



County of El Dorado

Community Development Agency

2850 Fairlane Court
Placerville, CA 95667-4197

Kimberly A. Kerr
Acting Director
Community Development Agency

Phone (530) 621-5900

September 13, 2013

Jody Jones
Caltrans District 3
703 B Street
Marysville, CA 95901

Subject: U.S. Highway 50 Level of Service

Dear Ms. Jones,

The El Dorado County Community Development Agency (CDA) appreciates the support and responsiveness of your staff regarding State Highway facilities in El Dorado County.

The Measure Y initiative was approved by El Dorado County voters' in 1998, and re-affirmed with some modifications in 2008. Measure Y requires development to fully mitigate its impacts to the roadway network in El Dorado County. The original initiative language was in the 2004 General Plan, and the reaffirmed language was amended into the El Dorado County General Plan in January 2009.

On August 26, 2013, Measure Y Committee representatives provided a presentation to the El Dorado County Board of Supervisors (Board) relating to development and the traffic conditions of U.S. Highway 50. During their presentation, the Measure Y Committee provided several power point presentation slides stating that U.S. Highway 50 is operating at a Level of Service (LOS) F, and that Caltrans has no plans to provide any improvements to the highway within El Dorado County during the next 20 years. I have enclosed the Power Point presentation for your reference. The final two slides were obtained from Caltrans. One is a snapshot with PeMS results, and the second is a table which a member of the public obtained via e-mail from Caltrans. It is our understanding that the tables were from the draft update to the *Highway 50 Corridor Management Plan*, which Caltrans is diligently working on finalizing for public release.

As a result of this presentation, the Board has directed County staff to respond to questions as outlined below. As our partner, we would like to request that you or your staff assist us in responding to the Board. CDA Long Range Planning Staff will be presenting information to the Board at a special meeting that will be held on Monday, September 30th. A copy of this letter will be attached to the Board agenda item.

Jody Jones
U.S. Highway 50 LOS
September 13, 2013
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The questions are as follows:

1. How does Caltrans calculate LOS on U.S. Highway 50 (i.e., by use of the *Highway Capacity Manual 2010* Planning-level analysis, Design-level analysis, Operational-level analysis methodologies or other methodologies)? Were HOV and/or Auxiliary lanes and volumes considered? Which performance measure or alternative tools are used in the determination of service flow rates? If a 15-minute analysis period under prevailing conditions was assumed, what peak-hour factor was applied?
2. What effect, if any, does construction activity on the highway or within Caltrans Right-of-Way have on the LOS measurements or projections? Do temporary delays during construction factor into the LOS analysis? If LOS is calculated during construction activity is it annotated as such? Does LOS analysis reflect accident/incident history on U.S. Highway 50?
3. What has Caltrans determined the LOS to be along U.S. Highway 50 within El Dorado County? Specifically, what is LOS determined to be from the West County line on U.S. Highway 50 to Cameron Park Drive?
4. What does Caltrans project the LOS to be on U.S. Highway 50 through 2035 within El Dorado County?
5. What population growth rate was assumed by Caltrans in the LOS projection for the portion of U.S. Highway 50 through El Dorado County?
6. What Caltrans improvements are planned and assumed in the LOS projection for U.S. Highway 50 in El Dorado County through 2035?
7. What are the parameters and assumptions used for the PeMS data? How do these parameters and assumptions relate to question #1?

We thank you in advance for your assistance in providing our governing body with all the facts regarding traffic operations on U.S. Highway 50 in El Dorado County.

Should you have any questions or need additional information, please call Claudia Wade at 530-621-5977 or Natalie Porter at 530-621-5442.

Sincerely,



Kimberly A. Kerr
Acting Community Development Agency Director

Enclosures

cc: David Defanti, El Dorado County CDA Assistant Director
Claudia Wade, El Dorado County CDA Long Range Planning Division
Natalie Porter, El Dorado County CDA Long Range Planning Division
Jeff Pulverman, Caltrans
Nieves Castro, Caltrans

Introduction

- We are members of the Measure Y Committee who led the effort to enact Measure Y in 1998
- Why are we here: To challenge the LUPPU plan to build 20,000 more homes in the county without being able to mitigate traffic—as required by Measure Y

Measure Y Voter Enacted Policies

1. Prohibit approving single-family home subdivisions of 5+ homes if the cumulative traffic will result in, or worsen, LOS F (gridlock) traffic levels on major roads, intersections, interchanges or highways
2. Require new development to fully fund road improvements that keep traffic levels below LOS F
 - *If traffic cannot be mitigated, then new housing projects cannot be approved*

Traffic

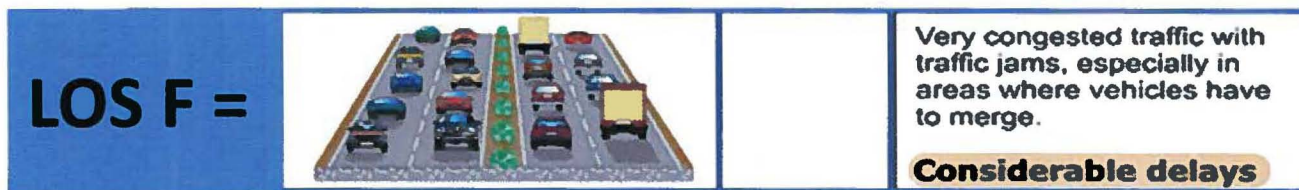


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Highway 50 Status

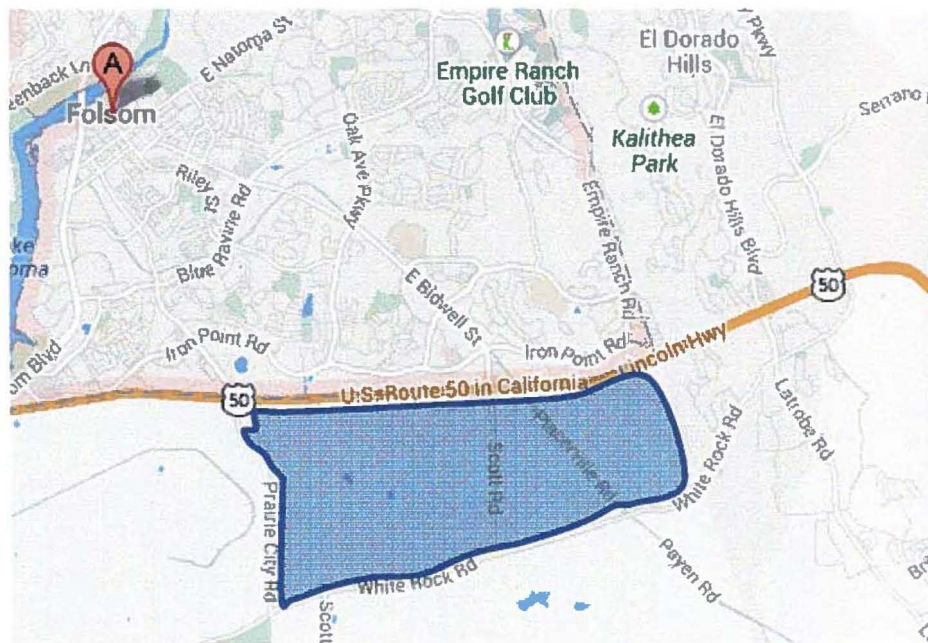
- Highway 50 is currently at LOS F From El Dorado Hills Blvd to EDC line*
- Highway 50 from Cameron Park Drive to EDH Blvd is at 92% capacity*
- There are no plans by CalTrans, SACOG, or Folsom to widen Highway 50 beyond the current six lanes in the next 20 years



* 2012 & 2013 CalTrans Data from US 50 Performance Report / PeMS

To Make Matters Worse

- Folsom is annexing 3500 acres to build 10,000 homes*—without widening Highway 50

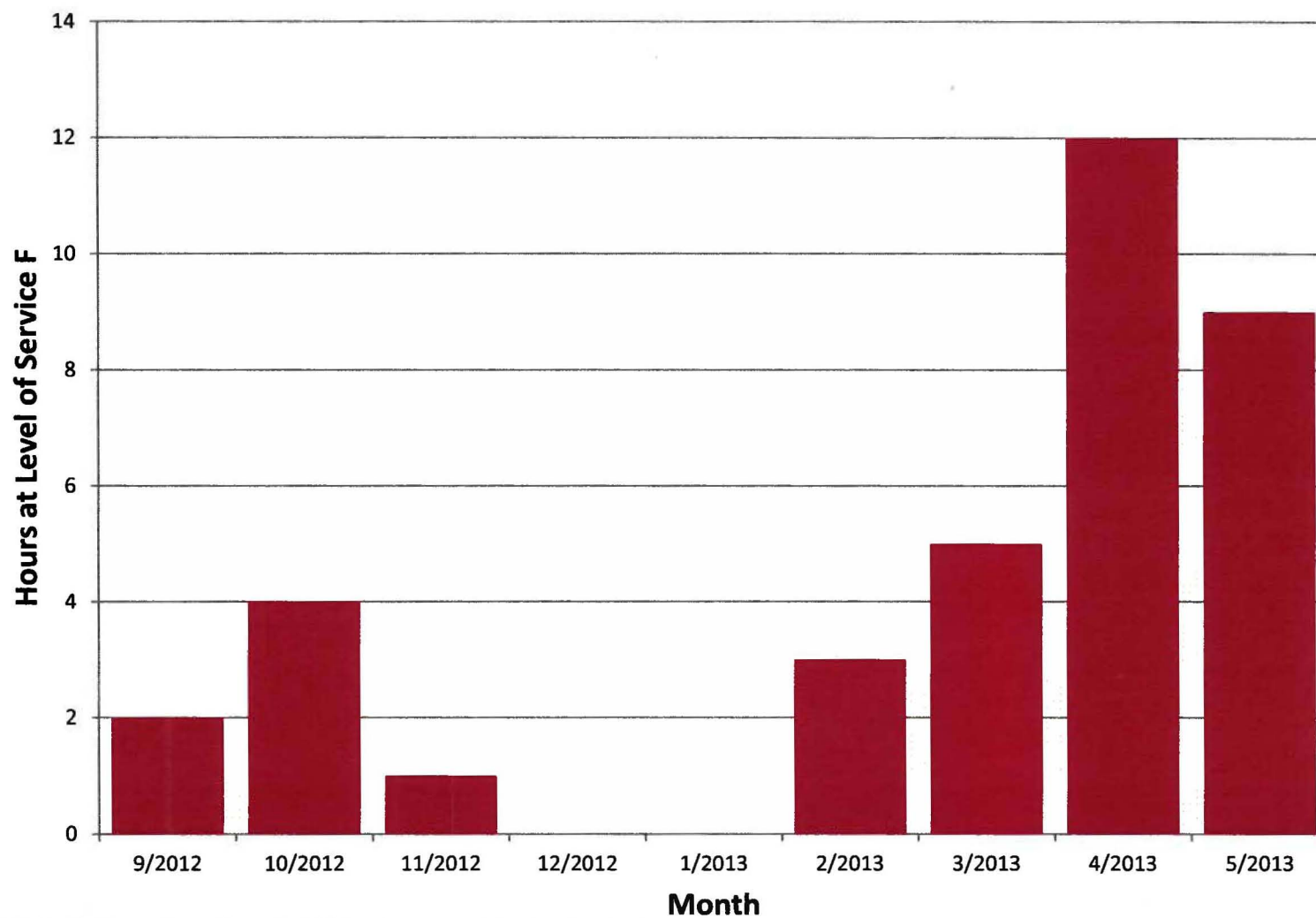


* Folsom South of U.S. Highway 50 Specific Plan Project

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Highway 50 Hours at LOS F* El Dorado County Line to Latrobe Road



*2013 CalTrans Data from PeMS Performance Monitoring System

Regional Hwy 50 **Today***

LOS F From Sunrise Blvd to El Dorado Hills Blvd



* 2012 & 2013 CalTrans Data from US 50 Performance Report / PeMS

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Housing



El Dorado Hills

Homes: Approved to Be Built Today

	Existing Households ¹ (2010)		Currently Approved Lots ²		New Housing % Increase
El Dorado Hills	14,994	+	7,290	=	48%
Cameron Park	7,610	+	341	=	4%
Shingle Springs	1,627	+	116	=	7%
Diamond Springs / El Dorado	4,921	+	652	=	13%
Camino / Pollock Pines	4,214	+	663	=	16%
Rural County		+	6770	=	?%
Total			15,832		

¹ 2010 US Census Data

² EDC Planning Department 2013
08/23/2013

LUPPU/2004 GP Proposed New Homes (Not yet approved)

	LUPPU/GP "Achievable " Units ¹		Currently Approved Lots	=	Additional LUPPU / 2004 GP Units	% New Housing Increase
El Dorado Hills	7,872	-	7,290	=	582	53%
Cameron Park	4462	-	341	=	4121	59%
Shingle Springs	2,018	-	116	=	1902	124%
Diamond Springs / El Dorado	4,960	-	652	=	4308	101%
Total					10,916	

¹ CEDAC/LUPPU 2013: Potential units from sub-dividing "Currently Approved Lots"

Proposed New Developments (2013)

Marble Valley	Cameron Park	3236
San Stino	Shingle Springs	1041
Central EDH	El Dorado Hills	1028
Lime Rock	Cameron Park	800
Dixon Ranch	El Dorado Hills	605
Stonehenge	Diamond/El Dorado	361
Valley View	El Dorado Hills	204
Wilson Estates	El Dorado Hills	49
Total		7324

Summary Housing Status

15,832 homes approved (could be built now)

10,916 more homes proposed in the LUPPU
2004 General Plan

7,324 more homes are being proposed by
developers

= 34,072 more homes

Highway 50 is at LOS F and can't be mitigated –
We can't approve more housing subdivisions



Rural Communities United

“Rural Communities United”

- We are a coalition of community groups representing thousands of citizens throughout the western county
- We are working with members of the following groups:

Groups

Measure Y Committee
Green Valley Alliance
Shingle Springs Community Alliance
No San Stino
Stop Tilden Park
More Parks Less Homes
ACCORD
Coalition for Change
Sierra Club

Neighborhood Groups & HOAs

Green Springs Ranch
Cameron Park Estates
Bass Lake Residents for Rural Living
Highland View
Sterlingshire
Highland Hills
Travois
Four Seasons
Sierra Crossings
Ridgeview

We Need Permanent Protection

- Because Measure Y expires in 2018, our groups agree we need permanent, stronger protections from irresponsible planning
- Within the next four months, our group, **Rural Communities United**, will be filing an initiative for the November 2014 ballot

Our Proposed Initiative

The initiative will include the following policy concepts:

- **PLANNING FOR LOS F (GRIDLOCK) TRAFFIC IS UNACCEPTABLE:** Forego approving major new housing projects unless road capacity improvements have been constructed sufficient to prevent cumulative LOS F traffic from being reached on any county road, intersection, state highway or interchange.
- **PROTECT RURAL COMMUNITIES:** Maintain the current open space, recreation, and low and medium density housing designations within the current El Dorado Hills, Cameron Park and Shingle Springs Community Region boundaries. Prohibit the expansion of Community Region boundaries to approve large housing projects.

How Can We Move Ahead?

1. Go forward with the General Plan Update policies which don't worsen traffic
2. Conduct EIR/Traffic Demand Model analysis of:
 - Currently approved parcels (15,832)
 - Ag regions and Uses
 - New commercial/retail and mixed use
 - Affordable housing (including 2nd units and Ag housing)
 - EID water availability
3. After lower growth analysis is completed, reduce TIM fees accordingly

We'd Like to Participate:

- Form a subcommittee to work with Staff to define the parameters of the “Lower-growth alternative”
- Goal: Adopt a General Plan Update that results in the least traffic impact on Highway 50 and surrounding roads and greatly reduce TIM fees

Conclusion

- We cannot approve more large housing subdivisions. Highway 50 is at LOS F and can't be mitigated
- We already have enough vacant parcels to build 15,000 more homes.
- We need to shift thinking from building our economy around tract housing to expanding local business, agriculture, and tourism

End Presentation

BACKUP INFORMATION FOLLOWS:

Measure Y/GP Language

Enacted By Voters in 1998 & 2008

Policy TC-Xa: *“Traffic from single-family residential subdivision development projects of five or more parcels of land shall not result in, or worsen, Level of Service F (gridlock, stop-and-go) traffic congestion during weekday, peak-hour periods on any **highway**, road, interchange or intersection in the unincorporated areas of the county.”*

Measure Y prohibits approving single family subdivisions that create or worsen LOS F (Gridlock traffic)

1998 Measure Y Vote

61%	Countywide
<hr/>	
75%	El Dorado Hills
71%	Cameron Park/Shingle Springs
65%	Lake Tahoe
57%	Somerset/Grizzly Flats
56%	Georgetown Divide/American River
55%	Placerville/Diamond Springs/El Dorado
54%	Camino/Pollock Pines

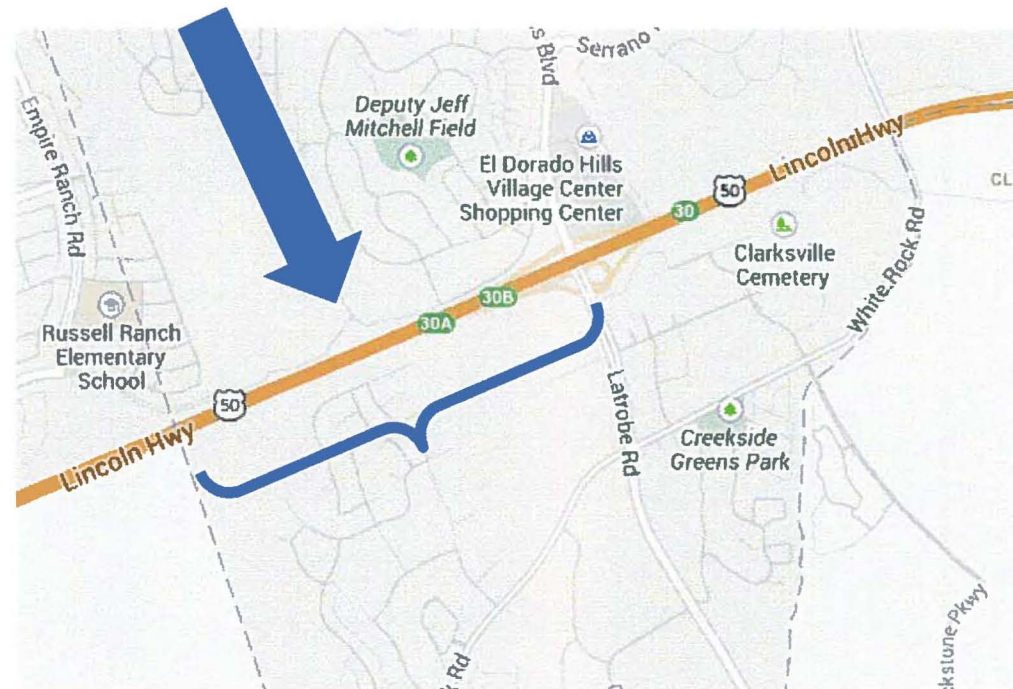
Voter Demographics are Changing

	1998	2013	Change
EDH, Cameron Park, Shingle Springs	30%	43%	+13%
Placerville, Diamond Springs, El Dorado	32%	26%	-6%
Lake Tahoe	14%	12%	-2%
Camino, Pollock Pines	10%	8%	-2%
Georgetown Divide, American River	10%	8%	-2%
Somerset, Grizzly Flats	4%	3%	-1%

EDC Highway 50 LOS F Segment

- Hwy 50 between EDH Blvd and county line has reached LOS F* for the last two years

*Weekday Peak Hour Traffic
Typically 7-8 am
Sometimes 7-9 am



* 2013 CalTrans Data using Traffic Density > 45 pc/mi/lane from PeMS

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CalTrans Hwy 50 Performance Data (June 8, 2013)

TABLE 4: CURRENT AND FORECASTED TRAFFIC DATA

Location		Current Traffic Data - 2012											Future Traffic Data - 2035 (No Build) ^a						Future Traffic Data - 2035 (Build) ^a					
County	Description & Location	Truck Traffic				Peak Hour Traffic Volume ^b	Peak Hour Dir. ^b	Peak Hour Time of Day ^b	Peak Hour Dir. Split ^b	AADT ^b	LOS ^b	V/C ^b	Peak Hour Avg. Speed (mph)	Peak Hour Traffic Vol. ^b	Peak Hour Dir. Split ^b	AADT ^b	LOS ^b	V/C ^b	Peak Hour Traffic Vol. ^b	Peak Hour Dir. Split ^b	AADT ^b	LOS ^b	V/C ^b	
		AADT - Truck ^a	Truck % of AADT	5+ Axle AADT - Truck ^a	5+ Axle % of Trucks																			
YOL	Interstate 80 to Yolo/Sacramento County Line	7,093	4.0%	3,120	1.8%	14,900	EB	AM	55%	176,000	E	0.93	61.9	17,400	52%	206,000	F	1.02	17,800	53%	210,000	F	1.06	
SAC	Yolo/Sacramento County Line to State Routes 99 and 51	6,012	2.4%	2,515	1.0%	20,500	WB	PM	54%	246,000	F	1.14	41.3	23,300	52%	279,000	F	1.26	25,000	53%	300,000	F	1.37	
																			52%	265,000	F	1.29		
																			53%	234,000	F	1.25		
																			58%	204,000	F	1.01		
																			60%	161,000	F	1.09		
																			63%	132,000	F	1.33		
ED	Sacramento/El Dorado County Line to Cameron Park Drive			9,200	66%	92,000				F	1.15		9,700	66%	97,000			F	1.22					
																			64%	81,000	D	0.86		
																			66%	97,000	F	1.22		
																			63%	71,000	E	0.96		
ED	End of Freeway in Placerville to Bedford Avenue	3,120	6.0%	1,289	2.5%	4,600	WB			65%	52,000	D	0.73	64.8		63%	61,000	D	0.84	6,300	63%	71,000	E	0.96
ED	Bedford Avenue to Cedar Grove Ext	2,700	5.2%	1,115	2.1%	4,650	EB			63%	52,000		32.8	5,300	80%	59,000	C	0.00	5,200	62%	58,000	C	0.00	
ED		1,550	5.2%	698	2.3%	3,250	EB				60,000	C	0.54	63.0	3,800	63%	35,000	C	0.59	3,800	65%	35,000	C	0.59

CalTrans Projection: LOS F in 2035, even with all planned improvements

CalTrans PeMS Output August, 2013

PeMS 12.3 Welcome

Freeway US50-W in El Dorado County

Facilities & Devices Performance Data Quality Configuration Events

Performance > Level of Service > Time Series ABOUT THIS REPORT

From: Apr 29 2013 0 To: May 3 2013 23
Max Range: 3 weeks

Include Days: Su Mo Tu We Th Fr Sa Holidays

LOS Threshold: (None) A VDS Type: All Mainline HOV

Postmile Range (29.30 - 107.99)
29.3 - 30.3

View Crossings...

DRY PLOT VIEW TABLE EXPORT TEXT EXPORT TO XLS

Time	Data Quality						# Lane Points	% Observed
	A	B	C	D	E	F		
04/29/2013 00:00	100	0	0	0	0	0	24	100.0
04/29/2013 01:00	100	0	0	0	0	0	24	100.0
04/29/2013 02:00	100	0	0	0	0	0	24	100.0
04/29/2013 03:00	100	0	0	0	0	0	24	100.0
04/29/2013 04:00	100	0	0	0	0	0	24	100.0
04/29/2013 05:00	100	0	0	0	0	0	24	100.0
04/29/2013 06:00	0	0	100	0	0	0	24	100.0
04/29/2013 07:00	0	0	0	0	0	100	24	100.0
04/29/2013 08:00	0	0	0	0	0	100	24	100.0
04/29/2013 09:00	0	0	100	0	0	0	24	100.0
04/29/2013 10:00	0	100	0	0	0	0	24	100.0
04/29/2013 11:00	0	100	0	0	0	0	24	100.0
04/29/2013 12:00	0	100	0	0	0	0	24	100.0
04/29/2013 13:00	0	100	0	0	0	0	24	100.0

Segment
EDC Line
To Latrobe

% of traffic at LOS A-F



Fwd: Monday 8/26/13 Measure Y presentation (Please replace earlier recalled message)

1 message

The BOSFOUR <bosfour@edcgov.us>
To: EDC COB <edc.cob@edcgov.us>

Mon, Aug 26, 2013 at 7:54 AM

—— Forwarded message ——

From: **Aaron Klinger** <aklinger@mindspring.com>
Date: Mon, Aug 26, 2013 at 6:59 AM
Subject: Monday 8/26/13 Measure Y presentation (Please replace earlier recalled message)
To: bosone@edcgov.us, bostwo@edcgov.us, bosthree@edcgov.us, bosfour@edcgov.us, bosfive@edcgov.us
Cc: Shawna.Purvines@edcgov.us, Roger.Trout@edcgov.us

Dear Members of the El Dorado County Board of Supervisors,

Unfortunately I did not know of the August 26th workshop presentation by the Measure Y group in time to schedule leave from work. I was able to have a cursory view of the Measure Y group presentation posted on the meeting agenda. I would appreciate your consideration of the following:

- Slide #3 shows a photograph of gridlock traffic. I do not recognize that road segment; is it in El Dorado County? If not, is it representative of conditions here? Why not use a photo of El Dorado County gridlock?
- Slide #24 is captioned: "Highway 50 between EDH BLVD. and county line has reached LOS F* for the last two years". Isn't the frequency of LOS F and any unusual contributory factors relevant? For example, was there any Highway 50 construction during this time period that could have slowed traffic (carpool lane construction, intersection/bridge improvements, etc.)? Doesn't Slide 6 show how infrequent occurrences of LOS F were? The CalTrans PeMS measurements are reported on the hour, 24 hours per day. A thirty day month would have 30 days x 24 hours/day = 720 measurements on the hour per month. In September of 2012, there were only two measured occurrences reaching LOS F. In the 9 months depicted in the slide (summer months were excluded) LOS F did not occur in some months, and in two-thirds of the months shown, there were four occurrences, or less. Shouldn't the focus be on the completed Highway construction enhancements to the LOS, not the temporary negative impact during the construction? Won't these Highway 50 enhancements reduce LOS F? And Highway 50 enhancements in El Dorado Hills are ongoing, don't we expect positive results from that work? Would you please have County DOT weigh in on this?
- Slide #25 shows projections for the year 2035 indicating LOS F. The current LOS data is obscured on the slide by the expanded and highlighted 2035 projection superimposed on the table. What does this same table show for (2012) "current" LOS conditions? You may find it is not LOS F (the slide likely represents Highway 50 Segment #8 - County line to Cameron Park Drive). The footnote on the "Future Traffic Data -2035 (No Build)" refers to conditions if there are no improvement to the highway. But CalTrans is clear to point out in their Highway 50 Corridor System Management Plan (CSMP) that the severity and duration of LOS F conditions under the "No Build" and "Build" scenarios can be significantly reduced by implementing operational strategies and key capital projects. Isn't it likely that there will be CalTrans roadway improvements over the next 20+ years that are currently unanticipated? Of course we care what our county will look like in 2035 and what type of traffic we will have. But does the language in Measure Y require protecting against LOS F projected more than 20 years in the future?
- The presentation introduces the concept that El Dorado County growth should be subservient to Folsom growth (reference to Folsom South of U.S Highway 50 Specific Plan adding traffic). The idea seems to be that if Folsom grows, El Dorado County must not. The County has lamented sales tax leakage to such areas as Folsom but businesses and retailers (employers) flock to Folsom, because there is a robust and growing base of customers (residential development). Why would a retailer witnessing a no growth atmosphere in El Dorado County locate here? All they could expect is a stagnant customer base, and as their expenses inevitably increase, a decline in net income. Under this atmosphere, businesses will continue to shun our County, thus loading up Highway 50 in El Dorado County with those forced to gain employment, services, and shopping elsewhere. Is this what we want?

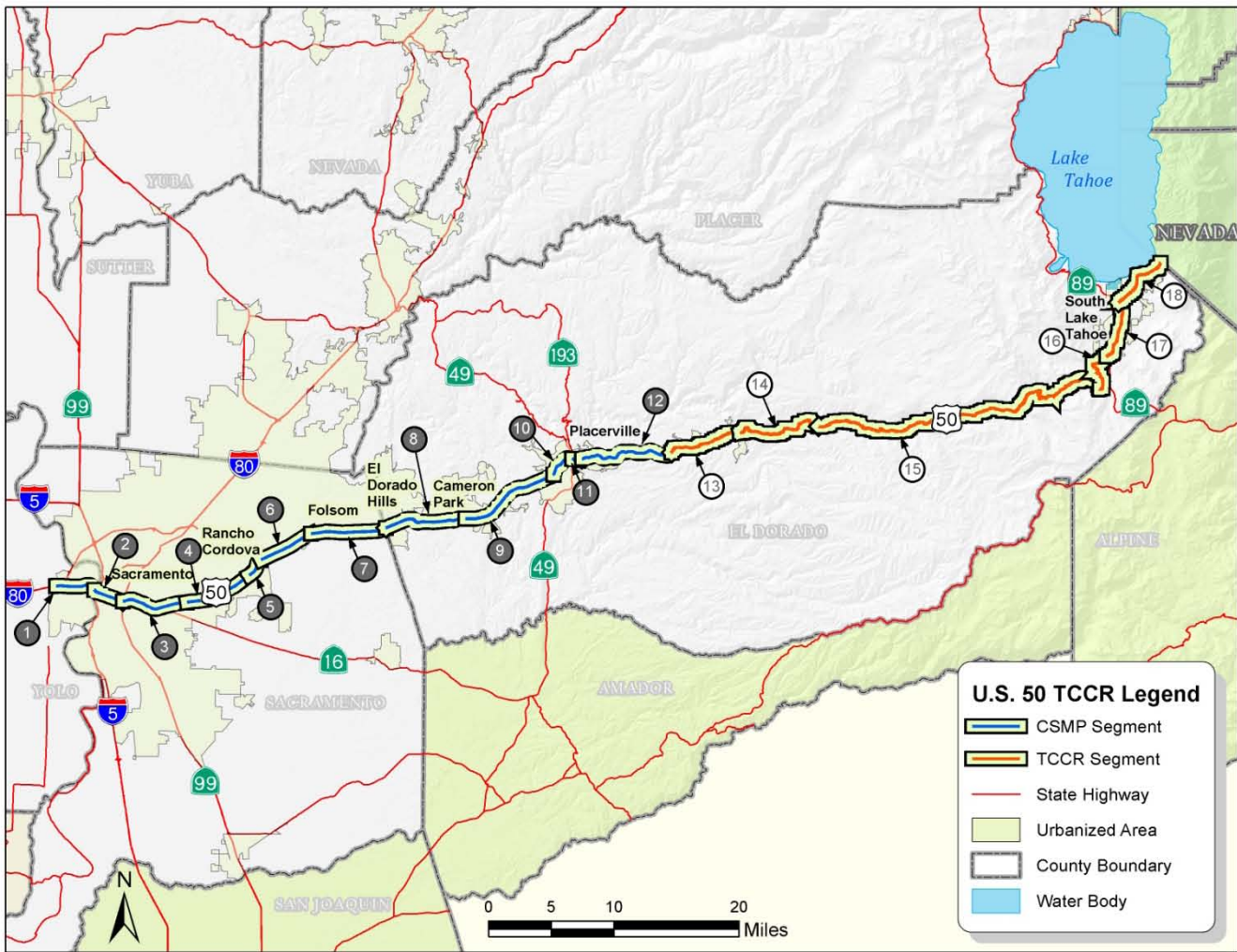
Thanks for your consideration,

Information Provided After Presentation by Measure Y Committee representatives

These documents were obtained from
CalTrans by Measure Y Committee
representatives and provided to County
staff.

Segment	Location Description	County	Begin Postmile	End Postmile
1*	Interstate 80 to Yolo/Sacramento County Line	YOL	0	3.16
2	Yolo/Sacramento County Line to State Routes 99 and 51	SAC	L0.00	L2.48 = R0.00
3	State Routes 99 and 51 to Watt Avenue	SAC	R0.00	R5.34
4	Watt Avenue to Zinfandel Drive	SAC	R5.34	R10.92
5	Zinfandel Drive to Sunrise Boulevard	SAC	R10.92	12.5
6	Sunrise Boulevard to Folsom Boulevard	SAC	12.5	17.01
7	Folsom Boulevard to Sacramento/El Dorado County Line	SAC	17.01	23.14
8	Sacramento/El Dorado County Line to Cameron Park Drive	ED	0	R6.57
9	Cameron Park Drive to Missouri Flat Road	ED	R6.57	R15.06
10	Missouri Flat Road to End of Freeway in Placerville	ED	R15.06	17.25
11	End of Freeway in Placerville to Bedford Avenue	ED	17.25	18.11
12	Bedford Avenue to Cedar Grove Exit	ED	18.11	R25.95
13	Cedar Grove Exit to 0.67 mi east of Sly Park Road	ED	R25.95	R31.97
14	0.67 miles east of Sly Park Road to Ice House Road	ED	R31.97	39.77
15	Ice House Road to Echo Summit	ED	39.77	66.63
16	Echo Summit to State Route 89 South/Luther Pass Road	ED	66.63	70.62
17	State Route 89 South/Luther Pass Road to State Route 89 North/Lake Tahoe Blvd	ED	70.62	75.45
18	State Route 89 North/Lake Tahoe Blvd to Nevada State Line	ED	75.45	80.44

* Segments 1 – 12 are included in the US 50 CSMP. The information in these segments is listed for reference only.



Segment #	13	14	15	16	17	18
Post Miles	R25.95/R31.97	R31.97/39.77	39.77/66.63	66.63/70.62	70.62/75.45	75.45/80.44
Distance (Miles)	6.02	7.65	26.86	3.99	4.83	4.99
Basic System Operations						
Average Annual Daily Traffic (AADT) - Base Year (BY)*	19,900	12,700	13,100	10,900	19,000	33,000
AADT - No Build (Horizon Year (HY))*	24,880	15,880	16,380	13,630	23,750	42,900
AADT - Build (HY)	24,900	15,890	16,390	13,640	23,770	42,940
Level of Service (LOS) – (BY)	B	B	E	E	E	E
LOS - No Build (HY)	C	C	F	E	F	F
LOS - Build (HY)	C	C	F	E	F	F
LOS Concept						
Vehicle Miles Traveled (VMT) – (BY)	108,240	97,160	351,840	36,270	68,450	159,040
VMT - No Build (HY)	135,300	121,450	439,800	45,340	85,560	206,750
VMT - Build (HY)	135,420	121,560	440,190	45,380	85,640	206,930
Truck Traffic						
Distance (Miles)	6.02	7.65	26.86	3.99	4.83	4.99
Average Annual Daily Truck Traffic (AADTT)	1,393	800	537	338	760	1,320
Total Trucks (%of AADT) (BY)	7.00%	6.30%	4.10%	3.10%	4.00%	4.00%
5+ Axle AADTT (BY)	641	384	200	141	228	139
5 + Axle Total Truck (as % of AADT) (BY)	3.22%	3.02%	1.53%	1.29%	1.20%	0.42%
Peak Hour Traffic Data						
Peak Hour Volume (BY)	2,650	2,150	1,900	1,550	2,400	3,850
Peak Hour Volume - No Build (HY)	3,310	2,690	2,380	1,940	3,000	5,010
Peak Hour Volume - Build (HY)	3,320	2,690	2,380	1,940	3,000	5,010
Peak Hour Directional Split (BY)	67%	67%	67%	67%	61%	54%
Peak Hour Directional Split - No Build (HY)	61%	63%	61%	61%	55%	50%
Peak Hour Directional Split - Build (HY)	63%	63%	63%	63%	57%	51%
Peak Hour V/C (BY)	0.47	0.41	0.88	0.71	0.99	0.66
Peak Hour V/C - No Build (HY)	0.54	0.47	1.00	0.81	1.13	0.80

Peak Hour V/C - Build (HY)	0.56	0.48	1.03	0.84	1.17	0.80
Peak Hour VMT (BY)	15,490	16,450	51,030	5,820	9,260	15,910
Peak Hour VMT - No Build (HY)	19,360	20,560	63,790	7,280	11,580	20,680
Peak Hour VMT – Build (HY)	19,380	20,580	63,840	7,280	11,590	20,700

TABLE 4: CURRENT AND FORECASTED TRAFFIC DATA

Location		Current Traffic Data - 2012											Future Traffic Data - 2035 (No Build) ⁶					Future Traffic Data - 2035 (Build) ⁶					
County	Description & Location	Truck Traffic				Peak Hour Traffic Volume ³	Peak Hour Dir. ³	Peak Hour Time of Day ³	Peak Hour Dir. Split ³	AADT ²	LOS ⁴	V/C ⁵	Peak Hour Avg. Speed (mph)	Peak Hour Traffic Vol. ³	Peak Hour Dir. Split ³	AADT ²	LOS ⁴	V/C ⁵	Peak Hour Traffic Vol. ³	Peak Hour Dir. Split ³	AADT ²	LOS ⁴	V/C ⁵
		AADT - Truck ¹	Truck % of AADT	5+ Axle AADT - Truck ¹	5+ Axle % of Trucks																		
YOL	Interstate 80 to Yolo/Sacramento County Line	7,093	4.0%	3,120	1.8%	14,900	EB	AM	55%	176,000	E	0.93	61.9	17,400	52%	206,000	F	1.02	17,800	53%	210,000	F	1.06
SAC	Yolo/Sacramento County Line to State Routes 99 and 51	6,012	2.4%	2,515	1.0%	20,500	WB	PM	54%	246,000	F	1.14	41.3	23,300	52%	279,000	F	1.26	25,000	53%	300,000	F	1.37
SAC	State Routes 99 and 51 to Watt Avenue	8,060	3.9%	2,137	.0%	20,100	WB	PM	56%	206,000	F	1.16	42.4	24,300	54%	249,000	F	1.36	25,900	52%	265,000	F	1.29
SAC	Watt Avenue to Zinfandel Drive	7,709	4.5%	1,964	1.1%	16,600	WB	AM	56%	171,000	F	1.05	56.3	21,900	54%	226,000	F	1.21	22,700	53%	234,000	F	1.25
SAC	Zinfandel Drive to Sunrise Boulevard	7,811	5.5%	2,120	1.5%	13,000	EB	PM	64%	141,000	E	0.89	45.0	18,100	58%	196,000	F	1.06	18,800	58%	204,000	F	1.01
SAC	Sunrise Boulevard to Folsom Boulevard	7,488	6.4%	3,295	2.8%	11,300	EB	PM	64%	117,000	F	1.02	46.7	15,400	60%	160,000	F	1.26	15,500	60%	161,000	F	1.09
SAC	Folsom Boulevard to Sacramento/El Dorado County Line	5,824	6.4%	2,399	2.6%	8,600	EB	PM	65%	91,000	F	1.04	55.6	10,600	63%	113,000	F	1.27	12,500	63%	132,000	F	1.33
ED	Sacramento/El Dorado County Line to Cameron Park Drive	4,480	6.4%	1,820	2.6%	7,000	WB	AM	65%	70,000	E	0.92	61.1	9,200	66%	92,000	F	1.15	9,700	66%	97,000	F	1.22
ED	Cameron Park Drive to Missouri Flat Road	2,850	4.7%	1,174	1.9%	5,600	EB	PM	65%	61,000	D	0.82	64.5	7,000	62%	77,000	E	0.99	7,500	64%	81,000	D	0.86
ED	Missouri Flat Road to End of Freeway in Placerville	3,120	6.0%	1,289	2.5%	4,600	WB	PM	65%	52,000	D	0.73	64.8	5,400	63%	61,000	D	0.84	6,300	63%	71,000	E	0.96
ED	End of Freeway in Placerville to Bedford Avenue	2,700	5.2%	1,115	2.1%	4,650	EB	PM	63%	52,000	C	0.00	32.8	5,300	60%	59,000	C	0.00	5,200	62%	58,000	C	0.00
ED	Bedford Avenue to Cedar Grove Exit	1,550	5.2%	698	2.3%	3,250	EB	PM	69%	30,000	C	0.54	63.0	3,800	63%	35,000	C	0.59	3,800	65%	35,000	C	0.59

1. No Build and Build: The No-Build scenario is the current facility with future traffic volumes. The Build scenario is the current facility plus planned and programmed projects with future traffic volumes.
 2. Average Annual Daily Traffic (AADT): The average number of vehicles per day in both directions based on 2011 Caltrans' Traffic Volumes on California State Highways and Highway Capacity Manual. These are based on the highest volumes in the segment.
 3. Peak Hour: Traffic Volume - The volume of total traffic in both directions during the heaviest traveled hour of the weekday; Direction - Eastbound, Westbound, Northbound, or Southbound; Time of Day - usually between 7:00-9:00 AM or 4:00-6:00 PM, Directional Split - The percentage of total traffic in the heaviest traveled direction during the peak hour. These are based on the highest volumes in the segment.
 4. Level of Service (LOS) calculated based on 2011 Caltrans' Traffic Volumes on California State Highways and Highway Capacity Manual. LOS calculations are based on 2011 Peak Hour Volumes.
 5. Volume over Capacity (V/C): The volume of traffic compared to the capacity of the roadway during the Peak Hour.
 6. Data derived from SACMET Travel Demand modal and 2010 Highway Capacity Manual.
 Other Notes: Vehicle Occupancy Rate Assumptions - 2012 = 1.1, 2035 = 1.2.

TABLE 6: US 50 PERFORMANCE MEASURES

County	Location	Post Miles	Distance (Miles)	Average Annual Daily Traffic ¹	PERFORMANCE MEASURES											Bottlenecks (# & Direction) ⁵
					Level of Service ²	Vehicle Hours of Delay at 60 mph ³		Person Hours of Delay at 60 mph ³		Vehicle Miles Traveled - 2012		Vehicle Miles Traveled - 2035 (No Build)		Vehicle Miles Traveled - 2035 (Build)		
						Daily	Peak Hour ⁴	Daily	Peak Hour ⁴	Daily	Peak Hour ⁴	Daily	Peak Hour ⁴	Daily	Peak Hour ⁴	
US 50																
YOL	Interstate 80 to Yolo/Sacramento County Line	0.00 to 3.16	3.16	176,000	E	228	23	310	26	337,274	25,041	394,000	29,300	402,000	29,800	—
SAC	Yolo/Sacramento County Line to State Routes 99 and 51	L0.00 to L2.48 / R0.00	2.48	246,000	F	1,697	462	2,309	527	452,373	33,921	513,000	38,500	552,000	41,400	3 EB; 2 WB
	State Routes 99 and 51 to Watt Avenue	R0.00 to R5.34	5.34	206,000	F	1,708	457	2,323	521	959,231	70,378	1,158,000	85,000	1,235,000	90,600	2 EB; 4 WB
	Watt Avenue to Zinfandel Drive	R5.34 to R10.92	5.58	171,000	F	509	175	692	208	660,438	75,883	873,000	100,300	905,000	103,900	1 WB
	Zinfandel Drive to Sunrise Boulevard	R10.92 to 12.50	1.58	141,000	E	204	90	278	106	194,349	15,716	271,000	21,900	281,000	22,700	1 EB
	Sunrise Boulevard to Folsom Boulevard	12.50 to 17.01	4.51	117,000	F	565	176	768	208	630,648	48,560	862,000	66,300	866,000	66,600	1 EB
	Folsom Boulevard to Sacramento/El Dorado County Line	17.01 to 23.14	6.13	91,000	F	158	49	215	58	521,760	39,119	645,000	48,400	759,000	56,900	1 EB
ED	Sacramento/El Dorado County Line to Cameron Park Dr	0.00 to R6.57	6.57	70,000	E	126	20	172	24	416,915	35,823	548,000	47,100	575,000	49,400	1 WB
	Cameron Park Drive to Missouri Flat Road	R6.57 to R15.06	8.49	61,000	D	31	4	42	4	477,333	34,520	599,000	43,300	636,000	46,000	—
	Missouri Flat Road to End of Freeway in Placerville	R15.06 to 17.25	2.19	52,000	D	6	1	9	1	129,242	9,750	153,000	11,500	176,000	13,200	—
	End of Freeway in Placerville to Bedford Avenue	17.25 to 18.11	0.86	52,000	C	132	33	179	38	37,604	3,535	43,000	4,000	42,000	4,000	—
	Bedford Avenue to Cedar Grove Road	18.11 to R25.95	7.84	30,000	C	34	9	47	10	180,361	20,747	212,000	24,400	213,000	24,500	—
—	TOTAL	—	54.73	—	—	5,399	1,498	7,343	1,731	4,997,529	412,993	6,271,000	520,000	6,642,000	549,000	—

1 Average Annual Daily Traffic (AADT): The average number of vehicles per day in both directions based on 2011 Caltrans' Traffic Volumes on California State Highways and Highway Capacity Manual. These are based on the highest volumes in the segment.

2 Level of Service (LOS) calculated based on 2011 Caltrans' Traffic Volumes on California State Highways and Highway Capacity Manual. LOS calculations are based on 2011 Peak Hour Volumes.

3 Delay is the average additional travel time by all vehicles/persons traveling under 60 miles per hour (mph). Delay data was derived from 2012 PeMSs traffic data.

4 Peak Hour is the hour in which the most hourly delay occurs

5 Detailed Bottleneck information is contained in Chapter 7. NB = Northbound, SB = Southbound