

**ADDENDUM no. 2 to the
FINAL ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL ASSESSMENT for
the
U.S. HIGHWAY 50/EL DORADO HILLS BOULEVARD-LATROBE ROAD
INTERCHANGE PROJECT**

AUGUST 2008

Lead Agency: El Dorado County Department of Transportation
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Placerville, CA 95667

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Project Title: U.S. Highway 50/El Dorado Hills Boulevard-Latrobe Road Interchange
EIR/EIS ADDENDUM no.2

Project Location: El Dorado Hills, El Dorado County (County)

1.0 INTRODUCTION

A Final Environmental Impact Report (FEIR) for the U.S. Highway 50/El Dorado Hills Boulevard-Latrobe Road Interchange (SCH #98072050) was certified by the El Dorado County Board of Supervisors on July 22, 2003, and Addendum #1 was adopted on April 19, 2005. However, the project has been under development since that time and numerous additional minor changes in the project description have occurred as described in detail below.

The State CEQA Guidelines provide guidance on the appropriate document for revisions to a previously certified EIR. Section 15162 requires the preparation of a Subsequent EIR if the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:

1. Substantial changes are proposed in the project which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
2. Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete, shows any of the following:
 - a. The project will have one or more significant effects not discussed in the previous EIR;
 - b. Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

- d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Section 15164 requires the lead agency to prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred. An Addendum need not be circulated for public review but can be included in or attached to the final EIR. A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in the Addendum, the lead agency's findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence.

2.0 BACKGROUND

Previously Certified EIR and Addendum no. 1:

A Draft Environmental Impact Report/Environmental Assessment (EIR/EA) (State Clearinghouse #98072050) was prepared for this project in November 1999. Additionally, since the County planned to use federal funds for construction, the Federal Highway Administration acted as federal lead agency for this project under the National Environmental Policy Act.

The Draft EIR/EA was circulated for public review for 45 days from November 15, 1999 to December 30, 1999. El Dorado County certified the EIR on May 11, 2000.

A petition for writ of mandate was subsequently filed by the *Citizens Against Roadway Encroachment* (C.A.R.E.), and the Superior Court issued a writ that required the Board of Supervisors to clarify their action and re-adopt the project. On July 22, 2003, the Board of Supervisors took action to readopt the project. The County subsequently requested that the Court discharge the writ. The discharge was granted by the Court.

An Addendum to the EIR/EA was approved by the BOS on April 19, 2005. This addendum covered changes to Phase 1.2B. Those improvements have been constructed.

Project Description Summary as Originally Approved and for Addendum no.1:

The project was proposed to meet the following objectives:

- Increase interchange capacity to accommodate existing vehicular traffic and traffic associated with planned growth in El Dorado County, as identified in the 1996 El Dorado County General Plan and the 1988 El Dorado Hills Specific Plan;
- Address existing operational deficiencies and safety problems associated with the interchange;
- Achieve the operational goal of level of service D or better during the a.m. and p.m. peak period at all ramps and adjacent roadway intersections in the year 2020;
- Meet Caltrans' design requirements; and
- Minimize environmental impacts of the proposed improvements to the extent feasible.

The project was originally approved for construction in two phases.

Phase 1 (north of the interchange) (Figure A):

- Construction of a new westbound loop off-ramp in the northwest quadrant of the interchange and elimination of the existing westbound diagonal off-ramp,
- Replacement of the existing westbound diagonal on-ramp in the northwest quadrant with a new 3-lane (including high occupancy vehicle bypass lane) diagonal on-ramp across from the east leg of Saratoga Way,
- Addition of a second left-turn lane for northbound El Dorado Hills Blvd. traffic to the westbound on-ramp, and
- Relocation of the west leg of Saratoga Way to align with Park Drive with a tangent alignment that is adjacent to existing residences in the northwest quadrant. (Note that although Figure A shows a different alignment for Saratoga Way than Figure B. The alignment shown in Figure B was the adopted alignment for Saratoga Way.

South of the interchange, (Figure B)

- Widened southbound El Dorado Hills Blvd. for dual left-turn lanes to eastbound on-ramp,
- Widened eastbound on-ramp to three lanes and transition to two lanes at ramp entrance.

Previous Changes to Phase 1 of the Project

- Phase 1.1: construction of sound barrier along the southern and eastern property lines of residences located in the northwest quadrant of the interchange.
- Phase 1.2A: realignment of Saratoga Way, and addition of a third lane to southbound El Dorado Hill Blvd. from Park Drive to the westbound on-ramp.
- Phase 1.2B with changes set forth in the first Addendum: to address operational deficiencies continued growth in the area of the U.S. 50 interchange until the ultimate phase improvements are constructed and included:
 - Widened northbound El Dorado Hills Blvd. from the eastbound loop off-ramp to the existing westbound off-ramp to accommodate a dual left-turn lane from northbound El Dorado Hills Blvd. to the existing westbound on-ramp;
 - Added dedicated northbound lane to El Dorado Hills Blvd. for eastbound off-ramp traffic;
 - Widened existing westbound on-ramp to two lanes, merging into one lane and extended it by 500 feet,;
 - Widened existing diagonal westbound off-ramp from two lanes to three lanes at the terminus, a single right, a through/left, and a left turn lane;
 - Right-turn and through/right turn lanes for southbound El Dorado Hills Blvd. traffic accessing the westbound on-ramp;
 - Restriped westbound Saratoga Way east of El Dorado Hills Blvd. to add a second left-turn lane, exiting the Raley's Plaza shopping center, for southbound traffic onto El Dorado Hills Blvd.;

3.0 FINDINGS

None of the conditions described above under Section 15162 of the State CEQA Guidelines requiring a subsequent EIR have occurred. New significant environmental effects or a substantial increase in the severity of previously identified significant effects are not expected. In addition, no substantial changes have occurred with respect to the circumstances under which the project will be undertaken. These findings are supported by the following environmental assessment of the project. The minor changes and additions to the project as listed below are consistent with Section 15164 of the State CEQA Guidelines, and an Addendum to the previously certified EIR is the appropriate CEQA documentation.

4.0 PROPOSED CHANGES FOR ADDENDUM no. 2

Phase 2 (Final Phase) of Approved Project:

Phase 2 is being constructed under two sub phases, Phase 2A and 2B. This addendum addresses changes to the remaining features as part of construction Phase 2 to be constructed in sub phase 2A.

Phase 2A is an interim phase and includes construction of the mainline bridge and eastbound off-ramp bridge including interim ramp improvements to the eastbound to northbound loop off-ramp and paving and lane striping on El Dorado Hills Blvd-Latrobe Road within the limits of the eastbound and westbound ramp intersections. Construction of Phase 2A will coincide with the construction of a separate project to add HOV lanes along Highway 50.

Phase 2B, will include the remaining features identified in the U.S. Highway 50/El Dorado Hills Boulevard-Latrobe Road Interchange EIR/EA, including construction of the westbound ramp bridge, ramp modifications at all four quadrants, intersection modifications at the ramps, and completion of lane additions on El Dorado Hills Blvd-Latrobe Road between ramp intersections.

The proposed changes are as follows:

1. Roadway Width and Lane Striping

The approved project included the construction of three through lanes and two dedicated left-turn lanes on the northbound and southbound sections of El Dorado Hills Boulevard/Latrobe Rd beneath the bridges and approaching the adjacent intersections with the Hwy 50 ramps as shown in Figure C, which is an enlargement of Figure B. Phase 2A proposes to construct, as an interim condition, the lanes shown in Figure D.

A traffic study by Dowling Associates (November 6, 2007), Figure E, indicates that the length of the turn lanes depicted in the EIR/EA must be increased to operate at level-of-service D or better at the intersections. To prevent traffic from spilling back into the through lanes and blocking through traffic, the needed minimum length of the two northbound lanes is 875 feet long and, ultimately, the two southbound lanes need 550 feet. The current proposed construction phase will extend the two existing northbound and a single southbound turn lanes to provide more storage capacity for turning traffic as shown on Figure D. The second southbound turn lane will be striped in phase 2B after the ramp is widened to receive the second turn lane.

The roadway width on El dorado hills Blvd/Latrobe Rd between the interchange ramps will be increased from approximately 130 feet to a varying width of approximately 130 feet to 190 feet in phase 2A to accommodate the lengthened turned lanes and to accommodate the remaining through and turning traffic lanes constructed in phase 2B. In addition, the lane striping at the southbound approach to the El Dorado Hills Boulevard/Latrobe Rd intersection with the Hwy 50 eastbound ramps will be modified to 4 through lanes and one dedicated left-turn lane (see Figure D) in this interim phase 2A. These 4 through lanes will provide operational improvements at the ramp intersections by providing more through lanes thus reducing the congestion caused by cars spilling back from the single left turn lane and blocking through traffic. The current project would provide paved surface for 5 lanes and permit the ultimate phase configuration of 3 through and 2 left turn lanes after modifications to the eastbound on-ramp in phase 2B to receive 2 lanes.

2. Bridge Type and Size

The approved project included the replacement of bridges for the US 50 mainline traffic and the eastbound off-ramp traffic. Detailed discussion and detailed drawings of the bridges were not included in the EIR/EA but general depictions of the bridges were included within the exhibits. However, the County is aware of the bridge type and dimensions of the bridges depicted in the EIR from the preliminary design work done at that time. The original mainline bridge is depicted in Figure F and the EB off-ramp bridge is depicted in figure G.

The original type of bridge structure (4 span, cast in place concrete box girders with open end abutment) could not be economically built due to the requirement to maintain a minimum vertical falsework clearance for traffic under the bridge during construction. The proposed replacement bridges are 2 span precast concrete box girders with closed end abutments. The proposed mainline bridge is depicted in Figure H and the EB off-ramp bridge is depicted in Figure I. The bridge length is shorter partially due to hauling limitation for the precast girders. It is also shorter and narrower than the bridge proposed in the EIR/EA because the larger size is not needed and it reduces costs.

The original design dimensions of the mainline bridge in the June 2000 Project Study Report/Project Report (PSR/PR) were 241.5 feet long and 163.67 feet wide. The current proposal would replace the existing mainline bridge with a structure that is 200 feet long and 141 feet wide. The proposed EB off-ramp replacement bridge is shorter for the same reasons but the width (39 feet) remains the same as the bridge in the PSR/PR. The proposed EB off-ramp bridge is 200 feet long vs. 241.5 feet long in the PSR/PR. All replacement bridges are within the same footprint area.

3. EB Off-Ramp (to northbound)

In the proposed project the alignment of the EB off-ramp will be modified from the ultimate configuration in the EIR/EA, shown in Figure B, to an interim condition as shown in Figure J in order to align the ramp with the replacement bridge. This interim phase does not include lengthening and widening (to 2 lanes) the eastbound to southbound off-ramp due to funding limitations. The ramp will remain a single lane instead of 2 lanes and the gore point will occur between the existing and ultimate gore points for the interim condition. This results in a shorter, narrower ramp for the interim condition. The ramp will remain a dedicated ramp for northbound El Dorado Hills Blvd traffic for the interim condition. The ultimate EB ramp alignment will be constructed in Phase 2B per the EIR/EA, as shown in Figure B.

5.0 IMPACT ASSESSMENT

1. Roadway Width and Lane Striping

The increase in roadway width is necessary to achieve the traffic level-of-service noted in the EIR/EA. The area to be occupied by the additional lane paving was surveyed and analyzed in the EIR. The areas beneath the bridges would have been slope paved (concreted) as part of the bridge abutments. The striping change affects only the Southbound approach to the El Dorado Hills Boulevard/Latrobe Rd intersection with the Hwy 50 eastbound ramps. During this interim phase the four through lanes will provide operational improvements at the intersection by providing more through lanes thus reducing the delays caused by cars spilling back from the left turn lane and blocking through traffic. This change is not capacity increasing as the capacity of the road is restricted by the reduction to two lanes north of this intersection on the departure side of the westbound U.S. Highway 50 on-ramp. This entire area was surveyed and analyzed

for on-the-ground impacts to environmental resources; there are no changes to these resources.

These changes do not significantly increase or create new significant impacts not already analyzed in the approved EIR/EIS.

2. Bridge Type and Size

The proposed bridges occupy a smaller footprint within the same area than the approved bridges. This entire area was surveyed and analyzed for on-the-ground impacts to environmental resources; there are no changes to these resources.

The reduction in bridge width and length does not increase any existing impacts requiring mitigation or create any new impacts requiring mitigation.

3. EB Off-Ramp (to northbound)

The modified interim ramp alignment is completely within the original EIR/EA study limits. This entire area was surveyed and analyzed for on-the-ground impacts to environmental resources; there are no changes to these resources. This interim alignment reduces the paved area, however, the ultimate phase will conform to the approved project so this reduction is only temporary. The interim alignment does not increase any existing impacts requiring mitigation or create any new impacts requiring mitigation.

Summary Impact Discussion

Resource	Impact ¹	Discussion
Aesthetics	LS	The project would result in a minimal change in the visual character of the project area and would be consistent with the character of the area. The project is not located within or adjacent to a designated scenic highway corridor.
Agricultural Resources	None	None present. No potential for impacts.
Air Quality	LS	<ul style="list-style-type: none"> • <u>Construction-related Air Quality Impacts:</u> Construction-related air emissions would vary slightly from those estimated in the previously-certified EIR due to the timing of these improvements, but the changes in emissions would be negligible and would not affect the EIR/EIS's significance conclusions or recommended mitigation measures. • <u>Operational air quality impacts:</u> The above-described changes will not generate additional trips to the project area, will improve traffic and operational safety, are not expected to result in any new impacts or substantially increase significant impacts identified in the previously-certified EIR for the following reasons. <ul style="list-style-type: none"> • The proposed changes would have a minor improvement on operational emissions and would not change the EIR/EIS's conclusion that the project would not cause significant carbon monoxide impacts. • The previously-certified EIR/EIS stated that the project was included in the SACOG 1996 Metropolitan Transportation Plan (MTP), which was also approved by the Federal Highway Administration (FHWA). The project is included in the most recent versions of SACOG's MTP and the MTIP. Both documents have been approved by the FHWA as meeting federal air quality conformity requirements.

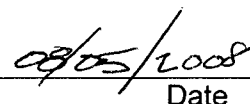
Resource	Impact ¹	Discussion
Biological Resources	LS	The project is a previously disturbed area within and adjacent to an existing roadway, with no sensitive resources present.
Cultural Resources	LS	No known archeological/historical resources are present within the project area and the potential for disturbance to unknown resources is considered low.
Geology and Soils	LS	The project would require minimal earth moving and trenching and would not result substantial soil erosion or loss of topsoil.
Hazards and Hazardous Materials	LS	The project would not result in the use of significant amounts of hazardous materials and would not pose a reasonably foreseeable risk of upset or accident conditions.
Hydrology and Water Quality	LS	The project would not result in the use or degradation of surface or groundwater supplies. Best management practices control runoff from disturbed areas during construction would be utilized.
Land Use	None	The project is consistent with El Dorado County land use planning
Mineral Resources	None	No regionally or locally important mineral resources have been identified within the project area, and no impacts to such resources are anticipated.
Noise	LS	The project is intended to provide operational improvements that reduce congestion and are located over 600 feet from the nearest residences. No new trips will be generated. These types of changes (lengthening of turning lanes, change in bridge type and size and ramp alignment modifications) are too distant from the residences to generate additional perceptible traffic noise over and above the U.S. 50 freeway noise. Therefore, these changes are not expected to have significant effect on traffic noise received at residences and will not result in any new noise impacts or substantially increase significant noise impacts identified in the previously-certified EIR.
Population and Housing	None	The project does not induce population growth nor displace existing housing or people.
Public Services	LS	The project does not increase need for public services.
Recreation	None	The project does not affect existing or planned recreational facilities.
Transportation/Traffic	Beneficial	The project will improve operational and safety conditions.
Utilities and Services	None	No additional utilities/services would be required.
S = Significant ; PS = Potentially Significant; LS = Less than Significant; None = No Impact; B = Beneficial Impact		

Summary of Findings

None of the conditions described under Section 15162 of the State CEQA Guidelines requiring a subsequent or supplemental EIR have occurred. New significant environmental effects or a substantial increase in the severity of previously identified significant effects are not expected. In addition, no substantial changes have occurred with respect to the circumstances under which the project will be undertaken. These findings are supported by the analysis above. The minor changes and additions to the project as listed above are consistent with Section 15164 of the State CEQA Guidelines, and an Addendum to the previously certified EIR is the appropriate CEQA documentation.



Richard Carter, Senior Civil Engineer,
El Dorado County Department of Transportation



Date

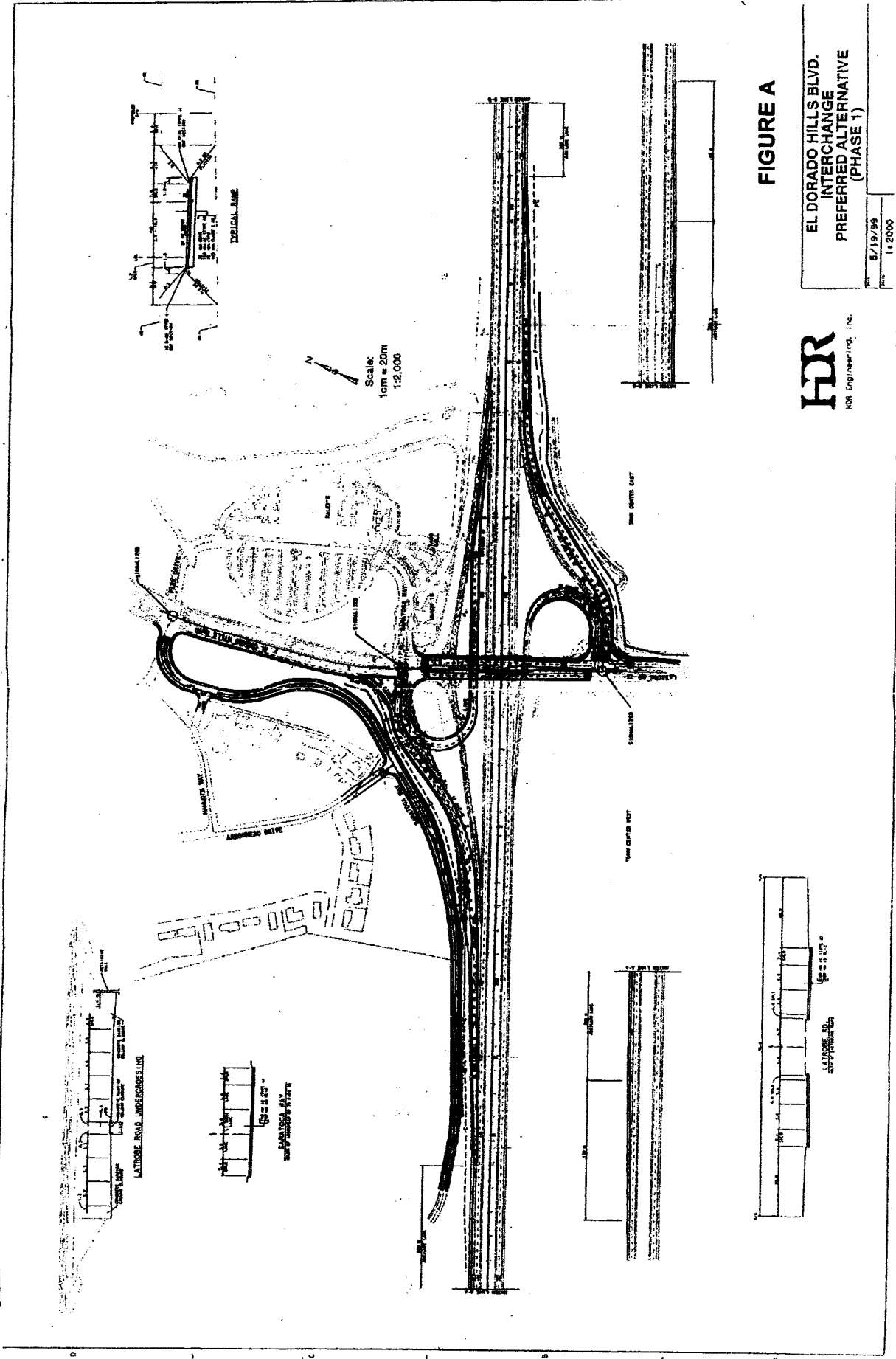


FIGURE A

HDR
HDR Engineering, Inc.

EL DORADO HILLS BLVD.
INTERCHANGE
PREFERRED ALTERNATIVE
(PHASE 1)

DATE: 5/19/89
SCALE: 1:2,000

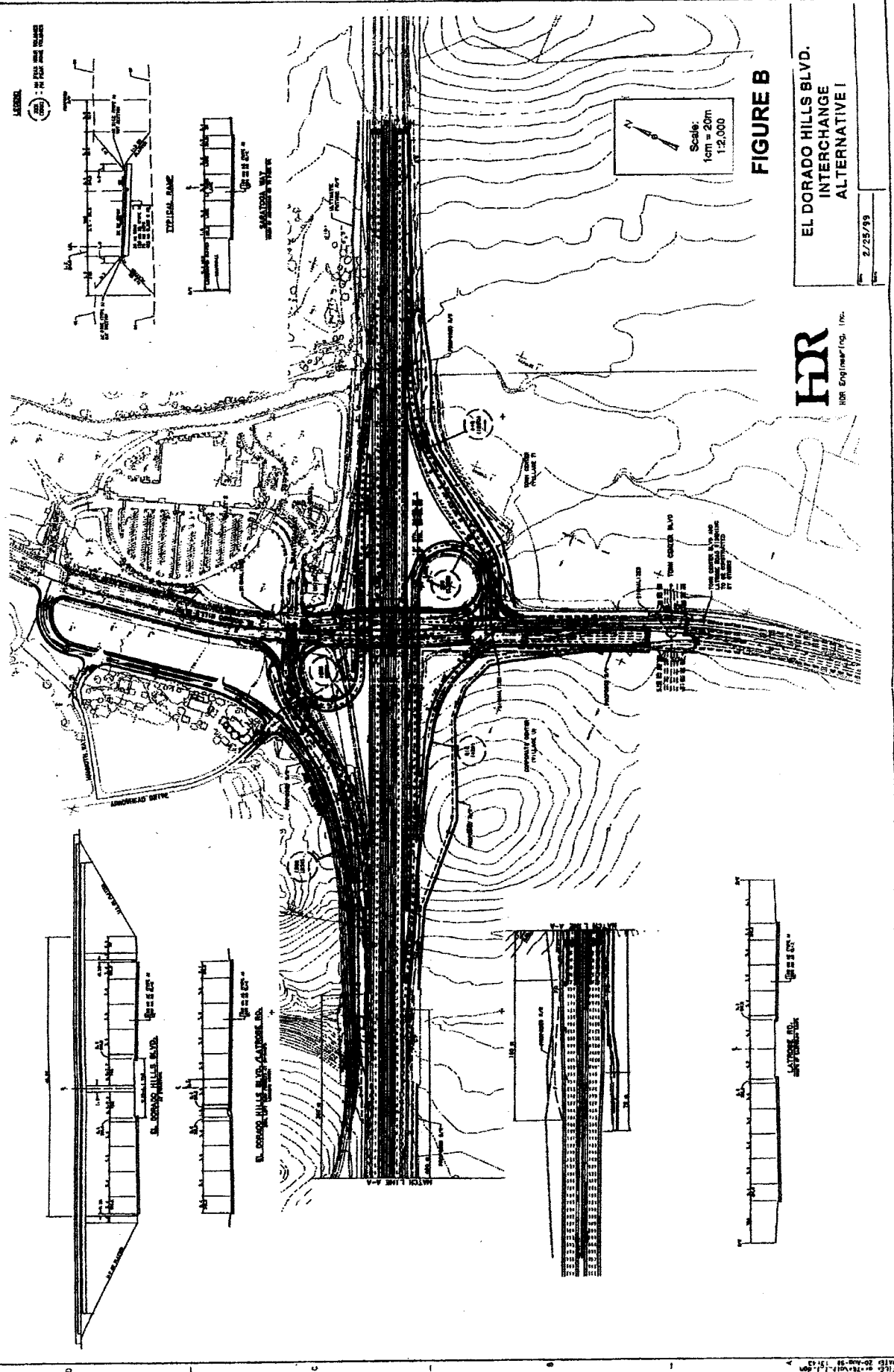


FIGURE B

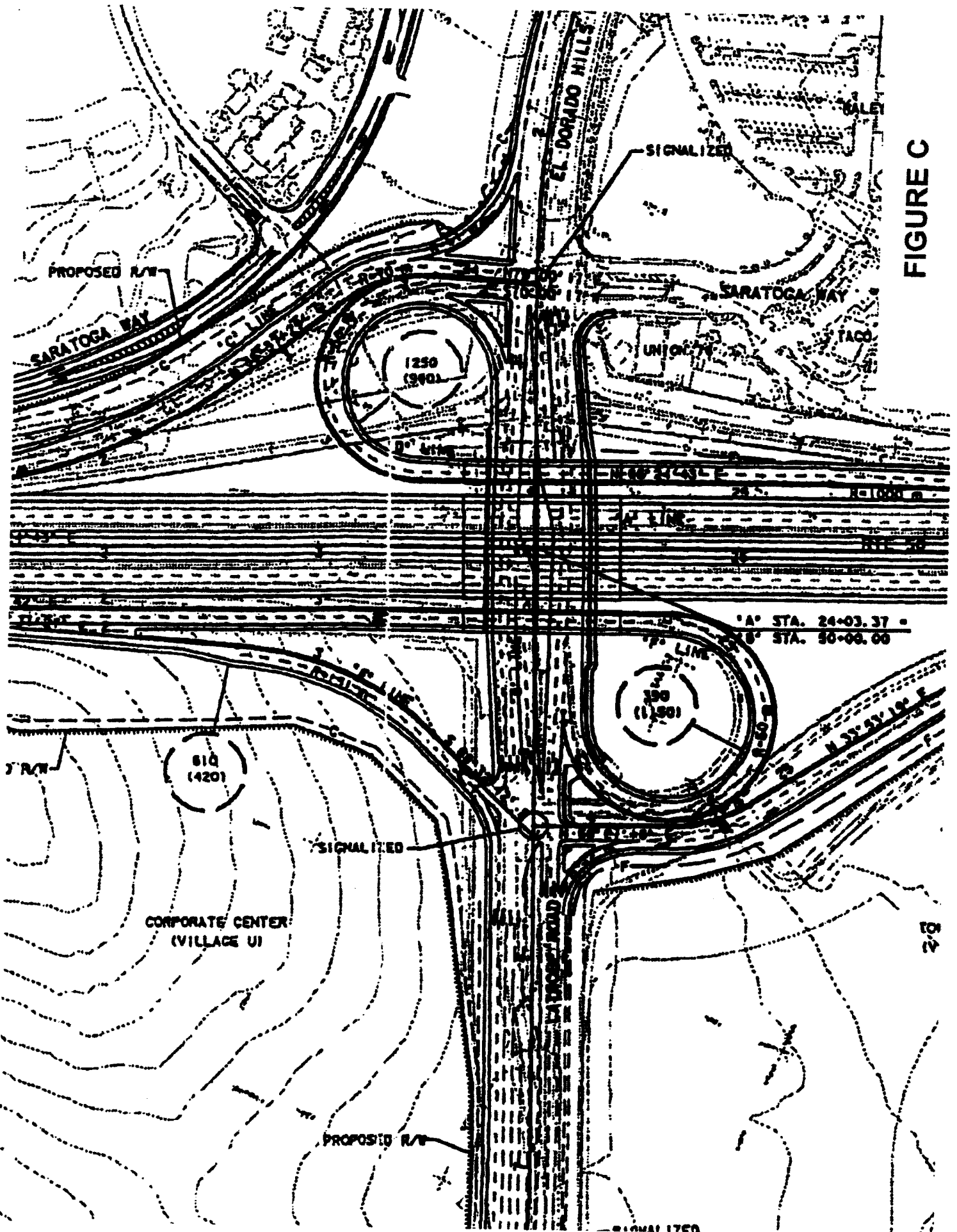
**EL DORADO HILLS BLVD.
INTERCHANGE
ALTERNATIVE I**

DATE: 2/25/93



HDR Engineering, Inc.

FIGURE C



COUNTY: SACRAMENTO ROUTE: 50 TOTAL PROJECT MILES: 0.00/2.90 SHEET NO.: 298 OF 412
 DATE: 03/27/00
 DESIGNER: J. J. WILSON
 CHECKED: J. J. WILSON
 DATE: 03/27/00
 PROJECT NO.: 00-00-00-00
 SHEET NO.: 298 OF 412
 SCALE: 1" = 50'
 DRAWN BY: J. J. WILSON
 DATE: 03/27/00

THIS PLAN ACCURATE FOR PAVEMENT DELINEATION AND SIGN WORK ONLY.
 FOR REDUCED PLANS ONLY.

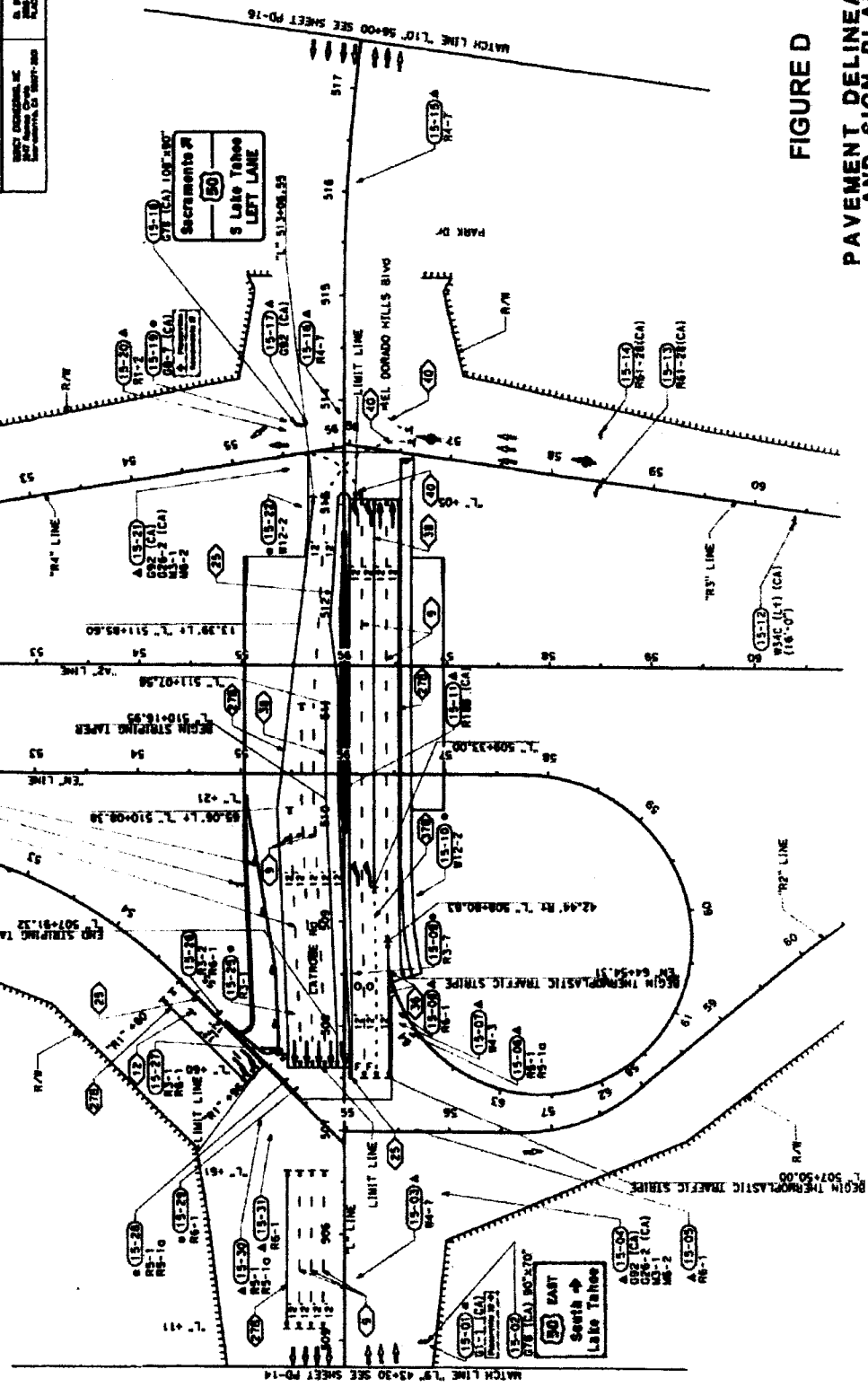


FIGURE D
PAVEMENT DELINEATION AND SIGN PLAN PD-15
 1" = 50'



2015 Interim Conditions Queuing Analysis

The results of the queuing analysis under 2015 Interim conditions are summarized in the Table 9.

No Build Alternative

Following is the description of recommended pocket lengths at the intersections which would exceed the existing storage requirements under 2015 interim conditions with no-build Alternative:

- At the **Empire Ranch Road/Iron Point Road** intersection, eastbound left-turn will spill back. Recommended storage length is 775 feet.
- At the **El Dorado Hills Boulevard and Saratoga Way/Park Drive** intersection, northbound left turn and southbound left turn would spill back. Recommended storage lengths for the northbound left turn and southbound left turn is 550 feet and 450 feet respectively.
- At the **El Dorado Hills Boulevard and Lassen Lane/Serrano Parkway** intersection, northbound left turn and southbound left turn would spill back. Recommended storage length for the northbound and southbound left turn is 175 feet and 425 feet, respectively.
- At the **El Dorado Hills Boulevard and Wilson Boulevard** intersection, northbound left turn would spill back. Recommended storage length for the northbound left turn is 450 feet.
- At the **El Dorado Hills Boulevard and US 50 Westbound Ramps** intersection, northbound left turn would spill back. Recommended storage length for northbound left turn is 1,900 feet. However the adjacent downstream intersection has additional through lane to store spill back.
- At the **Latrobe Road and US 50 Eastbound Ramps** intersection, southbound left turn would spill back. Recommended storage length for the southbound left turn is 900 feet. As the spacing between EB and WB ramps is approximately 750 feet (increases in comparison to existing conditions due to re-construction of WB Ramps) a single left-turn lane of 900 feet cannot be constructed. Therefore a dual left-turn lane would be required to accommodate the expected queue of 900 feet (450 feet in each lane)

Proposed Project Alternative 1

Following is the description of recommended pocket lengths at the intersections which would exceed the existing storage requirements under 2015 interim conditions with Alternative 1:

- At the **Empire Ranch Road/Iron Point Road** intersection, eastbound left-turn will spill back. Recommended storage length is 600 feet.
- At the **El Dorado Hills Boulevard and Saratoga Way/Park Drive** intersection, northbound, southbound and eastbound left turns would spill back. Recommended



- storage lengths for the northbound, southbound and eastbound left turns are 925 feet, 450 feet and 525 feet respectively.
- At the **El Dorado Hills Boulevard and Lassen Lane/Serrano Parkway** intersection, northbound left turn and southbound left turn would spill back. Recommended storage length for the northbound and southbound left turn is 175 feet and 425 feet, respectively.
 - At the **El Dorado Hills Boulevard and Wilson Boulevard** intersection, northbound left turn would spill back. Recommended storage length for the northbound left turn is 450 feet.
 - At the **El Dorado Hills Boulevard and US 50 Westbound Ramps** intersection, northbound left turn would spill back. Recommended storage length for northbound left turn is 1,750 feet. However the adjacent downstream intersection has additional through lane to store spill back.
 - At the **Latrobe Road and US 50 Eastbound Ramps** intersection, southbound left turn would spill back. Recommended storage length for the southbound left turn is 1,075 feet. As the spacing between EB and WB ramps is approximately 750 feet (increases in comparison to existing conditions due to re-construction of WB Ramps) a single left-turn lane of 1,075 feet cannot be constructed. Therefore a dual left-turn lane would be required to accommodate the expected queue of 1,075 feet (550 feet in each lane)

Proposed Project Alternative 2

Following is the description of recommended pocket lengths at the intersections which would exceed the existing storage requirements under 2015 interim conditions with Alternative 2:

- At the **Empire Ranch Road/Iron Point Road** intersection, eastbound left-turn will spill back. Recommended storage length is 600 feet.
- At the **El Dorado Hills Boulevard and Saratoga Way/Park Drive** intersection, northbound, southbound and eastbound left turns would spill back. Recommended storage lengths for the northbound, southbound and eastbound left turns are 1050 feet, 450 feet and 500 feet respectively.
- At the **El Dorado Hills Boulevard and Lassen Lane/Serrano Parkway** intersection, northbound left turn and southbound left turn would spill back. Recommended storage length for the northbound and southbound left turn is 175 feet and 425 feet, respectively.
- At the **El Dorado Hills Boulevard and US 50 Westbound Ramps** intersection, northbound left turn would spill back. Recommended storage length for northbound left turn is 1,750 feet. However the adjacent downstream intersection has additional through lane to store spill back.
- At the **Latrobe Road and US 50 Eastbound Ramps** intersection, southbound left turn would spill back. Recommended storage length for the southbound left turn is 1,100 feet. As the spacing between EB and WB ramps is approximately 750 feet (increases in comparison to existing conditions due to re-construction of WB Ramps) a single left-turn lane of 1,100 feet cannot be constructed. Therefore a dual left-turn



lane would be required to accommodate the expected queue of 1,100 feet (550 feet in each lane)

Table 9 2015 Interim Conditions – Queuing Analysis Summary


No.	North South Street	East West Street	Control Type	Northbound		Southbound		Eastbound		Westbound	
				Max VPH	Storage (ft)	Max VPH	Storage (ft)	Max VPH	Storage (ft)	Max VPH	Storage (ft)
No Project (w/o Saratoga Way Extension)											
1	Empire Ranch Rd	Iron Point/Saratoga Way	Signal	125	225	10	25	455	775	15	25
2	Dry Creek Rd	Iron Point/Saratoga Way	OWSC	-	-	-	-	80	100	-	-
3	Mammoth Way	Saratoga Way	OWSC	5	25	-	-	115	200	-	-
4	Wilson Blvd	Saratoga Way	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
5	Finders Way	Saratoga Way	OWSC	-	-	70	125	-	-	-	-
6	Arrowhead Dr	Saratoga Way	OWSC	5	25	35	75	5	25	100	175
7	El Dorado Hills Blvd	Saratoga Way/Park Dr	Signal	320	580	285	480	100	175	100	175
8	El Dorado Hills Blvd	Lessen/Serrano Pkwy	Signal	105	175	250	425	30	50	80	150
9	El Dorado Hills Blvd	Wilson Blvd	Signal	265	480	5	25	110	200	10	25
10	El Dorado Hills Blvd	US50 WB Ramps	Signal	1140	1880	65	125	320	550	285	475
11	Latrobe Rd	US50 EB Ramps	Signal	-	-	540	880	-	-	-	-
12	Empire Ranch Rd	US50 WB Ramps	TWSC	-	-	-	-	-	-	-	-
13	Empire Ranch Rd	US50 EB Ramps	TWSC	-	-	880	1425	245	425	-	-
Proposed Project Alternative 1 (w/ Saratoga Way and w/o Wilson Blvd Connection)											
1	Empire Ranch Rd	Iron Point/Saratoga Way	Signal	160	275	205	350	355	600	85	150
2	Dry Creek Rd	Iron Point/Saratoga Way	OWSC	-	-	10	25	55	100	-	-
3	Mammoth Way	Saratoga Way	OWSC	5	25	-	-	105	175	-	-
4	Wilson Blvd	Saratoga Way	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
5	Finders Way	Saratoga Way	OWSC	-	-	65	125	25	50	-	-
6	Arrowhead Dr	Saratoga Way	OWSC	15	25	25	50	15	25	90	150
7	El Dorado Hills Blvd	Saratoga Way/Park Dr	Signal	550	885	285	480	315	525	100	175
8	El Dorado Hills Blvd	Lessen/Serrano Pkwy	Signal	105	175	250	425	30	50	85	150
9	El Dorado Hills Blvd	Wilson Blvd	Signal	285	480	5	25	105	175	10	25
10	El Dorado Hills Blvd	US50 WB Ramps	Signal	1050	1750	75	125	385	650	285	475
11	Latrobe Rd	US50 EB Ramps	Signal	-	-	635	1075	-	-	-	-
12	Empire Ranch Rd	US50 WB Ramps	TWSC	-	-	-	-	-	-	-	-
13	Empire Ranch Rd	US50 EB Ramps	TWSC	-	-	520	875	465	775	-	-
Proposed Project Alternative 2 (w/ Saratoga Way and Wilson Blvd Connection)											
1	Empire Ranch Rd	Iron Point/Saratoga Way	Signal	160	275	205	350	355	600	105	175
2	Dry Creek Rd	Iron Point/Saratoga Way	OWSC	-	-	10	25	50	100	-	-
3	Mammoth Way	Saratoga Way	OWSC	5	25	-	-	105	175	-	-
4	Wilson Blvd	Saratoga Way	OWSC	-	-	65	150	225	375	-	-
5	Finders Way	Saratoga Way	OWSC	-	-	65	125	15	25	-	-
6	Arrowhead Dr	Saratoga Way	OWSC	20	50	25	50	15	25	120	200
7	El Dorado Hills Blvd	Saratoga Way/Park Dr	Signal	620	1080	280	480	285	480	100	175
8	El Dorado Hills Blvd	Lessen/Serrano Pkwy	Signal	105	175	250	425	30	50	100	175
9	El Dorado Hills Blvd	Wilson Blvd	Signal	140	250	5	25	180	300	10	25
10	El Dorado Hills Blvd	US50 WB Ramps	Signal	1050	1780	80	150	360	650	285	475
11	Latrobe Rd	US50 EB Ramps	Signal	-	-	660	1100	-	-	-	-
12	Empire Ranch Rd	US50 WB Ramps	TWSC	-	-	-	-	-	-	-	-
13	Empire Ranch Rd	US50 EB Ramps	TWSC	-	-	515	875	505	650	-	-

Notes:
 w: w/o = with/without
 n/a: not applicable
 Storage: maximum desired storage length to accommodate regulated lanes
 Signal: maximum desired storage length to accommodate regulated lanes

2015 Interim Conditions Roadway Segment Volumes

The proposed project alternatives are likely to change travel patterns in the vicinity of the project. These changes in travel patterns could result in diverted traffic from within the neighborhoods and any increase of cut-through traffic. Pertaining to this project, cut-through traffic is defined as the traffic that would cut-through the neighborhoods west of

DIST.	COUNTY	ROUTE	PROJECT	DATE
03.	EO	50	AP 0.02/252	NOV 20 1987



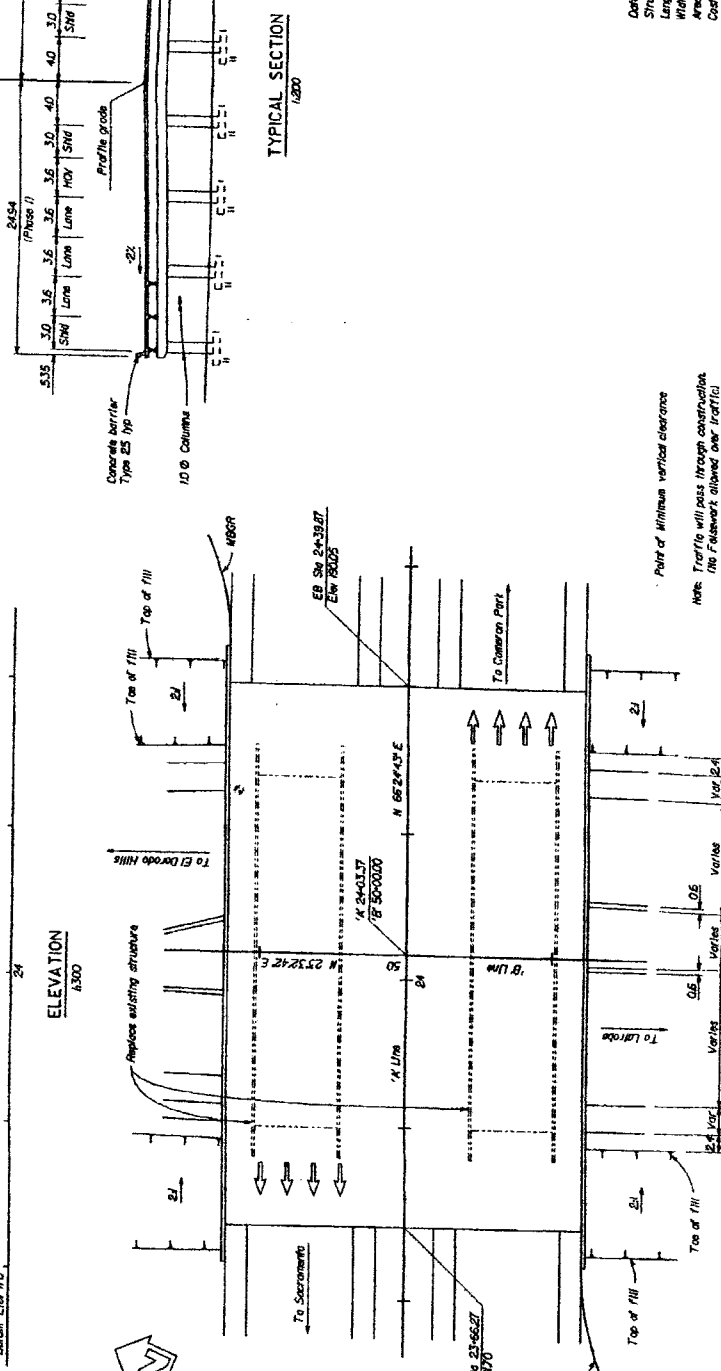
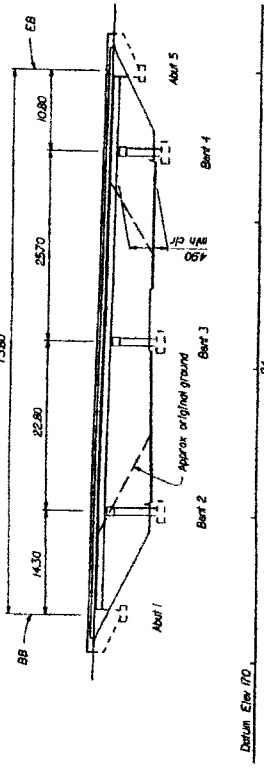
REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

FOR ENGINEERING, INC.

271 JOHN PAINE DRIVE

PALMDALE, CA 91350



Date of Estimate	0-3-86
Structure Depth	100
Length	73.60
Width	48.80
Area	3670 m ²
Cost / Inflation	25 % Contingency
Total Cost	\$ 3,670,000
	\$ 1,000/m ²

FIGURE F

LATROBE ROAD UNDERCROSSING
ADVANCE PLANNING STUDY

METRIC
 'ALL DIMENSIONS AND ELEVATIONS ARE IN METERS (EXCEPT AS NOTED)'

DESIGN	DATE	BY
DRYILLS	NOV 20 1987	DRY
QUANTITIES	NOV 20 1987	DRY
NO.		

MUSIC BOX		LATROBE ROAD UNDERCROSSING		SHEET NO.	
25-0015	128	ADVANCE PLANNING STUDY		1 OF 2	
PREPARED FOR THE STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION					
PREPARED BY FOR ENGINEERING, INC. 271 JOHN PAINE DRIVE PALMDALE, CA 91350					
SCALE: PLAN 1:300		SCALE: SECTION 1:200		SCALE: ELEVATION 1:300	

DIST	COUNTY	ROUTE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
03	ED	90	HP 0.28/0.52	11	12

REGISTERED CIVIL ENGINEER

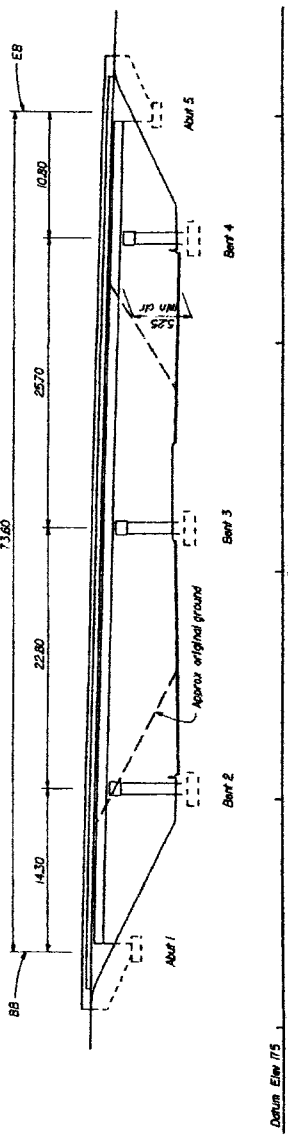
PLANS APPROVAL DATE

HDR ENGINEERING, INC.
271 TURN PIKE DRIVE
FOLSOM, CA 95630

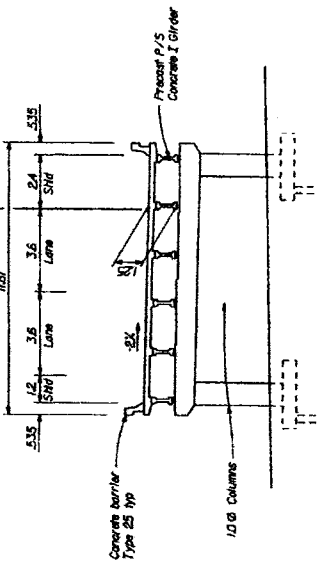
REGISTERED CIVIL ENGINEER

DATE

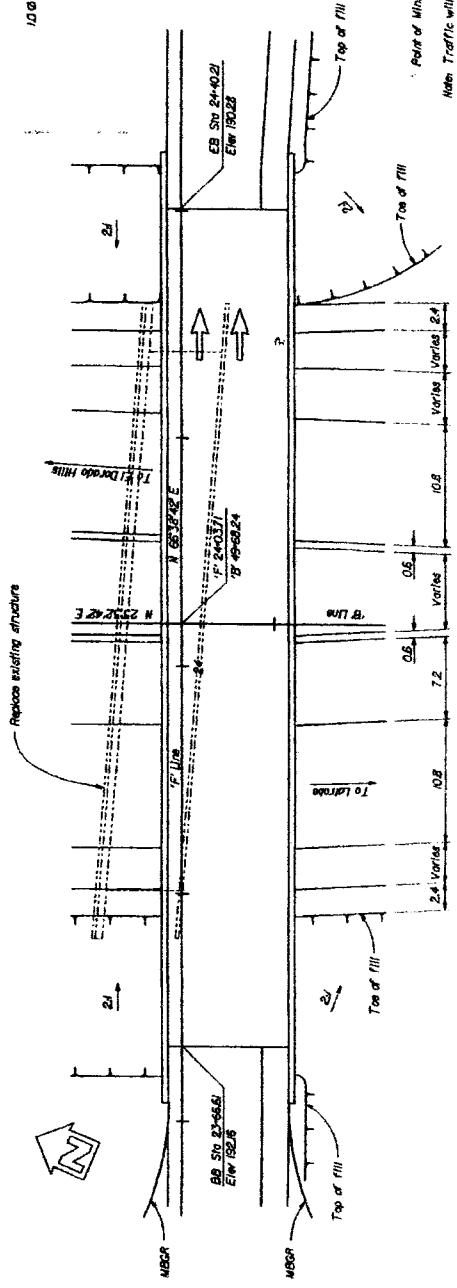
CIVIL



ELEVATION
1:200



TYPICAL SECTION
1:400



PLAN
1:200

Date of Estimate: 01-31-96

Structure Depth: 1.25

Length: 73.60

Width: 11.87

Area: 875 m²

Cost/Including: 10% Mobilization & 25% Contingency

Total Cost m²: \$ 861,000

Total Cost m²: \$ 394/m²

Point of Minimum vertical clearance

Note: Traffic will pass through underpass.

(No Footcure allowed for traffic)

METRIC

*ALL DIMENSIONS AND ELEVATIONS ARE IN METERS UNLESS NOTED AS NOTED.

FIGURE G

PREPARED FOR THE STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION

LATROBE ROAD UNDERCROSSING ADVANCE PLANNING STUDY

DATE: 01-31-96

BY: HDR ENGINEERING, INC.

CHECKED: [Signature]

APPROVED: [Signature]

SCALE: 1:200

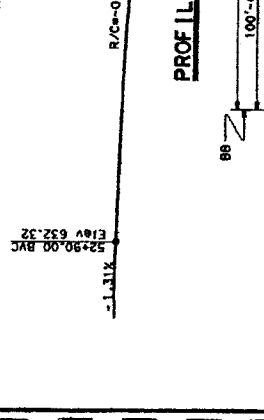
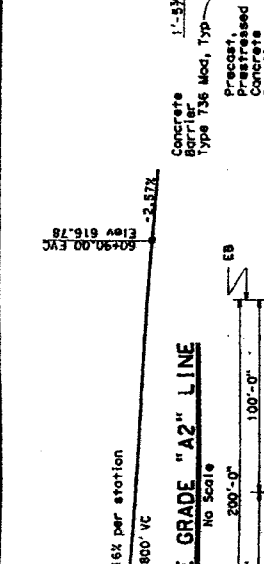
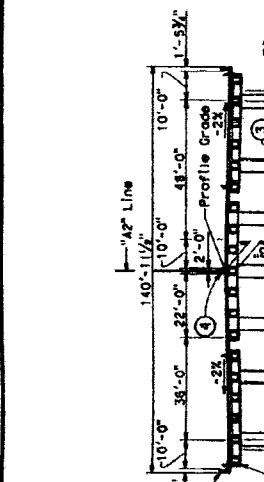
DIST	COUNTY	ROUTE	POST MILE	SHEET NO.	TOTAL SHEETS
03	ED	50	0+00/2.30	346	412

REGISTERED CIVIL ENGINEER 1/14/08

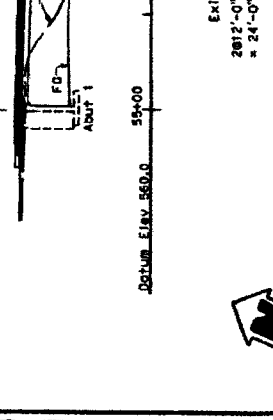
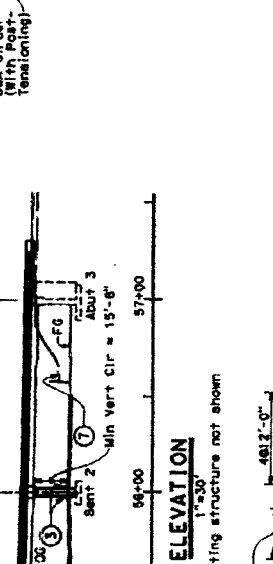
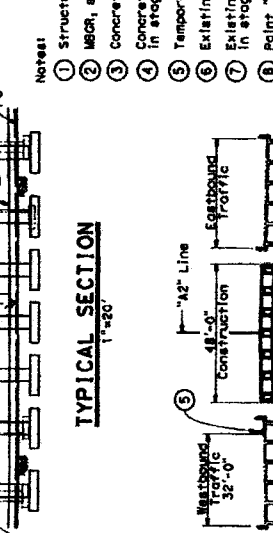
PLANS DEPARTMENT DATE: 07/14/08

SALES ENGINEERING, INC.
3247 Ramona Circle
San Ramon, CA 94587 - 2600

El Dorado County
2880 Folsom Court
Folsomville, CA 95887



- Notes:**
- Structure Approach Type N(305)
 - MGR, see Road Plans
 - Concrete Barrier Type 60C, see Road Plans
 - Concrete Barrier Type 60A Mod, to be constructed in stage 5, see Road Plans
 - Temporary Railing (Type K), see Road Plans
 - Existing Sidewalk and retaining wall to be removed in stage 5, see Road Plans
 - Point "gr No. 25-0122"
 - Point "Larrabee Road U"
 - Indicates point of minimum vertical clearance
- Existing Structure
- Structure staging numbers correspond to roadway staging
- For General Notes and Quantities, see "General Notes" sheet



RECEIVED
JUL 14 2008
DOT EDH

INDEX TO PLANS

Sheet No.	Title
1	General Plan
2	Deck Centraire
3	Abutment Layout
4	Abutment 3 Layout
5	Abutment Details No. 1
6	Abutment Details No. 2
7	Abutment Details No. 3
8	Bent Layout
9	Bent Details
10	Bent Details
11	General Notes
12	Truss Layout No. 1
13	Truss Layout No. 2
14	Truss Layout No. 3
15	Precast Girder Details
16	Construction Details
17	Structure Approach Details
18	Structure Approach Details
19	Log of Test Borings 1 of 3
20	Log of Test Borings 2 of 3
21	Log of Test Borings 3 of 3
22	Log of Test Borings
23	Log of Test Borings
24	Log of Test Borings

FIGURE F

PREPARED FOR THE
STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

PROJECT ENGINEER
CU 03292
EA 341111

DATE: 07/14/08

FIGURE H

PREPARED FOR THE
STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

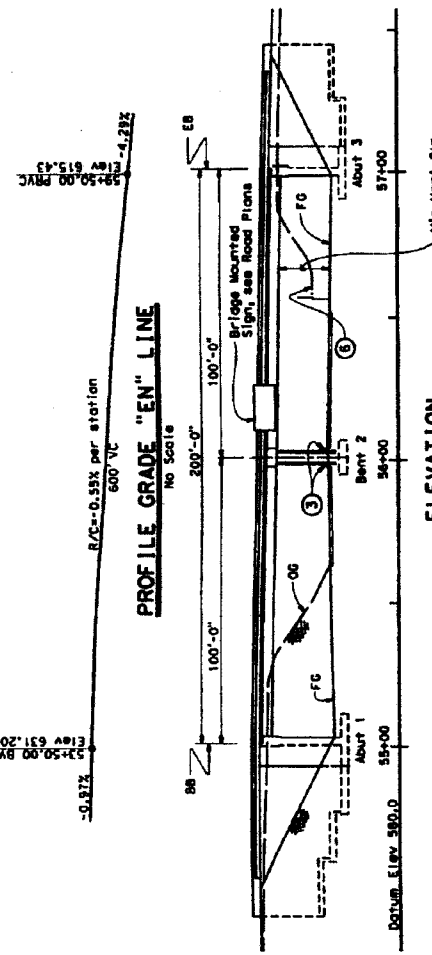
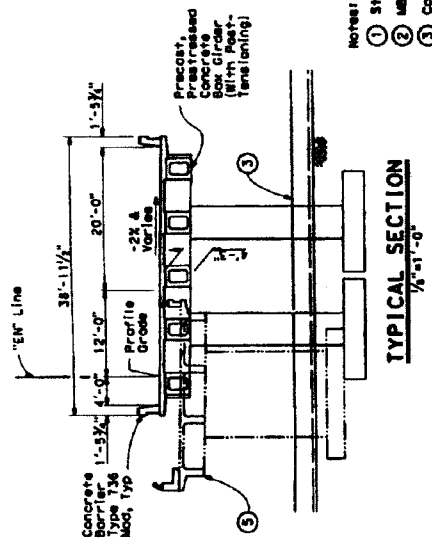
PROJECT ENGINEER
CU 03292
EA 341111

DATE: 07/14/08

Note:
The Contractor shall verify all
controlling field dimensions before
ordering or fabricating any material.

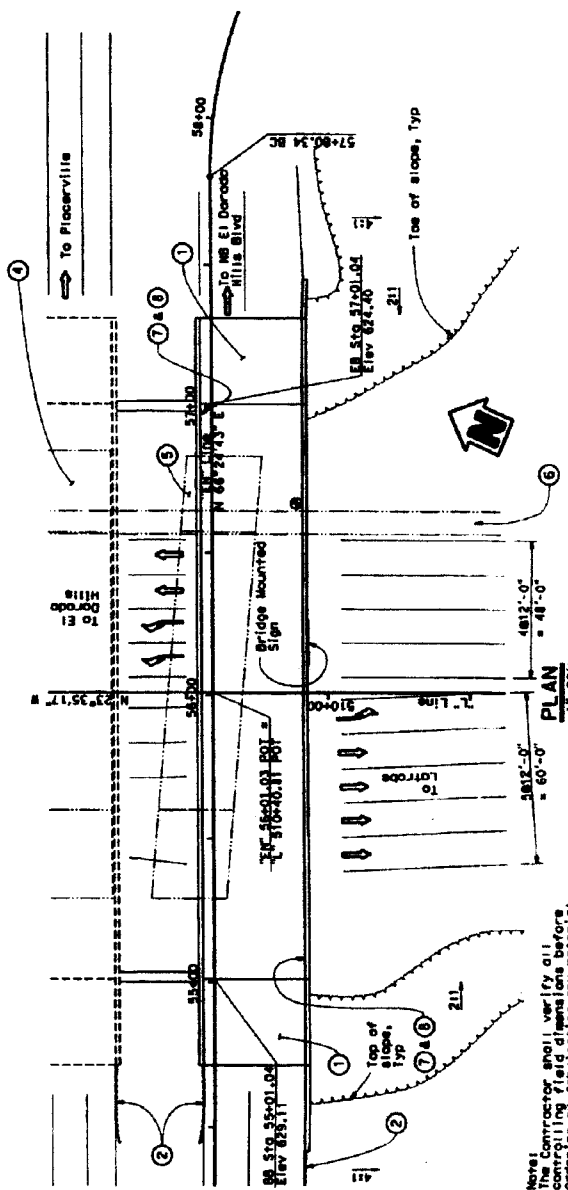
DIST	COUNTY	ROUTE	TOTAL LENGTH	DATE
03	ED	50	0.00/2.90	3/10 4/13

RAYMOND J. M. M. REGISTERED CIVIL ENGINEER 14/03	
PLEASE APPROVAL DATE THE STATE OF CALIFORNIA I hereby certify that the work shown on this plan was done by me or under my direct supervision and that I am a duly licensed professional engineer in the State of California.	
QUINCY ENGINEERING, INC. 2817 Remick Drive San Bernardino, CA 92407 - 2503 San Bernardino County 2800 Foothill Parkway Fontana, CA 92335	



ELEVATION
1"=20'

Existing structure not shown



Note: Contractor shall verify all controlling elevations before ordering or fabricating any material.

- Notes:**
- Structure Approach Type N(305)
 - M&O, see Road Plans
 - Concrete Barrier Type 6E, see Road Plans
 - Bridge No. 25-0122, see Letrabre Road UC plans
 - Existing Bridge No. 25-00715 to be removed
 - Existing sidewalk and retaining wall to be removed in Stage 5, see Road Plans
 - Point "B" No. 25-0122's
 - Point "C" Letrabre Road Off Ramp UC
 - Indicates point of minimum vertical clearance
 - Existing Structure
- For General Notes and Quantities see "General Notes" sheet

INDEX TO PLANS

Sheet No.	Title
1	General Notes
2	Plan
3	Profile
4	Typical Section
5	Structure Approach Details
6	Structure Approach Drainage Details
7	Log of Test Borings 1 of 6
8	Log of Test Borings 2 of 6
9	Log of Test Borings 3 of 6
10	Log of Test Borings 4 of 6
11	Log of Test Borings 5 of 6
12	Log of Test Borings 6 of 6
13	Structure Approach Type N(305)
14	Structure Approach Drainage Details
15	Log of Test Borings 1 of 6
16	Log of Test Borings 2 of 6
17	Log of Test Borings 3 of 6
18	Log of Test Borings 4 of 6
19	Log of Test Borings 5 of 6
20	Log of Test Borings 6 of 6
21	Structure Approach Type N(305)
22	Structure Approach Drainage Details
23	Log of Test Borings 1 of 6
24	Log of Test Borings 2 of 6
25	Log of Test Borings 3 of 6

PREPARED FOR THE STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION		PROJECT ENGINEER G. J. BAKER
PROJECT NO. 25-0122		SHEET NO. 0-3
DRAWN BY G. J. BAKER		CHECKED BY G. J. BAKER
DATE 11/11/88		SCALE 1" = 20'

DISTRICT 03	COUNTY ED	ROUTE 50	TOTAL LENGTH 0.00/2.90	DATE 3/10 4/13
PROJECT NO. 25-0122				
SHEET NO. 0-3				
DRAWN BY G. J. BAKER				
CHECKED BY G. J. BAKER				
DATE 11/11/88				
SCALE 1" = 20'				

Figure J
LAYOUT
1 of 2
L-3
1" = 50'

DATE: 03 ED 50 0.00/2.90 23 412

PROJECT: [Circular Stamp]

CONTRACT NO. [Blank]

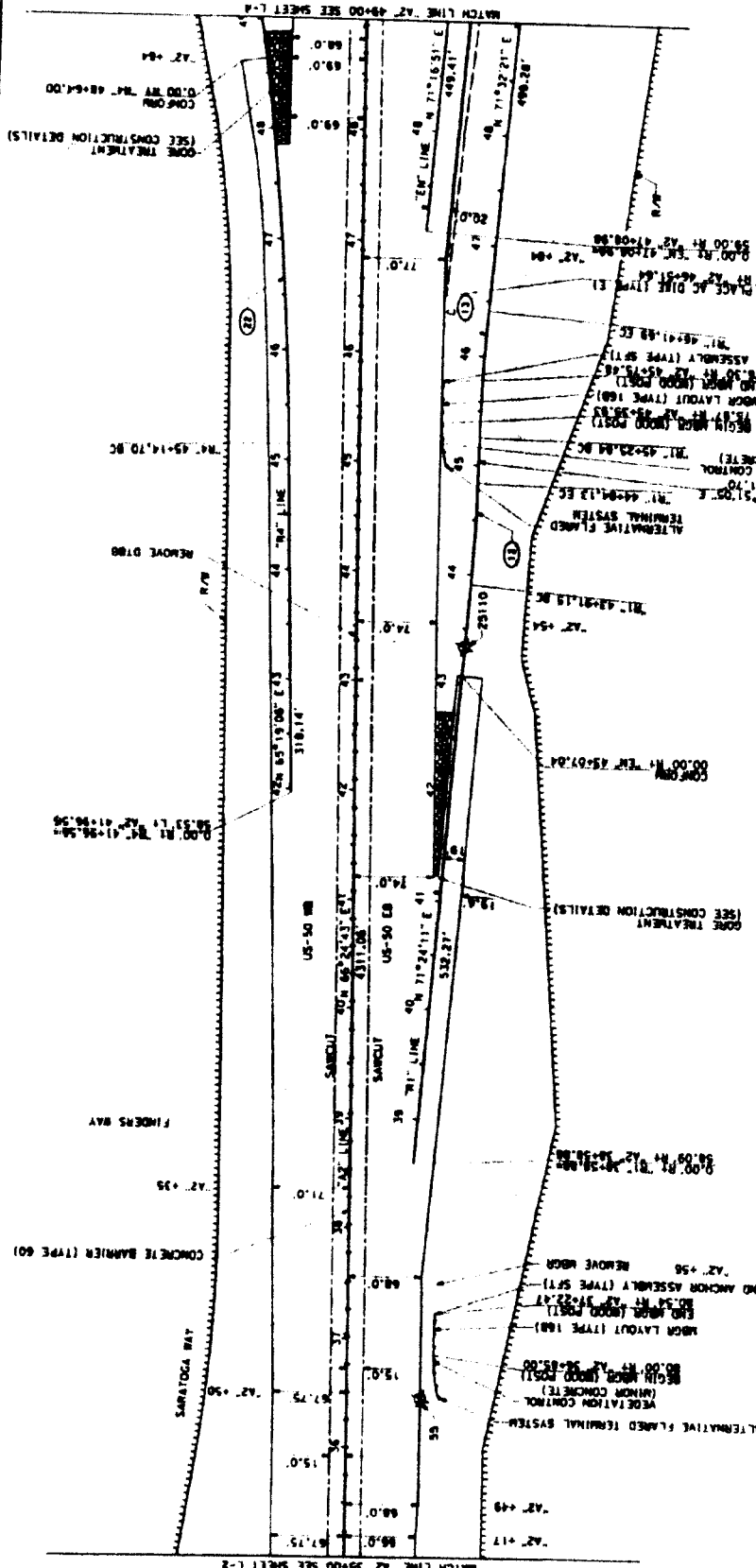
DATE: [Blank]

ENGINEER: [Blank]

CHECKED BY: [Blank]

DATE REVISION: [Blank]

- NOTES
1. FOR COMPLETE RIGHT OF WAY AND ACCURATE ACCESS DATA, SEE RIGHT OF WAY RECORD MAPS AT DISTRICT OFFICE.
 2. FOR UTILITY INFORMATION, SEE UTILITY SHEETS.



CURVE DATA

NO.	R	Δ	T	L
(1)	1500.00	3° 31' 08"	49.51	92.00
(2)	1800.00	3° 41' 18"	57.88	115.06
(3)	3000.00	3° 07' 10"	212.98	425.13

SURVEY CONTROL DATA

NO.	NORTHING	EASTING	ELEV	LINE	STATION	OFFSET	DESCRIPTION
35	2000116.59	6825311.04	638.21	AS	38+44.92	61.51 RT	MONUMENT
23110	2000382.08	6825953.08	638.83	AS	43+31.21	29.85 RT	BRASS DISK

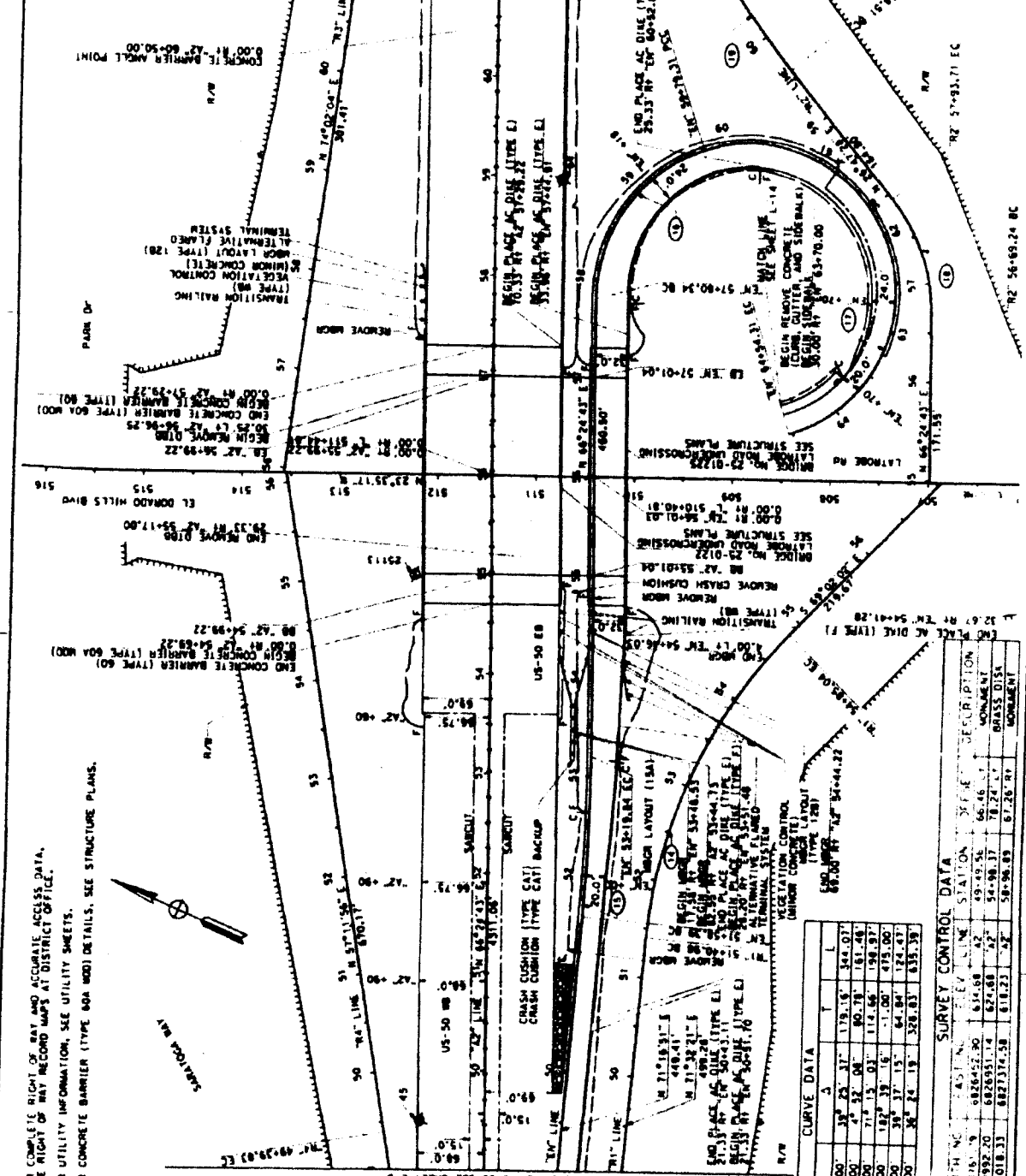
DATE: 03/03/00

CHECKED BY: [Blank]

DATE REVISION: [Blank]

COUNTY: MOBILE
 DATE: 03 ED 50 0.00/2.90 24 412
 PROJECT: SYSTEMS CONSTRUCTION
 DATE: 7/15/09
 DRAWN BY: [Signature]
 CHECKED BY: [Signature]
 DATE: 03/14/10
 PROJECT NO.: 03-149-29-03 EC
 SHEET NO.: 24 412
 TOTAL SHEETS: 24 412

Figure J
LAYOUT
 2 of 2
 L-4
 1" = 50'



- NOTE:
 1. FOR COMPLETE RIGHT-OF-WAY AND ACCURATE ACCESS DATA, SEE RIGHT-OF-WAY RECORD MAPS AT DISTRICT OFFICE.
 2. FOR UTILITY INFORMATION, SEE UTILITY SHEETS.
 3. FOR CONCRETE BARRIER (TYPE 60A WOD) DETAILS, SEE STRUCTURE PLANS.

NO.	R	Δ	T	L
01	500.00	10° 25' 37"	119.16	344.07
02	1900.00	4° 52' 00"	80.78	181.48
03	160.00	71° 32' 00"	112.66	198.97
04	149.00	12° 13' 16"	11.00	475.00
05	180.00	34° 33' 15"	64.84	174.47
06	1000.00	30° 24' 19"	320.83	835.39

NO.	NORTH	EAST	ELEV.	LINE	STATION	DESCRIPTION
1	200216.39	6826452.90	616.68	42	49+49.55	MONUMENT
2	200392.20	6826551.14	624.48	42	54+98.31	BRASS DISK
3	2001018.33	6823374.58	618.23	42	58+96.89	MONUMENT

EA 347111

EA 347111

EA 347111

EA 347111

EA 347111

EA 347111