

County of El Dorado

TIM Fee Update: Western Slope

Environmental Constraints Analysis



October 2015

County of El Dorado

TIM Fee Update Environmental Constraints Analysis

Prepared for:

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October 12, 2015
Project 14-00526

Jim Damkowitz
Principal Planner
Kittelson & Associates, Inc.
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Sacramento, California 95814

Subject: El Dorado County TIM Fee Update - Environmental Constraints Analysis

Dear Mr. Damkowitz:

Below is the Environmental Constraints analysis for the traffic improvements identified as part of the Traffic Impact Mitigation Fee update for El Dorado County.

I. Introduction

El Dorado County is in the process of updating its Capital Improvement Plan (CIP) list and Traffic Impact Mitigation (TIM) Fee. The CIP/TIM Fee Update would provide funding for traffic improvements necessary for all roadways in the county to operate at a Level of Service (LOS) under 2035 General Plan buildout conditions, in accordance with the 2004 General Plan.

The majority of traffic improvements would occur primarily on or near US Highway 50 (US 50) in the western, developed area of El Dorado County and include roadway expansions and widenings, as shown in Figure 1. This area is referred to as the "western slope", the area west of Echo Summit. The majority of improvements are generally along US 50, beginning on US 50 on the western side of El Dorado County at the border of Sacramento and El Dorado counties and would extend along US 50 to Diamond Springs Parkway, where the easternmost traffic improvement would occur. In addition to improvements located along US 50, two roadway improvements would be located approximately four miles north of US 50 on Green Valley Road. One of these improvements would be located two miles south of US 50 on the Latrobe Road connector and the other would be approximately five miles northeast of the Ponderosa Interchange. Finally, another interchange improvement would occur on El Dorado Road approximately six miles northeast of the Ponderosa Road interchange. The location of the proposed traffic improvements are surrounded primarily by commercial and residential land uses, although much of it remains undeveloped land.

The County's CIP is not a project as defined by the California Environmental Quality Act (CEQA). The CIP serves an administrative function, the purpose of which is to provide the



applicable decision makers with the ability to prioritize the timeline and funding for various capital improvement projects. The CIP does not result in any commitment to any specific project. Therefore, approval of the CIP (or the recommended projects that would be added to the CIP as a result of the CIP/TIM Fee Update) does not result in direct physical impacts to the environment. When individual projects listed within the CIP proceed to implementation they will be subject to environmental review for the possible impacts which are unique to that particular project. As a result, the proposed CIP is not a project as defined by CEQA (see Section 15378 of the CEQA Guidelines) and is therefore not subject to environmental review. While fee programs are identified as a project under CEQA, the proposed TIM fee update would not result in the commitment of implementation of such projects or directly result in projects that have physical impacts. The environmental constraints analysis is also not intended to act as a CEQA document.

The purpose of this Environmental Constraints Analysis is to identify potential environmental issues within the general footprint of the suggested improvements and the type of future studies and evaluations which may need to be performed and the required environmental document that would be required to meet any CEQA and National Environmental Policy Act (NEPA) requirements. This Environmental Constraints Analysis presents a region-wide assessment of the impacts of the proposed CIP/TIM Fee Update. As stated above, analysis of site-specific impacts of individual traffic improvements is not the intended use of the constraints analysis. Many specific traffic improvements are not currently defined to the level that would allow for such an analysis. Individual specific environmental analysis of each traffic improvement will be undertaken as necessary by the appropriate implementing agency prior to each traffic improvement being considered for discretionary approval. Where subsequent environmental review is required, such review would focus on project-specific significant effects specific to the project, or its site.

Traffic Improvement Description

The Draft Technical Memorandum 2-3: Existing and Future Deficiency Assessment (dated September 9, 2015) recommended a list of CIP improvements based on operational analysis results of roadways in El Dorado County. Based on the deficiencies identified in the Draft Technical Memorandum 2-3, CIP Improvements were recommended for the following by facility type:

- Mainline Freeway Improvement
- Interchange Improvement
- Parallel Facilities Improvement
- Local Roadways Improvement



Freeway Mainline Improvements

Under future conditions, US 50 between Sacramento/El Dorado County Line and Cambridge Road is projected to operate at a Level of Service (LOS) exceeding the standards under 2035 General Plan Conditions. In addition, interchange deficiencies described in the following section also entail adding auxiliary lanes as part of the interchange improvements. Thus the following auxiliary lane CIP improvements are recommended in order for the specified US 50 segments to maintain acceptable LOS operations:

- Eastbound County Line (future) to El Dorado Hills Blvd Interchange
- Eastbound Bass Lake Road Interchange to Cambridge Road Interchange
- Eastbound Cambridge Road Interchange to Cameron Park Drive Interchange
- Eastbound Cameron Park Drive Interchange to Ponderosa Road Interchange
- Westbound Ponderosa Road Interchange to Cameron Park Drive Interchange
- Westbound Cambridge Road Interchange to Bass Lake Road Interchange
- Westbound Bass Lake Road Interchange to Silva Valley Parkway Interchange
- Westbound El Dorado Hills Boulevard Interchange to County Line (future)

Interchange Improvements

Based on the comparative analysis of the “old” vs. “new” travel model forecasts at each interchange’s ramps and over-crossing segments, the results re-confirm the previously identified deficiency and improvements are recommended at the following interchanges:

- El Dorado Hills Blvd Interchange reconfiguration; exist structure to remain
- Silva Valley Parkway Interchange (Phase I under construction, Phase II only)
- Bass Lake Road Existing undercrossing structure to remain
- Cambridge Road Interchange modification; exist structure to remain
- Cameron Park Drive Interchange reconfiguration; new overcrossing structure
- Ponderosa Road Interchange reconfiguration; new overcrossing structure
- El Dorado Road Interchange reconfiguration; widen exist overcrossing

Local Roadways Improvements

Based on the identified County roadway deficiencies, improvements are recommended for the following:

- Cameron Park Drive north of Palmer to Hacienda Road 2-Lane to 4-Lane; sidewalk on north side only
- Green Valley Road from Sacramento/El Dorado County line to Sophia Parkway 2-Lane to 4-Lane; sidewalk on both sides
- Green Valley Road from Deer Valley Road to southwest of Lotus Road 2-Lane to 3-Lane
- Green Valley Road east of Francisco Drive to east of Silva Valley Road 2-Lane to 4-Lane; sidewalk on north side only

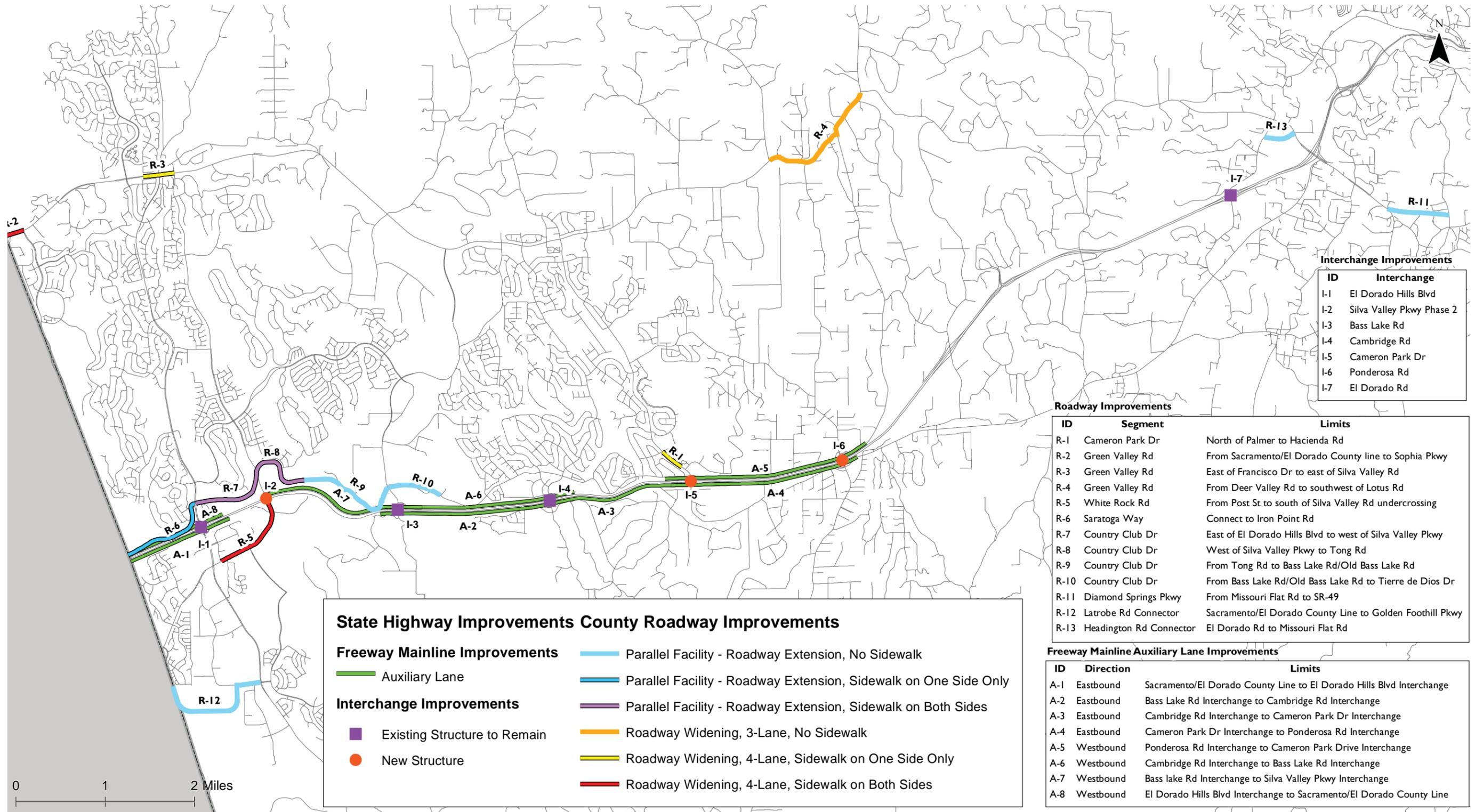


- White Rock Road from Post Street to south of Silva Valley Road DC 2-Lane to 4-Lane; sidewalk on both sides

Parallel Facilities Improvements

Based on the identified US 50 mainline and County roadway deficiencies, the following roadway extensions are recommended to the TIM Fee CIP list:

- Saratoga Way (future) connect to Iron Point Road; 4-Lane; sidewalk on north side only; widen existing Saratoga Way 2-Lane to 4-Lane from west terminus to El Dorado Hills Interchange; sidewalk on north side only
- Country Club Drive (future) connect El Dorado Hills Blvd east to Silva Valley Parkway/Tong Rd; sidewalk on both sides
- Country Club Drive (future) 2-Lane; Silva Valley Parkway/Tong Road to Bass Lake Road/Old Bass Lake Road; sidewalk on both sides.
- Country Club Dr (future) 2-Lane from Bass Lake Road/Old Bass Lake Road to Terre de Dios Drive.
- Diamond Springs Parkway (future) from Missouri Flat Road to Route 49
- Latrobe Road connector 2-Lane between White Roack Road and Golden Foothill Parkway/Latrobe Road
- Headington Road connector 2-Lane between El Dorado Road and Missouri Flat Road



TIM Fee Funded
CIP Improvement Locations



Aesthetics

The TIM Fee Update funded traffic improvements would generally occur on existing roadways where grading has occurred. Roadway widenings would occur on Green Valley Road and Cameron Park Drive and potentially impact the surrounding visual character. Furthermore, the proposed traffic improvements may increase surface glare or result in new or altered signage and street lighting. Temporary lighting during nighttime construction activity could potentially occur. The proposed traffic improvements would need to adhere to ordinances or standards set forth by Caltrans, the El Dorado County General Plan, the El Dorado County Municipal Code, and other applicable plans to reduce impacts related to new or altered signage or lighting. Although a segment of US 50 is designated as a “Scenic Corridor”, starting from the Government Center Interchange in Placerville to the South Lake Tahoe city limit, none of the proposed traffic improvements would be within the segment designated scenic. Therefore, the proposed improvements would not substantially affect a scenic vista.

Agriculture and Forest Resources

The TIM Fee Update funded traffic improvements would involve improvements to existing roadways. With the exception of road widenings and extensions, the location of the proposed traffic improvements are already disturbed and paved. While some areas adjacent to the plan area may be rural, undeveloped, and used for grazing purposes, no significant agricultural or forestland resources are adjacent to or present within the vicinity of the proposed traffic improvements and therefore no impact would occur.

Air Quality

Long-term emissions associated with future development in El Dorado County in accordance with the 2004 General Plan are those associated with vehicle trips and stationary sources (electricity and natural gas). The net effect of the traffic improvements would be to reduce vehicle congestion along the plan area by modifying the existing roadway geometry. Only temporary air emissions would be generated during construction. Standard roadway construction equipment would emit Ozone pre-cursors. Odors typically associated with construction activity, such as fresh tar or new pavement, may occur at the location of roadway widenings and extensions, but would be temporary in nature and therefore not result in significant impacts. Particulate matter emissions would primarily be experienced during construction. Sponsor agencies would be required to implement best management practices to ensure construction activities do not adversely impact adjacent uses.

Biological Resources

Many of the proposed traffic improvements, especially those located along US 50, are immediately surrounded by vacant, undeveloped land. All of the proposed traffic improvements may potentially occur within the vicinity of major plant community habitats, especially Blue Oak Woodland and Annual Grassland, as shown in Figure CO-2 of the El Dorado County General Plan. Roadway widenings would occur on Green Valley Road and



Cameron Park Drive and may potentially expand into previously undisturbed sensitive biological habitats. It may be recommended that a qualified biologist complete a pre-construction survey and California Natural Diversity Database (CNDDDB) search for potential drainages under state or federal jurisdiction, sensitive flora and fauna (including birds) during the appropriate timeframe to rule out the presence of sensitive plant and/or animal species in/near these proposed traffic improvement projects. However, any traffic improvement undergoing discretionary approval would adhere to Policy 7.4.1.6 of the El Dorado County Conservation and Open Space Element, which would require the traffic improvements to be designed to avoid disturbance or fragmentation of important habitats to the extent reasonably feasible. Where avoidance is not possible, the development would be required to fully mitigate the effects of important habitat loss and fragmentation. Any potential necessary mitigation would be defined in the Integrated Natural Resources Management Plan.

Compliance with the El Dorado County Municipal Code provisions and/or General Plan policies pertaining to the protection native biological resources may be sufficient. However, the County is in the process of updating its biological resources policies and implementation measures in the General Plan and Oak Resources Management Plan. The County is also in the process of implementing an Integrated Natural Resources Management Plan. When the proposed traffic improvements undergo individual design and environmental review, they would be subject to all policies established by the aforementioned plans.

Cultural Resources

The plan area consists of previously disturbed and land developed for roadways. Generally, places of historic significance in El Dorado County are located in cities and towns such as Placerville, Coloma, and South Lake Tahoe, which are outside the vicinity of the proposed traffic improvements. While disturbance of buildings of historic or cultural significance is unlikely to occur, since there are generally few buildings directly adjacent to US 50 or the location of the other traffic improvements, roadway widenings and roadway extensions on Green Valley Road and Cameron Park Drive may cause previously unknown paleontological or archaeological resources to be unearthed or disturbed. Under Policy 7.5.1.2 of the El Dorado County General Plan Conservation and Open Space Element, reports and/or maps identifying specific locations of archaeological or historical sites are kept confidential in the Planning Department and disclosed only when applicable. When the proposed traffic improvements are being reviewed as discretionary projects, they would undergo cultural resource studies to identify potential conflicts and avoid and protect historical and cultural resources that may be unearthed or disturbed during grading or traffic improvement construction activity.

Geology and Soils

The location of the traffic improvements would take place on existing roadways such as US 50. According to Figure HS-2 of the El Dorado County General Plan, potentially impacted roadway improvements include those near the western county boundary that coincide with the Bear Mountain Fault, and may need to incorporate special design features to withstand



seismic activity from the Bear Mountain Fault. Furthermore, a geotechnical study may be recommended to identify the specific geological hazards associated with the proposed traffic improvements and appropriate mitigations. Construction of the proposed roadway improvements within the existing pavement areas would not directly result in new developments such as residences or buildings that would expose persons to substantial adverse effects resulting from seismic ground shaking, liquefaction, landslides, erosion, expansive soils, or wastewater disposal systems.

The traffic improvements would potentially require the grading of existing natural slopes. Existing residential and commercial uses are currently adjacent to the plan area and therefore caution would be exercised during slope grading to ensure that the stability of the landform would not in any way compromise the structural integrity of the existing residential dwellings, especially during a seismic event. Compliance with applicable California Building Code (CBC) and El Dorado County Municipal Code requirements related to slope grading would ensure that the proposed slope grading would not impact the structural stability of any adjacent dwellings. El Dorado County may require the preparation of a geotechnical report to ensure that any impact resulting from slope grading would be less than significant.

Greenhouse Gas Emissions

As discussed above in *Air Quality*, the use of construction equipment during grading and construction would temporarily emit oxides of nitrogen, which contribute to the formation of greenhouse gasses. The temporary construction emissions would contribute to the formation of greenhouse gasses. Overall, the CIP and fee update would reduce vehicle congestion in the County and may therefore reduce greenhouse gas emissions.

Hazards and Hazardous Materials

Any developed property has the potential for soil contamination due to operation of motor vehicles and use of solvents, pesticides and other materials that could have been spilled over the years. Within the existing roadway corridors, the use of standard construction best management practices would ensure that any hazardous materials present on the roadway surface would be effectively contained during construction and thus would not in any way impair surface or groundwater quality. No impact would result.

Generally speaking, the risk of significant contamination requiring remedial action within the land uses adjacent to the locations of the proposed traffic improvements is considered low since operations that typically occur on adjacent residential and commercial uses are not associated with handling of substantial amounts of hazardous materials.

Construction of the improvements have the potential to temporarily limit access to the existing commercial and residential uses as well as nearby schools. Although significant access restrictions are not anticipated to the extent where they would limit emergency access or interfere with an adopted emergency response plan, a construction staging plan should



be reviewed and approved prior to the commencement of construction activities to ensure that proper access to all existing uses is maintained throughout construction.

Hydrology and Water Resources

The majority of the existing plan area is currently paved. Paved surfaces accumulate pollutants such as deposits of oil, grease, and other vehicle fluids and hydrocarbons. Traces of heavy metals deposited on streets and parking areas from auto operation and/or fall out of airborne contaminants are common urban surface water pollutants. During storm events, these pollutants would be transported by runoff into storm drain systems and ultimately into the regional watershed. The proposed traffic improvements would not directly facilitate the generation of additional vehicles, as they are primarily designed to more efficiently convey traffic. Moreover, the improvements are not associated with any changes to the existing land uses. Nevertheless, runoff coming in contact with construction areas could introduce urban pollutants into the watershed. When the proposed traffic improvements become discretionary projects and undergo independent environmental review, they may potentially be subject to National Pollutant Discharge Elimination System (NPDES) Permit requirements, depending on the square footage of new impervious surface that would be created and/or replaced as a result of those proposed projects. Furthermore, under Section 8.79.150 of the El Dorado County Municipal Code, implementation of appropriate Best Management Practices (BMPs) would be required for any traffic improvements to prevent potential discharge from the site of pollutants, soil, or construction wastes or debris, including contaminants from construction materials, tools, and equipment to a stormwater facility.

Generally, the location of the traffic improvements are located within Zone X, which delineates areas determined to be outside the 0.2% annual chance floodplain. (FEMA, Map Number 06017C0725E, 06017C0750E, September 2008). A segment of US 50 south of Deer Creek is within Zone A, where no base flood elevations have been determined. Part of US 50 is within a dam inundation area at Cameron Park; the El Dorado County Hazard Mitigation Plan identifies the Cameron Park Lake/Warren Hollister Dam as having considerable potential to inundate inhabited areas in the unlikely event of dam failure. The proposed traffic improvements would not introduce new residences within the dam inundation area, but US 50 would likely be used as a route for emergency response or transportation. Thus, contingency and emergency response plans should be reviewed, updated, and compared with future traffic improvements within the dam inundation area to ensure emergency response would not be hindered by the proposed traffic improvements.

Land Use

Currently, the location of all traffic improvements occur on existing roadways. The TIM Fee Update funded traffic improvements would generally consist of the construction of vehicle travel lane improvements and striping. No roads or access points would be permanently closed or obstructed as part of the traffic improvements. Therefore, the traffic improvements would not physically divide an established community. The proposed improvements are intended to reduce LOS impacts to a less than significant level.



The paved surfaces associated with the fee update CIP improvements encompass the overwhelming majority of the plan area. The County is in the process of updating its biological resources policies and implementation measures in the General Plan and Oak Resources Management Plan. The County is also in the process of implementing an Integrated Natural Resources Management Plan. When the TIM Fee Update funded traffic improvements become discretionary projects and undergo individual environmental CEQA review, they would be subject to all policies established by the aforementioned plans. Therefore, no environmental constraints involving land use would directly occur as a result of the proposed traffic improvements.

Mineral Resources

According to Figure CO-1 of the El Dorado County General Plan, there are mineral resources present in El Dorado County zoned MRZ-2a and MRZ-2b. However, the TIM Fee Update funded traffic improvements are not in the vicinity of any mineral resources.

Noise

The TIM Fee Update funded traffic improvements would not result in the expansion of any existing land uses. Construction of traffic improvements may potentially reroute traffic and increase vehicle trips along other roadways. A traffic and noise study may be recommended to identify potential noise level increases and impacts as a result of redirected traffic. If it is found that noise levels would be increased to unacceptable levels under El Dorado County noise thresholds, sound walls, barriers, or other such sound attenuation features may need to be constructed to mitigate noise impacts as a result of the proposed traffic improvements.

Construction of the TIM Fee Update funded traffic improvements would potentially entail site grading and building activities. Construction-related activities associated with the proposed traffic improvements have the potential to create temporary noise and groundborne vibration in the immediate vicinity of the plan area. The generation of construction noise would be temporary and would be limited to normal business hours. Temporary sound barriers or other noise mitigations may be necessary during construction to prevent significant impacts to any adjacent residences that would be impacted. Furthermore, construction would also be prohibited on Sundays and Federal holidays.

Population and Housing

The TIM Fee Update funded traffic improvements would involve the construction of roadway improvements. The traffic improvements would not include the development of any residential or commercial uses and would not displace any existing housing or residents. Therefore, the proposed traffic improvements would have no impact on population and housing.



Public Services

The TIM Fee Update funded traffic improvements would involve the construction of roadway improvements. The traffic improvements would not include, nor would it facilitate, the intensification of land uses within the plan area. The proposed traffic improvements are intended to improve the congestion and associated levels of service (LOS) of the plan area to meet 2004 General Plan standards under 2035 General Plan Buildout conditions. The proposed traffic improvements would address the current and anticipated deficiencies in the overall circulation system based on growth conditions in 2035. The improvements are not intended to cause growth but rather are intended to accommodate the growth envisioned under by the General Plan. Thus, the proposed traffic improvements would adequately accommodate public services upon completion and would constrain police, fire, schools, parks or other public facilities.

Recreation

The TIM Fee Update funded traffic improvements would involve the construction of roadway improvements. The traffic improvements would not include, nor facilitate, the intensification of land uses within the plan area. The proposed traffic improvements are intended to improve the LOS of the plan area to meet 2004 General Plan standards under 2035 General Plan Buildout conditions. As described above, the improvements are not intended to cause growth but rather are intended to accommodate the growth envisioned under by the General Plan. Thus the traffic improvements would not constrain recreation facilities by causing an increase of population in the plan area.

Transportation/Traffic

The proposed traffic improvements are intended to improve the LOS of the plan area to meet 2004 General Plan standards under 2035 General Plan Buildout conditions. The proposed traffic improvements would address the current and anticipated deficiencies in the overall circulation system, including, but not limited to interchange, roadway, and auxiliary lane improvements. The proposed roadway improvements would not impact air traffic. The end result of the improvements would be beneficial with respect to traffic flow, and would therefore be consistent with the County of El Dorado General Plan Circulation Element and would also help the City achieve its specific intersection level of service performance standards.

Access to certain land uses could be limited temporarily during construction. However, any potential access limitations could be remedied through the preparation of an appropriate construction staging plan. The construction staging plan would need to ensure that minimal emergency access to all existing land uses would be maintained throughout construction. As part of building and safety plan review, the Fire Department would ensure that required fire protection safety features, including adequate emergency access, are implemented. Upon construction of an adequate construction staging plan approved by the Building and Safety Department, impacts to emergency access would be less than significant.



Utilities and Service Systems

The TIM Fee Update funded traffic improvements would involve the construction of roadway improvements. The traffic improvements would not result in the intensification of the land uses located along the roadway corridor. As discussed in Hydrology, roadway widenings and roadway extensions on Green Valley Road and Cameron Park Drive may potentially affect drainage infrastructure by altering existing drainage and also increasing impervious surface, thus increasing surface flow runoff. A hydrology study may be recommended for traffic improvement projects to identify potentially impacted storm drain facilities as well as determine the potential increase in surface runoff and recommended mitigations, such as catch basins or other such design features, to reduce any potential increase in surface runoff. Solid waste would not be generated by the proposed traffic improvements.

REFERENCES

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Appendix A

Draft TIM Fee CIP Project List Memorandum



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MEMORANDUM

Date: September 9, 2015

Project #: 17666.0

To: Claudia Wade
County of El Dorado
2850 Fairlane Court
Placerville, CA 95667



From: Kittelson and Associates
Project: CIP & TIM Fee Update: Western Slope
Subject: Draft CIP List

This memorandum summarizes a list of CIP improvements recommended based on the operational analysis results performed as part of the Draft Technical Memorandum 2-3: Existing and Future Deficiency Assessment (September 9, 2015).

RECOMMENDED TIM FEE CIP IMPROVEMENTS

Based on the identified deficiencies, TIM Fee CIP improvements are proposed for the following facility types:

- Mainline Freeway Improvement
- Interchange Improvement
- Parallel Facilities Improvement
- Local Roadways Improvement

FREEWAY MAINLINE IMPROVEMENTS

US 50 between Sacramento/El Dorado County Line and Cambridge Road is projected to operate at Level of Service (LOS) exceeding the standards under 2035 General Plan Conditions. In addition, interchange deficiencies described in the following section also entail adding auxiliary lanes as part of the interchange improvements. The following auxiliary lane TIM Fee CIP improvements are recommended in order for the specified US 50 segments to maintain acceptable LOS operations:

- Eastbound County Line (future) to El Dorado Hills Blvd IC
- Eastbound Bass Lake Rd IC to Cambridge Rd IC
- Eastbound Cambridge Rd IC to Cameron Park Dr IC

- Eastbound Cameron Park Dr IC to Ponderosa Rd IC
- Westbound Ponderosa Rd IC to Cameron Park Dr IC
- Westbound Cambridge Rd IC to Bass Lake Rd IC
- Westbound Bass Lake Rd IC to Silva Valley Pkwy IC
- Westbound El Dorado Hills Blvd IC to County Line (future)

INTERCHANGE IMPROVEMENTS

Based on the comparative analysis of the “old” vs. “new” travel model forecasts at each interchange’s ramps and over-crossing segments, the results re-confirm the previously identified deficiency and the improvements are recommended at the following interchanges:

- El Dorado Hills Blvd Interchange reconfiguration; existing structure to remain
- Silva Valley Parkway Interchange (Phase I under construction, Phase II only)
- Bass Lake Rd Interchange Existing undercrossing structure to remain
- Cambridge Rd Interchange modification; existing structure to remain
- Cameron Park Dr Interchange reconfiguration; new overcrossing structure
- Ponderosa Rd Interchange reconfiguration; new overcrossing structure
- El Dorado Road Interchange reconfiguration; widen existing overcrossing

LOCAL ROADWAYS IMPROVEMENTS

Based on the identified County roadway deficiencies, improvements are recommended for the followings:

- Cameron Park Dr north of Palmer Dr to Hacienda Rd; 2-Lane to 4-Lane; sidewalk on east side only
- Green Valley Rd from Sacramento/El Dorado County line to Sophia Pkwy; 2-Lane to 4-Lane; sidewalk on both sides
- Green Valley Rd from Deer Valley Rd to southwest of Lotus Rd; 2-Lane to 3-Lane
- Green Valley Rd east of Francisco Dr to east of Silva Valley Pkwy; 2-Lane to 4-Lane; sidewalk on north side only
- White Rock Rd from Post St to south of Silva Valley Pkwy 2-Lane to 4-Lane; sidewalk on both sides

PARALLEL FACILITIES IMPROVEMENTS

Based on the identified US 50 mainline and local roadway deficiencies, the following parallel roadway capacity improvements are recommended to the TIM Fee CIP list:

- Saratoga Way (future) connect to Iron Point Rd; 4-Lane; sidewalk on north side only; widen existing Saratoga Way 2-Lane to 4-Lane from west terminus to El Dorado Hills Blvd; sidewalk on north side only

- Country Club Drive (future) connect El Dorado Hills Blvd east to Silva Valley Parkway/Tong Rd; sidewalk on both sides
- Country Club Dr (future) 2-Lane; Silva Valley Parkway/Tong Rd to Bass Lake Rd/Old Bass Lake Rd; sidewalk on both sides.
- Country Club Dr (future) 2-Lane from Bass Lake Rd/Old Bass Lake Rd to Tierra de Dios Dr.
- Diamond Springs Pkwy (future) from Missouri Flat Rd to Route 49
- Latrobe Road connector 2-Lane between White Rock Road and Golden Foothill Parkway/Latrobe Road
- Headington Road connector 2-Lane between El Dorado Road and Missouri Flat Road

Draft