Road Interchange (53127/36104020). (CIP 71338/36104008)	\$11,082,000	2036-2040



**TABLE 8-7: (continued)**

**EL DORADO COUNTY, CITY OF PLACERVILLE AND CALTRANS REGIONAL ROAD AND HIGHWAY CAPACITY LONG-TERM ACTION PLAN (2031-2040)**

Lead Agency	Title	Description	Total Cost	Completion Timing
El Dorado County	US 50/Ponderosa Rd Interchange - N. Shingle Rd Realignment	Realign approx. 1/4 mile of N. Shingle Rd about 600 ft north at Ponderosa Rd; realign WB off-ramp to align with Wild Chaparral Dr; and signalize the new intersection. Realigned N. Shingle Rd will be two through lanes with turn pockets at the intersection. Part of a larger Project for the reconstruction of the US50/Ponderosa Road/South Shingle Road interchange (7133/36104010). Preliminary Engineering for this phase shall be performed under the interchange project. Work needs to be coordinated with 7133/36104010, 71338/36104008, and 53128/36104024. (CIP 71339/36104009)	\$7,777,000	2036-2040
El Dorado County	US 50/Ponderosa Rd./So. Shingle Rd. Interchange Improvements	Project provides capacity improvements to the interchange, includes a detailed study to identify a preferred alternative. This phase includes the widening of the existing US 50 overcrossing to accommodate five lanes and the realignment of the westbound loop on-ramp, ramp widenings, and widening of Ponderosa Road, Mother Lode Drive and South Shingle Road. Preliminary engineering for all phases (projects 71333/36104010, 71338/36104008 and 71339/36104009) shall be performed under the interchange project. This project requires the construction of US 50 /Ponderosa Road - North Shingle Road Realignment (project 71338/36104008) and US 50 / Ponderosa Road Interchange - Durock Road Realignment (project 71339/36104009). Project shall also be coordinated with US 50 Eastbound Auxiliary Lanes - Cameron Park Interchange to Ponderosa Road Interchange (53127/36104020), and US 50 Westbound Auxiliary Lanes - Ponderosa Road Interchange to Cameron Park Drive Interchange (53128/36104024). (CIP 71333/36104010)	\$24,568,000	2036-2040
El Dorado County	Intersection Improvements	Intersection Improvements to increase capacity at various locations. Projects could include signalization, channelization, ITS improvements, etc.	\$42,109,000	2036-2040

**TABLE 8-8: EL DORADO COUNTY, CITY OF PLACERVILLE AND CALTRANS MAINTENANCE AND REHABILITATION LONG-TERM ACTION PLAN (2031-2040).**

Lead Agency	Title	Description	Total Cost	Completion Timing
El Dorado County	Cedar Ravine Road at Weber Creek – Bridge Rehabilitation	Project includes rehabilitation or replacement of the bridge at Weber Creek, widening and improvements at the bridge approaches. (CIP 771142/36105046)	\$3,248,000	2031-2040

**TABLE 8-9: EL DORADO COUNTY, CITY OF PLACERVILLE AND CALTRANS REGIONAL ROAD NETWORK PROJECT DEVELOPMENT ONLY (POST 2040 - UNCONSTRAINED)**

Lead Agency	Title	Description	Total Cost	Completion Timing
Caltrans D3	Cameron Park Drive to Ponderosa Road	Managed Lane facility - Phase 2B (project description may change based on results from the Managed Lanes Study. Project is being evaluated for Expressed Toll Lanes, High Occupancy Toll Lanes, HOV lanes)	\$22,637,000	Post-2040
El Dorado County	Camino Phase 2 Ultimate Interchange	Construction of Alternative 4.7, full interchange in the Camino area.	\$40,000,000	Post-2040
Caltrans D3	Ponderosa Road to Greenstone Road	Managed Lane facility - Phase 3 (project description may change based on results from the Managed Lanes Study. Project is being evaluated for Expressed Toll Lanes, High Occupancy Toll Lanes, HOV lanes)	\$34,730,208	Post-2040
City of Placerville	Coleman Street Extension	Construct 150-foot 2-lane roadway with sidewalk and gutter on both sides to extend Coleman Street from Bedford Avenue to Spring Street	\$2,300,000	Post-2040
City of Placerville	Combella Road Extension	Road Extension: Combella Road	\$3,466,000	Post-2040
City of Placerville	Immigrant Ravine Road Extension	Construct a new 4,200-foot 2-lane roadway with sidewalk to extend Immigrant Ravine Road from Carson Road to the proposed Clay Street Extension	\$15,422,000	Post-2040
City of Placerville	Main Street Realignment	Construct 700-foot of new 2-lane road. Includes sidewalks to City collector street standards between Broadway and Main Street. New road will extend Main Street down Spanish Ravine Road.	\$8,121,768	Post-2040
Capital Southeast Connector JPA	Capital SouthEast Connector- Phase 2	Capital SouthEast Connector Phase 2 will include adding HOV lanes as needed and constructing interchanges at various locations.	\$209,300,000	Post-2040
City of Placerville	Placerville Drive Widening - Fair Lane to Ray Lawyer Drive	Widen Placerville Drive from Fair Lane to Ray Lawyer Drive to accommodate 4 lanes of traffic, a dual left turn lane, sidewalks, and bike lanes on both sides.	\$3,169,000	Post-2040
El Dorado County	Silva Valley Pkwy/Golden Eagle Ln - Signalization	Signalize intersection at Silva Valley Pkwy and Golden Eagle Ln (Silva Valley Elem School). CIP#GP182	\$768,000	Post-2040
El Dorado County	Latrobe Rd Widening - Golden Foothill Pkwy to Investment Blvd	Widen Latrobe Rd from Golden Foothill Pkwy (south end) to Investment Blvd from 2-lanes undivided to 4-lanes divided with curb, gutter, and Class II bike lanes; modify signal at Investment Blvd. (CIP Unfunded Project List 81/72350)	\$8,647,425	Post-2040
El Dorado County	Missouri Flat Interchange Phase 2 (Ultimate Configuration)	Construction of an intersection with a diverging diamond overpass configuration, as well as the relocation of Mother Lode Drive to an intersection further south along Missouri Flat Road.	\$17,515,000	Post-2040
Caltrans D3	US 50 Corridor Rest Area/Fueling Station	Construction of a rest area/fueling station along the US 50 Corridor at a to be determined location between Kyburz and Echo Summit	\$30,000,000	Post-2040

**TABLE 8-9: (continued)**

**EL DORADO COUNTY, CITY OF PLACERVILLE AND CALTRANS REGIONAL ROAD NETWORK PROJECT DEVELOPMENT ONLY (POST 2040 – UNCONSTRAINED)**

Lead Agency	Title	Description	Total Cost	Completion Timing
El Dorado County	US 50/El Dorado Rd Interchange - Phase 2	Project would involve construction of left and right turn lanes and additional through traffic lanes as follows: north/southbound El Dorado Road, and east/westbound on/off-ramps for US 50. Will require either widening of the existing El Dorado Road/US50 overcrossing structure and/or construction of a new adjacent structure. Refer to 2000 PSR. See project No. 71347/36104011 for Phase 1 improvements. (CIP 71376/36104012)	\$11,555,318	Post-2040

EDCTC monitors projects underway or which have EDCTC programmed funding associated with them. These projects are included in the EDCTC Project Monitoring Report located online here: <https://www.edctc.org/current-projects>

DRAFT