

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 3  
 703 B STREET  
 MARYSVILLE, CA 95901-0911  
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RECEIVED  
 2014 JAN -8 AM 11:27



Serious drought.  
 Help save water!

January 5, 2015

Board of Supervisors  
 Placerville Office  
 330 Fair Lane  
 Placerville, CA 95667

Speed Zones  
 03- ED-193  
 P.M. 11.74 – 13.04  
 Georgetown

Dear Board of Supervisors:

This letter notifies you that the results of the Engineering and Traffic Survey performed by the Department of Transportation (Caltrans) indicate that the speed limits of the existing speed zones on State Highway 193 from PM 11.74 to PM 13.04 mph through the town of Georgetown, El Dorado County, will be as follows:

Existing PM Limit	Existing Speed Limit	NEW Proposed PM Limit	NEW Proposed Speed Limit
11.74 - 12.32	45 mph	11.74 - 12.54	45 mph
12.32 - 12.78	30 mph	12.54 - 12.78	30 mph
12.78 - 13.04	45 mph	12.78 - 13.04	45 mph

In accordance with Section 22354.5(b) of the California Vehicle Code, you have the opportunity to conduct a public hearing on the proposed speed limit change, if you so desire. If you choose to have a public hearing, we will try to be available to attend the meeting to answer any questions which may arise concerning the proposed speed zone change. We will not make a formal presentation or run the hearing.

Please check the appropriate statement on page two and sign, date, and return this letter to the address by February 16, 2015. If we have not heard from you by February 16, 2015, we will conclude a public hearing will not take place and we will complete the change to the existing speed zone.

If you have any questions, or would like to discuss the information gathered during the Engineering and Traffic Survey, we would be happy to meet with you at your convenience. You may contact me at (530) 741-5747

Sincerely,

*Donald C. Rushton*  
 Donald C Rushton, Chief  
 Traffic Operations Branch

Enclosures



**M e m o r a n d u m**

**To:** DONALD C. RUSHTON  
PE, Chief  
Traffic Operations Branch

**Date:** April 25, 2014

03-ED -193  
P.M. 11.74-12.54  
Georgetown  
Extend: 45 MPH

**From:** Hikmat A. Bsaibess, PE  
Traffic Operations Branch



**Signature:** \_\_\_\_\_

*Hikmat A. Bsaibess*

**Subject: SPEED ZONE JUSTIFICATION**

This 0.8-mile long 45-mph speed zone traverses mostly commercial and residential areas. The highway is two-lane conventional in mountain terrain.

85th Percentile Eastbound - 51 mph  
Speeds Westbound - 50 mph

District Accident There were a total of 4-recorded accidents in the three-year period  
Records from April 1, 2009 to March 31, 2012. The actual accident rate is 0.85 ACC/MVM (accident per million vehicle miles) and the average rate is 1.20.

Conditions Not Limited sight distance for vehicles entering or exiting, residential  
Readily Apparent to and business turnouts.  
the Driver

Summary Observed 85th Percentile speeds were 5 to 6-mph higher than the  
existing speed limit. State accident records show the actual  
accident rate is 1.22 times the average rate.

Based on this data and engineering judgment, the existing 45-mph  
speed limit should be extended to PM 12.54.

### Memorandum

**To:** DONALD C. RUSHTON  
PE, Chief  
Traffic Operations Branch

**Date:** April 25, 2014

03-ED -193  
P.M. 12.54-12.78  
Georgetown  
Shorten: 30 MPH

**From:** Hikmat A. Bsaibess, PE  
Traffic Operations Branch



**Signature:** \_\_\_\_\_

*Hikmat A. Bsaibess*

**Subject:** SPEED ZONE JUSTIFICATION

This 0.8-mile long 45-mph speed zone traverses mostly commercial and residential areas. The highway is two-lane conventional in mountain terrain.

85th Percentile Eastbound - 32 mph.  
Speeds Westbound - 30 mph.

District Accident There was 1 accident in the three-year period from April 1, 2009  
Records to March 31, 2012. The actual accident rate is 0.81 ACC/MVM  
(accidents per million vehicle miles) and the average rate is 1.21

Conditions Not None  
Readily Apparent to  
the Driver

Summary Observed 85th Percentile speeds were 0 to 2 mph higher than the  
existing speed limit. State accident records show the actual  
accident rate is 0.7 times the average rate.

Based on this data, the data for zone PM 11.74-12.54, and  
engineering judgment, the existing 30-mph speed limit should be  
shortened to PM 12.54-12.78.

**M e m o r a n d u m**

**To:** DONALD C. RUSHTON  
PE, Chief  
Traffic Operations Branch

**Date:** April 25, 2014

03-ED -193  
P.M. 12.78-13.04  
Georgetown  
45 MPH

**From:** Hikmat A. Bsaibess, PE  
Traffic Operations Branch



**Signature:** \_\_\_\_\_

*Hikmat A. Bsaibess*

**Subject: SPEED ZONE JUSTIFICATION**

This 0.8-mile long 45-mph speed zone traverses mostly commercial and residential areas. The highway is two-lane conventional in mountain terrain.

85th Percentile Eastbound - 48 mph.  
Speeds Westbound - 46 mph.

District Accident There was 1 recorded accident in the three-year period from April  
Records 1, 2009 to March 31, 2012. The actual accident rate is 0.97  
ACC/MVM (accidents per million vehicle miles) and the average  
rate is 1.24 ACC/MVM.

According to State accident records, the primary collision factor  
was speeding.

Conditions Not None  
Readily Apparent to  
the Driver

Summary Observed 85th Percentile speeds were 1 to 3 mph higher than the  
existing speed limit. State accident records show the actual  
accident rate is 0.79 times the average rate.

Based on this data and our engineering judgment, the existing 45-  
mph speed limit is appropriate and will be retained.