

PC 7/28/16
#2
12 pages
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Public comment- Serrano VJ map extension-PC 7/28/16, item 2, file 16-0758

Ellen Van Dyke <vandyke.5@sbcglobal.net>

Sun, Jul 17, 2016 at 8:08 AM

To: Char Tim <charlene.tim@edcgov.us>, Brian Shinault <brian.shinault@edcgov.us>, Gary Miller <gary.miller@edcgov.us>, Jeff Hansen <jeff.hansen@edcgov.us>, James Williams <james.williams@edcgov.us>, Rich Stewart <rich.stewart@edcgov.us>
Cc: Rommel Pabalinas <rommel.pabalinas@edcgov.us>

Re: Do Not Approve the requested 6-yr extension for Serrano Village J lot H tentative map

Dear Planning Commissioners:

The original approval for Serrano's Vill J lot H was granted 7/28/2011, based on a 1988 EIR. Circumstances have clearly changed since 1988, and CEQA section 15162 requires the project receive further environmental analysis before proceeding. A few of the changes since the 1988 EIR was certified:

- In 1998 (...10 years after the 1988 EIR ..), voters approved restrictions under Measure Y to prevent traffic congestion on Hwy 50 and all county roads and intersections; those policies were not considered under this project approval
- In 2013, Caltrans made clear that Hwy 50 had reached capacity, or Level of Service F, at peak hour (item 3 in the attached 9/25/13 Caltrans letter). That is clearly a significant change in circumstances not known at the time of the 1988 EIR.
- multiple General Plan amendments and project rezones have occurred (ie. Marble Valley in 1998, with 395 units), adding traffic at both the Bass Lake Rd and EDH Blvd access routes that was not taken into consideration in the 1988 analysis, as well as a long list of projects that should be analyzed for their cumulative impacts.
- the Zoning Ordinance changes approved in Dec 2015 include changes to the noise ordinance regarding construction noise exemptions, as well as rezoning of nearby parcels to higher density and extensive ordinance changes; impacts to nearby residents as well as related growth inducement factors from these changes were not considered in the 1988 EIR.
- Serrano's Development Agreement has expired, and the County has been required to absorb related infrastructure costs (Silva Valley interchange funding)

CEQA section 15162 says further environmental review should be done if there is "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". To skip this review via a map extension is NOT in the public's best interests, and staff's recommendation to approve an extension must be reconciled with the fact that it is not consistent with CEQA requirements.

EDC subdivision code 120.74.020 indicates the map should have expired as of 7/28/2014; the staff report does not mention any previous extension requests. And section 120.74.030 says "in no event" should the time extension exceed six years, which would indicate the year 2020, max.

Please require a more in-depth and current environmental analysis to be done before extending an outdated entitlement. With our current infrastructure limitations, please start looking at all map extension requests carefully.

Ellen Van Dyke
East Green Springs Rd, Rescue

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attachment: Caltrans letter 9/25/13 re: Hwy 50 segments at LOS F

code & staff report excerpts:

The staff report incorrectly states no new information is known since the 1988 EIR:

TM10-1498-E/Serrano Village J, Lot H
Planning Commission/July 28, 2016
Staff Report, Page 3

ENVIRONMENTAL REVIEW

The tentative map is a residential project that was analyzed in the certified EDHSP EIR (SCH No. 86122912). The proposed time extension would allow the continued residential development of the village consistent with the Specific Plan. The time extension does not make any changes to the original tentative map approval, does not involve new significant environmental effects, and does not increase the severity of previously identified significant effects. No new information that was not known and could not have been known at the time the EIR was certified has since become available. No further environmental analysis is necessary.

CEQA code section 15162 requires further environmental review before extending an outdated entitlement:

15162. Subsequent EIRs and Negative Declarations

(a) When an EIR has been certified or a negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless 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 or negative declaration 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 or Negative Declaration 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 or the Negative Declaration was adopted, shows any of the following:

(A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;

(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.

(b) If changes to a project or its circumstances occur or new information becomes available after adoption of a negative declaration, the lead agency shall prepare a subsequent EIR if required under subdivision (a). Otherwise the lead agency shall determine whether to prepare a subsequent negative declaration, an addendum, or no further documentation.

(c) Once a project has been approved, the lead agency's role in project approval is completed, unless further discretionary approval on that project is required. Information appearing after an approval does not require reopening of that approval. If after the project is approved, any of the conditions described in subdivision (a) occurs, a subsequent EIR or negative declaration shall only be prepared by the public agency which grants the next discretionary approval for the project, if any. In this situation no other responsible agency shall grant an approval for the project until the subsequent EIR has been certified or subsequent negative declaration adopted.

(d) A subsequent EIR or subsequent negative declaration shall be given the same notice and public review as required under Section 15087 or Section 15072. A subsequent EIR or negative declaration shall state where the previous document is available and can be reviewed.

From El Dorado County code, the map approval expires after 3 yrs, with extensions not to exceed an additional 6 years (Title 120- Subdivisions, https://www.municode.com/library/ca/el_dorado_county/codes/code_of_ordinances?nodeId=PTBLADECO_TIT120SU_CH120.74EXAPMA):

El Dorado County, CA

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NOTIFICATIONS SIGN IN

El Dorado County, California... PART B - LAND DEVELOP... Title 120 - SUBDIVISIONS CHAPTER 120.74 - EXPIR...

CHAPTER 120.68. - VESTING TENTATIVE MAPS

CHAPTER 120.70. - SEGREGATION OF SPECIAL ASSESSMENTS

CHAPTER 120.72. - AMENDING OF FINAL MAPS

CHAPTER 120.74. - EXPIRATION OF APPROVED MAPS

Sec. 120.74.010. - Title and scope of chapter.

Sec. 120.74.020. - Expiration period of approved or conditionally approved maps.

Sec. 120.74.030. - Extension of time for approved or conditionally approved maps.

CHAPTER 120.76. - CERTIFICATE OF COMPLIANCE

Title 130 - ZONING

Sec. 120.74.020. - Expiration period of approved or conditionally approved maps.

A. The approval or conditional approval of a tentative map shall expire within the timeframe from the date of approval by the approving authority as set forth below:

- 36 months for a tentative map;
- 36 months for a tentative parcel map;
- 24 months for a vesting tentative map or a vesting tentative parcel map.

B. The expiration date of an approved tentative map may be extended as authorized in Government Code § 66452.6(a).

C. The period of time specified in Subsection A of this section shall not include any period of time during which a development moratorium is in existence, as defined in Government Code § 66452.6(f), pursuant to Government Code § 66452.6(b).

D. The period of time specified in Subsection A of this section shall not include any period of time during which a lawsuit has been filed and is pending in a court of competent jurisdiction involving the approval or conditional approval of a tentative map if a stay of the time period is approved by the Planning Commission. After service of the initial petition or complaint upon the court, the subdivider shall, in writing, to the Development Services Division Director, request a stay of the time period of the tentative map. Within 40 days after receiving the request, the Planning Commission shall either stay the time period for up to five years or deny the requested stay. The request for the stay shall be a hearing with notice to the subdivider and to the appellant, and upon conclusion of the hearing, the Planning Commission shall, within ten working days, render its decision. The subdivider or any interested person may appeal the action of the Planning Commission on the stay to the Board of Supervisors in accordance with [Section 120.74.075](#).

(Code 1997, § 16.74.020: Ord. No. 4448, 1997)

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NOTIFICATIONS SIGN IN

El Dorado County, California... PART B - LAND DEVELOP... Title 120 - SUBDIVISIONS CHAPTER 120.74. - EXPIR...

CHAPTER 120.53. - LOT LINE ADJUSTMENTS

SUBPART III. - RURAL SUBDIVISIONS

CHAPTER 120.56. - IMPROVEMENT REQUIREMENTS

SUBPART IV. - PROVISIONS GENERALLY APPLICABLE TO SUBDIVISIONS OR OTHER LAND DIVISIONS

CHAPTER 120.68. - VESTING TENTATIVE MAPS

CHAPTER 120.70. - SEGREGATION OF SPECIAL ASSESSMENTS

CHAPTER 120.72. - AMENDING OF FINAL MAPS

CHAPTER 120.74. - EXPIRATION OF APPROVED MAPS

Sec. 120.74.010. - Title and scope of chapter.

Sec. 120.74.020. - Expiration period of approved or conditionally approved maps.

Sec. 120.74.030. - Extension of time for approved or conditionally approved maps.

Sec. 120.74.030. - Extension of time for approved or conditionally approved maps.

A. **Request by subdivider.** The subdivider may request up to six one-year extensions of the expiration date of the approved or conditionally approved tentative map, as allowed by Government Code §§ 66452.6(e) and § 66463.5, by written application to the Development Services Division of the Community Development Agency. The subdivider may request more than one time extension at a time, up to the maximum allowed by this subsection or a development agreement applicable to the map for which the extension request is filed, but in no event shall the total time extension requested exceed six years. Each application shall be filed before the approved or conditionally approved tentative map expires and shall state the reasons for requesting the extension.

B. **Action on extension request.** The Department shall review the request and submit the application for the extension, together with a report, to the approving authority for approval, conditional approval, or denial. A copy of the Department's report shall be forwarded to the subdivider prior to the approving authority meeting on the extension. In approving, conditionally approving, or denying the request for extension, the approving authority shall make findings supporting its decision, including findings with respect to the potential impact of any increases in applicable development fees which have occurred since the date of the approval or conditional approval of the tentative map.


C. **Appeal of extension.** The subdivider or any interested person adversely affected may appeal any action of the approving authority on the extension to the Board of Supervisors in accordance with [Section 120.74.075](#). Any such appeal shall be filed within 15 working days after the action by the approving authority. If the Board does not act within the time limits set forth in [Section 120.74.075](#), the extension shall be deemed to have been approved, or conditionally approved or denied consistent with the action as approved by the approving authority, insofar as the tentative map complies with all other applicable provisions of the Subdivision Map Act, this title, this Code, and the general plan.

(Code 1997, § 16.74.030: Ord. No. 4448, 1997; [Ord. No. 4960, § 1 \(16.74.030\), 5-7-2011](#))

7/19/2016

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link to access County notice for the extension request: <http://www.edcgov.us/PublicNoticesDevServicesDetail.aspx?id=30064773101>

 **5.17_2D - Response from Caltrans date stamped 9-27-13.pdf**
3964K

DEPARTMENT OF TRANSPORTATION

DISTRICT 3
703 B STREET
MARYSVILLE, CA 95901
PHONE (530) 741-4233
FAX (530) 741-4245
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RECEIVED
PLANNING DEPARTMENT

September 25, 2013

Kimberly A. Kerr, Acting Director
El Dorado County Community Development Agency
2850 Fairlane Court
Placerville, CA 95667-4197

Dear Ms. Kerr:

Thank you for your letter dated September 13, 2013, wherein you posed a series of questions related to Level of Service (LOS), performance measures, planned state highway improvements, and PeMS data regarding US Highway 50 (US 50) within El Dorado County.

Your questions and our responses 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?*

LOS calculations used in the Caltrans District 3 System Planning Program documents are derived from a *Highway Capacity Manual 2010* freeway planning-level analysis. Highway Capacity Software 2010 is used in conjunction with several data sources, including:

- Traffic Volumes on California State Highways
- Annual Average Daily Truck Traffic on California State Highways
- California Highway Log
- Caltrans Digital Photolog

HOV and auxiliary lane volumes are excluded from the mixed flow LOS Calculations, since including the HOV lanes would not provide an accurate indicator of the LOS for the mixed flow lanes. HOV lane LOS calculations are derived separately. Peak Hour Factors are used in the LOS calculations. The *Highway Capacity Manual 2010* states that typical freeway Peak Hour Factors range from 0.85 to 0.98. In our planning level studies, default values from the Highway Capacity Software are used because of data limitations. These values are 0.94 for urban freeways and 0.88 for rural freeways.

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 such 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?*

Construction activity has minimal or no effect on LOS calculations because the traffic volumes used from the annual *Traffic Volumes on California State Highways* take sample counts, schedule counts to avoid routes with construction activity and make adjustments to compensate for seasonal influence, weekly variations and other variables which may be present. These normalized volumes are then used to calculate LOS.

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?*

As part of the Caltrans System Planning Program, every State Highway System route is analyzed on a segment by segment basis based on the Highway Capacity Manual 2010 freeway analysis and plans for the route are summarized in documents entitled "transportation concept reports" (TCRs) and "Corridor System Management Plans (CSMPs)". Route segmentation for both the CSMPs and TCRs is based on political boundaries, geometric changes in the route facility and significant changes in traffic volumes.

The LOS on US 50 for the segment between the Sacramento/El Dorado County Line and Cameron Park Drive is currently operating at LOS E. However, the portion of the segment from the County Line to the El Dorado Hills Blvd. Interchange operates at LOS F during the peak hour.

4. *What does Caltrans project the LOS to be on Highway 50 through 2035 within El Dorado County?*

The projected 2035 LOS for segments of US 50 in El Dorado County, as currently indicated in our latest draft US 50 TCR and draft US 50 CSMP, are indicated in the following table:

DRAFT US 50 CSMP				
Location		Current Traffic Data 2012	Future Traffic Data-2035 (No Build)	Future Traffic Data-2035 (Build)
County	Description/Location	LOS	LOS	LOS
ED	SAC/ED County Line to Cameron Park Drive	E	F	F
ED	Cameron Park Drive to Missouri Flat Road	D	E	D
ED	Missouri Flat Road to End of Freeway in Placerville	D	D	E
ED	End of Freeway in Placerville to Bedford Avenue	C	C	C
ED	Bedford Avenue to Cedar Grove Exit	C	C	C
DRAFT US 50 TCR				
Location		Current Traffic Data 2012	Future Traffic Data-2035 (No Build)	Future Traffic Data-2035 (Build)
County	Description/Location	LOS	LOS	LOS
ED	Cedar Grove Exit to 0.67 mi east of Sly Park Road	B	C	C
ED	0.67 mi east of Sly Park Road to Ice House Road	B	C	C
ED	Ice House Road to Echo Summit	E	F	F
ED	Echo Summit to State Route 89 South/Luther Pass Road	E	E	E
ED	State Route 89/Luther Pass Road to State Route 89 North/Lake Tahoe Blvd	E	F	F
ED	State Route 89 North/Lake Tahoe Blvd to Nevada State Line	E	F	F

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The LOS information above includes both the "Build" and "No Build" scenarios. The "No Build" scenario assumes no improvements are made to US50. The "Build" scenario assumes the construction of the projects indicated in Attachment A.

5. *What population growth rate was assumed by Caltrans in the LOS projection for U.S. Highway 50 in El Dorado County through 2035?*

The Sacramento Area Council of Governments' (SACOG) SACSIM model was used to determine the growth of traffic volumes and the impact of potential projects on those volumes. The boundary of the SACSIM model ends at the summit, from that point growth factors were developed using a linear regression methodology.

6. *What Caltrans improvements are planned and assumed in the LOS projection for U.S. Highway 50 in El Dorado County through 2035?*

The improvements indicated in Attachment A are included in our projected 2035 LOS calculations based on the projects' inclusion in the latest financially constrained long-range plans of SACOG, the El Dorado County Transportation Commission (EDCTC) and the Tahoe Regional Planning Agency.

7. *What are the parameters and assumptions used for the PeMS data? How do these parameters and assumptions relate to question #1?*

In our planning documents, PeMS is used to report various outcome performance measures, including peak hour speeds, peak hour and daily vehicle hours of delay, peak hour and daily vehicle miles of travel and specific bottleneck data. Since these performance measures are used to describe recurrent congestion, we only capture and report data from Tuesdays, Wednesdays and Thursdays.

Your letter also indicated that mention has been made that Caltrans has no plans to provide any improvements to US 50 during the next 20 years. Caltrans does, in fact, have plans to improve US 50 during the next 20 years. These projects are indicated in Attachment A. However, these projects will not prevent certain segments of US 50 from operating at LOS F, as indicated in the table.

Caltrans is currently updating our CSMP and TCR for the entire length of US 50 in California. It is likely that the route segmentation may change from that used in the current Plan to more accurately reflect operating conditions, such as including a separate segment from the County Line to the El Dorado Hills Blvd. Interchange. Also, our *District System Management and Development Plan*, which provides guidance for the System Planning Program, indicates a concept level of service standard (lowest acceptable LOS) of D for rural areas and E for urban areas. At this juncture, we intend to include those standards in our plan for US 50. For those segments of US 50 which are projected to fall below these standards, we will identify the US 50 improvement projects which must be built to maintain the concept LOS standard. We look forward to sharing a draft of this Plan with you in the next few months.

The determination of LOS is a complicated process with many variables. We also fully realize that LOS indicators are a key ingredient in how the El Dorado County Board of Supervisors implements Measure Y and makes other decisions. Therefore, we would like to meet with you,

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SACOG and EDCTC to come to a consensus agreement on how to mutually determine and report LOS for US 50 in El Dorado County. We will schedule this meeting for as soon as feasible and look forward to continuing our close working relationship.

Meanwhile, if you have any additional questions, please contact Susan Zanchi, Acting Chief, Office of System Management Planning and Project Delivery at (530) 741-4199 or via email at susan.zanchi@dot.ca.gov.

Sincerely,


for JODY JONES
District Director

- c: 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
- Sharon Scherzinger, EDCTC
- Nathan Strong, City of Placerville
- Jeff Pulverman, Deputy District Director, Planning & Local Assistance, Caltrans
- Nieves Castro, Supervising Transportation Planner, Planning & Local Assistance, Caltrans

JJ/tw

US 50 Planned and Programmed State Highway Projects										
County	Rte	Post Mile Limits	Project Lead	Project Name	Project Description	Type of Project	Agency Source	Estimated Total Cost (1,000s)	Proposed Completion Year	
ELD	50	18.278	City of Placerville	Western Placerville Interchanges (Ph 1B)	Realign Fair Lane to correct a non-standard curve and construct Class II Bike Lanes, sidewalks and retaining walls.	Bike Lanes/ Pedestrian	MTP	\$820	2014	
ELD	50	18.517	City of Placerville	US 50 Broadway EB signalization and lengthening	Lengthen EB exit ramp of US 50 at Broadway and install traffic signal	Signalization and Ramp Improvements	MTP	\$2,000	2035	
ELD	50		ELD County	US 50 WB Auxiliary Lane - Silva Valley Parkway to Empire Ranch Rd	Construct new WB auxiliary lane within median of US 50 between Silva Valley Parkway and Empire Ranch Rd future new interchanges.	Auxiliary Lanes	MTP	\$2,500	2035	
ELD	50	R14.01	ELD County	US 50/EI Dorado Rd Interchange Improvements (Ph.1)	Includes signalization and widening of existing ramps	Interchange Improvements	MTP	\$3,538	2035	
ELD	50	0.00/ 0.86	ELD County	US 50 Widen and WB Auxiliary Lane - EI Dorado Hills to Empire Ranch Rd	Widen US 50 and add auxiliary lane to WB US 50 connecting the EI Dorado Hills Blvd/ Latrobe Rd Interchange to the future Empire Ranch Rd interchange located in Folsom. Construction to be concurrent with or after the EI Dorado Hills Blvd I/C.	Widen US 50; Auxiliary Lanes	MTP	\$3,688	2035	
ELD	50	R1.65	ELD County	US 50/Silva Valley Pkwy Interchange (Ph 2)	Final Phase of new interchange: construct EB diagonal and WB loop on-ramps to US 50	New Interchange	MTP	\$14,200	2035	
ELD	50	4.98/ R8.56	ELD County	US 50 Auxiliary Lane EB - Cambridge to Ponderosa	EB US 50 auxiliary lane between Cambridge Rd and Ponderosa Rd Interchanges	Auxiliary Lanes	MTP	\$14,550	2035	
ELD	50	EB 4.98/8.57 WB 6.57/R3.23	ELD County	US 50 Auxiliary Lane at Cambridge Road	EB US 50 between Cambridge Rd and Cameron Park Dr Interchanges; and WB between Cameron Park Dr and Bass Lake Rd Interchanges. Includes bridge widening to add two lanes and ramp widening.	Auxiliary Lanes	MTP	\$15,500	2035	
ELD	50	0.86	ELD County	US 50/EI Dorado Hills Blvd Interchange Westbound ramps	Final Phase: Construct new WB off-ramp undercrossing, improve WB on/off-ramps with dedicated HOV on-ramp lane, ramp metering and 1,000 ft merge lane.	Interchange Improvements	MTP	\$16,180	2015	
ELD	50	R15.06	ELD County	US 50/Missouri Flat Rd Interchange Improvements (Phase 2)	Highway and Interchange Improvements for additional traffic capacity needed to accommodate local development projects.	Interchange Improvements	ELD County	\$20,000	2035	
ELD	50	R1.65/R3.23	ELD County	US 50/ Bass Lake Rd Interchange (Ph. 1); WB Auxiliary Lane	Interchange Improvements: Phase 1, ramp widening, road widening, signals and WB auxiliary lane between Bass Lake and Silva Valley Interchanges; Phase 1 assumes bridge replacement.	Interchange Auxiliary Lanes	MTP	\$20,829	2035	
ELD	50	R8.56	ELD County	US 50/Ponderosa Rd North Shingle Rd Realignment	Realign approximately 1/4 mile of Durock Rd to Sunset Ln and signalize new intersection. Durock Rd will be two through lanes with turn pockets at the intersection and center turn lane.	Interchange Improvements	MTP	\$5,020	2024	
SAC	50	R8.51	City of Rancho Cordova	Mather Field Rd./US 50 Interchange	Interchange Modification: at U.S. 50/Mather Field Rd.	Interchange Improvements	MTP	\$6,647	2025	
ELD	50	0.86	ELD County	US 50/EI Dorado Hills Blvd Interchange Eastbound Ramps	Reconstruct EB diagonal on-ramp and EB loop off-ramp for the ultimate configuration; add a lane to NB EI Dorado Hills Blvd under the overpass (eliminates merge lane and improves traffic flow from the EB loop off-ramp); EB diagonal on-ramp will be metered with an HOV bypass.	Interchange Improvements	MTP	\$5,904	2036	
ELD	50	6.57/ R8.56	ELD County	US 50 Bus/Carpool Lanes (Phase 2B)	Phase 2B: US 50- Cameron Park Dr to Ponderosa Rd Interchange - Add HOV lanes in median. PA&ED completed by Caltrans, and Caltrans advancing project design through Co-Op Agreement with the County. Intergovernmental Agreement between the County and Shingle Springs Band of Maidu Tribe for funding.	Bus/Carpool Lanes	MTP/MTI P	\$22,637	2025	
ELD	50	R8.56	ELD County	US 50/Ponderosa Rd Interchange Durock Rd Realignment	Realign approximately 1/4 mile of Durock Rd to Sunset Ln and signalize new intersection. Durock Rd will be two through lanes with turn pockets at the intersection and center turn lane.	Interchange Improvements	MTP	\$7,151	2028	
ELD	50	R14.01	ELD County	US 50/EI Dorado Rd Interchange Improvements (Ph.2)	Construction of left- and right-turn lanes and additional through traffic lanes in all approaches to the interchange	Interchange Improvements	MTP	\$7,285	2035	
ELD	50	16.29/16.503	City of Placerville	US 50 Western Placerville Interchanges (Ph 1A)	At US 50/Ray Lawyer Dr, Construct WB access ramp from R. Lawyer Dr onto US50, Auxiliary lane between WB access ramp and existing WB off-ramp at Placerville Dr	Interchange Improvements, Operational Improvements	MTP	\$9,215	2014	

ELD	50	4.98	ELD County	US 50/ Cambridge Rd Interchange Improvements (Ph. 1)	Includes widening existing EB and WB on/off-ramps; addition of new WB on-ramp; reconstruction of local intersections; and installation of traffic signals at EB and WB ramp terminal intersections; preliminary engineering for Phase 2 to be performed under Phase 1.	Interchange Improvements	MTP	\$10,645	2035
ELD	50	R3.23/4.98	ELD County	US 50 Auxiliary Lane at Bass Lake Road	WB US 50 between Bass Lake Rd and Cambridge Rd Interchanges. Includes additional ramp and road widening.	Auxiliary Lanes	MTP	\$23,640	2035
ELD	50	R8.56/R12.19	ELD County	US 50 Bus/Carpool Lanes (Ph 3)	Phase 3: US 50-Ponderosa Road to Greenstone Road	Bus/Carpool Lanes	MTP	\$34,730	2035
SAC	50	16.8/ 17.2	CT	Natomas OC Ramp Meter & Widening	Add ramp meter and widen Natomas OC	Transportation Management Systems	SHOPP	\$3,240	2020
SAC	50	12.50/21.50	CT	US 50 Auxiliary Lane	Add Aux Lane(s) - EB from Sunrise to Scott	Auxiliary Lanes	CT	\$3,500	2025
ELD	50	R6.58	ELD County	US 50/Ponderosa Rd/So Shingle Rd Interchange Improvements	Widen existing US 50 overcrossing to accommodate 5 lanes, and realignment of WB loop on-ramp, ramp widening, and widening of Ponderosa Rd, Mother Lode Dr, and So. Shingle Rd	Interchange Improvements	MTP	\$18,338	2028
SAC	50	21.5	City of Folsom	US 50 at Scott Road	Ramp modifications and overpass widening for US 50/East Bidwell/Scott Road Interchange to improve access to development south of US 50.	Capacity Enhancement	MTP	\$3,740	2020

10/1/13

Edcgov.us Mail - Letter from Caltrans




David Defanti <david.defanti@edcgov.us>

Letter from Caltrans

Tinney, Marlo P@DOT <marlo.tinney@dot.ca.gov>
To: "david.defanti@edcgov.us" <david.defanti@edcgov.us>

Fri, Sep 27, 2013 at 3:20 PM

Please see the attached letter from District 3 Director Jones' office. Thank you.

 **Untitled_20130927_133617_001.pdf**
613K