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June 6, 2013

Mr. Dennis Haglan
Project Manager
Capital Southeast Connector JPA
10640 Mather Blvd., Suite 120
Mather, CA 95655

**Subject: Capital Southeast Connector JPA
Draft Project Design Guidelines Comments
Version 2.0, March2013**

Dear Mr. Haglan,

The County of El Dorado (County) has submitted comments on November 15, 2012 and again on March 5, 2013 on the Draft Project Design Guidelines. Although some of our comments have been addressed, a majority of the comments have not. These comments are detailed below. We have also included additional comments which are under the June 2013 Additional Comments section below.

GENERAL COMMENTS

1. As discussed within the comment letter from the County dated November 15, 2012, the Draft Project Design Guidelines should mention variations for design criteria where portions of the segment have already been constructed to its ultimate alignments or designs have already been completed. The County has completed several Capital Improvement Program (CIP) projects along White Rock Road (Segment E of the Capital Southeast Connector). The portion completed is along White Rock Road from Manchester Drive to Latrobe Road (El Dorado County Capital Improvement Project No. 72401). Additionally, the County has completed the construction of the Latrobe Road/White Rock Road Intersection, which is at ultimate build out. In addition, the County has 100% design plans and is in the process of going out to bid for the White Rock Road/Silva Valley Parkway segment and interchange. The County has also constructed several traffic signals within the specified corridor.

2. As discussed within the comment letter from the County dated November 15, 2012, staff identified areas where Sacramento County Design Guidelines are being used instead of El Dorado County Design Guidelines. Therefore, the guidelines need to be amended to reflect the following documents:
 - El Dorado County Design and Improvements Standards Manual
 - El Dorado County 2004 General Plan
 - Design criteria for the White Rock Road (Manchester Drive to Latrobe Road) record drawings.
 - 100% design for White Rock Road/Silva Valley Parkway as presented in the Project Plans for Construction on State Highway in El Dorado County near El Dorado Hills from the Latrobe Road Undercrossing to 0.33 mi West of the Bass Lake Road Undercrossing.

Although, El Dorado County has identified how segments of the Connector will be constructed via our various design guidelines, record drawings, and roadway plans, there is still a potential to make future minor geometric retrofits to the roadways and signal designs. However, these modifications are not currently identified within the County's Capital Improvement Program.

3. As discussed within the comment letter from the County dated March 5, 2013, the Guidelines need to be amended to reference the County Board of Supervisors Resolution No. 048-2012 (Attachment A), a resolution in support of the general alignment of the Capital Southeast Connector Project. This Resolution provided specific direction regarding County's retention of its land use authority, rights, and input on the guidelines being consistent with the County's General Plan.
4. As discussed within the comment letter from the County dated March 5, 2013, the County's primary concern with respect to these Guidelines is that the ultimate right-of-way be consistent with the County's General Plan, design standards, and existing design documents.

SPECIFIC COMMENTS

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- 1) As discussed within the comment letter from the County dated March 5, 2013, under Section E, Consideration, what about discussion of current approved plans within the County for some of the proposed improvements of its ultimate construction (i.e. 100% design for White Rock Road/Silva Valley Parkway as presented in the Project Plans for Construction on State Highway in El Dorado County near El Dorado Hills from the Latrobe Road Undercrossing to 0.33 mi West of the Bass Lake Road Undercrossing).
- 2) As discussed within the comment letter from the County dated March 5, 2013, under Section VIII. Roadway Design, Segments B and E only refer to Sacramento County standards. Why are El Dorado County standards not referenced?

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- 1) Under the discussion of Section B, Segments B and E – Thoroughfare, the comments dated November 15, 2012 had a comment regarding El Dorado County Right-of-way, of which this section does not discuss. The comments stated:

“Under the discussion of the “Cross Section Elements,” as a suggestion, include language stating that these elements may vary in cases where there is right-of-way constraints, portions of roadway have already been constructed, or portions of a project have already been designed.”

- 2) Under Section B, Design Elements, as discussed in the comments dated November 15, 2012, for Segment E, the minimum horizontal R is 750-ft.

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- 1) Under the Cross Section Elements:
 - a. Per the November 15, 2012 comments, the third bullet should be 14 ft and not 10 ft.
 - b. Per the November 15, 2012 comments, the fourth bullet should be 12 ft and not 10 ft.

Page 17 & 21

- 1) As discussed within the March 5, 2013 comment letter from the County, under the Interchanges Section (Page 17) and Structural Section (Page 21), include a discussion of the existing approved documents within the County.

Page 24

- 1) As discussed within the March 5, 2013 comment letter from the County, under the Right-of-Way section, include a discussion regarding consistency with the County General Plan and approved design documents.

Table 16-13

- 1) As discussed within the March 5, 2013 comment letter from the County, there is an existing signal at Post Street; however, the table does not reflect this. Review and revise as necessary.

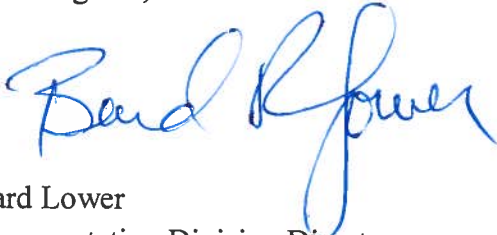
June 2013 Additional Comments:

- 1) Table 16-13: Currently the Placerville Road/Payen Road Intersection is identified as a right in/out intersection with White Rock Road in the Design Guidelines document. This may be a problem with traffic circulation for the proposed collector, and turn movement should not be restricted as this other roadway will also be an arterial roadway. Please include a signalized intersection at this location.

- 2) Table 16-13: Based on an agreement approved in September 16, 2008 by El Dorado County Board of Supervisors, an additional encroachment was approved for a future project. The specific location has not been identified at this time; however, it will be between Stonebriar and Carson Crossing Drive on the Western side of White Rock road with a right in/out only restriction. Please include in Table 16-13.
- 3) El Dorado County has also included a proposed Design Exception Policy to be considered for segments of the Capital Southeast Connector JPA alignment within El Dorado County (Attachment B).

We appreciate the opportunity to comment on the Capital Southeast Connector JPA Design Guidelines document, dated March 2013. If you need clarification on any of our comments, feel free to call Steve Kooyman at (530) 621-5932 or Claudia Wade at (530) 621-5977. You can also reach me by e-mail at bard.lower@edcgov.us.

Best Regards,



Bard Lower
Transportation Division Director
Transportation Division
Community Development Agency

c: Tom Zlotkowski, Executive Director, Southeast Connector JPA
Michelle Smira, MMS Strategies
Roger Trout, Development Services Director
Steve P. Kooyman, P.E., Acting Deputy Director, TP&LD
Claudia Wade, P.E., Senior Civil Engineer, TP&LD,

ATTACHMENT A



12-0516
#26
5/1/12

RESOLUTION NO. 048-2012

OF THE BOARD OF SUPERVISORS OF THE COUNTY OF EL DORADO

A RESOLUTION IN SUPPORT OF THE GENERAL ALIGNMENT OF THE CAPITAL SOUTHEAST CONNECTOR PROJECT

WHEREAS, planning for the "I-5/SR99/US50 Connector," a multi-modal transportation corridor to connect Interstate 5, State Route 99, and U.S. Highway 50, has been in process for more than two decades; and

WHEREAS, the "I-5/SR99/US50 Connector," commonly called the "Connector Project," spans from Interstate 5, south of Elk Grove, to Highway 50 in the County of El Dorado, just east of El Dorado Hills, and connects the City of Elk Grove, the County of Sacramento, the City of Rancho Cordova, the City of Folsom, and the County of El Dorado; and

WHEREAS, On November 2, 2004, over 75% of voters in the County of Sacramento approved Measure A, a countywide 0.5% sales tax to be levied over thirty years, which identified the Connector Project for funding and construction but not for projects within the County of El Dorado; and

WHEREAS, on May 19, 2005, SACOG approved the "Final Elk Grove-Rancho Cordova-El Dorado Concept Plan" which was the result of a three year effort to gather input from a wide range of stakeholders on the Connector Project, and included representatives from the County of El Dorado; and

WHEREAS, on December 12, 2006, the County of El Dorado entered into a Joint Powers Agreement, pursuant to California Government Code, Section 6500 *et seq.*, with the cities of Folsom, Rancho Cordova and Elk Grove, and the County of Sacramento, thereby creating the Elk Grove-Rancho Cordova-El Dorado Connector Joint Powers Authority ("JPA") (also known as the "Capital SouthEast Connector Authority"); and

WHEREAS, Section 1 of the Joint Powers Agreement for the Capital SouthEast Connector Authority authorizes the Capital SouthEast Connector Authority to provide for the coordinated designation, acquisition, planning, design, financing, construction, operation, and maintenance of the Connector Project; and

WHEREAS, Section 8 of the Joint Powers Agreement requires the Capital SouthEast Connector Authority to approve a "General Alignment" for the Connector Project, and provides that the Capital SouthEast Connector Authority cannot proceed with construction of any identifiable portion of the Connector Project within a jurisdiction beyond environmental review of the General Alignment, until the legislative body of the jurisdiction has approved the portion of the General Alignment within that member's jurisdiction boundaries; and

WHEREAS, on March 7, 2012, the Board of Directors of the Capital SouthEast Connector Authority approved a General Alignment for the Connector Project consisting of a 35-mile long corridor along existing and planned roadway segments on Kammerer Road, Grant Line Road and White Rock Road; and

WHEREAS, that portion of the General Alignment within the jurisdiction of the County of El Dorado, running along White Rock Road from the Sacramento/El Dorado County line to Silva Valley Parkway at Highway 50, is shown in Exhibit A, attached hereto and incorporated herein by this reference; and

WHEREAS, the General Alignment is consistent with the alignment shown in Figure TC-1 - Circulation Map for the County of El Dorado Adopted 2004 General Plan (General Plan); and

WHEREAS, the General Plan acknowledges that White Rock Road is designated as a 4-lane divided roadway from the Sacramento/El Dorado County line to Latrobe Road and a 6-lane divided roadway from Latrobe Road to Silva Valley Parkway at Highway 50; and

WHEREAS, by supporting the General Alignment, the County of El Dorado also indicates its intent to coordinate County of El Dorado public projects with the Capital SouthEast Connector Authority along the General Alignment at such time as funding sources are available, consistent with Section 1 of the Joint Powers Agreement; and

NOW, THEREFORE, BE IT RESOLVED that:

1. The Board of Supervisors of the County of El Dorado supports and acknowledges the General Alignment, approved by the Board of Directors of the Capital SouthEast Connector Authority on March 7, 2012, as reflected in Exhibit A, attached hereto, and incorporated herein by this reference, as consistent with the alignment shown in Figure TC-1 – Circulation Map for the General Plan.
2. The County has previously completed CEQA review of its General Plan.
3. County of El Dorado staff shall coordinate with Capital SouthEast Connector Authority staff and participate in the development of guidelines for the design and functioning of the Connector Project as well as any joint public project opportunities.
4. The County of El Dorado, while retaining its land use regulation rights, will advise the Capital SouthEast Connector Authority staff of any development proposals from property owners in the County of El Dorado who are within the General Alignment, particularly those seeking access to existing roadways on the General Alignment, prior to any final land use decisions related to such parcels by the County of El Dorado.

PASSED AND ADOPTED by the Board of Supervisors of the County of El Dorado at a regular meeting of said Board, held the 1st day of May, 2012, by the following vote of said Board:

Attest:
Terri Daly
Acting Clerk of the Board of Supervisors

Ayes: Sweeney, Knight, Nutting, Briggs, Santiago
Noes: None
Absent: None

By: Marcie MacLeland
Deputy Clerk

John R. Knight
Chair, Board of Supervisors
John R. Knight

Exhibit A

Capital SouthEast Connector Alignment in El Dorado County



Path: K:\Projects\1\persons_brm\elth\00907_08\mapdoc\Workmap.dFile_Jurisdiction_Mapsbook_20120310_ElDorado.mxd_Author... Date: 3/23/2012



Connector Alignment through Jurisdiction	Major Highways	Jurisdiction	Folsom SDI
Rivers	Major Roads	El Dorado County	Rancho Cordova
Water Bodies	Streets	Elk Grove	Sacramento County

0 0.425 0.85 Miles

12-0516.C.1
 SouthEast Connector
 El Dorado County

ATTACHMENT B

12-1290 5C 14 of 17

PROPOSED CAPITAL SOUTHEAST CONNECTOR JPA DESIGN EXCEPTION POLICY

A. PURPOSE:

The Capital/Southeast Connector JPA Project Design Guidelines (Guidelines) are intended to ensure consistent planning and design of the Connector across the five JPA Member Jurisdictions (Sacramento County, El Dorado County, and the cities of Elk Grove, Rancho Cordova and Folsom). The purpose of the Design Exception Policy is to provide guidance and to set forth requirements and procedures for the creation of a written record to document design exception(s) and the accompanying engineering decisions leading to the approval of each exception from a design guideline. It is essential that adequate records are prepared and preserved to document such decisions and approvals.

B. REQUIREMENT FOR SUBMITTAL OF DESIGN EXCEPTION:

Segments of the Capital/Southeast Connector project containing elements of design which do not conform to the requirements of the Capital Southeast Connector JPA Project Design Guidelines (Guidelines) will require the processing of a Design Exception when it is determined that it is not practical for specific design criteria to be met.

The El Dorado County Community Development Agency Project Manager (Project Manager) shall process a Design Exception for all nonstandard proposed design features in accordance with the Guidelines. Design Exceptions are required for roadway segments within the Capital Southeast Connector JPA alignment where plans approved by required agencies (e.g., Caltrans) do not currently exist at the time of final adoption of the Guidelines. Such Design Exception(s) will be reviewed by the JPA. The ultimate authority to approve or reject a Design Exception is the El Dorado County Community Development Agency (EDC CDA) Director.

A separate Design Exception shall be developed for each element of the project which does not conform to the applicable standards. Multiple Design Exceptions can be consolidated as a single documented submittal.

Design Exceptions shall be sought as early as possible in the project development process, particularly where the project concept and/or cost estimate depend upon a potential Design Exception. The Project Manager shall not presume that the Design Exception will be approved as a basis for meeting project delivery schedules.

Potential Design Exceptions shall be discussed with the JPA as soon as the need for an exception is identified. In the event that the need for a Design Exception is discovered or becomes necessary subsequent to plan approval, the Design Exception shall be submitted for approval upon the discovery of the exception.

No work for which a known Design Exception is required shall be constructed prior to approval of the design exception, unless expressly authorized by the EDC CDA Director.

C. DESIGN EXCEPTION CONTENT:

All Design Exceptions shall include the following elements:

1. Project Name, Project Number, Date of Design Exception, EDC CDA Project Manager.
2. A brief description of the Project.
3. A copy of the Guideline for which the exception is required (including Guideline number, written text and applicable figures, tables and drawings.)
4. A description of the non-conforming element of design, including location within the project, functional use of element and other such description as necessary to define the element of design requiring the Design Exception (drawings may be attached as necessary.)
5. A written justification explaining why the Guideline is not being met. The justification must be complete in describing all factors considered in the Design Exception. At a minimum, the justification must address the following elements:
 - Effect on Health and Safety
 - Effect on Future Improvements
 - Benefit to the Public
6. The stamp and signature of the EDC CDA Project Manager, acknowledging preparation and recommendation of approval of the Design Exception.

D. PROCESSING:

1. The Design Exception will be prepared by the EDC CDA and stamped by the EDC CDA Project Manager.
2. The Design Exception will be submitted to the JPA for review and comment. Design Exceptions will be heard at the next JPA meeting following a Design Exception request, and advisory comments submitted to the EDC CDA within 30 days of submittal.
3. JPA review comments shall be considered by the EDC CDA in determination of approval or denial of Design Exception.
4. The Design Exception shall be filed in the JPA's project design file.



June 18, 2013

Bard Lower
Transportation Division Director
El Dorado County
2850 Farilane Court
Bldg C
Placerville, CA 95667

Re: Response to Draft Project Design Guidelines Comments

Dear Mr. Lower,

Thank you for your comments in your letter dated June 6, 2013 on the Project Design Guidelines (PDG), as well as the previous comments the JPA has received from the County. As discussed, we will be formally addressing your comments during our next revision of the PDG in the July Board Meeting. Prior to that meeting, we will work with Claudia Wade in resolving and/or addressing all of the county's comments.

I want to re-iterate that we appreciate the County's participation and comments on the Draft Project Design Guidelines. If you have any other questions or more comments please don't hesitate to call or email me.

Thank you,

Dennis Haglan
Project Manger
Capital SouthEast Connector JPA
916-876-9092

Cc Tom Zlotkowski – Executive Director - Capital SouthEast Connector JPA
Michelle Smira – MMS Strategies
Roger Trout – Development Services Director – El Dorado County
Claudia Wade – Senior Civil Engineer - El Dorado County