



DIAMOND SPRINGS PARKWAY / SR-49 REALIGNMENT

Project Fact Sheet

Project Overview

Diamond Springs Parkway is a future four-lane, divided roadway connecting Missouri Flat Road to State Route 49 (SR-49).

Conceptual Alignment	Adopted June 1997
Master Circulation & Funding Plan Financing (MC&FP)	Approved December 1998
County General Plan & Circulation Map	Identified 2004
SR-49 & Missouri Flat-Pleasant Valley 2-Lane Connector in County Department of Transportation (DOT) Capital Improvement Program (CIP)	Identified 2006
Traffic Impact Mitigation Fee Financing	Approved 2006
Phase 2 – 4-Lane Connector in DOT CIP	Identified 2007
Environmental Impact Report's (EIR) Notice of Preparation Preferred Alignment	January 2008
Final EIR	Adopted April 2008
Identified as BOS top priority project in CIP	Adopted May 2011
Caltrans Project Study Report	Adopted 2012
Special Revenue Tribe Funds approved by BOS	Approved August 2012
Combine Future Phase 2 into Phase 1B	December 2012
Supplemental EIR	June 2013
State Water Board Study (Phase 1B)	Adopted May 2016
Right of Way Certification	2017
Phase 1A Construction Advertise	June 2018
Phase 1A Construction Award	December 2018
	March 2019

Purpose and Need

The primary purpose of this project is to improve traffic safety and operations on SR-49 in the vicinity of Diamond Springs. The project will improve safety on Diamond Road/SR-49 by reducing residential driveway access with the provision of a new frontage road. The project will provide parallel connection from SR-49 to US-50 between Missouri Flat Road and Diamond Road. These improvements will relieve traffic congestion and provide an acceptable level of service through the historic town of Diamond Springs consistent with the County General Plan. This project is the only plan that includes bicycle and pedestrian route connectivity from downtown Diamond Springs to Missouri Flat Rd.

Project Completed in Phases

The Project is being completed in phases: Phases 1A and 1B.

Phase 1A will realign SR-49 from Pleasant Valley Road to north of Lime Kiln Road, with construction of two 12-foot lanes and 8-foot shoulders, with the ability to accommodate future four lanes. This phase also includes signal modifications at Pleasant Valley Road and SR-49, and a left turn lane at the Lime Kiln/Black Rice intersection.

Phase 1B will construct a new 4-lane minor arterial from Missouri Flat Road east of Golden Center Drive to a new T-intersection with SR-49 south of Bradley Drive. This phase includes new signals at Missouri Flat Road, Throwita Way and Diamond Road/SR-49. This phase also includes a new parking area for the El Dorado Trail

on the northwest corner of the Parkway intersection at Missouri Flat Road. The new parking area will have over 40 spaces and will replace the existing 11 parking spaces at the trailhead.

Phase 1B includes additional turn lane capacity and connects SR-49 improvements constructed in prior phases to create a continuous 4-lane roadway corridor that connects from Fowler Lane and SR-49 to U.S. Highway 50. It also includes pedestrian and bicycle access: sidewalk and Class II bike lanes along both sides of the Parkway from Missouri Flat Road to Diamond Road, sidewalk on Diamond Road from the Parkway to Pleasant Valley Road. Three bus turnouts will be constructed: two on the Parkway at Throwita intersection (NW and SE corners), and one on the east side of Diamond Road/SR-49 just north of Lime Kiln.

Project Cost & Anticipated Completion

Phase 1A \$ 15.5 million 2020
Phase 1B \$ 28.3 million 2023

Phase 1A – Cost to date \$11.5M
Planning & Environmental \$262k
Design \$1,600k
ROW \$1,247k
Con \$12,320k
UUD \$3,000k-Credit

Phase 1B – Cost to date \$5.5M
Planning & Environmental \$2,300k
Design \$2,000k
ROW \$4,300k
Con \$19,700k
UUD \$3,000k-Credit
ROW IODs -Credit (accepted 1 of 2 and offer expires 2024)

Funding

This project is funded by 2004 General Plan Traffic Impact Mitigation (TIM) Fees, the Missouri Flat Master Circulation & Funding Plan (MC&FP), and State Highway Operation and Protection Program (SHOPP), and Tribe Funds.

Public Outreach / Meetings 1996 – 2019

Initial public meetings in 1996	September 19 & October 2
Preferred Alignment Selected	April 10, 1997
Alignment Approved – BOS meeting	June 17, 1997
Public Workshop	Spring 2005
EIR Public Scoping Meeting	January 9, 2008
“T” Alignment Study – BOS meeting	April 29, 2008
Diamond Springs Advisory Committee	February 18, 2010
EIR Public Meeting	July 28, 2010
Final EIR Certification – BOS meeting	May 24, 2011
Public Workshop	March 18, 2013
Diamond Springs Advisory Committee	September 19, 2013
Underground Utility District Formation – BOS meeting	February 4, 2014
Supplemental EIR Certification – BOS meeting	May 3, 2016
Diamond Springs Advisory Committee	March 16, 2017
Diamond Springs Advisory Committee	November 16, 2017
Supervisor Veerkamp Town Hall Meeting	January 31, 2018
Diamond Springs Advisory Committee	April 19, 2018

Related Projects:

- Sheriff Safety Center – traffic study assumed Parkway open by 2025
- Material Recycling Facility – traffic study assumed Parkway open by 2025
- El Dorado Trail POC – Impacts existing parking and assumed new parking lot by 2025
- Old Depot Bike Park-Project does not include parking and assumes new parking lot by 2025
- El Dorado Community Health Centers- Proposed project 20 year traffic analysis will include Parkway.
- PG&E Underground Program Rule 20A- Programmed, engineered and allocated funding.

Questions or comments regarding the Diamond Springs Parkway/SR-49 Realignment project, visit the project website at: <http://www.edcgov.us/diamondspringspkwy/>

The El Dorado County Department of Transportation 2018 CIP is available online on the El Dorado County website at: <https://www.edcgov.us/government/dot/pages/cip.aspx>

Updated: _____