

H. Batsel #42 BOS 2/23/14

County
Not
Following Guide

Fair Share
Funding
Formula
Appendix "B"
Equation C-1



GUIDE FOR THE PREPARATION

OF

TRAFFIC IMPACT STUDIES

SEE 3RD Pg - existing traffic volume
subtraction out (T_E)

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

December 2002

(1)

APPENDIX “B”

METHODOLOGY FOR

CALCULATING EQUITABLE

MITIGATION MEASURES

METHOD FOR CALCULATING EQUITABLE MITIGATION MEASURES

The methodology below is neither intended as, nor does it establish, a legal standard for determining equitable responsibility and cost of a project's traffic impact, the intent is to provide:

1. A starting point for early discussions to address traffic mitigation equitably.
2. A means for calculating the equitable share for mitigating traffic impacts.
3. A means for establishing rough proportionality [Dolan v. City of Tigard, 1994, 512 U.S. 374 (114 S. Ct. 2309)].

The formulas should be used when:

- A project has impacts that do not immediately warrant mitigation, but their cumulative effects are significant and will require mitigating in the future.
- A project has an immediate impact and the lead agency has assumed responsibility for addressing operational improvements

NOTE: This formula is not intended for circumstances where a project proponent will be receiving a substantial benefit from the identified mitigation measures. In these cases, (e.g., mid-block access and signalization to a shopping center) the project should take full responsibility to toward providing the necessary infrastructure.

EQUITABLE SHARE RESPONSIBILITY: Equation C-1

NOTE: $T_E < T_B$, see explanation for T_B below.

Fair share →
$$P = \frac{T}{T_B - T_E}$$

Buildout G.P. Total NEW TRIPS - Existing TRIPS

NEW + PIPS impacting

Where:

- P = The equitable share for the proposed project's traffic impact.
- T = The vehicle trips generated by the project during the peak hour of adjacent State highway facility in vehicles per hour, vph.
- T_B = The forecasted traffic volume on an impacted State highway facility at the time of general plan build-out (e.g., 20 year model or the furthest future model date feasible), vph. *NEW TRIPS INCLUDES EXTERNALS @ 31%*
- T_E = The traffic volume existing on the impacted State highway facility plus other approved projects that will generate traffic that has yet to be constructed/opened, vph.

EQUITABLE COST: Equation C-2

$$C = P (C_T)$$

Where:

- C = The equitable cost of traffic mitigation for the proposed project, (\$). (Rounded to nearest one thousand dollars) *See equation C-1*
- P = The equitable share for the project being considered.
- C_T = The total cost estimate for improvements necessary to mitigate the forecasted traffic demand on the impacted State highway facility in question at general plan build-out, (\$).

NOTES

1. Once the equitable share responsibility and equitable cost has been established on a per trip basis, these values can be utilized for all projects on that State highway facility until the forecasted general plan build-out model is revised.
2. Truck traffic should be converted to passenger car equivalents before utilizing these equations (see the Highway Capacity Manual for converting to passenger car equivalents).

3. If the per trip cost is not used for all subsequent projects, then the equation below will be necessary to determine the costs for individual project impact and will require some additional accounting.

Equation C-2.A

$$C = P (C_T - C_C)$$

Where:

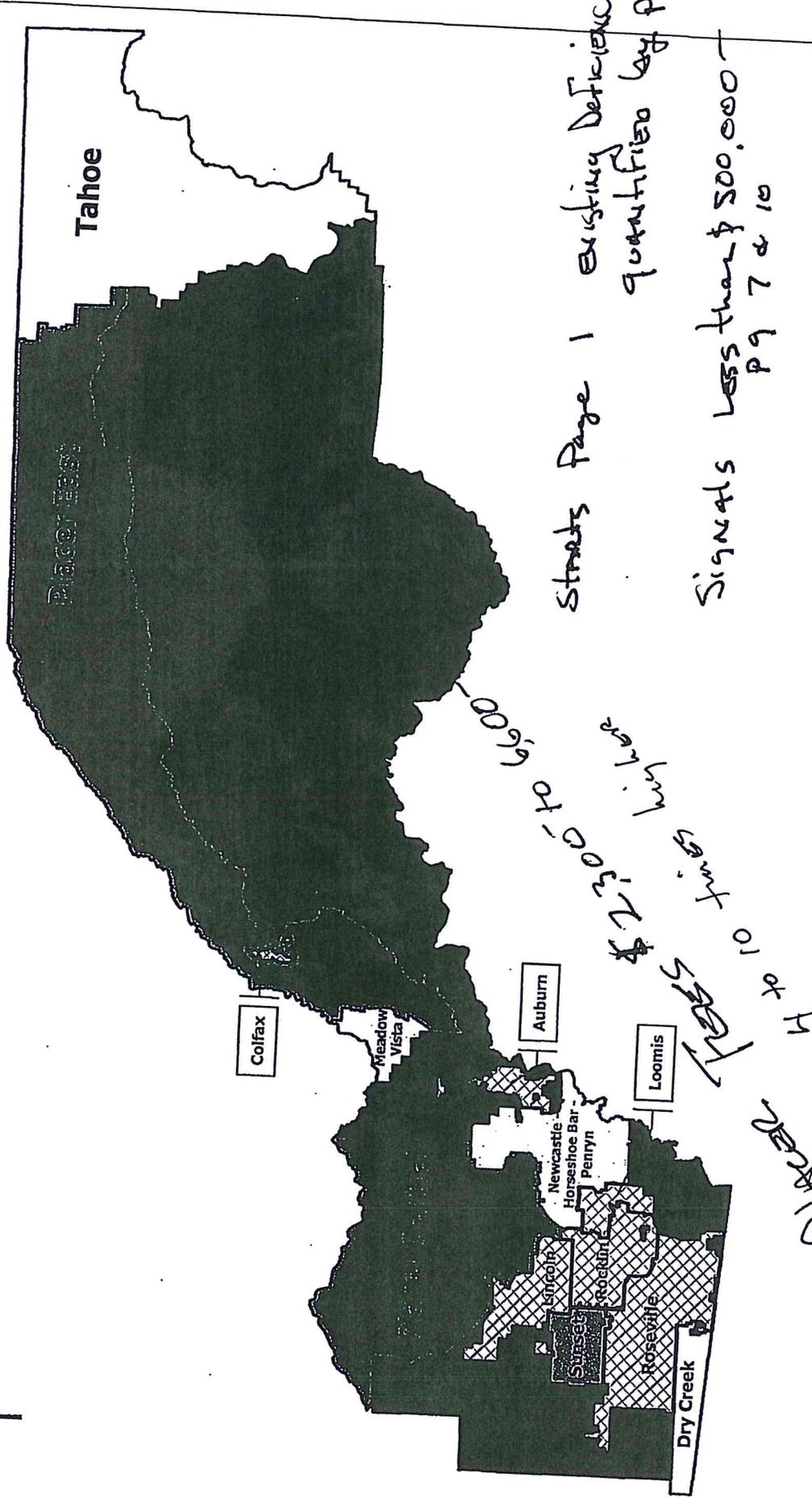
C = Same as equation C-2.

P = Same as equation C-2.

C_T = Same as equation C-2.

C_C = The combined dollar contributions paid and committed prior to current project's contribution. This is necessary to provide the appropriate cost proportionality. Example: For the first project to impact the State highway facility in question since the total cost (C_T) estimate for improvements necessary to mitigate the forecasted traffic demand, C_C would be equal to zero. For the second project however, C would equal P₂(C_T - C₁) and for the third project to come along C would equal P₃[C_T - (C₁ + C₂)] and so on until build-out or the general plan build-out was recalculated.

PLACER COUNTY TRAFFIC FEES



Streets Page 1 Existing Deficiencies
Quantified by Project

Signals less than \$500,000 -
P 9 7 & 10

\$2300 - 6600 - 1000
times linkers
PLACER EAST
PLACER WEST = 14 x 1000

City - Town Limits

EXHIBIT A: BENEFIT DISTRICTS
Placer County Traffic Mitigation Fees

Exhibit C
Traffic Mitigation Fees
 Fees per DUE by Benefit District

Benefit District	County Fee per DUE	Hwy. 65 JPA Fee Per DUE	SPRTA Regional Fee Per DUE	PC/CR Fee Per DUE	Total Fee Per DUE
Auburn/Bowman	\$4,911	\$0	\$0	\$0	\$4,911
Dry Creek	\$3,094	\$0	\$589	\$756	\$4,439
Foresthill (Residential)	\$4,549	\$0	\$0	\$0	\$4,549
Foresthill (Non-Residential)	\$2,365	\$0	\$0	\$0	\$2,365
Granite Bay	\$6,094	\$0	\$587	\$0	\$6,681
Meadow Vista	\$4,999	\$0	\$0	\$0	\$4,999
Newcastle/Horseshoe Bar/Penryn	\$4,764	\$0	\$1,440	\$0	\$6,204
Placer Central	\$2,051	\$0	\$1,815	\$0	\$3,866
Placer East	\$3,317	\$0	\$0	\$0	\$3,317
Placer West	\$2,540	\$0	\$1,387	\$165	\$4,092
Sunset	\$1,645*	\$2,199	\$1,210	\$246	SEE BELOW*
Tahoe	\$4,846	\$0	\$0	\$0	\$4,846

Notes:

County fees effective 12/2014

SPRTA fees effective 1/01/2015

Hwy 65 JPA fees effective 7/2014

Placer County/City of Roseville (PC/CR) Fee Program, updated, effective 12/2014

See Exhibit A for Benefit District Map

See Exhibit B for Dwelling Unit Equivalent (DUE) Factors

* Sunset Countywide Fees only apply to new SF (enclosed and/or outdoor uses); County Fee = \$1600/1000sf of new SF. If project only includes existing SF = \$0 Countywide Fee

Sunset Fees for other fee programs are calculated per DUE for any change in use and/or new use; Sunset Fees = Hwy 65 Fee (per DUE) + SPRTA Fee (per DUE) + PC/CR Fee (per DUE)

PLACER COUNTY

Countywide Capital Improvement Program

BACKGROUND/PURPOSE

In April 1996, the Placer County Board of Supervisors adopted the Countywide Traffic Mitigation Fee Program, requiring new development within the County to pay traffic impact fees. The fees collected through this program, in addition to other funding sources, provide the funds for the County to construct transportation facilities identified as needed to serve future development. The improvements identified in the Capital Improvement Programs (CIPs) are listed in this booklet.

For purposes of assessing and collecting traffic mitigation fees, the unincorporated Placer County is divided into benefit districts. Exhibit A depicts the general limits of each benefit district boundary.

CAPITAL IMPROVEMENT PROGRAMS

The Placer County Department of Public Works (DPW) developed a separate CIP within each benefit district in the county. Each CIP identifies roadway improvements needed to serve the future transportation demands on the roadway system.

Only projects that are listed in the various CIPs can be funded in whole or partially with fees collected through the County's traffic fee program. The Placer County Board of Supervisors sets priorities for the construction of the CIP projects within each benefit district.

FUNDING CATEGORIES

Funding sources are identified for each roadway improvement, including the amounts to be collected through the Countywide Traffic Mitigation Fee Program. A brief description of each of the funding categories corresponding to the columns in the CIP listings follows:

Frontage Improvements

Development projects are conditioned to fund and construct improvements for the portion of a public road on which they front. This generally requires the construction of the equivalent of up to one lane and shoulder. Concrete curb, gutter and sidewalk improvements are also required within the urban areas of the County.

Existing Deficiencies

The improvement of existing deficiencies is not the responsibility of new development. Existing deficiencies represent those improvements needed to bring the transportation system up to a minimum acceptable standard.

Other

Where applicable, other sources or local funding have been identified for roadway improvements. Typical sources include past programs with fund balances, contributions or participation from federal, state, city or redevelopment programs.

Countywide Traffic Mitigation Fee Program

All new development projects within the unincorporated portions of Placer County that result in an increase in traffic are subject to the payment of traffic impact fees. These fees are based on the anticipated impact that development will have on the transportation system. Construction of improvements to County-maintained roadways needed to serve future development relies significantly on this funding source.

The "Placer County Traffic Fee Program" is a separate document that explains the traffic mitigation fee program. It is available from the DPW - *Transportation Division*.

Updates/Adjustments

The cost estimates in the CIPs are subject to annual adjustments by the Board of Supervisors effective every July 1st based on the Construction Cost Index as published in the Engineering News Record. They could be updated periodically to account for approvals to major land use projects or with significant update to community plans/specific plans.

Contact:

Amber Conboy (530) 745-7512

This information is available on-line at:

www.placer.ca.gov/departments/works/trafficfee

PLACER COUNTY
COUNTYWIDE CAPITAL IMPROVEMENT PROGRAMS
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Auburn/Bowman Benefit District		All Costs in Thousands \$						
Street/ Intersection	Segment	Description of Improvements	Est. Total Cost	Funding Source			State	County Traffic Impact Fee
				Frontage Impr. Funding	Local/Misc Programs	Other		
Atwood Road	Richardson Drive to 1st Street	Widen/ CGS Infill	\$579.4					\$579.4
	Richardson to Mt Vernon	Widen and realign	\$1,506.6					\$1,506.6
	at 1st Street	Signalization/ Improvements	\$200.0	\$100.0				\$100.0
Auburn-Folsom Rd.	City of Auburn to Shirland Tract Rd.	Shoulder Widening	\$627.8					\$627.8
Auburn Ravine Rd.	I-80 overcrossing	Widen to 4 lanes/ construct ramps	\$2,952.2				\$1,513.1	\$1,439.1
	SPRR to Auburn limits	Bikelane	\$69.0		\$59.0			
Bancroft Rd.	Winchester Connector to Christian Valley Rd.	Shoulder Widening	\$88.6					\$88.6
	Tahoe to Deseret	Shoulder widening	\$23.6		\$23.6			
Bell Road	at 1st St./Blue Oaks	Signalization/ Improvements	\$350.0					\$350.0
	I-80 to SR49	Widen to 4 lanes	\$500.0					\$500.0
	at I-80	Widen to 4 lanes+ Signalization	\$2,524.7					\$2,524.7
	at New Airport Rd	Widen to 6 lane thru intersection	\$2,249.9					\$2,249.9
Bowman UC Interchange Imp.	at Richardson Drive	Signalization/ Improvements	\$350.0					\$350.0
	Bowman Rd. to Lincoln Way	Widen to 4 lanes Signalization	\$738.1		\$73.8			\$664.3
Bowman Road	Auburn Ravine to Luther Road	Improve existing 2 lanes	\$354.2					\$354.2
	Misc. Locations	Realign reverse curves	\$166.1		\$166.1			
Dry Creek Road	Slate Route 49 to Lake Arthur	Widen and realign	\$2,399.1		\$1,476.1			\$923.0
	End to Richardson Dr.	Construct 40' Roadway	\$667.6	\$667.6				
Education Street	at Richardson Drive	Signalization/ Improvements	\$350.0	\$350.0				
	SR49 to Professional	Improve existing 2 lanes	\$200.8					\$200.8
	SR49 to Quartz Dr	Construct 40' Roadway	\$3,140.8	\$1,570.4				\$1,570.4

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Pg 18

Auburn/Bowman Benefit District		All Costs in Thousands \$						
Street/ Intersection	Segment	Description of Improvements	Est. Total Cost	Frontage Impr. Funding	Funding Source			County Traffic Impact Fee
					Local/Misc Programs	Existing Deficiencies	Other	
Galena Drive	Quartz Dr. to Education	Construct 2 lanes	\$233.3	\$73.8		\$37.0		\$122.5
	Auburn-Folsom Road to Newcastile Road	Widen to 4 lanes	\$4,924.4			\$3,939.8		\$984.6
Lincoln Way	at Auburn Ravine Road	Improve intersection	\$221.4					\$221.4
	Silver Bend to Sylvan Vista	Widen to 4 lanes	\$354.2					\$354.2
	Sylvan Vista to Bowman	Improve existing 2 lanes	\$507.8	\$253.9				\$253.9
	Bowman Rd. to Carriage Lane	Widen to 4 lanes	\$271.6	\$135.8				\$135.8
Luther Road	at Bowman Road	Signalization/ improvements	\$350.0					\$350.0
	at Canal Street	Signalization/ improvements	\$350.0					\$350.0
	Bowman Rd to State Route 49	Shoulders/ bike lane	\$885.7		\$295.2			\$590.5
	SR 49 to Canal St.	Widen to 4 lanes	\$1,565.2	\$295.2				\$1,270.0
Mt. Vernon Road	Auburn city limit to Joeger Road	Improve two lanes	\$1,136.7	\$147.6				\$989.1
	at Bell Rd	Shoulder Widening	\$751.3					\$751.3
New Airport Road	at Bell Rd	Northbound separated left thru/right	\$500.0					\$500.0
	at Bell Rd	Southbound separated left thru/right	\$500.0					\$500.0
	Bell Rd to Airport	Improve two lanes	\$815.0	\$203.7	\$113.6	\$407.4		\$90.3
	Bell Rd. to SR 49	Widen/rehabilitate pavement	\$844.3	\$147.6		\$177.1		\$519.6
Ophir Road	at Wise Road	Reconstruct Intersection	\$442.8					\$442.8
	Dry Creek to Quartz (east of SR49)	Construct 40' Roadway	\$11,142.8	\$5,571.4				\$5,571.4
Professional Dr/1st Street	1st to Atwood	Construct 40' Roadway	\$2,727.2	\$1,363.6				\$1,363.6
	extension to Richardson	Construct 2 lanes	\$233.3			\$37.0		\$196.3
Quartz Drive	at Education extension	Roundabout/ Signalization	\$500.0	\$100.0				\$400.0
	State Route 49 to Bell Road	Construct 40' Roadway	\$6,281.6	\$3,140.8				\$3,140.8

Auburn/Bowman Benefit District		All Costs in Thousands \$						
Street/ Intersection	Segment	Description of Improvements	Est. Total Cost	Frontage Impr. Funding	Funding Source			County Traffic Impact Fee
					Local/Misc Existing Deficiencies	Other	State	
Richardson Drive	Dry Creek to Bell	Construct 40' Roadway	\$5,681.6	\$4,261.2				\$1,420.4
	Atwood to Mt. Vernon	Construct 2 lanes	\$1,712.4	\$856.2				\$856.2
Rock Creek Road	SR 49 to KOA/Quartz Dr. Extension	Improve 2 lanes	\$177.6	\$88.8				\$88.8
	Shale Ridge	Improve existing 2 lanes	\$377.9	\$147.6				\$230.3
Shirland Tract Road	south of Auburn City limits	Improve curve	\$19.2		\$19.2			
	Auburn City limits to Auburn-Folsom Road	Widen and realign	\$311.5		\$163.8			\$147.7
Willowcreek Road	State Route 49 to Third Street	Construct 4 lanes	\$873.8	\$392.6		\$88.6		\$392.7
	Safety Improvements	Various	\$500.0					\$500.0
State Route 49	at Bell Rd	NB right turn/NB acceleration lane	\$1,022.7	\$100.00				\$922.7
	Dry Creek Road to Bell Road	Widen to 6 lanes	\$15,624.4	\$3,906.10		\$1,375.0	\$5,000.0	\$5,343.3
	Luther Road to Nevada Street	Widen to 6 lanes	\$8,976.9	\$2,244.2		\$1,000.0	\$5,000.0	\$732.7
	at Hulbert	2nd SB left turn + signal mod.	\$1,022.7	\$1,022.7				
State Route 49	SR49 Bypass	ROW and Studies	\$5,904.5			\$4,404.5		\$1,500.0
	Bell, Atwood, New Airport, Luther, Live Oak, Florence, Dry Creek, Quartz, Willowcreek, Edgewood, Nevada	Intersection Imps, Signalization	\$2,730.8	\$147.6		\$295.2	\$442.8	\$1,845.2
State Route 49	Education St	Signal Modification	\$177.1					\$177.1
	Auburn City Limits to El Dorado County	Shoulder Widening/Improvements	\$383.9					\$383.9
Auburn/Bowman Fee District Totals:			\$101,064.1	\$27,288.3	\$2,257.5	\$11,894.5	\$11,955.9	\$47,667.9

Dry Creek Benefit District		All Costs in Thousands \$						
Street/ Intersection	Segment	Description of Improvements	Est. Total Cost	Funding Source			Highway Bridge Program	County Traffic Impact Fee
				Frontage Impr. Funding	Local/Misc Existing Deficiencies	Other		
16th Street	Sacramento County to Baseline Road	Construct 4 Lanes	\$13,318.6	\$6,659.3				\$6,659.3
	Contributions to Sutter County Improvements		\$3,084.0					\$3,084.0
		Traffic Calming/Safety Measures						
Cook-Riolo Road	PFE Road to Baseline Road	(Includes modification of signal and diverter at Baseline Rd)						\$1,840.5
	at Dry Creek	New Bridge	\$9,402.2			\$8,323.7		\$1,078.5
Dyer Lane	Baseline Road to 16th Street	Construct 4 Lanes	\$18,758.5	\$9,379.3				\$9,379.3
Locust Road	Sac. County Line to 16th Street *	Widen to 4 lanes	\$1,353.4	\$180.4				\$1,172.9
North Antelope Road	Sacramento County to PFE Road	Widen to 4 lanes	\$1,594.4	\$797.2				\$797.2
	at PFE Road	Signalization,	\$464.0					\$464.0
Palladay Road	Sac. County Line to Dyer Lane *	Construct 4 Lanes	\$3,887.5	\$1,933.8				\$1,933.8
	North Antelope Road to Roseville City Limits	Widen to 4 lanes	\$2,277.1	\$1,138.6				\$1,138.6
PFE Road	Walerga Road to Cook-Riolo Road	Traffic Calming/Control	\$873.8					\$873.8
	Watt Avenue to Walerga Road *	Construct 4 Lanes	\$11,560.0	\$5,790.0				\$5,790.0
	Sierra Vista Specific Plan Contribution		\$4,026.5			\$4,026.5		
Vineyard Road	Crowder Lane to Foothills Blvd.	Safety Measures	\$514.0					\$514.0
	Baseline Road to Sacramento County Line *	Widen to 6 lanes	\$12,633.9	\$6,317.0				\$6,317.0
Walerga Road	at E. Town Center Drive	Signal and Intersection Improvements	\$2,563.9	\$1,291.9				\$1,291.9
	at PFE Road	Signal and Intersection Improvements	\$1,912.1	\$956.0				\$956.0

Dry Creek Benefit District		All Costs in Thousands \$						
Street/ Intersection	Segment	Description of Improvements	Est. Total Cost	Frontage Impr. Funding	Funding Source			County Traffic Impact Fee
					Local/Misc Existing Deficiencies	Other	Highway Bridge Program	
	Just South of Sac. Cty. Line to Baseline Road *	Construct 6 Lanes	\$20,463.6	\$6,821.2				\$13,642.4
	at Dry Creek	New Bridge (Two Phases)	\$13,878.0					\$13,878.0
	Baseline Road to University Blvd. **	Construct 4 Lanes	\$3,084.0					\$3,084.0
	at A Street	Signal and Intersection Improvements	\$2,724.2	\$1,362.1				\$1,362.1
Watt Avenue	at Dyer Lane	Signal and Intersection Improvements	\$3,158.5	\$1,579.3				\$1,579.3
	at E. Town Center Drive	Signal and Intersection Improvements	\$2,583.9	\$1,291.9				\$1,291.9
	at Oak St	Signal and Intersection Improvements	\$2,214.7	\$1,107.4				\$1,107.4
	at PFE Road	Signal and Intersection Improvements	\$2,214.7	\$1,107.4				\$1,107.4
West Town Center Drive	Pleasant Grove Road to RR spur	Construct 2 Lanes	\$1,250.6					\$1,250.6
Dry Creek Fee District Totals:			\$141,656.7	\$47,712.7	\$0.0	\$4,026.5	\$8,323.7	\$81,593.8

* Funding included for right-of-way acquisition

** Regional University Improvements - Not in Boundaries of Dry Creek Community Plan

Foresthill Benefit District										All Costs in Thousands \$				
Street/ Intersection	Segment	Description of Improvements	Est. Total Cost	Frontage Impr. Funding	Funding Source			State	County Traffic Impact Fee					
					Local/Misc Existing Deficiencies	Other	Other							
Foresthill Road	Bridge to Spring Garden Road	Add 0.2 miles WB Passing Lane	\$1,028.0						\$1,028.0					
Foresthill Road	Spring Garden Road to Todd Valley Road	Add 0.2 miles WB Passing Lane	\$1,028.0						\$1,028.0					
Foresthill Road	Entire Length	Safety Improvements	\$514.0						\$514.0					
Foresthill Road	Auburn Ravine/Lincoln Way	Add EB RTL Add 2nd NB LTL	\$3,084.0				\$709.3		\$2,374.7					
Auburn Ravine Road (Fair Share Contribution to AB Fee District)	I-80 Overcrossing	Widen to 4 Lanes	\$20,560.0					\$18,195.6	\$2,364.4					
Foresthill Fee District Totals ⁽¹⁾:			\$26,214.0	\$0.0	\$0.0	\$0.0	\$18,904.9	\$0.0	\$7,309.1					

(1) Foresthill District not annually adjusted for 08-09

Granite Bay Benefit District		All Costs in Thousands \$						
Street/ Intersection	Segment	Description of Improvements	Est. Total Cost	Frontage Improvements	Funding Source			County Traffic Impact Fee
					Existing Deficiencies	Local/Misc Redevelop- ment	Other	
Auburn-Folsom Road	Sacramento County Line to 500 ft n/o Douglas Blvd (1)	Widen to 4 Lanes w/ Class II Bikeway	24,281.5				18,200.0 (1)	6,081.5
	Douglas Blvd to Joe Rodgers Rd At Cavitt-Stallman Rd	Class II Bikeway						
	Joe Rodgers Rd to Dick Cook Rd	New Signal (3-way approach) realignment at Laird traffic flow improvements (e.g. left turn pockets)						
	Sacramento County Line to Loomis Town Limit	Widen Pavement, Class II Bikeway						
Barton Road	At Douglas Blvd	Additional Turn Lanes on Barton	1,431.7					1,431.7
	At East Roseville Pkwy	New Signal (3-way approach)	114.8					114.8
Berg Street	Olive Ranch to Douglas Blvd	Widen Pavement	203.3					203.3
	Cavitt-Stallman Pkwy	New Signal (3-way approach)	195.3	44.9				150.4
Cavitt-Stallman Road	Cavitt-Stallman South Rd to Barton Rd	Widen Pavement, Class II Bikeway	931.2	139.6				791.6
	Barton Rd to Auburn-Folsom Rd at Laird Rd	Widen Pavement, Class II Bikeway	553.2	105.2				448.0
Dick Cook Road	Val Verdi Rd to Auburn-Folsom Rd	Realign Intersection, ROW	227.8	24.5				203.3
	Cavitt-Stallman South Rd to Sierra College Blvd	Widen Pavement (Per Com. Plan) frontage imp. are completed	276.6	69.1				207.6
Douglas Boulevard	At Sierra College Blvd (Max. conventional intersection - 6 lanes)	Widen to 6 Lanes w/ Class II Bikeway Additional Turn Lanes on Douglas (Dual lefts all approaches)	382.7					382.7
	At Wellington Way	New Signal (3-way approach)	2,144.6				1,900.0 (6)	244.6
East Roseville Pkwy	Sierra College Blvd to Wellington Way	Widen to 4 Lanes w/ Class II Bikeway	203.3					203.3
	At Barton Rd	Roundabout or New Signal (4-way approach)	956.7	382.7				573.9
Eureka Road	At Wellington Way	New Signal (3-way approach)	203.3					203.3
	Wellington Way to Auburn-Folsom Road	Widen Pavement, Class II Bikeway	203.3					203.3
Laird Road	Cavitt-Stallman Rd to Loomis Town Limit	Widen Pavement, Curve Improvement, Class II Bikeway	855.8					855.8
	Connector Between Laird Road & Val Verdi Road (4)	Construct New 2 Lane Roadway w/ Shoulders	794.0	63.5				730.5
Old Auburn Road	Sierra College Blvd to Roseville City Limit	Complete North Side of Roadway	918.4				815.6 (5)	102.8
	Cavitt-Stallman Rd to Barton Rd	Widen Pavement/Reconstruct	918.4	73.5			813.3 (5)	31.7
Olive Ranch Road	Cavitt-Stallman Rd to Barton Rd	Widen Pavement/Reconstruct	598.7	101.8			188.5 (5)	308.4

Granite Bay Benefit District		All Costs in Thousands \$						
Street/ Intersection	Segment	Description of Improvements	Est. Total Cost	Frontage Improvements	Funding Source			County Traffic Impact Fee
					Existing Deficiencies	Local/Misc Programs Redevelopment	Other	
Sierra College Blvd	Sacramento County Limit to Old Auburn Rd (East Side Only)	Widen to 6 Lanes w/ Class II Bikeway	459.2					459.2
	Old Auburn Rd to Roseville Pkwy (5)	Sidewalk, Curb & Gutter	211.8			(3)		211.8
	Eureka Rd to Cavitt-Stallman Rd (3)	Sidewalk, Curb & Gutter	1,086.0			822.4	(7)	263.6
Val Verde Road	Wells Avenue to Dick Cook Rd (4)	Widen Pavement	253.9			151.1	(5)	102.8
	Laird Rd to Val Verde Rd	Widen Pavement	84.6					84.6
Wells Avenue	Loomis Town Limit to Laird Rd	Widen Pavement	84.6					84.6
	Fee District	Minor Improvements required due to increased traffic	102.8					102.8
Granite Bay Fee District Totals (6):			\$38,574.7	\$1,004.8		\$22,890.9	\$0.0	\$14,781.8

Footnotes

- (1) \$8,000,000 funding from SPRTA, \$7,700,000 funding from fees collected to date (11/2006)
- (2) Broken Down into Single Lane Lengths Since Varying Sections of Roadway Lanes/Widths Currently Exist
- (3) SPRTA fee program to fund additional lanes, County/Development to fund sidewalks, curb & gutter, and landscaping costs
- (4) Rocklin Road Extension Functional Equivalent
- (5) Other Funding Not Identified
- (6) City of Roseville funding
- (7) CMAQ
- (8) Granite Bay District not annually adjusted 08-09

Meadow Vista Benefit District										All Costs in Thousands \$				
Street/ Intersection	Segment	Description of Improvements	Est. Total Cost	Frontage Impr. Funding	Funding Source			State	County Traffic Impact Fee					
					Local/Misc Existing Deficiencies	Other								
Bancroft Rd.	Winchester Connector to Plan boundary	Shoulder widening	\$20.2		\$13.9				\$6.3					
Combie Road	Placer Hills Rd. to Lakeview Hills Rd.	Shoulder widening	\$227.3		\$149.9				\$77.3					
Lake Arthur Road	Lake Arthur north to Pinewood	Shoulder widening	\$77.2		\$51.0				\$26.2					
Meadow Vista Rd.	Placer Hills Road to McElroy Road	Shoulder widening	\$233.5		\$164.0				\$69.5					
	at Meadow Vista Road	Left turn lane and signalization	\$201.0						\$201.0					
	1-80 to 0.25 miles no. of Sugar Pine Road	Widen to 3 lanes	\$4,638.8	\$4,542.7					\$96.1					
Placer Hills Rd.	.25 miles no. of Sugar Pine to Meadow Vista Rd.	Widen to 3 lanes	\$1,484.5						\$1,484.5					
	Meadow Vista Road to north of Combie Road	Widen to 3 lanes	\$2,048.8	\$369.5					\$1,679.3					
	Combie Road to Coyote Mountain Road	Shoulder widening	\$383.4		\$225.7				\$157.7					
Old County Rd.	Sugar Pine to Bancroft	Construct 2 lanes	\$341.7	\$189.0					\$152.7					
Road adjacent trails	various locations	Minor grading	\$289.0	\$24.7			\$171.6		\$92.7					
Meadow Vista District Totals:			\$9,945.6	\$5,125.9	\$604.5	\$171.6	\$0.0	\$4,043.5						

Newcastle/Horseshoe Bar/Penryn Benefit District										All Costs in Thousands \$				
Street/ Intersection	Segment	Description of Improvements	Est. Total Cost	Frontage Impr. Funding	Funding Source			State	County Traffic Impact Fee					
					Local/Misc Existing Deficiencies	Other	Other							
Auburn-Folsom Road	at King Rd	Signalize/ Intersection Improv.	\$491.2						\$491.2					
	at Horseshoe Bar Rd	Signalize/ Intersection Improv.	\$331.4						\$331.4					
Bald Hill Road	Mt. Vernon Rd to Lozanos Rd	Widen/ Reconstruct	\$3,068.9			\$347.9			\$2,721.0					
Brennans Road	at Rock Springs Rd	Improve sight distance	\$154.7						\$154.7					
Crater Hill Road	at Chili Hill Rd	Realign Intersection	\$147.0			\$147.0								
Chili Hill Road	west of Lozanos Rd	Realign horizontal curve	\$38.8			\$38.8								
Dick Cook Road	Auburn-Folsom Rd to Val Verde Rd	Widen/ reconstruct curves	\$2,067.3						\$2,067.3					
English Colony Road	at Taylor Rd	Signalize	\$491.2						\$491.2					
	Sierra College Blvd to Taylor Rd	Realign/widen for Shoulders/bike lanes	\$2,986.0						\$2,986.0					
Gillard Road	at I-80	Bridge Modifications	\$3,092.7					\$3,092.7						
Horseshoe Bar Road	Loomis Town Limits to Placer School Rd	Construct bike lanes/shoulders	\$832.4						\$832.4					
	La Playa Ct to Auburn-Folsom Rd	Construct bike lanes/shoulders	\$165.3						\$165.3					
Horseshoe Bar Road	Auburn-Folsom Rd to Folsom Lake Park	Shoulder widening	\$334.7						\$334.7					
	at Val Verde Rd	Improve sight distance	\$193.4			\$193.4								
King Road	Loomis Town limits to Auburn-Folsom Rd	Construct bike lanes/shoulders	\$1,081.9						\$1,081.9					
	at I-80	Bridge Modifications	\$3,092.6					\$3,008.4	\$84.2					
Lozanos Road	at Auburn Ravine	Replace bridge	\$703.6						\$86.8					
	Ophir Rd to Wise Rd	Shoulder Widening	\$545.0			\$616.7			\$545.0					

Newcastle/Horseshoe Bar/Pennryn Benefit District		All Costs in Thousands \$						
Street/ Intersection	Segment	Description of Improvements	Est. Total Cost	Frontage Impr. Funding	Funding Source		County Traffic Impact Fee	
					Local/Misc. Existing Deficiencies	Other		
Newcastle Road	at I-80	Bridge Modifications	\$5,412.0				\$5,412.0	
	Indian Hill Rd to Rattlesnake Rd	Shoulder Widening	\$1,031.8					\$1,031.8
Pennryn Road	I-80 to King Rd	Realign/Widen for shoulders and bike lanes	\$1,248.6					\$1,248.6
	at Boyington Rd/I-80	Signalizer/ Intersection Improv.	\$568.4					\$568.4
	at Boulder Creek/I-80	Signalizer/ Intersection Improv.	\$568.4					\$568.4
	at King Rd	Signalizer/ Intersection Improv.	\$397.7					\$397.7
Rattlesnake Road	at Taylor Rd	Signalizer/ Intersection Improv.	\$491.2					\$491.2
	at I-80	Bridge Modifications	\$3,092.7					\$3,092.7
	Shirland Tract Rd to Park	Repair shoulders and culverts	\$568.3		\$568.3			
Sierra College Boulevard	at Del Mar	Signalize	\$491.2					\$491.2
	Rocklin Rd to I-80	Widen to 4 lanes						
Taylor Road	King Rd to English Colony Rd	Widen to 4 lanes						
	Loomis Town limits to Plan boundary	Construct bike lanes/shoulders	\$247.4			\$247.4		
Wise Road	Ophir Rd to Crater Hill Rd	Shoulder Widening	\$590.2					\$590.2
State Route 193	Taylor Rd to Gold Hill Rd	Shoulder widening	\$1,546.2				\$773.1	\$773.1
Newcastle/Horseshoe Bar/Pennryn District Totals:			\$ 36,072.0	\$0.0	\$1,295.3	\$864.2	\$15,378.9	\$18,533.7

Placer Central Benefit District		All Costs in Thousands \$						
Street/ Intersection	Segment	Description of Improvements	Est. Total Cost	Frontage Impr. Funding	Funding Source			County Traffic Impact Fee
					Local/Misc Existing Deficiencies	Other	State	
Gladding Road	at Coon Creek	Replace bridge	\$1,520.6			\$1,216.3		\$304.3
Mt. Vernon Road	at Ayres Holmes Rd	Improve sight distance	\$123.8		\$61.9			\$62.0
	at Mt. Pleasant Rd	Reconstruct Intersection	\$193.4		\$100.4			\$92.9
Riposa Road	State Route 65 to Andressen Road	Shoulder widening	\$153.0					\$153.0
Sierra College Boulevard	English Colony Way to SR 193	Widen to 4 lanes	\$1,541.4					\$1,541.4
	Gold Hill Rd to Sierra College Blvd	Shoulder widening	\$782.4				\$391.2	\$391.1
State Route 193	Lincoln City limit to Sierra College Blvd	Widen to 4 lanes	\$4,638.8			\$773.1	\$2,319.4	\$1,546.3
Placer Central District Totals:			\$8,953.3	\$0.0	\$162.3	\$1,989.4	\$2,710.6	\$4,091.0

Placer East Benefit District										All Costs in Thousands \$			
Street/ Intersection	Segment	Description of Improvements	Est. Total Cost	Funding Source			State	County Traffic Impact Fee					
				Frontage Impr. Funding	Local/Misc Deficiencies	Other							
Applegate Road	Clipper Gap Rd to Giesendorfer Rd	Shoulder widening	\$233.5					\$233.5					
Bonnynook Road	Ridge Rd to Baxter Rd	Shoulder widening	\$103.6					\$103.6					
Canyon Way	Weimar Cross Rd to Colfax	Shoulder widening	\$170.2					\$170.2					
Crother Road	at Wooley Creek	Replace Bridge	\$541.2			\$487.1		\$54.1					
	at Placer Hills Rd	Repair bridge/ intersection	\$541.2			\$487.1		\$54.1					
Donner Summit Road	Placer Hills Rd to Lake Arthur Rd	Shoulder widening	\$77.2					\$77.2					
Giesendorfer Road	I-80 to Donner Summit	Shoulder widening	\$92.7					\$92.7					
	Applegate Rd to Paoli Lane	Shoulder widening	\$72.7					\$72.7					
Gold Run Road	Magra Rd to Lincoln Rd	Shoulder widening	\$47.9					\$47.9					
Hampshire Rocks Road	Cisco Rd to Donner Pass Rd	Shoulder widening	\$167.0					\$167.0					
Lincoln Road	Gold Run Rd to Ridge Rd	Shoulder widening	\$98.9					\$98.9					
Magra Road	Rollins Lake Rd to Gold Run Rd	Shoulder widening	\$239.7					\$239.7					
Paoli Lane	Giesendorfer Rd to Ponderosa Way	Shoulder widening	\$26.3					\$26.3					
Placer Hills Road	Crother Rd to Tokayana Way	Shoulder widening	\$312.4					\$312.4					

Placer East Benefit District		All Costs in Thousands \$						
Street/ Intersection	Segment	Description of Improvements	Est. Total Cost	Frontage Impr. Funding	Funding Source			County Traffic Impact Fee
					Local/Misc Existing Deficiencies	Other	State	
Ponderosa Way	Paoli Way to Weimar Cross Rd	Shoulder widening	\$30.9					\$30.9
Ridge Road	Lincoln Rd to Bonnybrook Rd	Shoulder widening	\$119.1					\$119.1
Rollins Lake Road	State Route 174 to Magra Rd	Shoulder widening	\$242.8					\$242.8
Tokayana Way	Placer Hills Rd to Church St	Shoulder widening	\$92.7					\$92.7
Weimar Cross Road	Placer Hills Rd to I-80	Shoulder widening	\$86.6					\$86.6
State Route 174	Colfax City limit to Rollins Lake Rd	Shoulder widening	\$46.4					\$46.4
Placer East District Totals:			\$3,343.1	\$0.0	\$0.0	\$974.3	\$0.0	\$2,368.8

Placer West Benefit District		All Costs in Thousands \$							
Street/ Intersection	Segment	Description of Improvements	Est. Total Cost	Frontage Impr. Funding	Funding Source			State	County Traffic Impact Fee
					Local/Misc Existing Deficiencies	Other			
Brewer Road	at Curry Creek	Replace bridge	\$541.2			\$432.9			\$108.3
Fiddlyment Road	Moore Rd to City Limit	Shoulder widening	\$157.1						\$157.1
Moore Road	at Fiddlyment Rd	Improve sight distance	\$115.9		\$21.7				\$94.2
Nicolaus Road	at Coon Creek	Replace Bridge	\$426.9			\$337.9			\$88.9
Placer West District Totals:			\$1,241.0	\$0.0	\$21.7	\$770.8	\$0.0	\$448.6	

Sunset Benefit District		All Costs in Thousands \$							
Street/ Intersection	Segment	Description of Improvements	Est. Total Cost	Frontage Impr. Funding	Funding Source			State	County Traffic Impact Fee
					Existing Deficiencies	Local/Misc Programs	Other		
Foothills Blvd.	City/County Line to Athens Ave	Construct 2 lanes	\$7,907.2	\$1,464.3					\$6,442.8
	at Pleasant Grove Creek Athens Ave	Construct Bridge	\$1,757.2			\$439.3 (1)			\$1,317.9
Industrial Ave.	City/County Line to S.R. 65	Shoulder Widening	\$805.3	\$366.1					\$439.3
	S.R. 65 to Cincinnati Ave	Widen to 4 lanes	\$1,757.2						\$1,757.2
Sunset Boulevard	at UPRR/Industrial Ave	Overcrossing Structure	\$11,880.0				\$4,685.8 (4)		\$7,194.2
	Cincinnati Ave to Foothills Blvd	Construct 2 Lanes	\$1,610.7	\$1,171.4					\$439.3
ITS/Safety	Fee District	ITS and Safety Imp.	\$616.8				\$308.4 (4)		\$308.4
Sunset Fee District Totals:			\$26,334.3	\$3,001.8	\$0.0	\$4,000.0	\$5,433.5	\$0.0	\$13,899.0

(1) Other: City of Roseville

(2) Other: Highway 65 Joint Powers Authority (JPA)

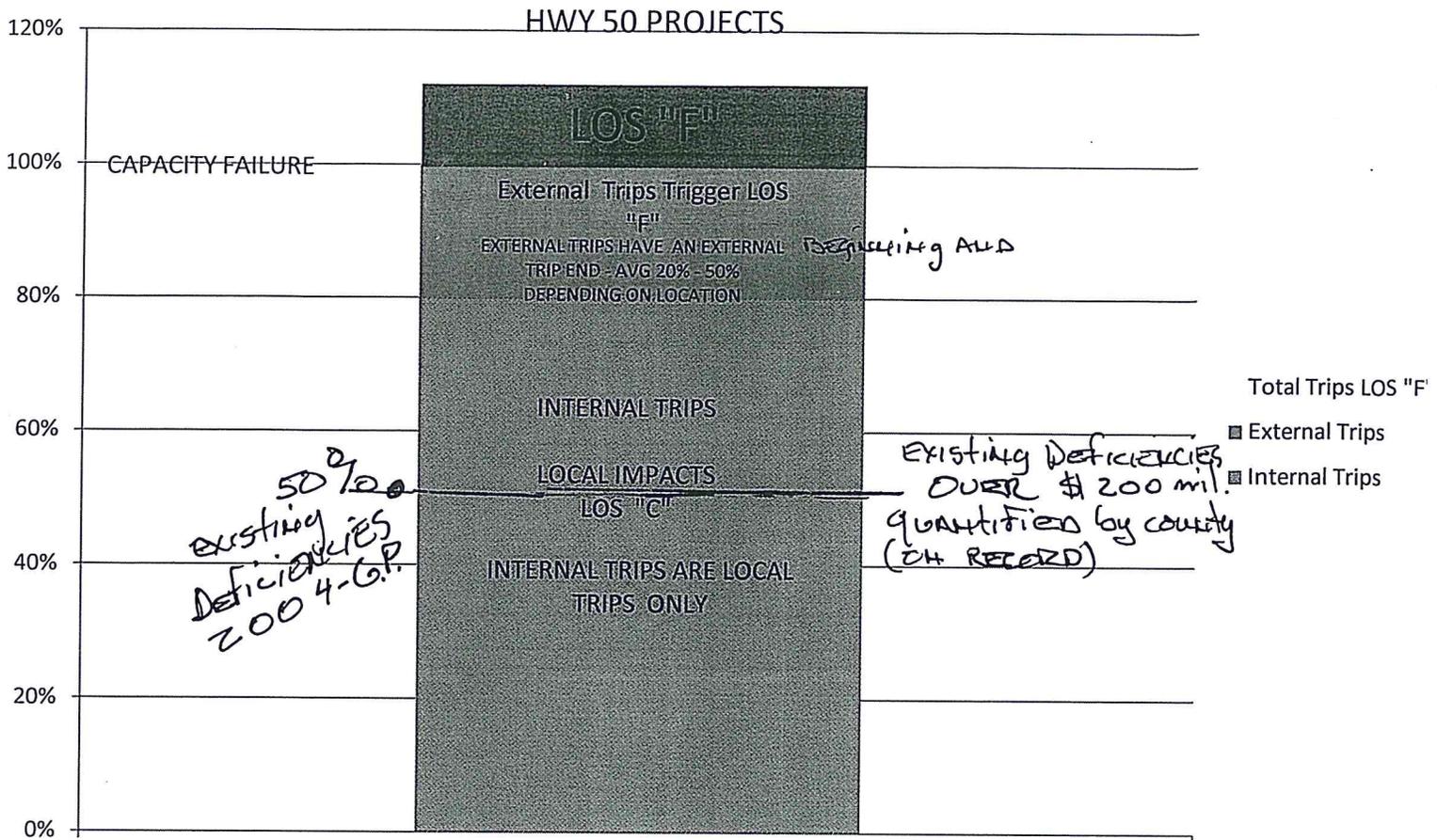
(3) If the State fully funds the widening of S.R. 65 to 4 lanes, this amount will be redirected to the Sunset Boulevard interchange project

(4) Other: To be determined

(5) Redevelopment Contribution to District, not specific projects. Amount deducted from total County TIF. Amount is not to be inflated annually

Tahoe Region Benefit District		All Costs in Thousands \$							
Street/ Intersection	Segment	Description of Improvements	Est. Total Cost	Frontage Impr. Funding	Funding Source			State	County Traffic Impact Fee
					Local/Misc Existing Deficiencies	Misc Programs	Other		
Alpine Meadows Road	Various Locations	Traffic Flow Improvements	\$616.2						\$616.2
National Avenue	Kings Beach	Misc. Shoulder Improvements	\$356.8						\$356.8
Northstar Drive	Trimont Lane/Intercept Lot to Basque Road	Widening / Intersection Improvements	\$3,595.7			\$460.1			\$3,135.6
North Tahoe	Stataline to Tahoe City	Traffic Flow/Safety Improvements	\$892.1						\$892.1
Squaw Valley Road	Squaw Valley Rd	Traffic Flow/Safety Improvements	\$522.4			\$118.0			\$404.4
	County Line to Brockway Summit	Widen to 4 lanes/intersections improvements	\$32,433.7					\$13,878.0	\$18,555.7
	at Northstar Dr	Intersection Improvements	\$514.0			\$176.8			\$337.2
State Route 267	at Schaffer Mill/Airport	Intersection Improvements	\$514.0			\$158.6			\$355.4
	SR 267	2 transit vehicles	\$785.0						\$785.0
	Various Locations	Left Turn/Accel. Lanes	\$411.2					\$205.6	\$205.6
	Tahoe City	Traffic Flow Improvements	\$1,170.7					\$142.7	\$1,028.0
	Kings Beach	Bike lanes/Shoulder/CGS	\$2,267.4					\$926.6	\$1,340.7
	Kings Beach	Improve 28/267 Intersection	\$1,960.2					\$1,603.4	\$356.8
State Route 28	Kings Beach	SR 28/Coon St. Intersection	\$356.8					\$178.4	\$178.4
	Kings Beach	SR 28/Bear Street Intersection	\$713.7					\$356.8	\$356.9
	Tahoe Vista	SR 28/National Avenue	\$921.8					\$499.6	\$422.2
	Intersection SR 267 and SR 28	ITS	\$178.4					\$160.6	\$17.8

Tahoe Region Benefit District		All Costs in Thousands \$						
Street/ Intersection	Segment	Description of Improvements	Est. Total Cost	Frontage Impr. Funding	Funding Source			County Traffic Impact Fee
					Existing Deficiencies	Local/Misc Programs	Other	
State Route 89	West River St	Traffic Signal & Hwy. Improvements	\$1,392.8		\$702.9			\$689.9
	SR 28 at Granilbakken Rd	Intersection Improvements	\$713.7				\$356.8	\$356.9
	Truckee River Crossing	Realign/Improve Existing Route	\$28,784.0			\$26,728.0		\$2,056.0
	SR 89 near Fairway Dr	ITS	\$178.4				\$160.6	\$17.8
Tahoe City	Tahoe City	Tahoe City Transit Improvements	\$237.8					\$237.8
West Shore	Tahoe City to Eldorado County Line	Traffic Flow/Safety Improvements	\$892.1					\$892.1
N/A	Cabin Creek	CNG Improvements	\$416.3					\$416.3
N/A	Along Transit Routes	Transit Shelters/Park and Ride facilities	\$523.4					\$523.4
Tahoe Region District Totals:			\$81,348.3		\$702.9	\$27,641.6	\$18,469.0	\$34,534.8



- MEASURE "Y" DOES NOT REGULATE EXTERNAL AUTO TRIPS (TRIP ENDS OUTSIDE OF THE COUNTY). I.E.- TRIPS FROM FOLSOM AND SACRAMENTO ARE EXTERNALS.
- WHEN LOS "F" IS TRIPPED, THE EXTERNAL TRIPS CONTRIBUTE SUBSTANTIALLY TO THE MEASURE "Y" VIOLATION. (LOS IS LEVEL OF SERVICE AND "F" MEANS STOP AND GO)
- EXTERNAL TRIPS IMPACT THE LOS OF OUR ROADS. WITHOUT EXTERNAL TRIPS THE LOS WOULD BE AT LOS "C" **EVEN IF BOTH INTERNAL AND EXTERNAL ARE FAIR SHARE FUNDED.**
- EXTERNAL TRIPS ARE INCREASING OVER TIME AND ARE BECOMING A BIGGER PERCENTAGE OF TOTAL TRIPS.
- LOCAL AUTO TRIPS ON HWY 50 ARE DOWN 12,125/DAY FROM 2003 WHILE EXTERNAL OUT OF COUNTY GENERATED IMPACTS INCREASE DISPROPORTIONATELY – SOURCE LATEST CALTRANS RAMP COUNTS 2003-2013. CALTRANS RATES ED HILLS INTERCHANGE AT "F" (BOTTLENECK).

3178 external

**TABLE 4-2:
ROADWAY LEVEL OF SERVICE STANDARDS**

Facility Type	Maximum Peak Hour Volume ¹				
	LOS A	LOS B	LOS C	LOS D	LOS E
Minor 2-Lane Highway	90	200	680	1,410	1,740
Major 2-Lane Highway	120	290	790	1,600	2,050
4-Lane, Multilane Highway	1,070	1,760	2,530	3,280	3,650
2-Lane Arterial	-	-	970	1,760	1,870
4-Lane Arterial, Undivided	-	-	1,750	2,740	2,890
4-Lane Arterial, Divided	-	-	1,920	3,540	3,740
6-Lane Arterial, Divided	-	-	2,710	5,320	5,600
8-Lane Arterial, Divided	-	-	3,720	7,110	7,470

Notes: ¹ Thresholds apply to arterial roadways with moderate access control.
Source: 2004 El Dorado County General Plan.

1131 ext. Trips of total OR 2518 IS A "B" LOS

Existing Conditions

SARATOGA 4 LANES - CAPACITY

Intersections

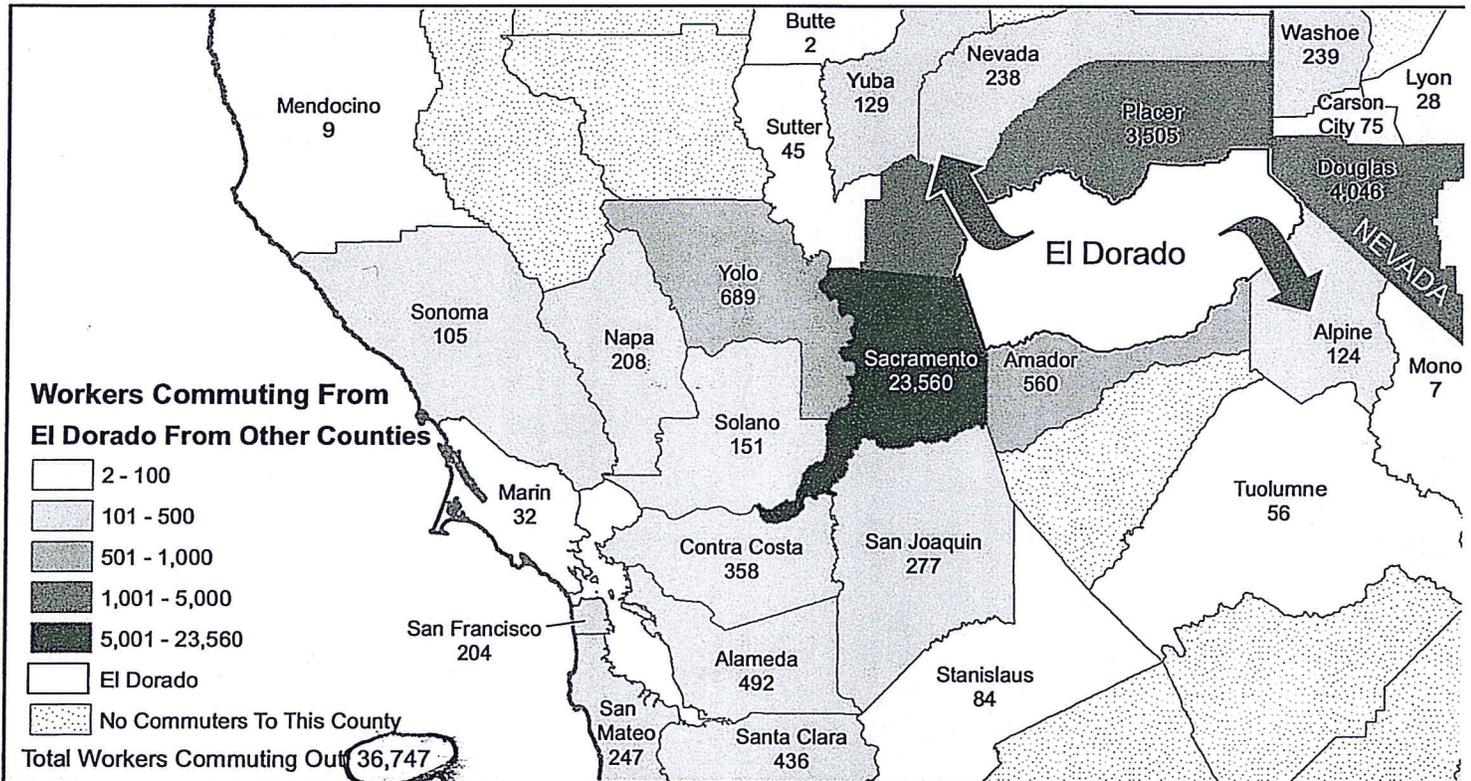
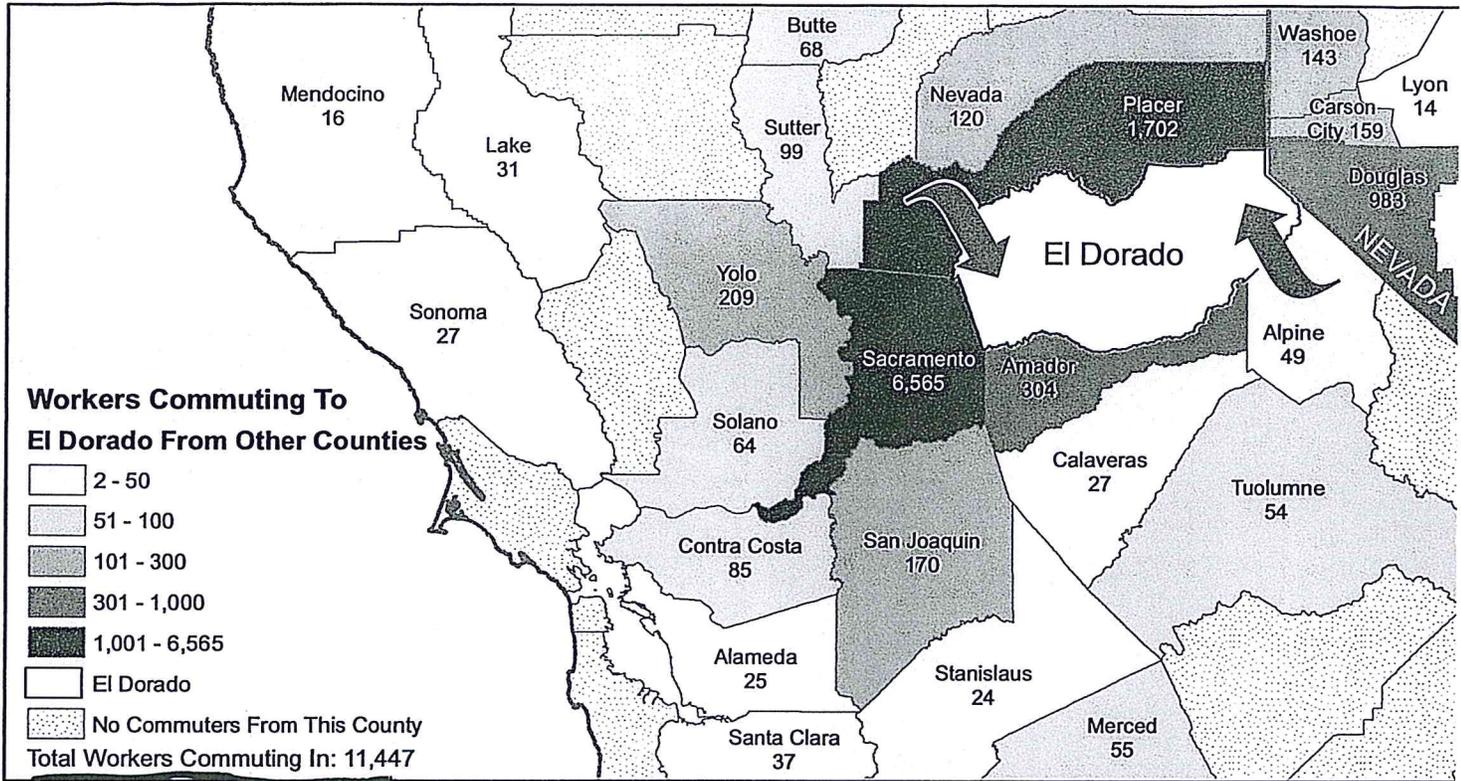
(A) 1920 trips/hr (B) LOS C
 Hwy 50 5000 trips/hr (C) LOS C current max.

The results of the traffic analysis at existing intersections are shown in Table 4.4. All study intersections operate acceptably at LOS D or better during the AM and PM peak hours, which exceeds the goal of LOS E in the 2004 El Dorado General Plan.

Res 108-96 1996 Abandoned portion of SARATOGA was 4 lanes
 SARATOGA 1997 " changed to 2 lanes

El Dorado

County to County Commuting Estimates



Total Workers That Live And Work in El Dorado: 44,974

Data Source:
Special Report of 2006 to 2010 County-to-County Commuting Flows,
American Community Survey, U.S. Census Bureau,
report released January 2013

Cartography by:
Labor Market Information Division
California Employment Development Department

EDD Employment
Development
Department
State of California

Greatest potential
for change
to reduce impacts

Caltrans Formula for "Equitable State" Equation C-1
 20 trips triggers Project

Table E-1. Interchange Volume Comparison between the Previous and the Current Models - 2035 GP Conflict w/ Caltrans Counts

Interchange	Previous Model Future PM PK										Current Model Future PM PK									
	Ramps					Overpass					Ramps					Overpass				
	EB OFF	EB ON	WB OFF	WB ON	Tot. Ramps	NB	SB	Total Overpass	EB OFF	EB ON	WB OFF	WB ON	Tot. Ramps	NB	SB	Total Overpass				
El Dorado Hills Blvd	1073	1086	1086	941	4486	2678	2262	4940	1393	815	1538	4309	3143	1211	4354					
Silva Valley Pkwy	1252	1531	1469	694	4946	1613	1856	3469	739	731	405	2330	909	640	1549					
Bass Lake Rd	897	376	506	670	2449	878	427	1305	898	242	395	2018	875	365	1240					
Cambridge Rd	892	154	152	586	1784	875	190	1065	851	172	654	1759	770	167	937					
Camron Park Dr	1523	454	797	1228	4002	1961	849	2810	763	1000	1000	3338	1932	1251	3183					
Ponderosa Rd	1075	640	735	874	3324	1266	826	2092	1213	347	304	2753	1453	699	2152					
Shingle Springs Dr	222	123	111	211	667	211	111	322	240	119	149	145	207	145	352					
Red Hawk Pkwy	326	139	52	410	927	326	139	465	140	144	98	153	239	297	536					
Greenstone Rd	219	81	126	237	663	299	144	443	179	61	87	257	372	149	521					
El Dorado Rd	205	342	305	187	1039	265	425	690	226	195	206	853	297	353	650					
Missouri Flat Rd	932	931	817	596	3676	1498	1318	2816	730	737	685	2718	962	1159	2121					
Placerville Dr (West)	332	222	332	887	2316	1061	534	1595	633	107	743	1483	729	79	808					
Schnell School Rd	2	257	193	1	453	1061	534	1595	122	156	38	261	251	75	326					
View Point Dr	431	88	61	282	862	306	102	408	330	19	3	211	563	232	11					
Smith Flat Rd	9	0	61	70	12	12	30	42	46	48	48	94	0	48	48					
Ridge Way Dr	2	0	273	214	489	0	10	10	285	15	16	155	471	22	313					
Sly Park Rd	273	214	165	98	750	174	200	374	454	46	54	209	763	398	670					
Approaches to the Interchanges																				
		North_NB	North_SB	South_NB	South_SB	Total Approaches						North_NB	North_SB	South_NB	South_SB	Total Approaches				
Bay Laver Dr	Not an Interchange in the previous model	N/A	N/A	N/A	N/A	N/A														
Placerville Dr (East)		496	547			1043						166	314	416	476	480				
Mosquito Rd		378	272	693	676	2019						409	333	416	1634					
Carson Rd		152	121			273						39	48		87					

shows locations where TIM fee CIP project was identified
 indicates where the current model is greater than the previous model

20 trip increase triggering
 El Dorado Rd Interchange
 because in CP, Interchange RAMP counts
 CIP Drive Interchange having +360 trips
 = 36 homes in 20 years pay
 entirely for Interchange
 to Assess
 to Hwy 50 Counts
 to Hwy RAMP Counts
 Compare trips - 2012
 Local impacts 2003
 17,125

W/ EXTREME W/ + ELECTRIC

Historical Trends - Model coefficient
 Less than 60 units (not 500)
 in 15 years

Table 2: Growth Projections (2015-2035) (continued)

Land Use ¹	Smoothed Zone Geography Scenario								Total
	Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	Zone 6	Zone 7	Zone 8	
Residential	(dwelling units)								
Single Family									
Not Restricted	-	2,387	1,001	104	195	-	-	4,328	8,015
Age Restricted	-	553	333	-	-	-	-	1,100	1,986
Subtotal	-	2,940	1,334	104	195	-	-	5,428	10,001
Multi-family									
Not Restricted	282	1,549	1,196	1,566	551	546	387	271	6,348
Age Restricted	-	97	59	-	-	-	-	100	256
Subtotal	282	1,646	1,255	1,566	551	546	387	371*	6,604
Total	282	4,586	2,589	1,670	746	546	387	5,799	16,605
Nonresidential¹	(jobs) ¹								
Commercial	17	2,960	991	508	255	246	49	1,442	6,468
Office	85	380	249	263	55	60	25	4,538	5,655
Medical	-	71	74	276	340	316	31	883	1,991
Industrial	-	291	157	2	22	9	-	680	1,161
Total	102	3,702	1,471	1,049	672	631	105	7,543	15,275
Nonresidential¹	(1,000 sq. ft.)								
Commercial	9	1,480	496	254	128	123	25	721	3,236
Office	23	105	68	72	15	17	7	1,248	1,555
Medical	-	22	23	86	106	99	10	275	621
Industrial	-	291	157	2	22	9	-	680	1,161
Total	32	1,898	744	414	271	248	42	2,924	6,573

El Dorado Hills Apts
 Apartment units
 total w/SFD's

¹ Excludes local government growth that is exempt from the TIM Fee.

Source: El Dorado County Travel Demand Model; Table 1.

Legend

Single Family Residential Permits

- 2001 : 1,422 Total
- 2002 : 1,670 Total
- 2003 : 1,814 Total
- 2004 : 1,929 Total
- 2005 : 1,500 Total
- 2006 : 924 Total
- 2007 : 493 Total
- 2008 : 251 Total

Multi-Family Residential Permits

- 2001 : 5 Total
- 2002 : 10 Total
- 2003 : 3 Total
- 2004 : 1 Total
- 2005 : 7 Total
- 2006 : 8 Total
- 2007 : 17 Total
- 2008 : 1 Total

• 2009 : 111 Total



TIM Fee Zones

• 2010 : 89 Total



TAZ Boundary ^{NO ADIT}
to 2012

• 2011 : 116 Total



Roads

• 2012 : 17 Total



Rivers & Creeks

Source El Dorado
GIS MAP + table



MODEL Specially ASSIGNED
D-8 & 9

← Where ARE Signal
Where ARE 7,000 MF,
Traffic Modeling Methodology

El Dorado County

can be made to only one direction if desired. Therefore, analyzing the AM peak hour was considered necessary to identify potential impacts that may occur only during this time period.

D.7.2 El Dorado County Performance Standard

The Transportation and Circulation Element of the County's General Plan includes Policy TC-Xd which implements the General Plan GOAL TC-X: To coordinate planning and implementation of roadway improvements with new development to maintain adequate levels of service on County roads.

Policy TC-Xd of the County Transportation and Circulation Element provides the following operational LOS threshold for County maintained road and highway segments within the unincorporated areas of the County:

Level of Service (LOS) for County-maintained roads and state highways within the unincorporated areas of the county shall not be worse than LOS E in the Community Regions or LOS D in the Rural Centers and Rural Regions except as specified in Table TC-2. The volume to capacity ratio of the roadway segments listed in Table TC-2 shall not exceed the ratio specified in that table. Level of Service will be as defined in the latest edition of the Highway Capacity Manual (Transportation Research Board, National Research Council) and calculated using the methodologies contained in that manual. Analysis periods shall be based on the professional judgment of the Department of Transportation which shall consider periods including, but not limited to, Weekday Average Daily Traffic (ADT), AM Peak Hour, and PM Peak Hour traffic volumes.

The list of County roads allowed to operate at LOS F is shown in Table D.7-2.

Table D.7-2. El Dorado County Roads Allowed to Operate at Level of Service F^a (Through December 31, 2018)

Road Segment	Max. V/C ^b	
Cambridge Road	Country Club Drive to Oxford Road	1.07
Cameron Park Drive	Robin Lane to Coach Lane	1.11
Missouri Flat Road	U.S. Highway 50 to Mother Lode Drive	1.12
	Mother Lode Drive to China Garden Road	1.20
Pleasant Valley Road	El Dorado Road to State Route 49	1.28
U.S. Highway 50	Canal Street to junction of State Route 49 (Spring Street)	1.25
	Junction of State Route 49 (Spring Street) to Coloma Street	1.59
	Coloma Street to Bedford Avenue	1.61
	Bedford Avenue to beginning of highway	1.73
	Beginning of highway to Washington overhead	1.16
	Ice House Road to Echo Lake	1.16
State Route 49	Pacific/Sacramento Street to new four-lane section	1.31
	U.S. Highway 50 to State Route 193	1.32
	State Route 193 to county line	1.51

Source: El Dorado County 2004:Table TC-2.

Notes:

^a Roads improved to their maximum width given right-of-way and physical limitations.

^b Volume to Capacity ratio.

MEAS Y 1

MEAS "Y"

For the TGPA/ZOU, LOS was determined by comparing existing and forecasted traffic volumes for selected roadway segments with peak hour LOS capacity thresholds. These thresholds are shown in Table D.7-1 and were developed based on the methodologies contained in the *Highway Capacity Manual* (HCM) (Transportation Research Board 2010). The HCM methodology is the prevailing measurement standard used throughout the United States.

Table D.7-1. Level of Service Typical Traffic Volumes

Operational Class ^a	Class Code	Peak-Hour Level of Service Traffic Volumes ^d				
		A	B	C	D	E
Minor Two-Lane Highway ^b	2R, W20, W18	-	330	710	1,310	2,480
Major Two-Lane Highway ^b	2U	-	330	710	1,310	2,480
Two-Lane Arterial ^a	2A	-	-	850	1,540	1,650
Four-Lane Arterial, Undivided	4AU	-	-	1,760	3,070	3,130
Four-Lane Arterial, Divided	4AD	-	-	1,850	3,220	3,290
Six-Lane Arterial, Divided	6AD	-	-	2,760	4,680	4,710
Two Freeway Lanes ^c	2F	-	2,070	2,880	3,590	4,150
Two Freeway Lanes + Auxiliary Lane ^c	2FA	-	2,610	3,630	4,520	5,230
Three Freeway Lanes ^c	3F	-	3,100	4,320	5,380	6,230
Three Freeway Lanes + Auxiliary Lane ^c	3FA	-	3,640	5,070	6,320	7,310
Four Freeway Lanes ^c	4F	-	4,140	5,760	7,180	8,310

Source: Kimley-Horn and Associates 2014.

Notes:

^a Roadways are classified based on their operational characteristics which do not necessarily correspond to their functional definition.

^b Only roadways meeting the HCM criteria, including those related to signal spacing, for Two-Lane Highways are designated as such.

^c Service volumes are for a single direction.

^d Some Level of Service thresholds may not be determinable/achievable depending on facility type.

The planning thresholds shown in this table are provided for the purpose of assisting in the identification of locations where operational problems may exist and are based on information provided in the 2010 Highway Capacity Manual and other industry sources. These values not appropriate for making detailed or final determinations regarding operational or design considerations. Those determinations should only be made after a detailed operational analysis, consistent with current Highway Capacity Manual procedures, and/or other design evaluations are completed.

The transportation analysis is based on the AM and PM peak hours because these represents the highest hourly volume during a typical weekday compared to using average daily traffic (ADT). For this analysis peak hour volumes were used because they are better indicators of operational performance as they represent the highest volumes under normal conditions. This volume is used to design future roadways because of its regular weekday occurrence. Using a higher or lower volume hour could lead to inadequate designs or designs that are underused. The one exception to exclusive use of the PM peak hour is for U.S. Highway 50 from the Sacramento County line to Placerville. This section of U.S. Highway 50 serves a high volume of commuter traffic during the AM and PM peak hours. In some cases, the AM peak-hour volumes, which also occur on a regular basis, are higher than PM peak-hour volumes. Further, U.S. Highway 50 is a divided freeway where improvements

This EIR Done
 Using 5,800
 Multi-Family DU's
 Data Wrong - Default

Direction of
 Location Dependent
 External's Decl
 with Eastern
 Sections of
 Hwy 50
 or Eastbound
 Trips
 external
 20% - 50%

2008 El Dorado County Housing Element—amended in April 21, 2009 this report includes data and analysis on housing, by type, within El Dorado County.

2010 Living Units database—compiled by El Dorado County staff during the development of the ongoing Housing Element update, this version was revised to include data through only 2010, at the request of Kimley-Horn, to determine multi-family units (as parcel data does not include this as a standard attribute) in the base year.

2010 El Dorado County parcel GIS files—this version which was revised to include data through only 2010 was prepared by El Dorado County at the request of Kimley-Horn for use as the base file for identifying single-family residences and the use and status of individual parcels.

2010 U.S. Census data and GIS files—obtained from the U.S. Census website that includes information on employment, dwelling units, and housing vacancy rates.

2000 Sacramento Area Household Travel Survey: Final Report—this is the most recent household survey available for the SACOG region and includes detailed information on the socioeconomic characteristics and related trip characteristics of its inhabitants.

2008 SACOG Small Area Data Set—prepared by SACOG in support of regional modeling activities, this data set includes detailed parcel level analysis of employment and housing characteristics.

2008 SACOG Traffic Analysis Zones—prepared by SACOG in support of regional modeling activities, this data set includes detailed cross classification information for 2008 and 2035 conditions.

2008 Model Update Report: SACMET 07—although not final this report discusses the major processes carried out by the most recent version of the SACMET model.

Primarily, the base year (2010) dataset was developed using housing and land use data provided in the existing El Dorado County Assessor data provided in the 2010 El Dorado County parcel GIS files, employment data provided in the 2008 SACOG Small Area Data Set, and 2010 U.S. Census data and GIS files. Validation of the base year (2010) model inputs was accomplished through a review of available census data and other readily available data sources. Specifically, 2010 Census data from the decennial census was used as the basis for tabulating the number of dwelling units, vacancy rates, households, and employment in El Dorado County.

Future land use scenarios were developed based on the following process.

1. 2025 and 2035 housing and employment forecasts for future scenarios considering the continuation of the 2004 General Plan and based on implementation of the TGPA and ZOU were prepared. These numerical forecasts were developed based on an evaluation of historical population growth, historical development patterns, anticipated market conditions, and other forecast sources including SACOG and the California Department of Finance (DOF). These resulting forecasts were aggregated using the market area definitions previously utilized by El Dorado County for the purpose of forecasting future growth.
2. Achievable development, defined as an estimate of the reasonably expected intensity of development that is anticipated for a particular land use or parcel given known opportunities, constraints, and assumptions was subsequently defined for more urbanized locations where development is primarily anticipated to occur in the future. This process involved an extensive parcel level analysis of vacant and underdeveloped areas, primarily in Community Regions with the provision of sewer, where residential, multi-family housing, commercial, research and development, public, and industrial development could be situated. This analysis relied heavily on a detailed evaluation of aerial imagery for the purpose of identifying existing development

SKETCH ISSUE
UPDATES
RATES

most to E 2010
Files comments w/
county staff

Forecast 6000 Du 20 yrs vs. 760 since 2001

Pollack 15.1k
EDH 5.8k 2010 Census

CP 16.1k
See 2010 SACOG ACS
Households 9.1

characteristics and evaluating terrain, wetland, and other physical considerations; and local knowledge of development patterns and regulations.

3. Using the future housing and employment forecasts developed for market areas and the resulting achievable development, 2025 and 2035 growth was spatially assigned and subsequently aggregated into TAZs based on the following considerations.
 - a. El Dorado County 2004 General Plan and/or TGPA and ZOU (depending on scenarios) land use goals and objectives and relevant State legislation.
 - b. Historical trends for Community Regions, Rural Regions, and Rural Centers.
 - c. Proximity to existing or planned infrastructure including site access (transportation, roadways, public water, and sewer).
 - d. Approved project status where applicable.
 - e. Historical growth patterns and trends.
 - f. Proximity to U.S. Highway 50 and other major commute corridors.
 - g. Proximity to other ancillary land uses and public services.

D.7 Roadway Capacity and Level of Service

D.7.1 Level of Service

The level of service (LOS) was calculated for each roadway segment in the regional roadway system to evaluate the quality of existing traffic conditions. LOS is a general measure of traffic operating conditions whereby a letter grade, from A (the best) to F (the worst), is assigned. These grades represent the perspective of drivers and are an indication of the comfort and convenience associated with driving. The LOS grades are generally defined as follows.

- LOS A—represents free-flow travel with an excellent level of comfort and convenience and the freedom to maneuver.
- LOS B—has stable operating conditions, but the presence of other road users causes a noticeable, though slight, reduction in comfort, convenience, and maneuvering freedom.
- LOS C—has stable operating conditions, but the operation of individual users is significantly affected by the interaction with others in the traffic stream.
- LOS D—represents high-density, but stable flow. Users experience severe restriction in speed and freedom to maneuver, with poor levels of comfort and convenience.
- LOS E—represents operating conditions at or near capacity. Speeds are reduced to a low but relatively uniform value. Freedom to maneuver is difficult with users experiencing frustration and poor comfort and convenience. Unstable operation is frequent, and minor disturbances in traffic flow can cause breakdown conditions.
- LOS F—is used to define forced or breakdown conditions. This condition exists wherever the volume of traffic exceeds the capacity of the roadway. Long queues can form behind these bottleneck points with queued traffic traveling in a stop-and-go fashion.

Caltrans
Bottleneck
2015
"F"



HOV lanes excluded
from Peak Hour
capacity calculations

**COMMUNITY DEVELOPMENT AGENCY
LONG RANGE PLANNING**

2850 Fairlane Court, Placerville, CA 95667
Phone (530) 621-4650, Fax (530) 642-0508

February 4, 2014

2400 per hr/lanes or 4800 total
excludes HOV

TO: Board of Supervisors
FROM: David Defanti, Assistant Director
Subject: Special Meeting Regarding General Plan Travel Demand Model

On December 10, 2013, the Board of Supervisors (Board) directed staff to return on February 24, 2014 to provide an in-depth discussion regarding the El Dorado County (EDC) Travel Demand Model (TDM) and address how the County implements Measure Y. Based on this direction, this report will address three major topics:

- Provide information on EDC's TDM (Sections 1 and 2 of this report).
- Discuss and request direction on the 20-Year growth forecast to be used for the Major Five-Year Capital Improvement Program (CIP) and Traffic Impact Mitigation (TIM) Fee Updates (Section 3 of this report).
- Describe how the County implements General Plan Policy TC-Xa (aka Measure Y) and associated General Plan Policies TC-Xb through TC-Xi (Section 4 of this report).

The format of this report is as follows:

1. What a TDM is and why it is needed.
2. Why and how the County updated the TDM.
3. Need for 20-Year growth forecast, options and recommendation.
4. How EDC implements General Plan Policy TC-Xa (aka Measure Y) and associated General Plan Policies TC-Xb through TC-Xi.
5. Staff recommendation.
6. Next steps.

1. What a TDM is and why it is needed

Summary

TDMs are used to forecast future trips on transportation facilities (e.g., roadways) and predict a transportation system's performance on roadways as a result of vehicular, transit, bicycle and pedestrian traffic. TDMs provide an objective look at the transportation system, and help policy-makers, planners, engineers and other

Table 1: Comparison Summary for Level of Service Calculations for U.S. Highway 50

Assumptions for Input	El Dorado County Long Range Planning	Caltrans Planning	Consistent?	Comments
What methodology do you use to calculate LOS on U.S. Hwy 50?	Highway Capacity Manual 2010 (HCM2010) Basic Freeway Segments	Highway Capacity Manual 2010 (HCM2010) Basic Freeway Segments	Yes	See note ¹
What Free Flow Speed (FFS) is assumed for the basic segment from the County line to El Dorado Hills Blvd./Latrobe Road?	70 mph	70 mph	Yes	Other segments along U.S. Highway 50 may have lower assumed FFS.
What do you use for the D factor (percent traffic in the peak direction)?	Use actual counts. If no actual current data is available, use Caltrans count book.	Use the latest count book for the nearest appropriate segment or State Highway Inventory (internal document) for the 30 th highest hour if count book data is not available for the segment in question.	Sometimes	Caltrans traffic volume books reports the average over the whole year (365 days/year), while EDC looks at the 5-day weekday average. ²
What do you assume for Truck Volumes?	Lower than the default value for the peak hour as large trucks typically do not travel during peak hour. The default value for the daily calculations.	Use the percentages from their state truck counts for daily, and use a 1/3 reduction from the ADT truck percentage for the peak hour. This is dependent upon the area type, (i.e., I-5 would be higher)	Sometimes	Caltrans staff verified that a 1/3 reduction was used (6% reduced to 4%)
What type of terrain do you assume for the segment (County line to El Dorado Hills /Latrobe Interchange)?	Rolling	Rolling	Yes	

What lane width do you assume for the segment (County line to El Dorado Hills /Latrobe Interchange)?	12' lanes (if we do not assume 70mph as the FFS)	Does not input this data for this segment, however for areas with less than standard lane widths Caltrans does not assume 70 mph FFS and calculates the BFFS	Yes	This information is needed if the FFS is not known. ³
What volumes do you use as input data?	Collected weekday counts (5-day counts), consistent with the adopted General Plan Policy.	Caltrans count books as source. Counts are based on a 7 day week (includes weekends). ²	No	EDC uses Caltrans count books as a comparison, but prefers the use of actual counts.
What total ramp density (TRD) do you assume for the segment? (County line to El Dorado Hills /Latrobe Interchange)	WB TRD = 1.0 ramps per mile EB TRD = 1.2 ramps per mile	WB TRD = 1.0 ramps per mile EB TRD = 1.2 ramps per mile	Yes	If 70 mph is being used as the FFS then TRD is omitted from the calculation. The same applies to lane widths and Right-side lateral clearance
Assumptions for Post-Processing	NOT IN MODEL			
Do you include HOV lane volumes and auxiliary lane volumes in the calculations?	HOV lane volumes are excluded for the peak hour LOS calculation. If the auxiliary lane is functioning as a mixed flow lane, it is assessed as a mixed flow lane. ⁴	No, the HOV lane volumes and auxiliary lane volumes are excluded from the calculation.	Yes for HOV, No for Aux lanes	Mixed flow lanes accommodate all types of vehicles, HOV lanes are open only to high occupancy vehicles (2 or more persons/veh.) during the AM and PM peak hours
How many and what types of lanes do you assume for the U.S. Highway 50 segment from the County line to El Dorado Hills/Latrobe Interchange under existing conditions?	WB = Two mixed flow lanes, one HOV lane EB = Three mixed flow lanes, one HOV lane	WB = Two mixed flow lanes, one HOV lane EB = Two mixed flow lanes, one transitional aux lane, one HOV lane	Yes for WB, No for EB	See comment above.
What capacity do you assume for the mixed flow lanes?	2,400 passenger cars per hour per lane (pc/h/ln) for a 70 mph FFS	2,400 passenger cars per hour per lane (pc/h/ln) for a 70 mph FFS	Yes	See attached Exhibit 11-2 from the HCM2010 for capacities associated with FFS

¹ Highway Capacity Manual 2010 identifies three types of freeway analyses, all of which are based on the same speed flow curve (HCM 2010 11-6) and density table (HCM 2010 11-5): 1) Operational analysis, 2) Design analysis, and 3) Planning and Preliminary Engineering analysis. The

FOR CHART - LOS TRIP

50% EXTERNALS

TIM FEE PROGRAM UPDATE NEXUS AND FUNDING MODEL

PUBLIC REVIEW DRAFT (SEPTEMBER 2015)

Table 11: Cost Allocation By Zone Geography Scenario (continued)

NOTE: EXTERNALS ARE COMPADED

TIM Fee Map ID	Capital Improvement Project	Existing Zone Geography Scenario								Internal Subtotal	External	Total
		Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	Zone 6	Zone 7	Zone 8			
Hwy 50 Auxiliary Lanes												
A-1	Eastbound	7,064	2,969,697	548,374	158,949	79,475	53,866	7,064	2,644,735	6,469,224	2,361,276	8,830,500
A-2	Eastbound	11,367	2,419,326	770,302	239,572	118,037	79,566	2,623	2,580,207	6,221,000	2,522,500	8,743,500
A-3	Eastbound	25,143	2,555,367	1,084,501	358,707	212,039	138,287	15,924	1,495,170	5,885,138	2,495,862	8,381,000
A-4	Eastbound	3,255	862,641	181,643	17,578	24,740	18,229	-	2,147,164	3,255,250	3,255,250	6,510,500
A-5	Westbound	26,883	2,732,209	1,159,553	383,531	226,713	147,857	17,026	1,598,642	6,292,414	2,668,586	8,961,000
A-6	Westbound	6,948	2,920,934	539,370	156,339	78,170	52,982	6,948	2,601,306	6,362,997	2,322,503	8,685,500
A-7	Westbound	3,827	1,365,532	289,725	87,464	40,999	28,426	6,013	2,057,042	3,879,028	1,587,472	5,466,500
A-8	Westbound	2,806	743,524	156,561	15,151	21,324	15,712	-	1,850,672	2,805,750	2,805,750	5,611,500
	Subtotal	87,293	16,569,230	4,730,029	1,417,291	801,497	534,925	55,598	16,974,938	41,170,801	20,019,199	61,190,000
Interchanges Projects												
I-1	Cameron Park Dr	122,198	57,293,218	2,347,940	1,160,877	803,013	506,247	296,766	14,759,723	77,289,982	9,994,018	87,284,000
I-2	El Dorado Hills Bl	-	-	-	-	-	-	22,629	6,572,380	6,595,009	1,785,991	8,381,000
I-3	El Dorado Rd	31,272	1,291,534	9,298,729	497,225	614,495	164,178	218,904	551,950	12,668,287	2,967,713	15,636,000
I-4	Ponderosa Rd	47,300	22,558,349	1,742,231	3,145,477	516,363	137,960	59,126	5,664,222	33,871,028	5,545,972	39,417,000
I-5	Bass Lake Rd	1,075	755,374	132,164	22,027	20,953	10,745	16,655	3,524,896	4,483,889	888,611	5,372,500
I-6	Cambridge Rd	2,584	3,903,412	74,933	56,846	22,394	13,781	28,423	2,371,158	6,473,531	2,139,469	8,613,000
I-7	Silva Valley Pkwy	10,721	1,376,908	281,049	117,933	75,048	41,353	41,353	3,838,191	5,782,556	1,875,444	7,658,000
	Subtotal	215,150	87,178,795	13,877,046	5,000,385	2,052,266	874,264	683,856	37,282,520	147,164,282	25,197,218	172,361,500
Roadway Improvements												
R-1	Cameron Park Dr	640	1,552,469	11,993	4,157	13,432	9,914	6,395	-	1,599,000	-	1,599,000
R-2	Green Valley Rd	630	315,150	3,362	177,324	420	210	2,521	806,995	1,306,612	794,388	2,101,000
R-3	Green Valley Rd	1,206	1,665,813	-	970,066	-	-	-	1,279,956	3,917,041	2,111,959	6,029,000
R-4	Green Valley Rd	-	5,219,841	-	1,115,083	-	-	-	1,523,758	7,858,682	1,623,318	9,482,000
R-5	White Rock Rd	26,966	2,199,447	496,631	211,237	158,989	88,203	91,573	2,114,054	5,387,100	230,900	5,618,000
R-6	Saratoga Way	11,549	327,992	-	158,221	24,253	16,169	-	5,870,356	6,408,540	5,140,450	11,549,000
R-7	Country Club Dr	3,226	809,626	-	59,136	-	-	-	9,156,402	10,026,390	723,610	10,752,000
R-8	Country Club Dr	3,296	-	-	-	-	-	9,888	6,975,180	6,988,344	1,251,656	8,240,000
R-9	Country Club Dr	36,102	-	-	-	29,878	37,347	48,551	12,114,122	12,266,000	183,000	12,449,000
R-10	Country Club Dr	20,946	3,282,014	234,430	39,474	100,700	58,003	40,280	3,435,884	7,211,731	844,269	8,056,000
R-11	Diamond Springs	34,903	239,105	1,751,694	72,090	66,219	356,537	86,443	133,741	2,740,732	521,268	3,262,000
R-12	Latrobe Rd	-	-	-	-	-	-	-	11,901	193,024	204,925	379,000
R-13	Headington Rd	23,775	37,360	4,458,503	-	3,882	255,700	68,413	-	4,847,633	4,367	4,852,000
	Subtotal	163,239	15,648,817	6,956,613	2,806,788	397,773	822,083	365,965	43,603,452	70,764,730	13,603,270	84,368,000
Reimbursements												
NA	Bass Lake Rd	3,692	1,065,924	148,055	26,953	13,292	4,061	21,784	2,408,391	3,692,152	NA	3,692,152
NA	Green Valley Rd	30	100,290	840	23,730	60	30	30	174,990	300,000	NA	300,000
NA	Latrobe Rd	-	-	-	-	-	-	-	14,525	235,475	250,000	250,000

Wrong entry figured As C.P. Interchange which include External Trips

no external

Saratoga 83% external
R/H Interchange 25% external

great call over 50% external

Aug Interchange 17% external
Aux lanes

NEED CIP - Tim fees

Table 9: TIM Fee Capital Improvement Program (CIP) Project Costs

TIM Fee Map ID	Excluded From LOS Calculation	Excluded From Model	LOS Evaluation	Programmed Funding ^{1,2}	Net Cost
A-1	Eastbound Hwy 50 Auxiliary Lanes	Bass Lake Rd IC	Cambridge Rd IC	\$ 8,830,500	\$ 8,830,500
A-2	Eastbound	Cambridge Rd IC	Cameron Park Dr IC	8,743,500	8,743,500
A-3	Eastbound	Cameron Park Dr IC	Ponderosa Rd IC	8,381,000	8,381,000
A-4	Eastbound	Sacramento County Line	El Dorado Hills Blvd IC	6,510,500	6,510,500
A-5	Westbound	Ponderosa Rd IC	Cameron Park Dr IC	8,961,000	8,961,000
A-6	Westbound	Cambridge Rd IC	Bass Lake Rd IC	8,685,500	8,685,500
A-7	Westbound	Bass Lake Rd IC	Silva Valley Pkwy IC	5,466,500	5,466,500
A-8	Westbound	El Dorado Hills Blvd IC	Sacramento County Line	5,611,500	5,611,500
	Subtotal		Not a mitigation	61,190,000	61,190,000
	Interchanges Projects				
	Cameron Park Dr				
L-1	El Dorado Hills Blvd			86,143,000	86,143,000
L-2	El Dorado Rd			8,102,000	8,102,000
L-3	Ponderosa Rd			15,454,000	15,454,000
L-4	Bass Lake Rd			38,370,000	38,370,000
L-5	Cambridge Rd			5,850,000	5,350,000
L-6	Silva Valley Pkwy Ph 2			7,658,000	8,574,000
L-7	Subtotal			170,151,000	169,651,000
	Roadway Improvements				
R-1	Green Valley Rd	North of Palmer	Hacienda Rd	1,599,000	1,599,000
R-2	Green Valley Rd	Sacramento County Line	Sophia Pkwy	2,101,000	2,101,000
R-3	Green Valley Rd	East of Francisco Dr	East of Silva Valley Rd	6,029,000	6,029,000
R-4	Green Valley Rd	Deer Valley Rd	Southwest of Lotus Rd	9,482,000	9,482,000
R-5	White Rock Rd	Post St	South of Silva Valley Rd	5,618,000	5,618,000
R-6	Saratoga Way	Connect to Iron Point Rd		11,549,000	11,549,000
R-7	Country Club Dr	East of El Dorado Hills Blvd	West of Silva Valley Pkwy	10,752,000	10,752,000
R-8	Country Club Dr	West of Silva Valley Pkwy	Tong Rd	8,240,000	8,240,000
R-9	Country Club Dr	Tong Rd	Bass Lake Rd/Old Bass Lake	12,449,000	12,449,000
R-10	Diamond Springs Pkwy	Missouri Flat Rd	Tierre de Dios Dr	8,056,000	8,056,000
R-11	Latrobe Rd	Sacramento County Line	Golden Foothill Pkwy	379,000	379,000
R-12	Headington Rd		Missouri Flat Rd	4,197,000	4,197,000
R-13	Subtotal			103,754,000	83,713,000

Notes

?
 Deficiencies
 violations
 66001(9)

Table 9: TIM Fee Capital Improvement Program (CIP) Project Costs

TIM Fee Map ID	CIP Project	From	To	Total Cost	Programmed Local Funding ^{1,2}	Net Cost
Reimbursement Agreements³						
NA	Bass Lake Rd	South of Serrano Parkway		\$ 3,692,152	\$ -	\$ 3,692,152
NA	Green Valley Rd	Green Valley Marketplace		300,000	-	300,000
NA	Latrobe Rd	Project Study		250,000	-	250,000
NA	Madera Way	Right Turn Lane		125,574	-	125,574
NA	Silva Valley Pkwy	Interchange Phase 1		16,194,966	-	16,194,966
NA	Silver Springs Pkwy	Green Valley Rd Intersection		2,002,509	-	2,002,509
NA	Silver Springs Pkwy	Offsite		3,889,855	-	3,889,855
	Subtotal			\$ 26,455,056	\$ -	\$ 26,455,056
Other Program Costs						
NA	Bridges	Replacement & Rehabilitation		\$ 6,897,000	\$ -	\$ 6,897,000
Note 4	Traffic Signals	Operational & Safety Improvements		80,250,000	-	80,250,000
NA	Transit	Capital Improvements		5,588,500	-	5,588,500
NA	Fee Program Admin	Development & Updates		11,000,000	-	11,000,000
	Subtotal			\$ 103,735,500	\$ -	\$ 103,735,500
	Total			\$ 465,285,556	\$ 20,541,000	\$ 444,744,556
				100%	4%	96%
	Total Program Costs Excluding US 50/Cameron Park Dr Interchange Project			\$ 379,142,556	\$ 20,541,000	\$ 358,601,556
				100%	5%	95%

¹ Local funding for Bass Lake Rd Interchange is a revised estimate of \$500,000 from the Bass Lake Hills Public Facilities Financing Plan.

² Local funding for Diamond Springs Parkway is based on current funds programmed for Phases 1A and 1B in the adopted FY 2015 CIP. The project scoped for the 2015 TIM Fee Program Update is smaller than the adopted CIP project (2 lanes instead of 4 lanes in Phase 1B) so the currently programmed local funding in the 2015 CIP is allocated proportionately to the TIM Fee project based on the TIM Fee project cost estimate.

³ Based on payments remaining as of July 1, 2015 and excluding reimbursement agreements to be retired in FY 2016 (see Table 13).

⁴ Entire cost of signals at intersections that meet warrants, plus partial funding for Intelligent Transportation Systems (ITS) projects and safety improvements proportional to new development impacts. Assumes \$2 mil. per intersection x two intersections per year x 20 years = \$80 mil. plus \$250k for ITS and safety.

⁵ Includes ongoing program staff and consultant costs for annual updates, major updates (every five years), and ongoing administration related to the TIM Fee Program.

Sources: Quincy Engineering; El Dorado County; Tables 6, 7, and 8.

Demonstrates
Nexus violation

Table 9: TIM Fee Capital Improvement Program (CIP) Project Costs

TIM Fee Map ID	CIP Project	From	To	Total Cost	Programmed Local Funding ^{1,2}	Net Cost
Hwy 50 Auxiliary Lanes						
A-1	Eastbound	Bass Lake Rd IC	Cambridge Rd IC	\$ 8,830,500	\$ -	\$ 8,830,500
A-2	Eastbound	Cambridge Rd IC	Cameron Park Dr IC	8,743,500	-	8,743,500
A-3	Eastbound	Cameron Park Dr IC	Ponderosa Rd IC	8,381,000	-	8,381,000
A-4	Eastbound	Sacramento County Line	El Dorado Hills Blvd IC	6,510,500	-	6,510,500
A-5	Westbound	Ponderosa Rd IC	Cameron Park Dr IC	8,961,000	-	8,961,000
A-6	Westbound	Cambridge Rd IC	Bass Lake Rd IC	8,685,500	-	8,685,500
A-7	Westbound	Bass Lake Rd IC	Silva Valley Pkwy IC	5,466,500	-	5,466,500
A-8	Westbound	El Dorado Hills Blvd IC	Sacramento County Line	5,611,500	-	5,611,500
	Subtotal			\$ 61,190,000	\$ -	\$ 61,190,000
Interchanges Projects						
I-1	Cameron Park Dr	NA	NA	87,284,000	-	87,284,000
I-2	El Dorado Hills Blvd	NA	NA	8,381,000	-	8,381,000
I-3	El Dorado Rd	NA	NA	15,636,000	-	15,636,000
I-4	Ponderosa Rd	NA	NA	39,417,000	-	39,417,000
I-5	Bass Lake Rd	NA	NA	\$ 5,872,500	\$ 500,000	\$ 5,372,500
I-6	Cambridge Rd	NA	NA	8,613,000	-	8,613,000
I-7	Silva Valley Pkwy Ph 2	NA	NA	7,658,000	-	7,658,000
	Subtotal			\$ 172,861,500	\$ 500,000	\$ 172,361,500
Roadway Improvements						
R-1	Cameron Park Dr	North of Palmer	Hacienda Rd	1,599,000	-	1,599,000
R-2	Green Valley Rd	Sacramento County Line	Sophia Pkwy	2,101,000	-	2,101,000
R-3	Green Valley Rd	East of Francisco Dr	East of Silva Valley Rd	6,029,000	-	6,029,000
R-4	Green Valley Rd	Deer Valley Rd	Southwest of Lotus Rd	9,482,000	-	9,482,000
R-5	White Rock Rd	Post St	South of Silva Valley Rd	5,618,000	-	5,618,000
R-6	Saratoga Way	Connect to Iron Point Rd		11,549,000	-	11,549,000
R-7	Country Club Dr	East of El Dorado Hills Blvd	West of Silva Valley Pkwy	10,752,000	-	10,752,000
R-8	Country Club Dr	West of Silva Valley Pkwy	Tong Rd	8,240,000	-	8,240,000
R-9	Country Club Dr	Tong Rd	Bass Lake Rd/Old Bass Lake	12,449,000	-	12,449,000
R-10	Country Club Dr	Bass Lake Rd/Old Bass Lake	Tierre de Dios Dr	8,056,000	-	8,056,000
R-11	Diamond Springs Pkwy	Missouri Flat Rd	State Route 49	23,303,000	20,041,000	3,262,000
R-12	Latrobe Rd	Sacramento County Line	Golden Foothill Pkwy	379,000	-	379,000
R-13	Headington Rd	El Dorado Rd	Missouri Flat Rd	4,852,000	-	4,852,000
	Subtotal			\$ 104,409,000	\$ 20,041,000	\$ 84,368,000
Reimbursement Agreements³						
NA	Bass Lake Rd	South of Serrano Parkway		\$ 3,692,152	\$ -	\$ 3,692,152
NA	Green Valley Rd	Green Valley Marketplace		300,000	-	300,000
NA	Latrobe Rd	Project Study		250,000	-	250,000

NO Existing Deficit Accounted For

Includes EXTERIOR TRIPS + Existing Deficit

Typical

Table 9: TIM Fee Capital Improvement Program (CIP) Project Costs

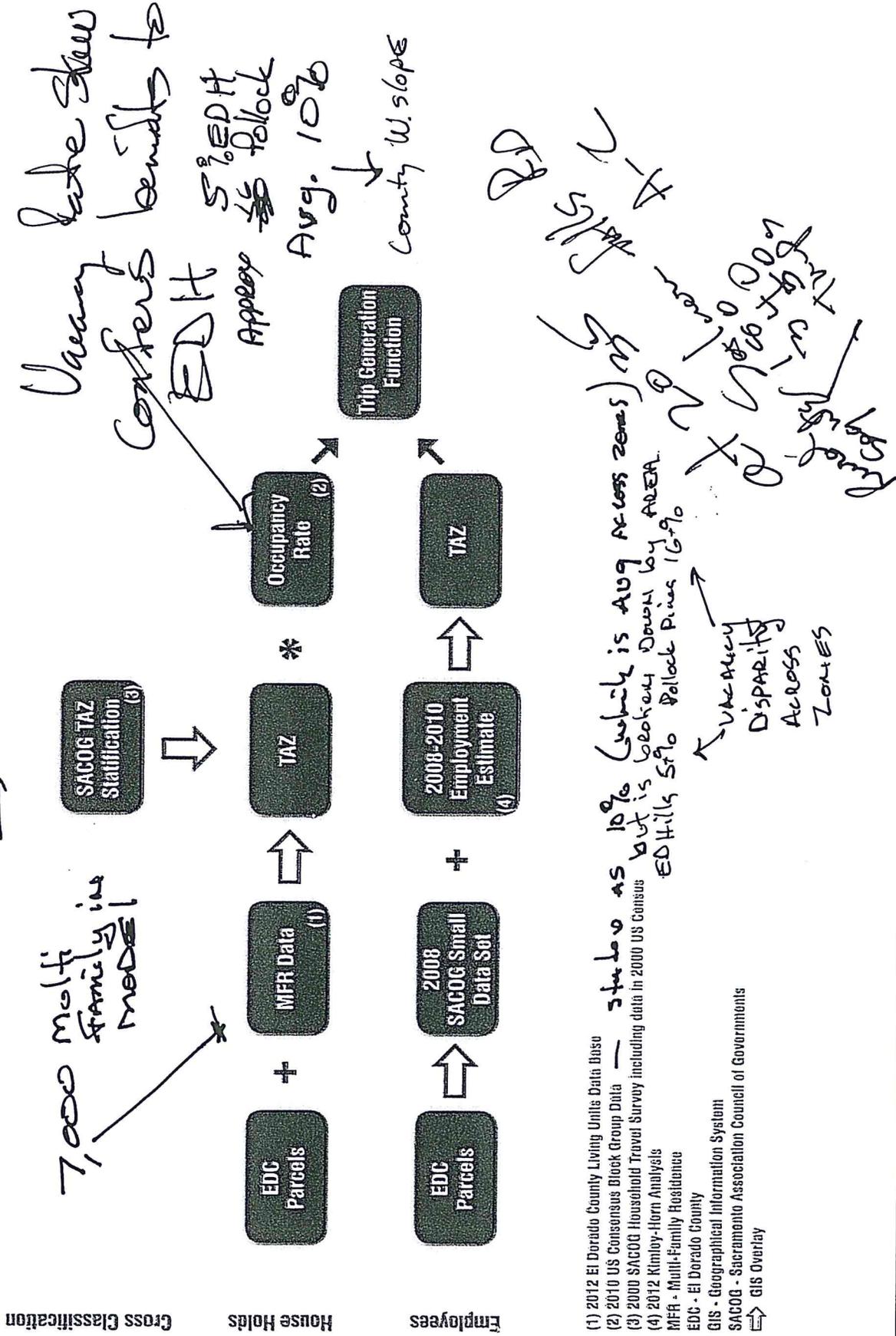
TIM Fee Map ID	CIP Project	From	To	Total Cost	Programmed Local Funding ^{1,2}	Net Cost
NA	Madera Way	Right Turn Lane		125,574	-	125,574
NA	Silva Valley Pkwy	Interchange Phase 1		16,194,966	-	16,194,966
NA	Silver Springs Pkwy	Green Valley Rd Intersection		2,002,509	-	2,002,509
NA	Silver Springs Pkwy	Offsite		3,889,855	-	3,889,855
	Subtotal			\$ 26,455,056	\$ -	\$ 26,455,056
	Other Program Costs					
NA	Bridges	Replacement & Rehabilitation		\$ 6,897,000	\$ -	\$ 6,897,000
Note 4	Traffic Signals	Operational & Safety Improvements		80,250,000	-	80,250,000
NA	Transit	Capital Improvements		5,588,500	-	5,588,500
NA	Fee Program Admin	Development & Updates		11,000,000	-	11,000,000
	Subtotal			\$ 103,735,500	\$ -	\$ 103,735,500
	Total			\$ 468,651,056	\$ 20,541,000	\$ 448,110,056
				100%	4%	96%
	Total Program Costs Excluding US 50/Cameron Park Dr Interchange Project			\$ 381,367,056	\$ 20,541,000	\$ 360,826,056
				100%	5%	95%

¹ Local funding for Bass Lake Rd interchange is a revised estimate of \$500,000 from the Bass Lake Hills Public Facilities Financing Plan.
² Local funding for Diamond Springs Parkway is based on current funds programmed for Phases 1A and 1B in the adopted FY 2015 CIP. The project scoped for the 2015 TIM Fee Program Update is smaller than the adopted CIP project (2 lanes instead of 4 lanes in Phase 1B) so the currently programmed local funding in the 2015 CIP is allocated proportionately to the TIM Fee project based on the TIM Fee project cost estimate.
³ Based on payments remaining as of July 1, 2015 and excluding reimbursement agreements to be retired in FY 2016 (see Table 13).
⁴ Entire cost of signals at intersections that meet warrants, plus partial funding for Intelligent Transportation Systems (ITS) projects and safety improvements proportional to new development impacts. Assumes \$2 mil. per intersection x two intersections per year x 20 years = \$80 mil. plus \$250k for ITS and safety.
⁵ Includes ongoing program staff and consultant costs for annual updates, major updates (every five years), and ongoing administration related to the TIM Fee Program.

Sources: Quincy Engineering; El Dorado County; Tables 6, 7, and 8.

Placer Co
500k MAY

Exhibit 1 - Base (2010) Model Trip Generation Inputs



(1) 2012 El Dorado County Living Units Data Base
 (2) 2010 US Census Block Group Data
 (3) 2000 SACOG Household Travel Survey including data in 2000 US Census
 (4) 2012 Kimley-Horn Analysis
 MFR - Multi-Family Residence
 EDC - El Dorado County
 GIS - Geographical Information System
 SACOG - Sacramento Association Council of Governments
 GIS Overlay

Table 8.2.3: Average Household Trips by Household Size and Household Income [Weighted]

Household Income	Average Trips				Total
	1 - Person Household	2 - Persons Household	3 - Persons Household	4 or more Persons Household	
Less than \$10,000	3.5	6.0	11.6	19.0	8.8
\$10,000 to \$24,999	3.2	5.9	19.0	3.2	8.6
\$25,000 to \$34,999	3.1	5.2	9.5	18.4	8.6
\$35,000 to \$49,999	3.4	5.5	9.2	17.8	8.6
Rest of County → \$50,000 to \$74,999	3.2	5.8	9.1	16.6	8.6
\$75,000 to \$99,999	3.7	5.9	9.6	16.3	9.6
\$100,000 to \$149,999	3.6	5.8	9.9	17.0	10.5
ZONE 8 → \$150,000 to \$199,999	17.0	3.4	10.3	16.9	11.1
157 K+ income \$200,000 to \$249,999	3.0	5.8	10.3	16.9	10.9
\$250,000 or more	4.9	5.7	10.0	16.4	10.8
Total	7.5	7.3	11.5	9.3	9.2

25%
DIFFERENCE

The age group that reported the highest overall trip rate (4.3) is the age 35-54 group, while those in the age 65 or older group reported the least trips (2.9). The average trip rate per person by age group is presented in Table 8.2.4.

Table 8.2.4: Average Trips per Person by Age Group [Weighted]

Age	Person*	Trip Count	Trip Rate
0-19	27975	92897	3.3
20-24	7910	25545	3.2
25-34	13325	49568	3.7
35-54	26932	116221	4.3
55-64	11236	41844	3.7
65 or older	17295	49483	2.9
Don't know/refused	4000	13389	3.3
Total	108673	388947	3.6

highest
lowest

*440 respondents (weighted) who did not complete retrieval were excluded.

Generally, women reported they made more trips than men. The average trip rate for women is 3.7, which is higher than the male trip rate of 3.4. Table 8.2.5 presents the summary.

No stats

Statewide

Of the CHTS respondents who reported no employment, 37.9% were retired, 19.8% were students, while 13.3% are unemployed but looking for work. Unemployment status is shown in Table 8.1.6.

Table 8.1.6: Respondent Unemployment Status, if Does Not Work (Weighted)

Unemployment Status	Frequency	Percent
Retired	15108	37.9%
Homemaker	6181	15.5%
Unemployed but Looking for Work	5285	13.3%
Unemployed, Not Seeking Employment <i>Data Description ±</i>	768	1.9%
Student (Part-time or Full-time)	7904	19.8%
Other (Specify)	4589	11.5%
Total	39429	100.0%

Interesting

13.3% unemployed

19.8% unemployed students

20% population

Amongst those who reported they are employed, the average number of jobs per employed respondent is 1. The majority of respondents (92.9%) had one job, while 6.3% had two jobs and 0.8% had three or more jobs. Table 8.1.7 provides the number of reported jobs.

Table 8.1.7: Respondent Number of Jobs (Weighted)

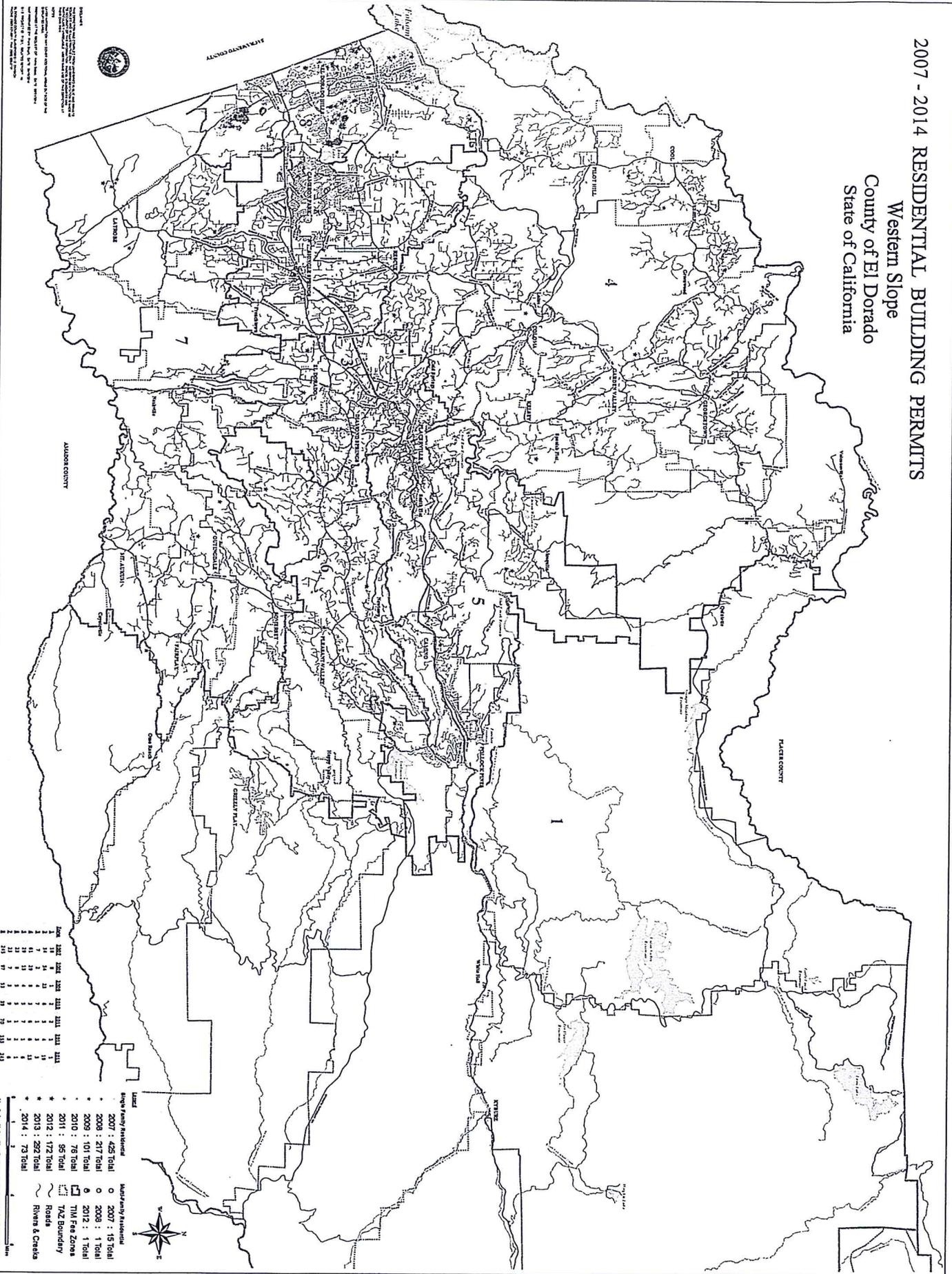
Number of Jobs	Frequency	Percent
1	43008	93.0%
2	2886	6.2%
3	289	0.6%
4+	81	0.2%
Total	46264	100.0%
Average	1.5	

8.2 Travel Behavior

The previous section provided a summary of the demographic characteristics for the participating households. The variations among participating households based on the county of residence suggest that travel behavior also varies throughout the region. The purpose of this section is to review the travel behavior reported by the 42,431 participating households, in order to document the extent to which travel behavior varies. Included are summaries of trip rates by different household and person characteristics for the total State. The results include GPS trip correction factors and are weighted.

2007 - 2014 RESIDENTIAL BUILDING PERMITS

Western Slope County of El Dorado State of California



NOTES:
 1. This map was prepared by the County of El Dorado Planning and Community Development Department. It is not intended to be used for any other purpose.
 2. The County of El Dorado Planning and Community Development Department is not responsible for the accuracy of the information shown on this map.
 3. The County of El Dorado Planning and Community Development Department is not responsible for the accuracy of the information shown on this map.
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 10. The County of El Dorado Planning and Community Development Department is not responsible for the accuracy of the information shown on this map.

Year	2007	2008	2009	2010	2011	2012	2013	2014	Total
Single Family Residential	15	217	101	79	95	172	228	73	880
Multi-Family Residential	1	1	1	1	1	1	1	1	8
Total	16	218	102	80	96	173	229	74	888

- Legend**
- Single Family Residential
 - 2007 : 15 Total
 - 2008 : 217 Total
 - 2009 : 101 Total
 - 2010 : 79 Total
 - 2011 : 95 Total
 - 2012 : 172 Total
 - 2013 : 228 Total
 - 2014 : 73 Total
 - Multi-Family Residential
 - 2007 : 1 Total
 - 2008 : 1 Total
 - 2009 : 1 Total
 - 2010 : 1 Total
 - 2011 : 1 Total
 - 2012 : 1 Total
 - 2013 : 1 Total
 - 2014 : 1 Total
 - TMZ Fee Zones
 - TMZ Boundary
 - Roads
 - Rivers & Creeks



Scale: 1 inch = 1 mile

EDC
PERMITS BY TIM ZONE

Zone	2007	2008	2009	2010	2011	2012	2013	TOTAL	5 YR AVG % PRMITS
1	18	8	1	2	2	1	1	33	2.30%
2	34	54	23	6	5	4	19	145	10.30%
3	7	2	4	7	1	3	3	27	1.90%
4	61	29	8	3	6	6	13	126	9%
5	29	13	4	5	7	1	6	65	4.60%
6	23	8	5	5	1	2	1	45	3.20%
7	23	7	3	9	3	3	6	54	3.80%
8	245	97	53	39	70	153	243	900	64%
2007 - 61% ZONE 8 - SHOWS INCREASING PERCENTAGE TO 2013 - 84%									
PERMITS 5 YEAR TOTAL								1,395.00	

SOURCE EDC GIS MAPS
MAP 71261

ZONE 8

2007 - 61%

2012 - 88%

2013 - 83%

ONLY 12% OF PERMITS WERE OUTSIDE ZONE 8
ONLY 17% OF PERMITS WERE OUTSIDE ZONE 8

Most Growth in El Dorado Hills

California Public K-12 Graded Enrollment Projections 2015 Series Department of Finance

School District	Year	Kindergarten	1	2	3	4	5	6	7	8	9	10	11	12	Graduates	Total K-8	Total 9-12	Total K-12
EL DORADO	2002-03	1,857	1,952	1,989	2,120	2,052	2,209	2,406	2,411	2,356	2,552	2,444	2,390	2,257	1,950	19,352	9,643	29,995
EL DORADO	2003-04	1,869	1,950	1,984	2,030	2,143	2,062	2,207	2,470	2,451	2,484	2,564	2,365	2,348	1,993	19,156	9,761	28,917
EL DORADO	2004-05	1,931	1,994	1,942	2,041	2,035	2,222	2,118	2,311	2,474	2,657	2,564	2,588	2,387	2,029	19,008	10,196	29,204
EL DORADO	2005-06	1,895	1,996	1,932	2,016	2,108	2,092	2,277	2,193	2,351	2,637	2,678	2,538	2,450	2,169	18,850	10,303	29,153
EL DORADO	2006-07	1,992	1,948	2,052	2,008	2,075	2,166	2,157	2,426	2,260	2,480	2,659	2,634	2,438	2,097	19,104	10,211	29,315
EL DORADO	2007-08	2,094	2,045	2,033	2,153	2,118	2,152	2,247	2,228	2,392	2,377	2,512	2,616	2,570	2,235	19,488	10,075	29,563
EL DORADO	2008-09	2,228	2,111	2,092	2,075	2,210	2,133	2,136	2,278	2,257	2,547	2,390	2,445	2,502	2,245	19,367	9,884	29,251
EL DORADO	2009-10	2,228	2,150	2,219	2,131	2,133	2,293	2,233	2,232	2,315	2,336	2,526	2,328	2,399	2,172	19,934	9,589	29,523
EL DORADO	2010-11	2,419	2,258	2,254	2,296	2,208	2,165	2,295	2,275	2,263	2,275	2,336	2,474	2,267	2,086	20,433	9,455	29,888
EL DORADO	2011-12	2,446	2,210	2,272	2,227	2,298	2,228	2,126	2,256	2,254	2,275	2,347	2,329	2,419	2,297	20,317	9,370	29,687
EL DORADO	2012-13	2,407	2,191	2,235	2,269	2,233	2,302	2,142	2,141	2,280	2,274	2,292	2,309	2,279	2,146	20,200	9,154	29,354
EL DORADO	2013-14	2,120	1,933	1,952	1,953	2,024	1,977	2,050	2,087	2,068	2,279	2,269	2,223	2,301	2,108	18,164	9,072	27,236
EL DORADO	2014-15	2,130	1,772	1,991	2,004	1,972	2,060	2,012	2,029	2,055	2,139	2,252	2,252	2,245	2,108	18,025	8,888	26,913
EL DORADO	2015-16	2,148	1,679	1,767	1,988	2,009	1,975	2,096	2,001	2,015	2,093	2,131	2,235	2,223	2,087	17,678	8,682	26,360
EL DORADO	2016-17	2,164	1,853	1,675	1,765	1,993	2,012	2,010	2,085	1,987	2,052	2,085	2,115	2,207	2,072	17,544	8,459	26,003
EL DORADO	2017-18	2,009	1,866	1,848	1,673	1,770	1,996	2,048	1,999	2,071	2,024	2,044	2,069	2,088	1,660	17,280	8,225	25,505
EL DORADO	2018-19	2,037	1,753	1,861	1,846	1,678	1,773	2,031	2,037	1,985	2,109	2,016	2,029	2,043	1,918	16,991	8,197	25,178
EL DORADO	2019-20	2,152	1,757	1,728	1,859	1,851	1,681	1,804	2,020	2,023	2,022	2,101	2,001	2,003	1,881	16,875	8,127	25,002
EL DORADO	2020-21	2,122	1,856	1,752	1,726	1,864	1,854	1,711	1,794	2,006	2,060	2,014	2,085	1,976	1,855	16,685	8,135	24,820
EL DORADO	2021-22	2,137	1,830	1,851	1,750	1,731	1,867	1,887	1,702	1,782	2,043	2,052	1,999	2,059	1,933	16,537	8,133	24,690
EL DORADO	2022-23	2,150	1,843	1,825	1,849	1,755	1,734	1,900	1,877	1,690	1,815	2,035	2,037	1,974	1,853	16,633	7,861	24,484
EL DORADO	2023-24	2,162	1,854	1,838	1,823	1,854	1,758	1,765	1,890	1,864	1,721	1,808	2,020	2,011	1,888	16,808	7,560	24,368
EL DORADO	2024-25	2,173	1,864	1,849	1,836	1,828	1,857	1,789	1,755	1,877	1,898	1,714	1,794	1,994	1,872	16,828	7,400	24,228



California Department of Education
Data Reporting Office

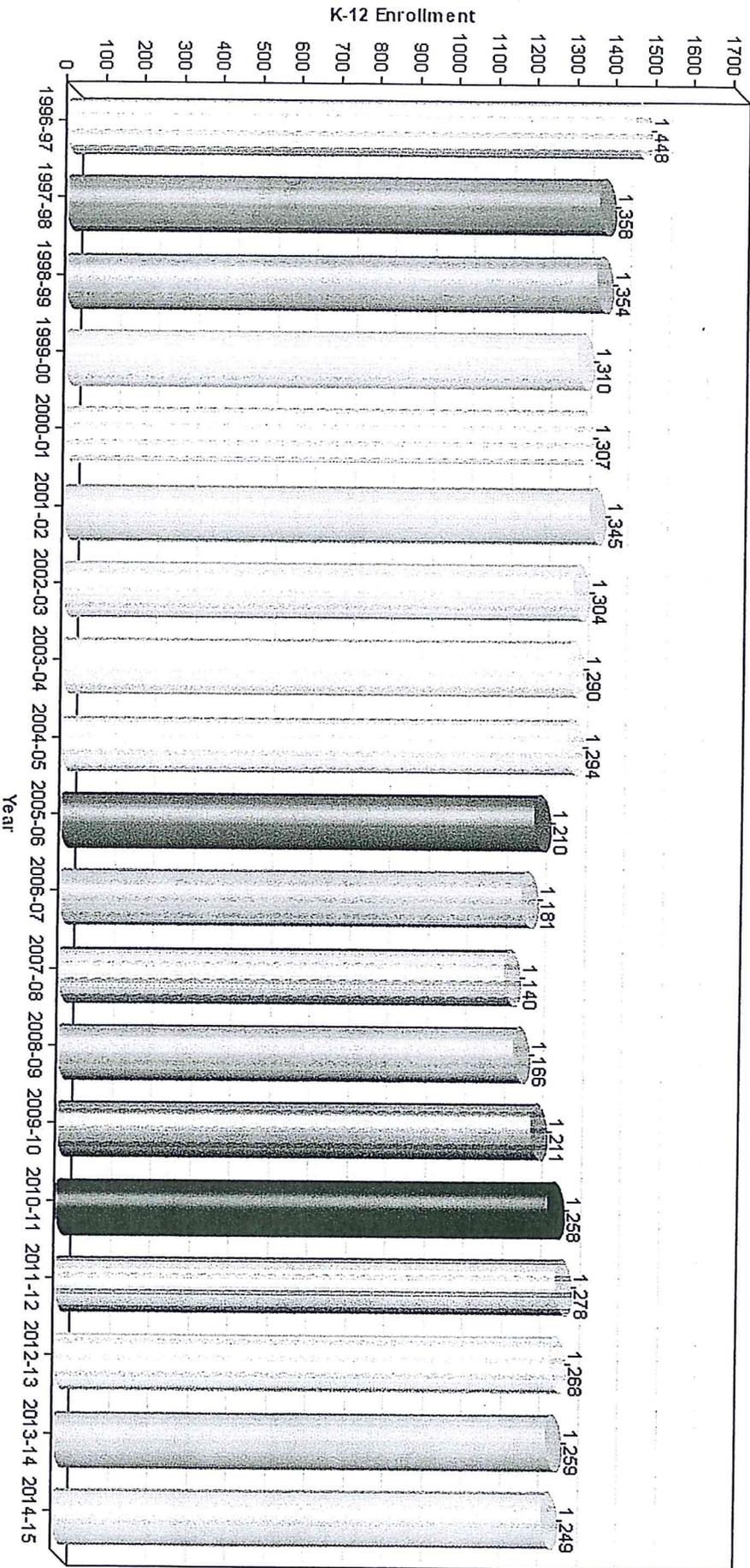
K-12 Public School Enrollment

0961952-Placerville Union Elementary

Declines in enrollment

Select Report Time Series - Public School Enrollment

Select District 0910090--El Dorado County Office of Education



Web Policy



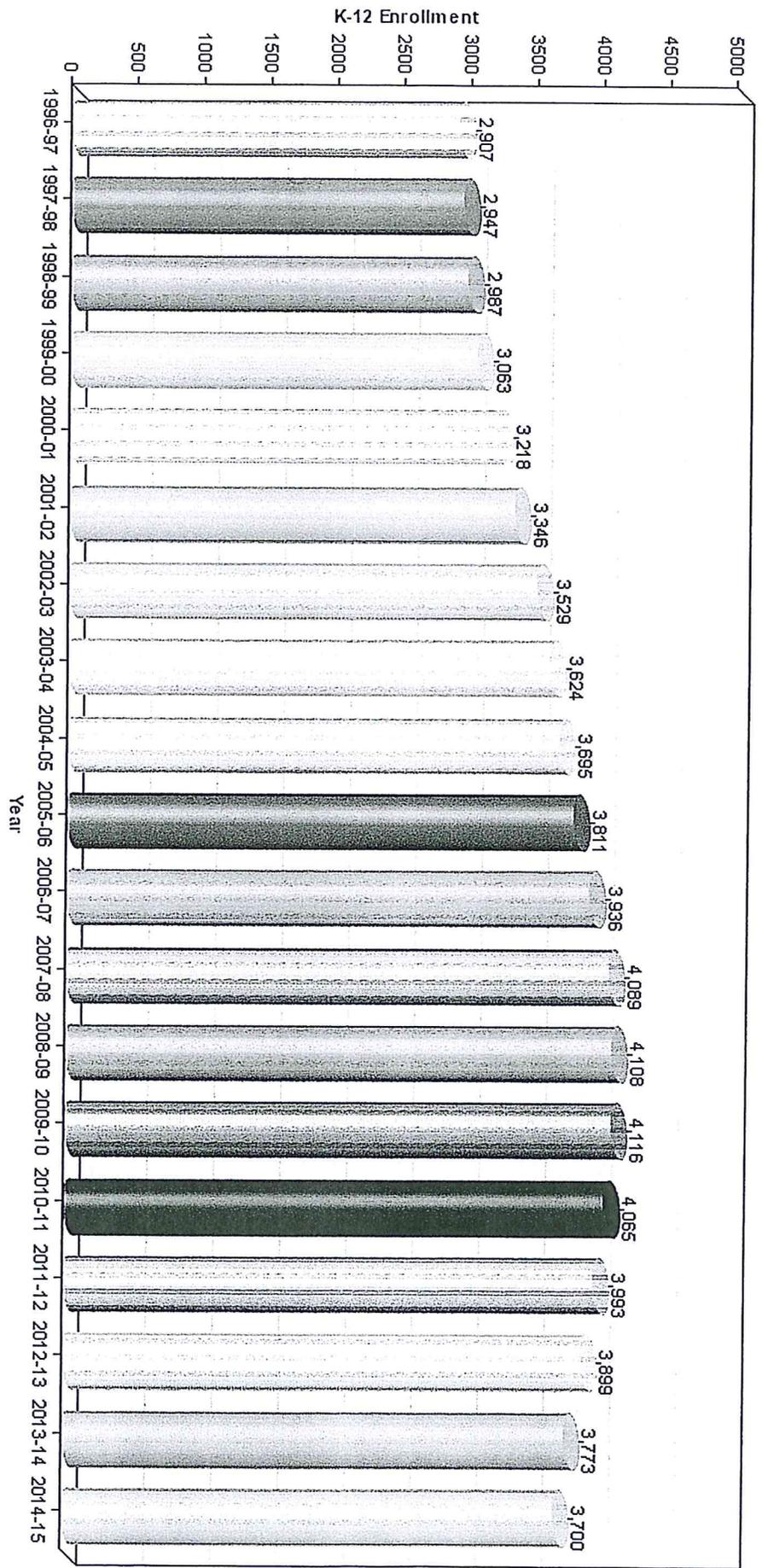
California Department of Education
Data Reporting Office

K-12 Public School Enrollment

0961978-Rescue Union Elementary

Select Report Time Series - Public School Enrollment

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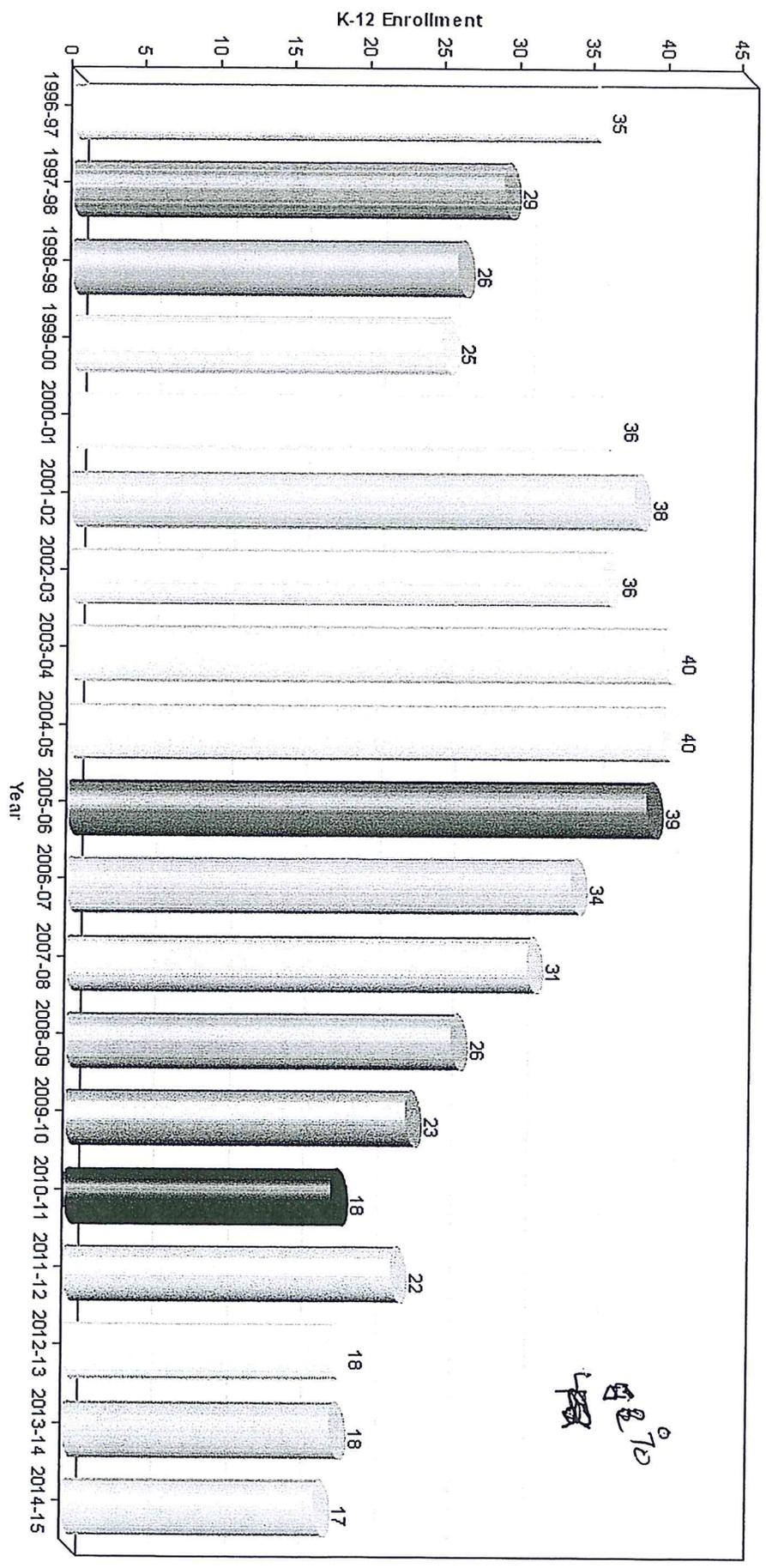
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K-12 Public School Enrollment

0961895-Indian Diggings Elementary

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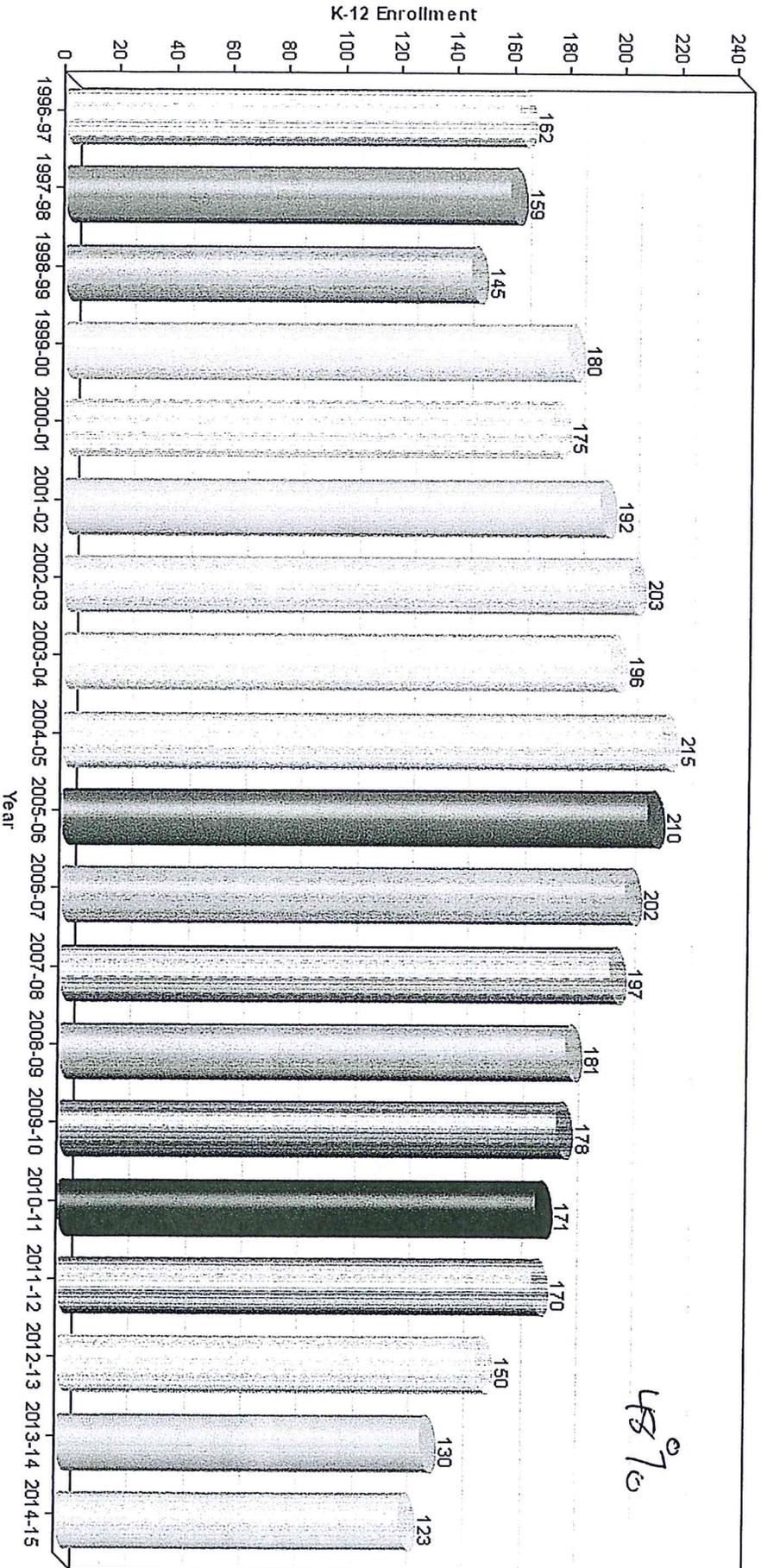
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K-12 Public School Enrollment

0961911-Latrobe

Select Report Time Series - Public School Enrollment

Select District 0910090--El Dorado County Office of Education





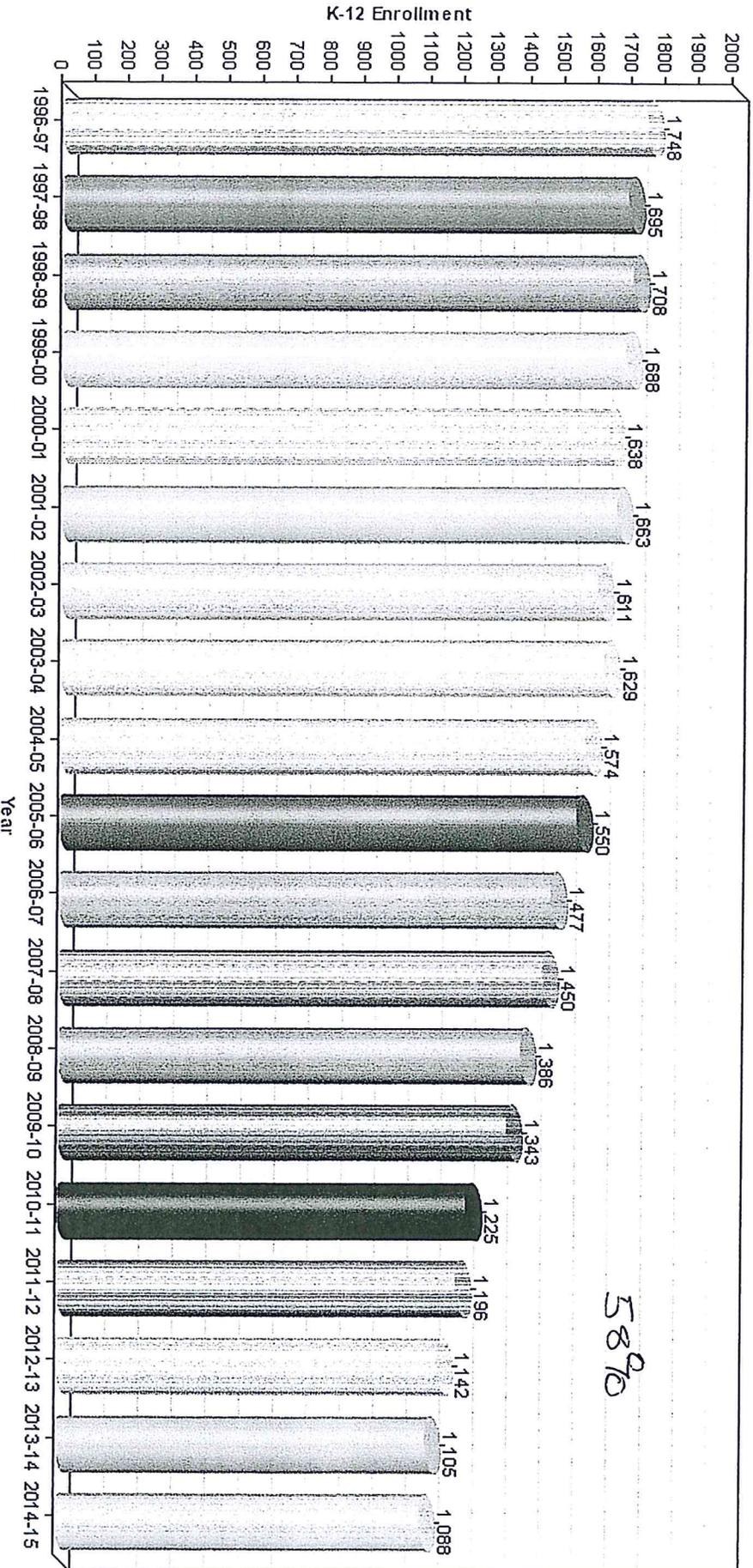
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K-12 Public School Enrollment

0961929-Mother Lode Union Elementary

Select Report: Time Series - Public School Enrollment

Select District: 0910090--El Dorado County Office of Education



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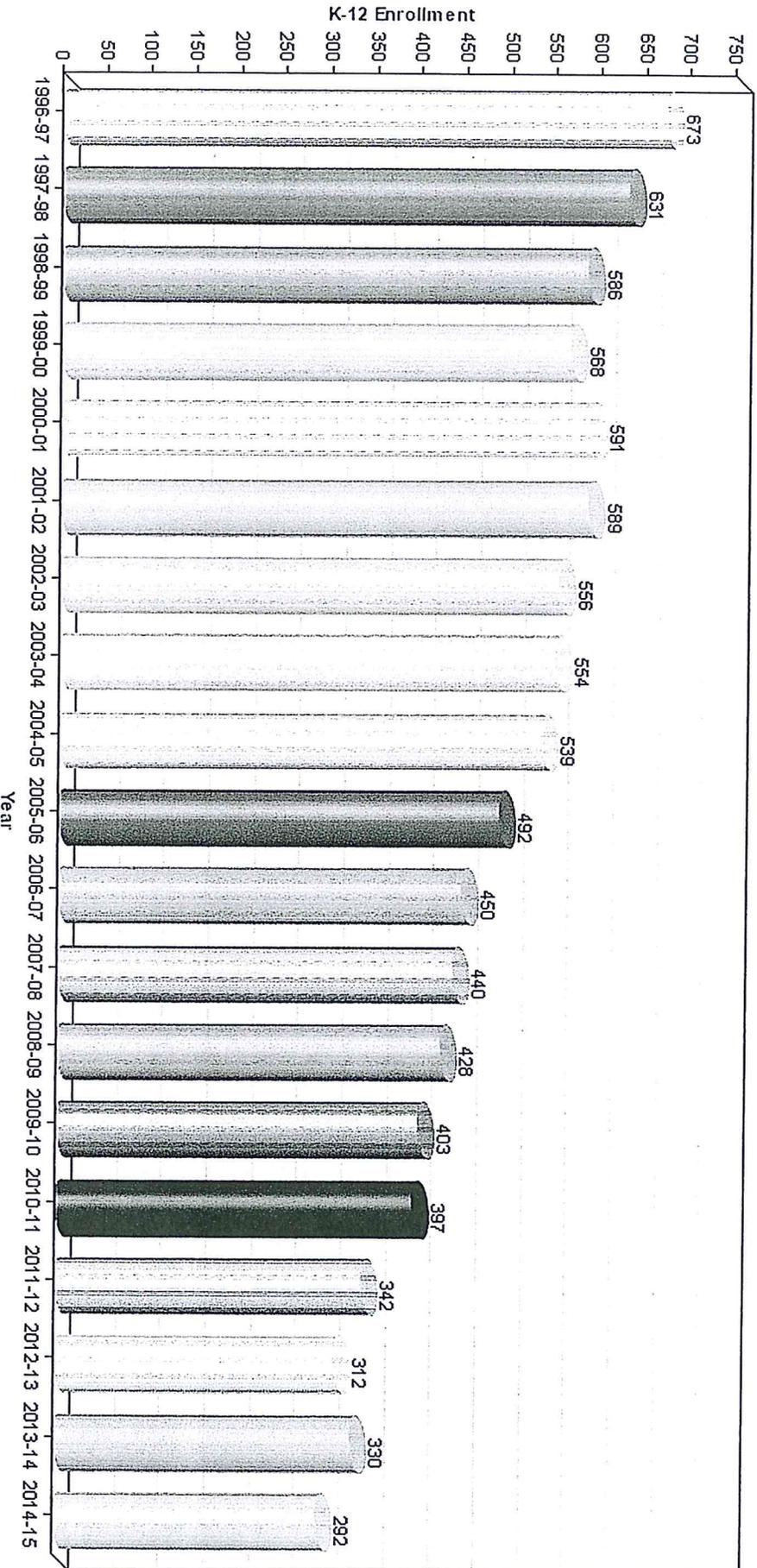
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Data Reporting Office

K-12 Public School Enrollment

0961945-Pioneer Union Elementary

Select Report Time Series - Public School Enrollment

Select District 0910090--EI Dorado County Office of Education



Web Policy



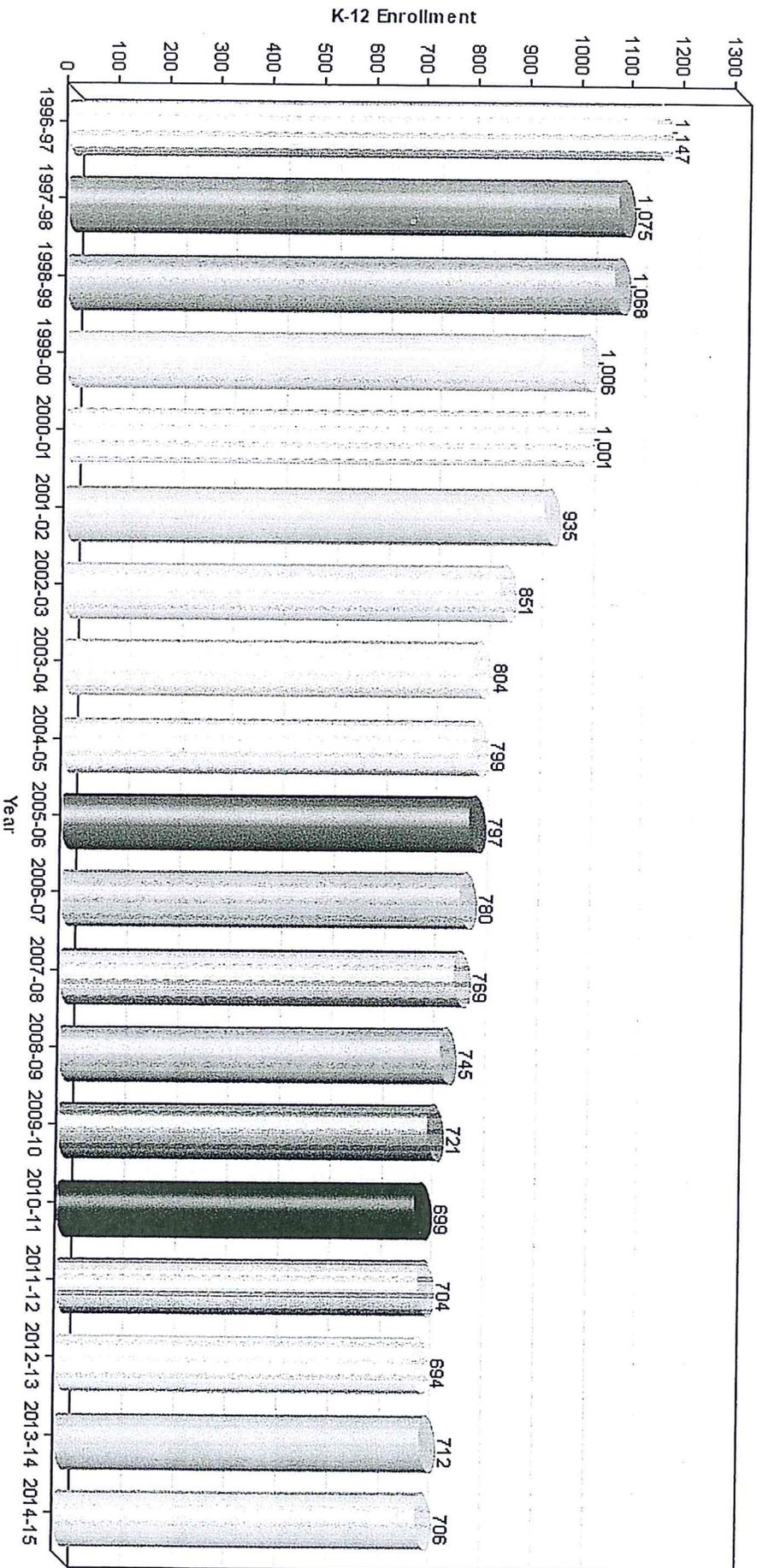
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K-12 Public School Enrollment

0961960-Pollock Pines Elementary

Select Report Time Series - Public School Enrollment

Select District 0910090--EI Dorado County Office of Education



Web Policy



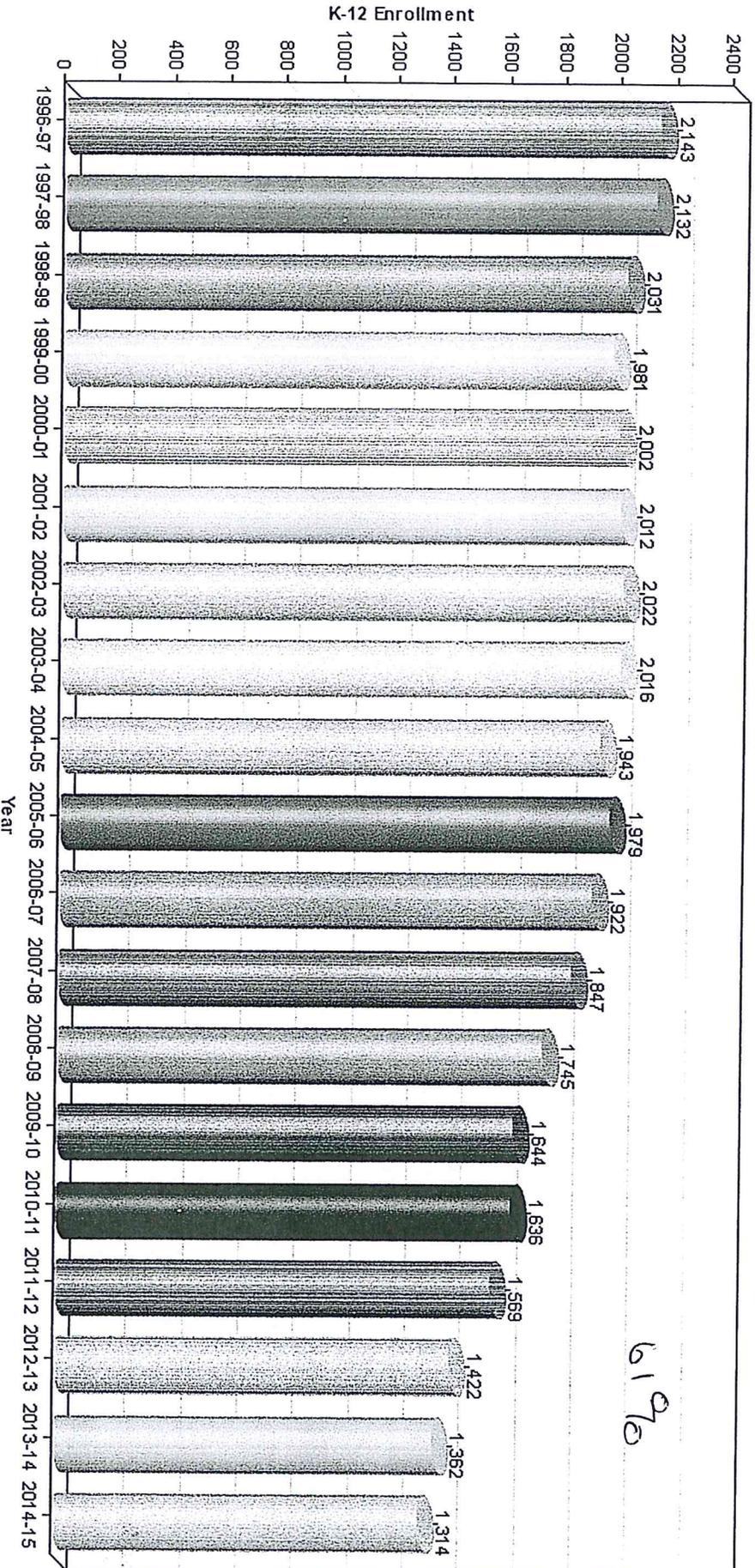
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Data Reporting Office

K-12 Public School Enrollment

0973783-Black Oak Mine Unified

Select Report: Time Series - Public School Enrollment

Select District: 0910090--El Dorado County Office of Education



6190



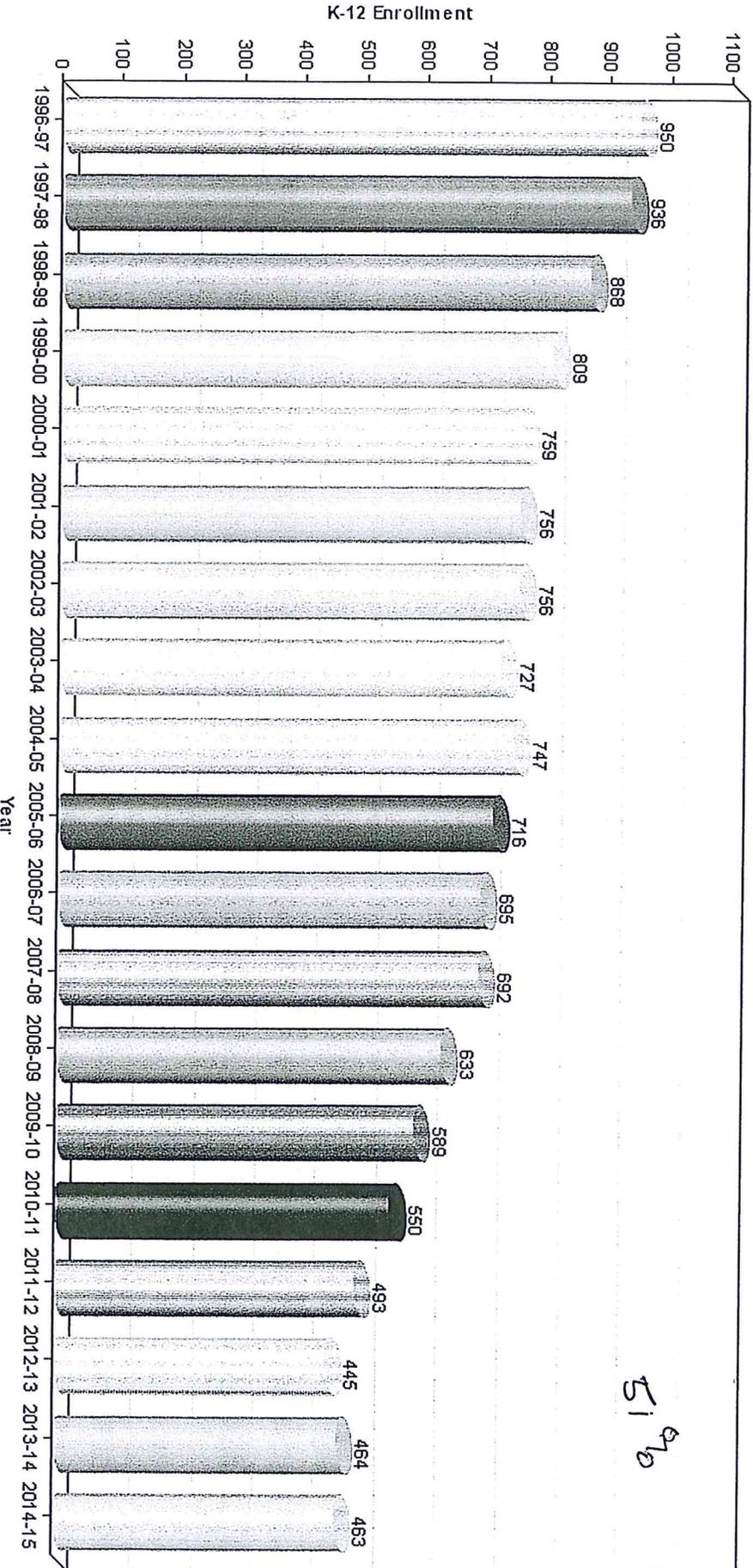
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K-12 Public School Enrollment

0961879-Gold Oak Union Elementary

Select Report Time Series - Public School Enrollment

Select District 0961879--Gold Oak Union Elementary



51%



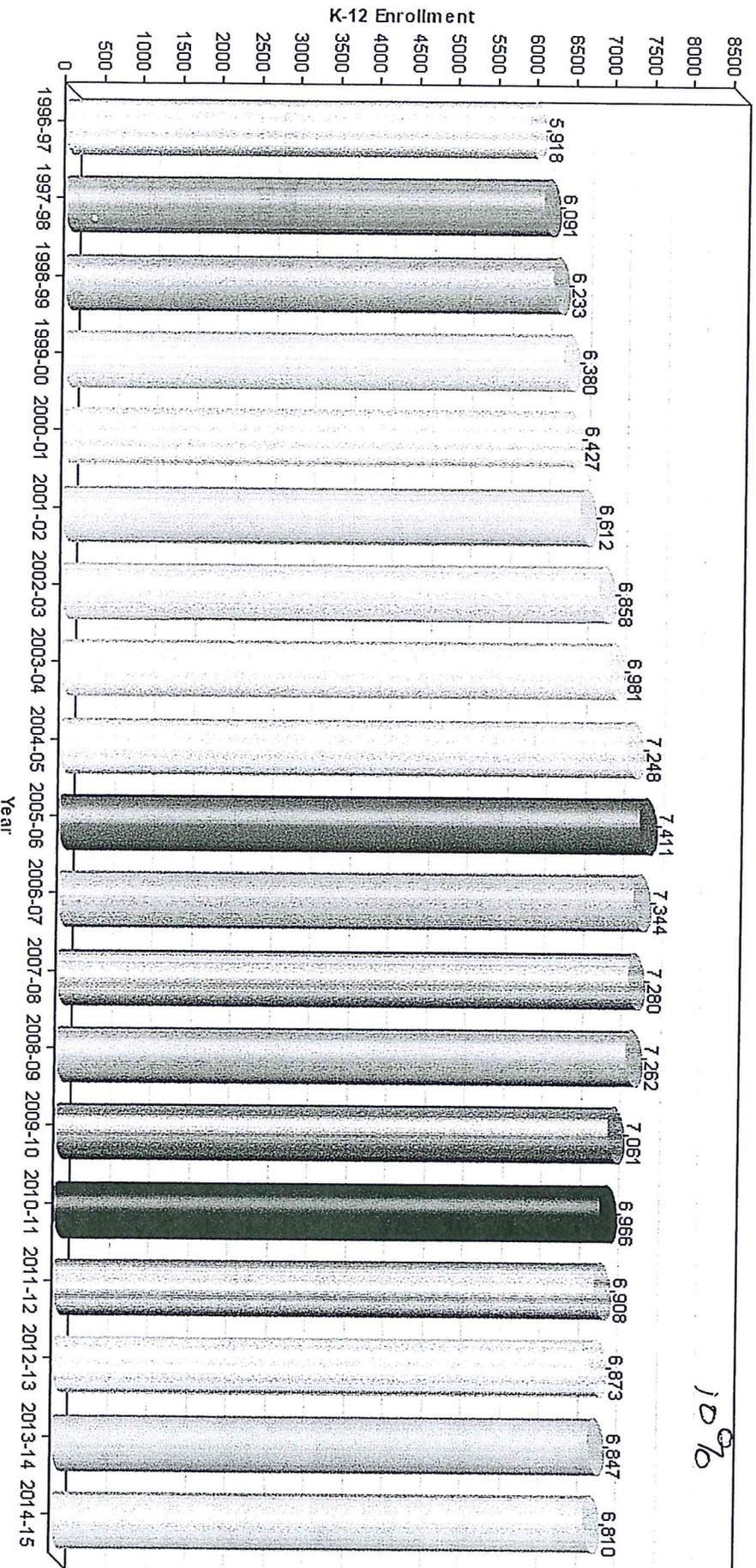
California Department of Education
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K-12 Public School Enrollment

0961853-EI Dorado Union High

Select Report Time Series - Public School Enrollment

Select District 0910090--EI Dorado County Office of Education



Web Policy



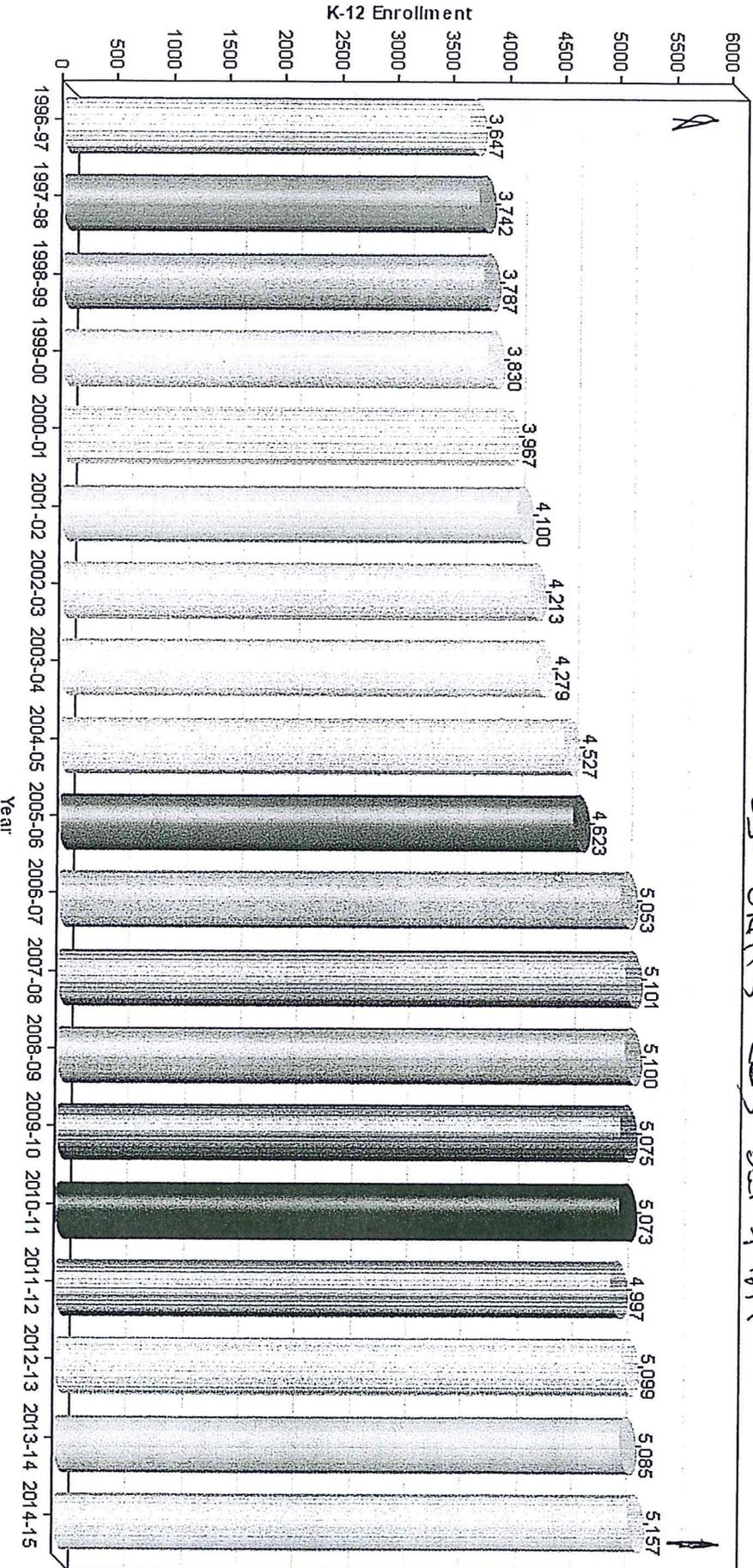
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Data Reporting Office

K-12 Public School Enrollment

0961838-Buckeye Union Elementary

Select Report Time Series - Public School Enrollment

Select District 0910090--El Dorado County Office of Education



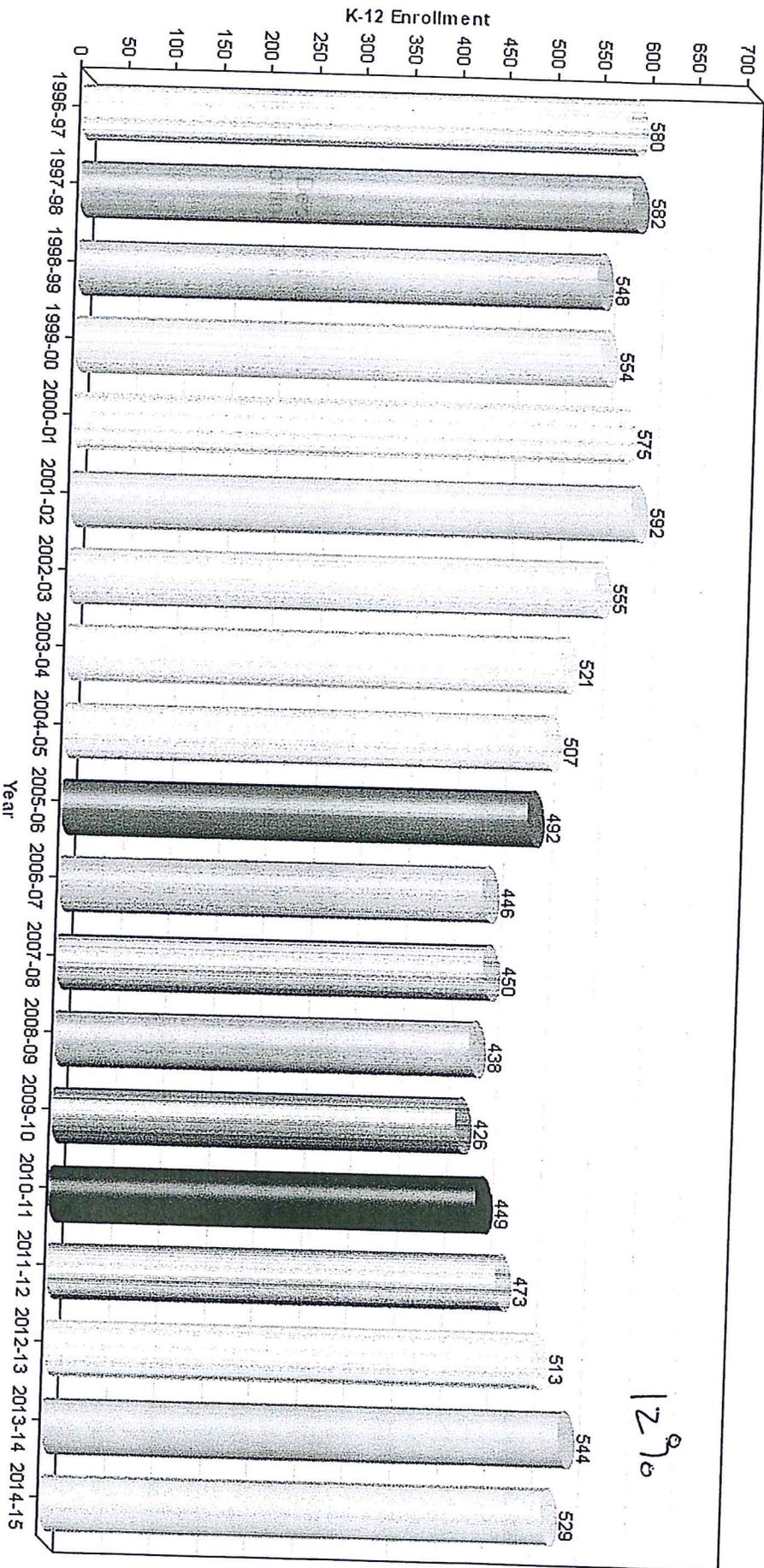


K-12 Public School Enrollment

0961846-Camino Union Elementary

Select Report Time Series - Public School Enrollment

Select District 0910090--El Dorado County Office of Education



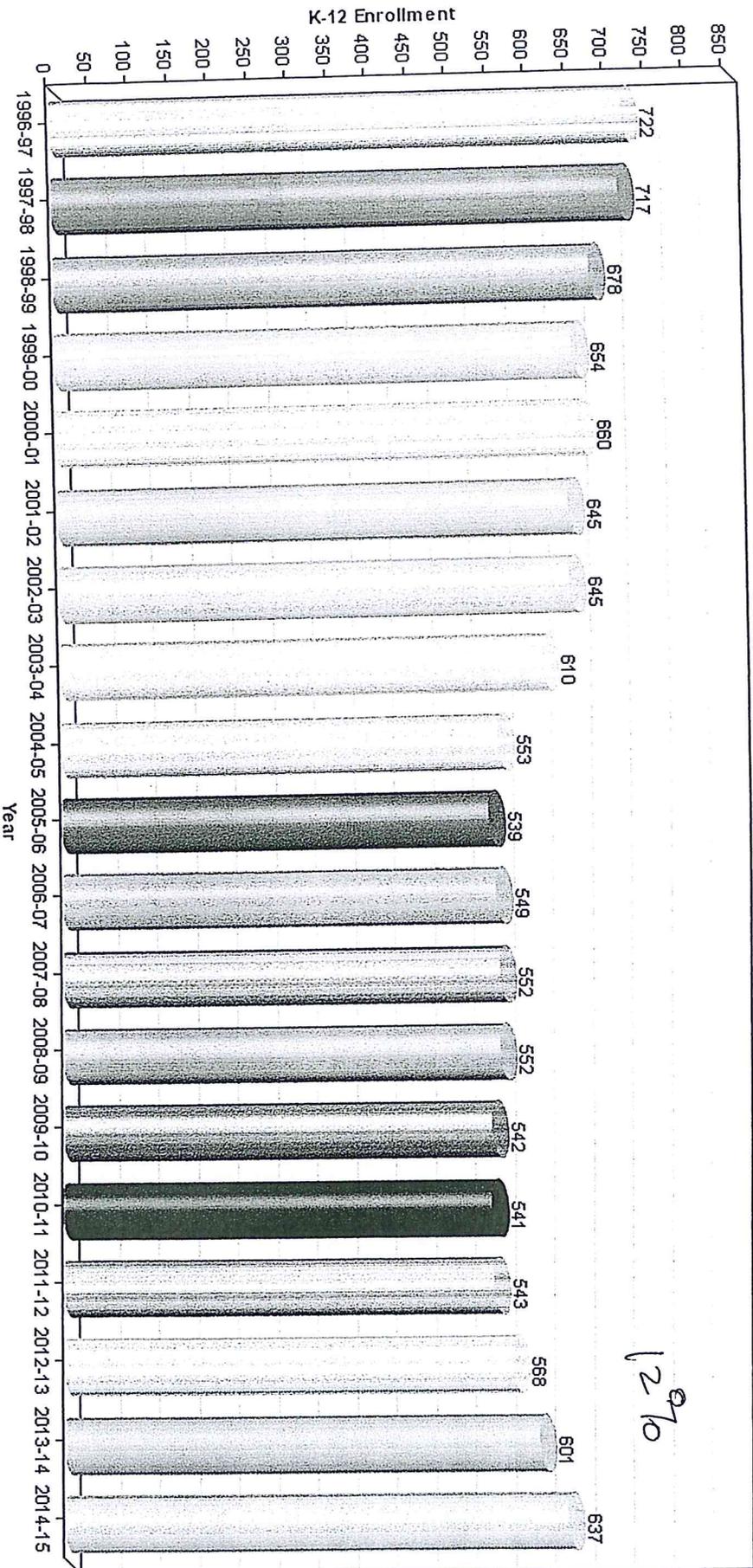
1270

K-12 Public School Enrollment

0961887-Gold Trail Union Elementary

Select Report Time Series - Public School Enrollment

Select District 0961887--Gold Trail Union Elementary



El Dorado County

Child Care Supply Data

AGE & TYPE ¹⁰	LICENSED CHILD CARE CENTERS			LICENSED FAMILY CHILD CARE HOMES		
	2012	2014	CHANGE	2012	2014	CHANGE
Total number of slots	3,137	3,073	-2%	1,302	988	-24%
Under 2	471	485	3%			
2-5 years	2,545	2,507	-1%			
6 years and older	121	81	-33%			
Total number of sites	65	62	-5%	125	94	-25%

25%*

* This estimate is based on the 4,061 licensed slots in El Dorado and does not include license-exempt programs.

Child Care sites

SCHEDULE & COST ¹⁰	LICENSED CHILD CARE CENTERS	LICENSED FAMILY CHILD CARE HOMES
Full-time and part-time slots ¹¹	89%	80%
Only full-time slots	<1%	5%
Only part-time slots	11%	15%
Sites offering evening, weekend or overnight care	8%	26%
Full-time infant care ¹²	\$13,423	\$8,818
Full-time preschool care ¹³	\$9,473	\$8,293

42%

CHILD CARE REQUESTS ¹³			
AGE	REQUESTS	SCHEDULE	REQUESTS
Under 2	47%	Full-time	68%
2-5 years	43%	Part-time	32%
6 years and older	10%		

MAJOR REASONS FAMILIES SEEK CHILD CARE⁷

73%

14%

8%

LANGUAGES SPOKEN AT HOME ¹⁴	
English	84%
Spanish	11%
Asian/Pacific Island Languages	2%
Another Language	3%

LANGUAGES SPOKEN BY PROVIDER ¹⁵	
CENTERS WITH AT LEAST ONE STAFF SPEAKING THE FOLLOWING LANGUAGES ⁷	
English 100%, Spanish 25%, Other 10%	
FAMILY CHILD CARE PROVIDERS SPEAKING THE FOLLOWING LANGUAGES ⁷	
English 100%, Spanish 7%, Other 7%	

1. U.S. Census and CA DOF population projections 2012 and 2014.
2. ACS 2012 and 2014 1-year estimates.
3. Network calculation based on ACS 2014 1-year estimate.
4. ACS 2012 and 2014 1-year estimates.
5. CA Dept. of Education (EESD) and CA Dept. of Social Services, October 2014.
6. Median cost of a 2-bedroom (HUD 2014) and mean child care rates (RMR 2012).
7. CA Depart. of Industrial Relations (Statewide minimum wage. Regional minimum wage may vary).
8. Based on 70% of state median income for a family of 3.
9. ACS 2014 1-year estimate.
10. Child Care R&R Databases January 2012 and 2014
11. Full-time is defined as 30 or more hours per week; part-time is less than 30 hours per week.
12. Mean child care cost. Child Care Regional Market Rate Survey 2014.
13. Child Care Referral Requests April/May/June 2014.
14. ACS 2014 1-year estimate.
15. Percentages may exceed 100% when multiple options are chosen.
16. Total licensed slots divided by number of children with parents in the labor force
17. Does not include providers accepting vouchers or FCCH.

* For smaller counties, ACS 5-year estimates for 2011 and 2013 were used.

For more information about child care in EL DORADO:

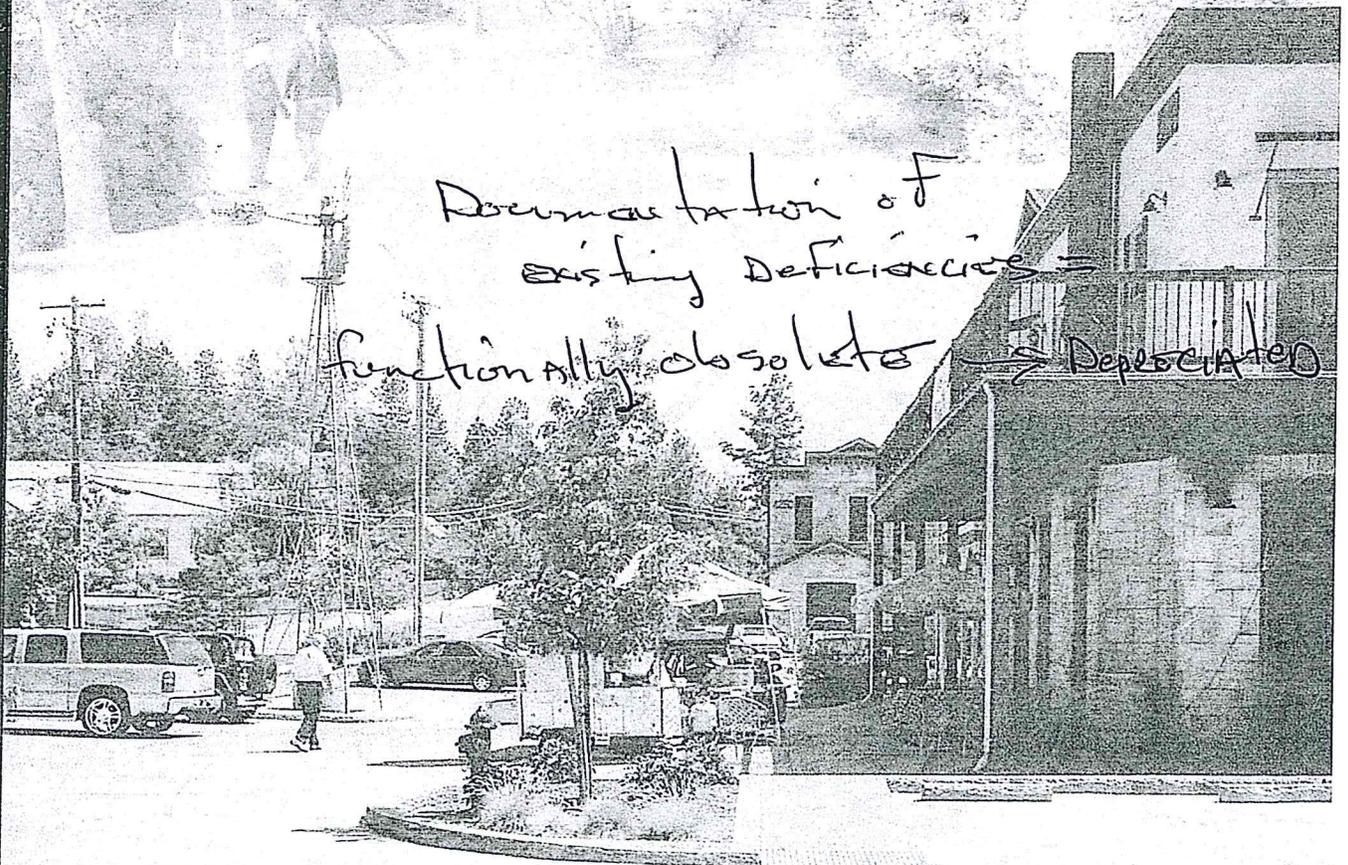
Choices for Children, South Lake Tahoe
530-541-5848
www.choices4children-eldorado.org

FEBRUARY 28, 2014

DIAMOND SPRINGS AND EL DORADO AREA MOBILITY AND LIVABLE COMMUNITY PLAN



EL DORADO COUNTY
TRANSPORTATION COMMISSION



MADE POSSIBLE BY A CALIFORNIA DEPARTMENT OF TRANSPORTATION

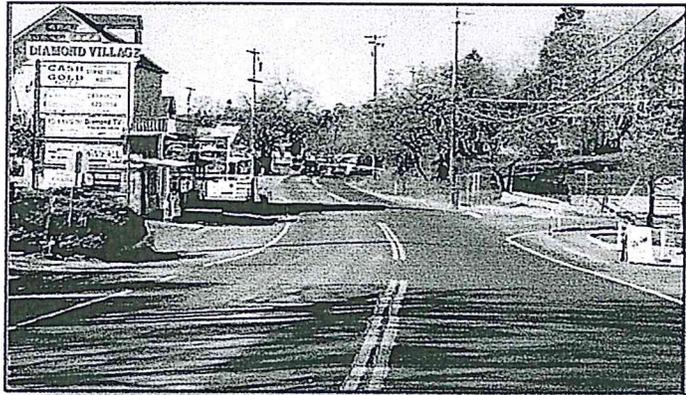
Major Arterials

Locations
AT F 2013

Missouri Flat Road – Beginning at the intersection of Missouri Flat Road and Pleasant Valley Road, Missouri Flat Road runs north through the center of Diamond Springs before turning northwest towards US 50 where it forms the eastern portion of the project’s study limits and conveys traffic from Pleasant Valley Road to US 50. The portion of the roadway from US 50 to Golden Center Drive, is a four-lane roadway with a combination of divided medians and two-way left turn lanes. It serves large commercial and retail centers and experiences significant traffic congestion in the AM and PM peak hours. Multiple stakeholders commented on the accessibility issues on this segment of Missouri Flat Road, both from the commercial and retail centers and connecting streets like Mother Lode which connects at a signalized intersection. The southern half of Missouri Flat Road, from Golden Center Drive to Pleasant Valley Road, is a two-lane roadway with a continuous two-way left turn lane. It services smaller commercial and retail businesses but has a notable lack of pedestrian amenities. There were numerous comments from stakeholders and the public about unsafe traffic conditions at the intersection of Missouri Flat Road and Enterprise Drive.

Minor Arterials

Pleasant Valley Road – Pleasant Valley Road is the key connection between El Dorado and Diamond Springs and is designated as SR 49 from its intersection with the southern leg of SR 49 to Fowler Lane/Diamond (SR 49 N). It is a two-lane road with modest shoulders, open channel drainage facilities on both sides of the street, and a significant amount of overhead utilities. It serves as one of the primary routes to Union Mine High School and experiences a significant amount of congestion at the beginning and ending of the school day when school is in session. It is also an important route to and from Amador County and the regional wine industry in south El Dorado County and Amador County.



Pleasant Valley Road

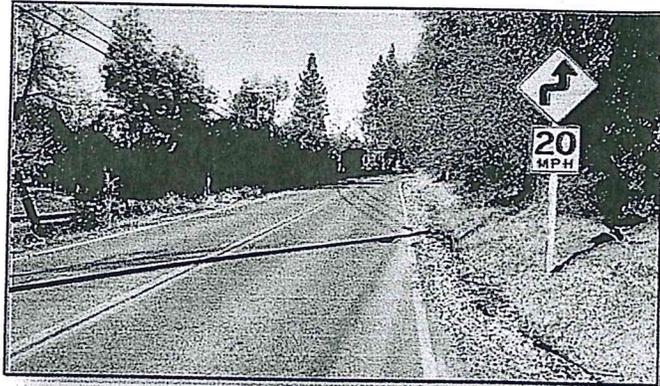
Mother Lode Drive – Mother Lode Drive is the historical alignment of US 50 and was built in the 1930’s as a bypass to Forni Road. As a result it is uncharacteristically direct and wide relative to other roads in the region. Locals use it for parallel capacity to US 50 and as a bypass of Missouri Flat Road during AM and PM peak traffic hours. The direct nature of the roadway comes at the expense of the road’s topography and it has significant changes in elevation within the study’s limits and substantial cut and fill conditions in certain sections.

El Dorado Road – El Dorado Road provides alternate access to US 50, but its curvy alignment and lack of development make it an infrequently used route. It has a lower posted speed limit than Missouri Flat Road in large part because of the number of tight turns and blind corners. It has very narrow (if any) shoulders

for much of its length in the study area, and is constrained on either side of the roadway by existing topographic features.

Collector Roadways

Forni Road – Forni Road was the original designation of US 50 before the Mother Lode bypass was built in the 1930's. The bypass was built specifically because of Forni's tight curves, narrow width and substantial cut and fill conditions which still exist today. Local residents use Forni Road today as a bypass of Missouri Flat Road, and commented that the curves in the road act as a traffic calming measure. As a result, Forni road is the preferred collector road for some residents on Lindberg and Blanchard Avenue who like to avoid merging with high speed traffic on Mother Lode Drive.



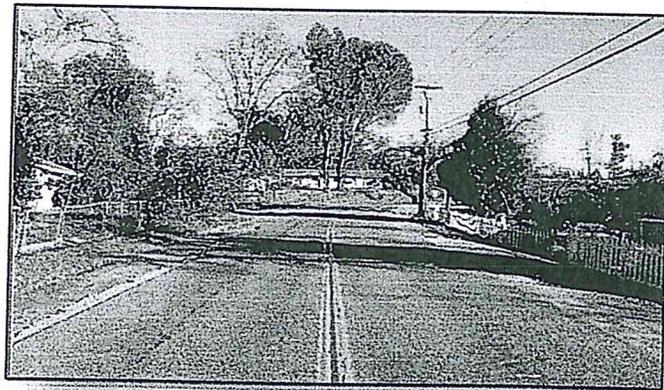
Forni Road

Enterprise Drive – Enterprise Drive provides a direct east-west connection from Forni Road to Missouri Flat Road. It serves a concentrated industrial and commercial area in the region, and by means of Commerce Way provides a link to the El Dorado County Transit Authority. It has no striped shoulders, but is a relatively direct and comfortable connection for local traffic.

Patterson Drive – Patterson Drive is a significant collector street providing the Deer Park area of Diamond Springs access to Pleasant Valley Road and SR 49. It has relatively wide and well striped travel lanes and modest shoulders. Most intersections have stop signs on the side streets making it a convenient and efficient route for residents.

Local Roadways

Lindberg Avenue – Lindberg Avenue is the northernmost of two local roadways that provide an east-west connection for the residential developments between Mother Lode Drive and Forni Road. It has relatively narrow travel lanes, no shoulders, and multiple residential units with direct access to the street.



Lindberg Avenue

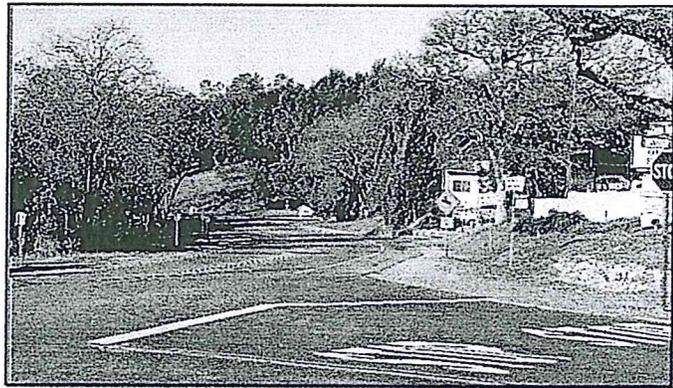
Blanchard Avenue – Blanchard Avenue is the southernmost local roadway that provides an east-west connection between Mother Lode Drive and Forni Road. It has similar roadway characteristics as Lindberg Avenue (i.e. narrow lanes and no shoulders), but has fewer residential units with direct access to it in some part because of a large hill on the western end of the road.

Additional Roadway Conditions

In addition to the roadway improvement described above, a handful of isolated issues were brought forward by the stakeholders.

Forni Road Intersection with Pleasant Valley Road / SR 49 – A number of stakeholders expressed concerns about the intersection of Forni Road as it connects to Pleasant Valley Road / SR 49. There are two major issues with the intersection. The first is the severe skew of the northern leg as it comes into the highway which makes turning left difficult and causes drivers to have to look over their left shoulder to see oncoming westbound traffic. Additionally, there is anecdotal evidence that drivers are cutting through the Big Horn Gun Shop parking lot to access the highway. Additional studies are needed by the El Dorado County Community Development Agency (CDA) and Caltrans to determine if more traffic control at the intersection would alleviate the problems or if a realignment of the intersection is necessary.

Green Valley Road and Campus Drive Intersection – Safety concerns have been voiced about the intersection near the entrance to Indian Creek Elementary School, El Dorado County Office of Education and the Community College. This intersection will require an additional study by the El Dorado County CDA to evaluate which design features and safety measures need to be addressed and was not analyzed as part of the Community Transportation Plan.



Green Valley Road and Campus Drive

Sidewalks near Herbert Green Middle School – A number of stakeholders addressed the need for additional sidewalks along Golden Center Drive and Forni Road near Herbert Green Middle School. This is a known issue that the El Dorado County staff has actively been seeking funding for. The goals of safer routes to school are supported by the Community Transportation Plan and should be included as funding allows with other improvements for sidewalk gap closures on the northern part of Missouri Flat Road.

Connectivity of Industrial Drive – Like many of the roadways in the project area, Industrial Drive that intersects with the Missouri Flat Road from the west is a dead end street and operates as a long cul-de-sac. It was recommended by a stakeholder that a connection to Enterprise Drive or Merchandise Way to

**TABLE 4-2:
ROADWAY LEVEL OF SERVICE STANDARDS**

Facility Type	Maximum Peak Hour Volume ¹				
	LOS A	LOS B	LOS C	LOS D	LOS E
Minor 2-Lane Highway	90	200	680	1,410	1,740
Major 2-Lane Highway	120	290	790	1,600	2,050
4-Lane, Multilane Highway	1,070	1,760	2,530	3,280	3,650
2-Lane Arterial	-	-	970	1,760	1,870
4-Lane Arterial, Undivided	-	-	1,750	2,740	2,890
4-Lane Arterial, Divided	-	-	1,920	3,540	3,740
6-Lane Arterial, Divided	-	-	2,710	5,320	5,600
8-Lane Arterial, Divided	-	-	3,720	7,110	7,470

Notes: ¹ Thresholds apply to arterial roadways with moderate access control.
Source: 2004 El Dorado County General Plan.

Existing Conditions

Intersections

The results of the traffic analysis at existing intersections are shown in Table 4-4. All study intersections operate acceptably at LOS D or better during the AM and PM peak hours, which exceeds the goal of LOS E in the 2004 El Dorado General Plan.

*Conflict
w/ page 46*

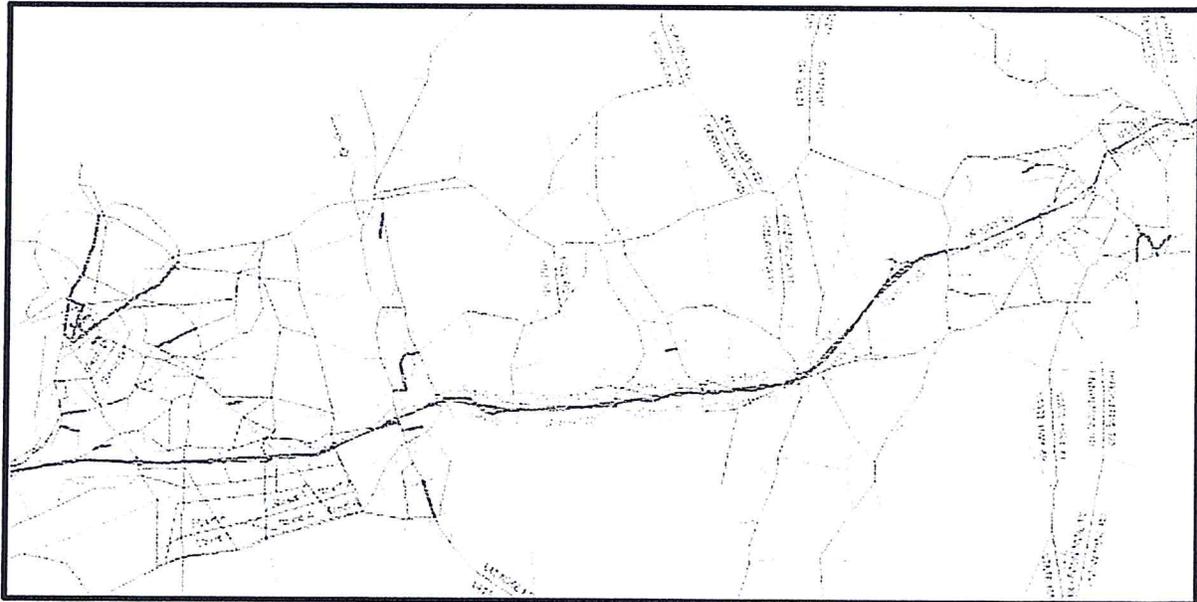
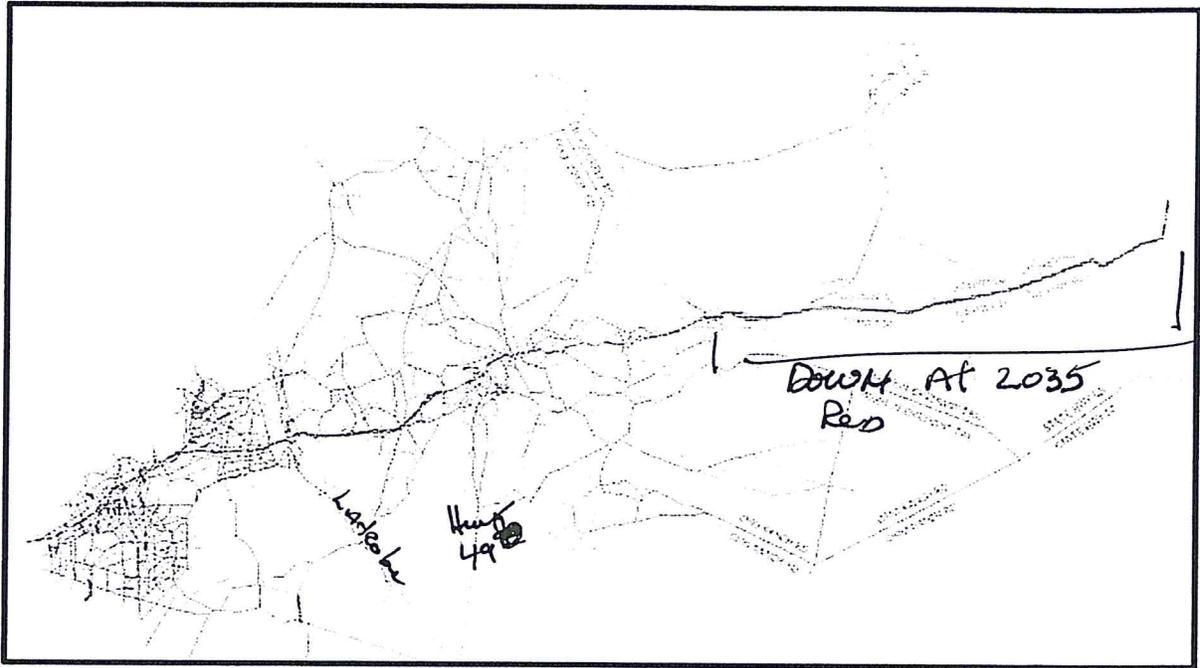
**TABLE 4-5:
PM PEAK HOUR ROADWAY SEGMENT OPERATIONS – EXISTING CONDITIONS**

Roadway	Location	Roadway Classification ¹	Number of Lanes	Weekday PM Peak Hour Traffic Volume ¹	LOS	V/C Ratio ²
Missouri Flat Road	Mother Lode Drive to Forni Road	Arterial - Divided	4	3,010	D	0.80
	Forni Road to Golden Center Drive	Arterial - Divided	4	1,990	D	0.53
	Golden Center Drive to China Garden Road	Arterial	2	2,030	F	1.09
	China Garden Road to Pleasant Valley Road	Arterial	2	1,480	D	0.79
Golden Chain Highway (SR 49)	South of Union Mine Road	Arterial	2	490	C	0.26
Pleasant Valley Road (SR 49)	El Dorado Road to SR 49	Major Highway	2	880	D	0.43
	Forni Road to El Dorado Street	Arterial	2	780	C	0.42
	Patterson Drive to Commerce Way	Arterial	2	1,020	D	0.55
	China Garden Road to Diamond Meadows Way	Arterial	2	1,560	D	0.83
	West of Diamond Road (SR 49)	Major Highway	2	1,470	D	0.72
Diamond Road (SR 49)	North of Pleasant Valley Road	Minor Highway	2	570	C	0.33
Forni Road	North of Pleasant Valley Road	Minor Highway	2	290	C	0.17
Commerce Way	North of Pleasant Valley Road	Minor Highway	2	150	B	0.09
El Dorado Road	SR 49 to Mother Lode Drive	Minor Highway	2	210	C	0.12
	Mother Lode Drive to US 50	Minor Highway	2	450	C	0.26
Mother Lode Road	West of Missouri Flat Road	Major Highway	2	350	C	0.17

Note:

1. Traffic volumes are rounded to the nearest 10.
2. V/C Ratio = volume to capacity ratio

Source: Fehr & Peers; 2013



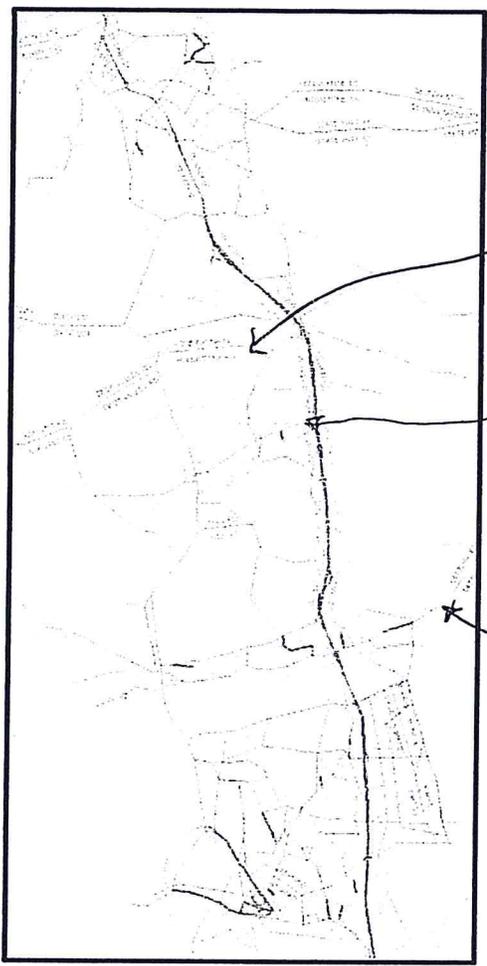
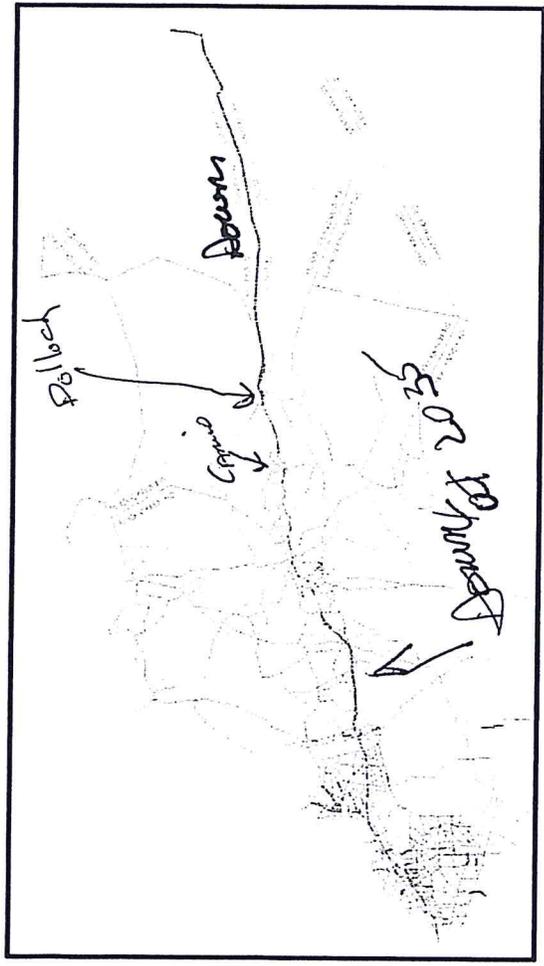
Red is Down at 2035

Please
Provide
Accurate
M&P

RED Representations
AT 2035
Remained trips 0100

Source: Kittelson & Associates

TABLE
→



Model
Document - Hwy 50 at 2035 shows locations w/
Numerous declines in trips

TRANSPORTATION ENGINEERING / PLANNING
428 J Street, Suite 500, Sacramento, CA 95814 916.266.2190 916.266.2195

2035 - Decline in 50 trips

May 22, 2013

Contract #: 11.53166
TO-2

El Dorado County Community Development Agency Transportation Division

Jim Damkowitz, Kittelson & Associates Inc.

El Dorado County DOT Engineering On-Call

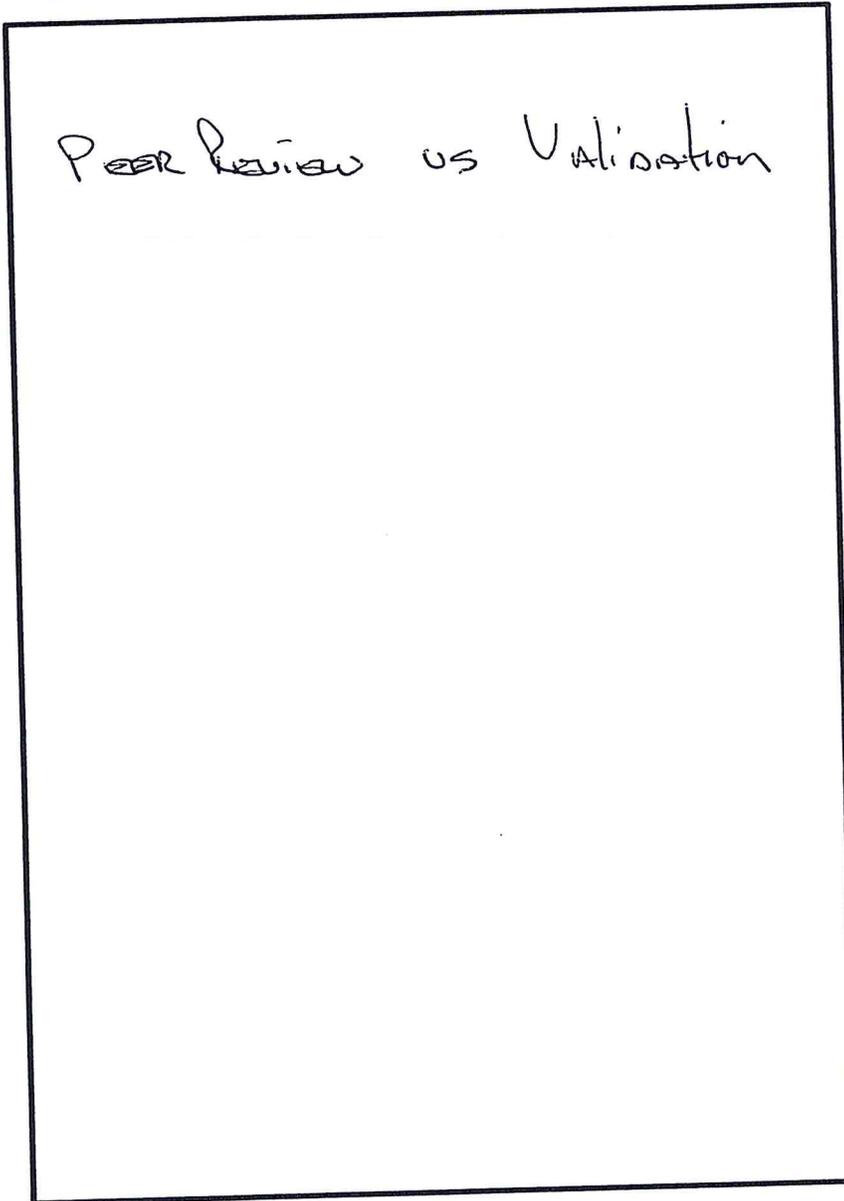
El Dorado County DOT Travel Model Development Peer Review

1. REQUEST FOR INFORMATION

Per the request of the El Dorado County Community Development Agency Transportation Division (Division), Kittelson & Associates has performed a peer review of the draft El Dorado County Travel Model Development and supporting documentation (Kimley-Horn and Associates, April 15, 2013). The Division recognizes the need for accurate and defensible travel demand forecasting capabilities to predict changes in travel patterns and measure the utilization of the transportation system in response to changes in regional development, demographics, and transportation supply. The update to the Division's Travel Demand Model (TDM) will provide the Division the capability to generate technical information pertinent to the understanding of travel behavior and transportation network performance within the county. This information is critical to the development, updating and monitoring of the county's transportation Capital Improvement Program (CIP), update of the Traffic Impact Mitigation (TIM) Fee program, analysis of specific transportation projects and programs, development of transportation strategies and policies, and monitoring environmental factors such as air quality and climate change.

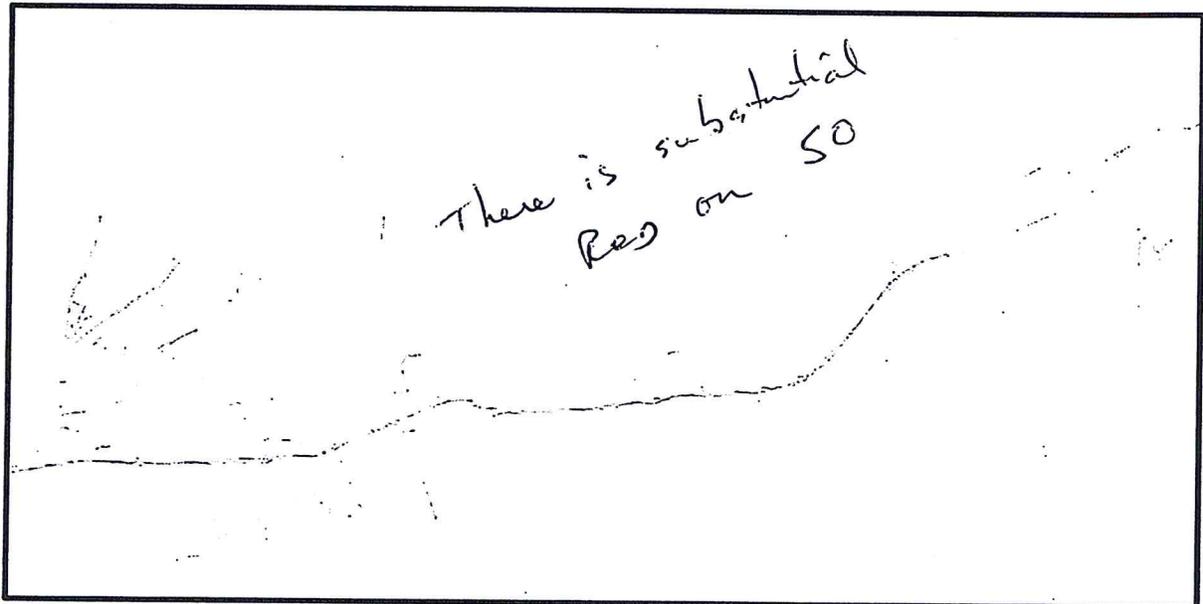
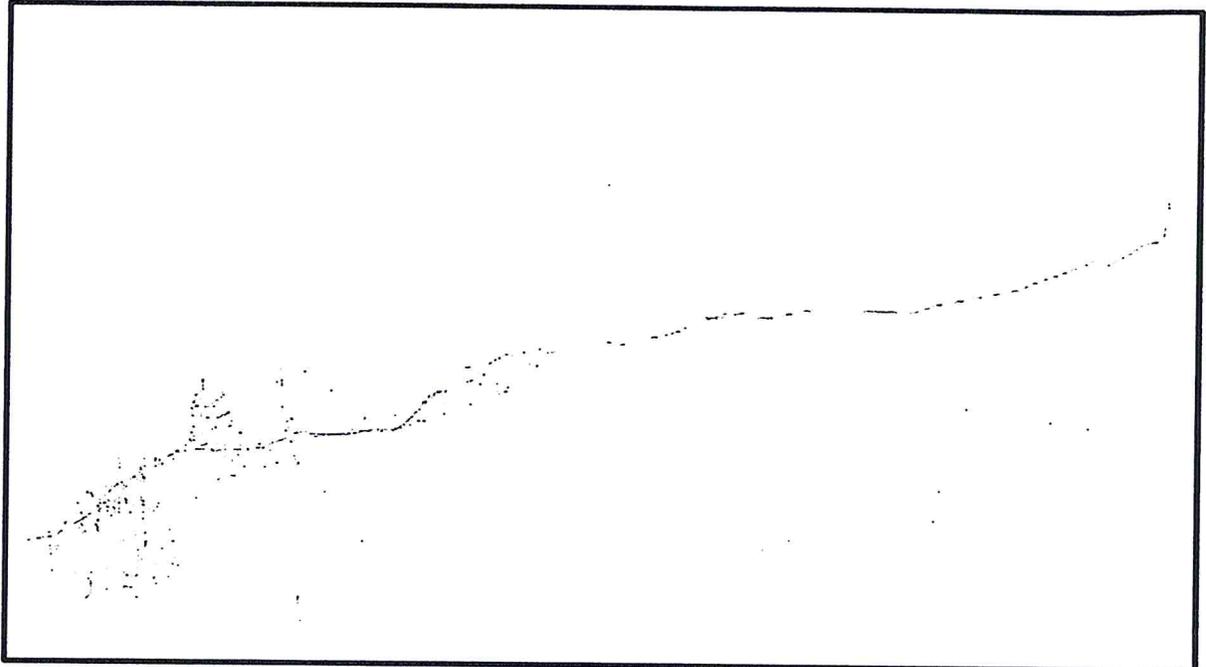
The following model checks were performed.

- Land Use Summary Check – Countywide and by traffic analysis zone (TAZ): Baseline to General Plan (GP) out year trend;
- External traffic growth assumption check;
- Trip Purpose and Trip Generation check (productions and attractions);
- Verify person trip vs. vehicle trip Origin-Destination (OD) matrix;
- 5-D Application assessment;
- Zone connector checks and volume plot to identify if any connectors are carrying zero volume;
- Identify network improvements and check/verify network coding conventions – check against County's CIP list;



8. BASELINE VS. OUT-YEAR VOLUME CHECK

- A number of roadways show negative growth between 2010 and 2035. These include various portions of US 50. Although there can be logical explanations for roadways showing less volume in the future than present i.e., new businesses come in that allure customers from existing businesses etc. – to see this on the major freeway connection is a potential red flag and requires further explanation. See volume difference plots – links shown in red have at least 100 fewer trips under future conditions relative to baseline.



Bridges

Table 6: Bridge Replacement & Rehabilitation Projects

River	Crossing	Cost
Indian Creek	Green Valley Rd	4,500,000
Mound Springs Creek	Green Valley Rd	4,500,000
Weber Creek	Green Valley Rd	11,100,000
South Fork American River	Salmon Falls Rd	10,500,000
Clear Creek	Sly Park Rd	5,700,000
Total		\$ 36,300,000
New Development Share		19%
TIM Fee Program Share		\$ 6,897,000

Note: TIM Fee Program share based on EDUs from new development in 2035 as a percent of total EDUs in 2035.
Sources: County of El Dorado; Table 5.

14 permits last 5 yrs

Scour Critical

County wide - not zone based

Nexus violation for
Bridges & transit

Bridge list includes
4 - functionally obsolete
1 - Scour Critical
SOURCE CALTRANS

BRIDGES

The Fix We're In For

The Fix We're In For: 2015 Bridge Conditions

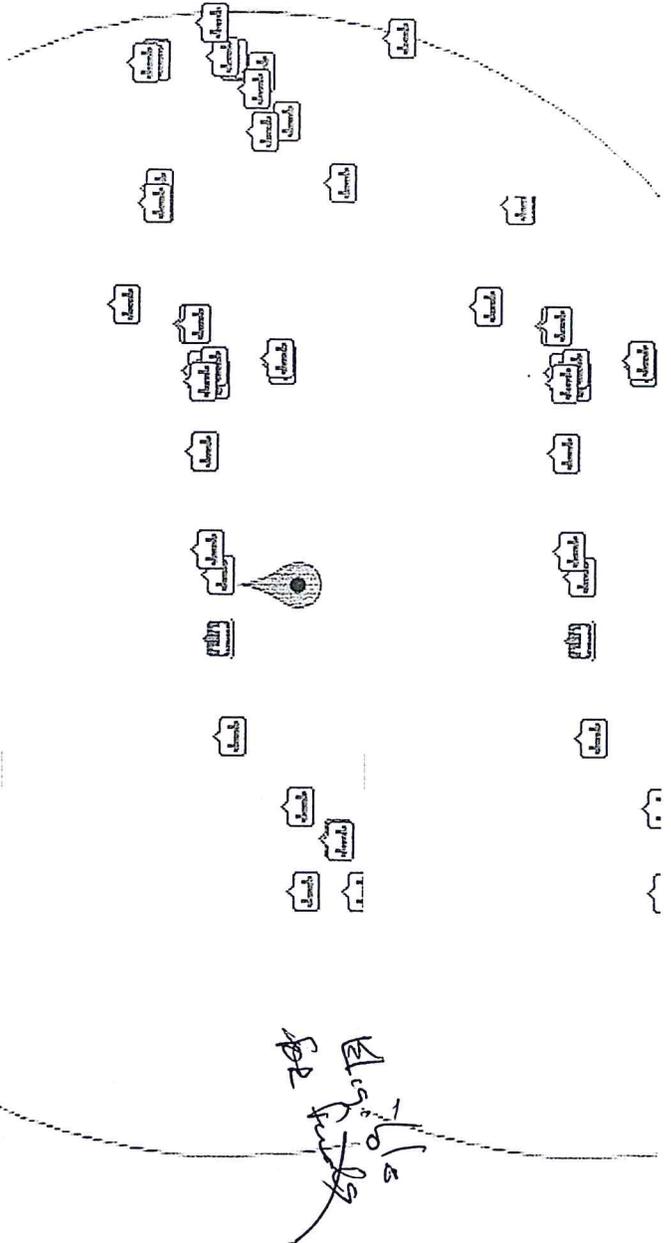
[Find Bridges \(/maps-tools/bridges/\)](#)

Bridges within ten miles of:

Cameron Park, CA, USA

Find

Structurally deficient



U.S. HIGHWAY 50

x

EB

CAMERON PARK DR
in El Dorado County

Structurally deficient

Built 1970

National bridge ID 250084R

31,500 cars per day (avg.)

Ratings

Deck: 4

Seamus Hayden

Bridge Number	Structure Name	County	Route	Span ID	Over	Vertical Clearance (ft)	Minimum Span Length (ft)	Post-Tensioning	Bridge Deck Status	Year Bldg	Number of Piers	Number of Spans	Immediacy of Closure	Bridge Material	Bridge Design	Bridge Condition	Notes
13 0002	NORTH YUBA RIVER	SIE	49	R003.72	Q	n/a	PPPPPP		No	16				n/a-bridge under rte	No Deficiency	No Deficiency	
13 0015	GOODYEARS CREEK	SIE	49	R012.24	Q	n/a	PPPPPP		No	16				n/a-bridge under rte	No Deficiency	No Deficiency	
13 0007	SALMON CREEK	SIE	49	R032.90	Q	n/a	PPPPPP		No	16				n/a-bridge under rte	No Deficiency	No Deficiency	
13 0010	HOWARD CREEK	SIE	49	R034.26	Q	n/a	PPPPPP		No	16				n/a-bridge under rte	No Deficiency	No Deficiency	
25 0122K	LATROBE RD WB OFF RAMP UC	ED	50	_000.85	Q	16.18	PPPPPP		No	2,399		273		n/a-bridge under rte	No Deficiency	No Deficiency	
25 0122S	LATROBE ROAD OFF RAMP UC	ED	50	_002.90	Q	n/a	PPPPPP		No	2,399		273		n/a-bridge under rte	No Deficiency	No Deficiency	
25 0122	LATROBE ROAD UC	ED	50	_002.90	Q	15.78	PPPPPP		No	2,399		273		n/a-bridge under rte	No Deficiency	No Deficiency	
25 0043	CARL BRIDGE ROAD OC	ED	50	_004.96	U	13.34	PPPPPP		No	1,508		0		No Deficiency	n/a-bridge over rte	No Deficiency	
25 005	DEER CREEK	ED	50	_005.31	Q	n/a	PPPPPP		No	1,508		273		n/a-bridge under rte	No Deficiency	No Deficiency	
25 0084L	CAMERON PARK DR UC	ED	50	_006.57	Q	14.44	PPPPPP		No	1,508		273		n/a-bridge under rte	No Deficiency	No Deficiency	
25 0084R	CAMERON PARK DR UC	ED	50	_006.57	Q	14.76	PPPPPP		No	1,508		273		n/a-bridge under rte	No Deficiency	No Deficiency	
25 0005L	WEBER CREEK	ED	50	_015.42	Q	n/a	PPGOO		No	1,227		273		n/a-bridge under rte	No Deficiency	No Deficiency	
25 0005R	WEBER CREEK	ED	50	_015.42	Q	n/a	PPGOO		No	1,227		273		n/a-bridge under rte	No Deficiency	No Deficiency	
25 0067	FORNI RD OC	ED	50	_015.83	U	16.90	PPPPPP		No	1,227		3		No Deficiency	n/a-bridge over rte	No Deficiency	
25 0117	RAY LAWYER DRIVE OC	ED	50	_016.50	U	20.41	PPPPPP		No	1,227		0		No Deficiency	n/a-bridge over rte	No Deficiency	
25 0125	WEST PLACERVILLE DRIVE UC	ED	50	_016.99	Q	17.72	PPPPPP		No	1,376		273		n/a-bridge under rte	No Deficiency	No Deficiency	
25 0050	COLOMA STREET POC	ED	50	_017.78	U	15.75		Yes	No	1,376		23		Lower	n/a-bridge over rte	No Deficiency	
25 0124	BEDFORD AVE POC	ED	50	_018.03	U	13.96		Yes	No	1,376		0		No Deficiency	n/a-bridge over rte	No Deficiency	
25 0055	CLAY STREET UC	ED	50	_018.16	Q	14.99	PPPPPP		No	837		273		n/a-bridge under rte	No Deficiency	No Deficiency	
25 0052	LOCUST STREET UC	ED	50	_018.30	Q	14.76	PPPPPP		No	837		273		n/a-bridge under rte	No Deficiency	No Deficiency	
25 0053	MOSQUITO ROAD UC	ED	50	_018.52	Q	20.18	PPPPPP		No	837		273		n/a-bridge under rte	No Deficiency	No Deficiency	
25 0066	CARSON ROAD OC	ED	50	_018.76	U	15.26	PPPPPP		No	837		58	n/a	Lower	n/a-bridge over rte	No Deficiency	
25 0063	SCHNELL SCHOOL ROAD UC	ED	50	_019.12	Q	18.24	PPPPPP		No	837		273		n/a-bridge under rte	No Deficiency	No Deficiency	
25 0064	SMITH FLAT ROAD UC	ED	50	_019.61	Q	n/a	PPPPPP		No	837		273		n/a-bridge under rte	No Deficiency	No Deficiency	
25 0062	POINT VIEW DRIVE UC	ED	50	_020.30	Q	16.01	PPPPPP		No	837		273		n/a-bridge under rte	No Deficiency	No Deficiency	
25 0065	NEWTOWN ROAD OC	ED	50	_020.74	U	15.32	PPPPPP		No	837		55	n/a	Lower	n/a-bridge over rte	No Deficiency	
25 0118	EL DORADO TRAIL POC	ED	50	_021.13	U	18.37		Yes	No	837		0		No Deficiency	n/a-bridge over rte	No Deficiency	
25 0056	SNOW ROAD UC	ED	50	_025.26	Q	15.42	GGGGGG		No	837		273		n/a-bridge under rte	Medium	No Deficiency	
25 0007	EL DORADO DITCH	ED	50	_033.69	Q	n/a	PPPPPP		No	384		273		n/a-bridge under rte	No Deficiency	No Deficiency	
25 0039	OGLESBY CANYON	ED	50	_037.33	Q	n/a	PPPPPP		No	384		273		n/a-bridge under rte	No Deficiency	No Deficiency	
25 0008	SOUTH FORK AMERICAN RIVER	ED	50	_039.68	Q	n/a	PPPPPP		No	384		273		n/a-bridge under rte	No Deficiency	No Deficiency	
25 0009	PYRAMID CREEK	ED	50	_059.77	Q	n/a	PPPPPP		No	200		273		n/a-bridge under rte	No Deficiency	No Deficiency	
25 0044	ECHO SUMMIT SIDEHILL VIADUCT	ED	50	_067.30	Q	n/a	PPPPPP		No	141		273		n/a-bridge under rte	No Deficiency	No Deficiency	
25 0012	UPPER TRUCKEE RIVER	ED	50	_070.31	Q	n/a	PPPPPP		No	141		273		n/a-bridge under rte	No Deficiency	No Deficiency	
25 0015	UPPER TRUCKEE RIVER	ED	50	_072.66	Q	n/a	PPPPPP		No	228		273		n/a-bridge under rte	No Deficiency	No Deficiency	
25 0010	UPPER TRUCKEE RIVER	ED	50	_076.41	Q	n/a	PPPPPP		No	139		273		n/a-bridge under rte	No Deficiency	No Deficiency	
25 0101Z	TROUT CREEK BICYCLE BRIDGE	ED	50	_077.33	Q	n/a	n/a		No	139		273		n/a-bridge under rte	No Deficiency	No Deficiency	
25 0013	TROUT CREEK	ED	50	_077.33	Q	n/a	PPPPPP		No	139		273		n/a-bridge under rte	No Deficiency	No Deficiency	
25 0072	CLARKSVILLE UC	ED	50	R001.66	Q	16.41	PPPPPP		No	1,730		273		n/a-bridge under rte	No Deficiency	No Deficiency	
25 0079	CARSON CREEK	ED	50	R001.90	Q	n/a	PPPPPP		No	1,730		273		n/a-bridge under rte	No Deficiency	No Deficiency	
25 0073R	BASS LAKE ROAD UC	ED	50	R003.23	Q	15.26	PPPPPP		No	1,508		273		n/a-bridge under rte	No Deficiency	No Deficiency	
25 0073L	BASS LAKE ROAD UC	ED	50	R003.24	Q	20.41	PPPPPP		No	1,508		273		n/a-bridge under rte	No Deficiency	No Deficiency	
25 0074	SHINGLE SPRINGS OC	ED	50	R008.56	U	17.06	PPPPPP		No	1,289		0		No Deficiency	n/a-bridge over rte	No Deficiency	
25 0078L	EAST SHINGLE SPRINGS UC	ED	50	R010.30	Q	16.34	PPPPPP		No	1,289		273		n/a-bridge under rte	No Deficiency	No Deficiency	
25 0078R	EAST SHINGLE SPRINGS UC	ED	50	R010.30	Q	16.41	PPPPPP		No	1,289		273		n/a-bridge under rte	No Deficiency	No Deficiency	
25 0119S	RED HAWK PARKWAY OFF RAMP OC	ED	50	R011.20	Q	20.15	PPPPPP		No	1,289		273		n/a-bridge under rte	No Deficiency	No Deficiency	
25 0119S	RED HAWK PARKWAY OFF RAMP OC	ED	50	R011.20	U	20.15	PPPPPP		No	1,289		0		No Deficiency	n/a-bridge over rte	No Deficiency	
25 0120L	RED HAWK PARKWAY UC	ED	50	R011.25	Q	17.49	PPPPPP		No	1,289		273		n/a-bridge under rte	No Deficiency	No Deficiency	
25 0120R	RED HAWK PARKWAY UC	ED	50	R011.25	Q	17.55	PPPPPP		No	1,289		273		n/a-bridge under rte	No Deficiency	No Deficiency	
25 0120L	RED HAWK PARKWAY UC	ED	50	R011.25	U	17.49	PPPPPP		No	1,289		0		No Deficiency	n/a-bridge over rte	No Deficiency	
25 0120R	RED HAWK PARKWAY UC	ED	50	R011.25	U	17.55	PPPPPP		No	1,289		0		No Deficiency	n/a-bridge over rte	No Deficiency	
25 0075L	GREENSTONE ROAD UC	ED	50	R012.19	Q	17.59	PPPPPP		No	1,289		273		n/a-bridge under rte	No Deficiency	No Deficiency	
25 0075R	GREENSTONE ROAD UC	ED	50	R012.19	Q	15.75	PPPPPP		No	1,289		273		n/a-bridge under rte	No Deficiency	No Deficiency	

30
Interchange

Vertical Clearance (feet)

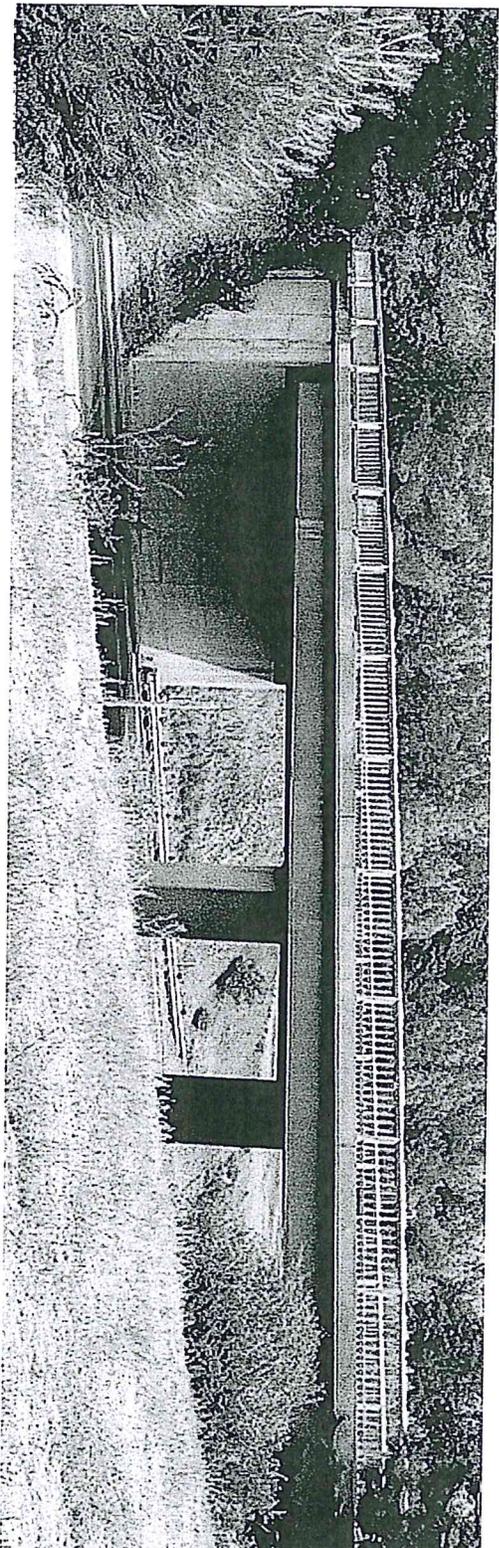
- Greater than 16.5
- Between 16.5 & 16
- Between 16 & 15
- Less than 15

Table 309.2A
Minimum Vertical Clearances

	Traveled Way	Shoulder
Freeways and Expressways, New Construction, Lane Additions, Reconstruction and Modification	16½ ft	16½ ft
Freeways and Expressways, Overlay Projects	16 ft	16 ft
All Projects on Conventional Highways and Local Facilities	15 ft	14½ ft
Sign Structures	18 ft	18 ft
Pedestrian, Bicycle Overcrossings, and Minor Structures	Standard + 2 ft See 309.2(2)	
Structures on the Rural and Single Interstate Routing System	See 309.2(3)	

CALIFORNIA DEPARTMENT OF
TRANSPORTATION

[Caltrans](#) > [District 3 Home Page](#) > [Projects](#) > Vertical Clearance for Permit Vehicles



[Facts](#)

[Map](#)

[Documents](#)

[News/Events](#)

VERTICAL CLEARANCE FOR PERMIT VEHICLES PLA-80

DESCRIPTION

The I-80 Vertical Clearance Project will increase the roadway clearance under nine structures in south Placer County from Magra to Loomis. This project proposes to raise six overcrossing structures and lower the roadway beneath three structures to meet vertical clearance requirements for permit vehicles.

The required minimum vertical clearance is 16 feet 6 inches. Currently most of the bridges identified have vertical clearances of 15 feet 6 inches or less.

PROJECT BENEFITS

Due to the strategic nature of Interstate 80 and its importance to goods movement both in and out of the Pacific Rim and California, the benefit of this project is to provide uninterrupted travel for vehicles with extra legal loads and avoid detouring such vehicles to alternative route that is approximately 300 miles long.

FUNDING BREAKDOWN

Local -

State - \$36 million

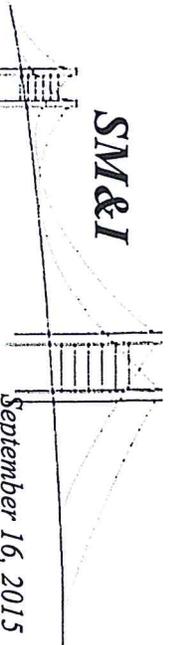
Federal -



El Dorado

Local Agency Scour Critical Bridges

El Dorado County

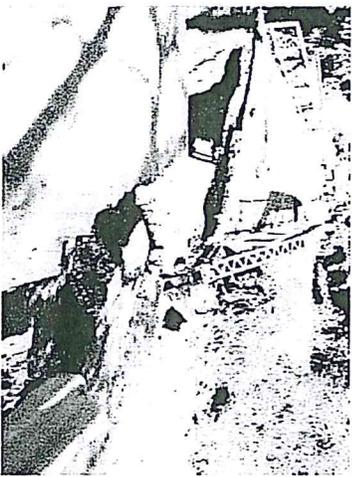


Structure Maintenance & Investigations

County of El Dorado

Bridge No.	Bridge Name	Location	Facility Carried	Feature Intersected	Scour Code	Google Map Link
5C0047	CLEAR CREEK	1.1 MI E/O PLEASANT VAL R	SLY PARK RD	CLEAR CREEK	2	Click for Google Map
5C0079	CLEAR CREEK	0.25 MI E OF SLY PARK RD	CLEAR CREEK RD	CLEAR CREEK	2	Click for Google Map
5C0080	CLEAR CREEK	1.82 MI E OF SLY PARK RD	CLEAR CREEK ROAD	CLEAR CREEK	2	Click for Google Map

Plan of Action Q&A	Sample Plan of Action	Form Field Definitions	POA Template	POA Links
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foundation (NBI item 113 scour code U) are to be treated as scour critical and require a POA.

Overview: (Revised 4/23/2009)

In an effort to improve safety and protect the public's investment in its infrastructure, the Federal Highway Administration (FHWA) enacted changes in the National Bridge Inspection Standards (NBIS - CFR 650) with regards to bridge scour. A Plan of Action (POA) is required to be prepared for all bridges determined to be scour critical (NBI item 113 scour code 1, 2 or 3). More recently, FHWA directed that bridges classified as having an unknown foundation (NBI item 113 scour code U) are to be treated as scour critical and require a POA.

Letters from the Department to affected local agencies have been transmitted providing guidance to develop the POAs. The letters provide deadlines for compliance and the lists of scour critical bridges and bridges with unknown foundations that must have POAs developed. The POAs must be developed to ensure that local agencies remain eligible for all federal Title 23 funds.

Completed plans must be submitted to your Caltrans District Local Assistance Engineer (DLAE) to demonstrate compliance with federal law.

1. **Highway Bridge Replacement and Rehabilitation Program - Historic Bridges (23 CFR 650.413).** The FHWA has determined that it is consistent with the purpose of the HBRPP to allow the use of bridge program apportioned funds to inventory bridges for historic significance.
2. **Highway Bridge Replacement and Rehabilitation Program Funding of Bridge Inspections (23 CFR 650.413).** The FHWA has determined that it is consistent with the purpose of the HBRPP to allow the use of bridge program funds for the biennial continued inspection of bridges.
3. **Highway Bridge Replacement and Rehabilitation Program (23 CFR 650.409).** The National Bridge Inventory will be used for preparing the selection list of bridges both on and off of Federal-aid highways. Highway bridges considered structurally deficient or functionally obsolete and with a sufficiency rating of 80 or less will be used for the selection list. Those bridges appearing on the list with a sufficiency rating of less than 50.0 will be eligible for replacement or rehabilitation while those with a sufficiency rating of 80.0 or less will be eligible for rehabilitation. To be considered for the classification of deficient bridge, a structure must be of bridge length, and had not been constructed or had major reconstruction within the past 10 years.
 - a. **General Qualifications:** In order to be considered for either the structurally deficient or functionally obsolete classification a highway bridge must meet the following:
 1. A condition rating of 4 or less for
 - Item 58 - Deck; or
 - Item 59 - Superstructures; or
 - Item 60 - Substructures; or
 - Item 62 - Culvert and Retaining Walls. (1)
 2. An appraisal rating of 2 or less for
 - Item 67 - Structural Condition; or
 - Item 71 - Waterway Adequacy. (2)

Structurally Deficient -

1. A condition rating of 4 or less for
 - Item 58 - Deck; or
 - Item 59 - Superstructures; or
 - Item 60 - Substructures; or
 - Item 62 - Culvert and Retaining Walls. (1)
2. An appraisal rating of 2 or less for
 - Item 67 - Structural Condition; or
 - Item 71 - Waterway Adequacy. (2)

Functionally Obsolete -

1. An appraisal rating of 3 or less for
 - Item 68 - Deck Geometry; or
 - Item 69 - Underclearances; (3) or
 - Item 72 - Approach Roadway Alignment. or
2. An appraisal rating of 3 for
 - Item 67 - Structural Condition; or
 - Item 71 - Waterway Adequacy. (2)

b. Any bridge classified as structurally deficient is excluded from the functionally obsolete category.

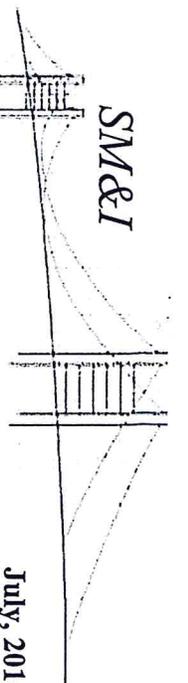


Structure Maintenance & Investigations

Local Agency Bridge List

El Dorado County

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ty of El Dorado

*Not Key Issues
Says for
All off*

Feature Intersected	Facility Carried	Location	NBI Bridge	SD/FO Rating	Health Index	PCI	Year Built	ADT	Road Lanes	Width	Length	Aid System	On/Off Federal	On/Off NHS Highway	Permit Rating
N FORK COSUMNES RIVER	BUCKS BAR RD	1.2 MI N MT AUKUM RD	NBI Bridge	FO	71.4	96.66	1940	4491	2	5.8	22	On	Off	Off	PPPPP
SOUTH FK AMERICAN RIVER	MT MURPHY RD	0.1 MI E OF SR 49	NBI Bridge	(SD)	13.5	72.63	1915	284	1	3.2	149	Off	Off	Off	XXXXX
NORTH FK COSUMNES RIVER	MOUNT AUKUM ROAD	2.6 MI S PLEASANT VALY RD	NBI Bridge		89.8	82.68	1960	1746	2	8.5	78	On	Off	Off	PGOOO
UPPER TRUCKEE RIVER	UPPER TRUCKEE RD	3.7 MI S/O SR 50	NBI Bridge		50.9	79.84	1942	1020	2	8.1	9	On	Off	Off	OOOOO
ECHO CREEK RIVER	UPPER TRUCKEE RD	0.2 MI S OF U.S. 50	NBI Bridge	FO	70.3	75.16	1951	2390	2	7.9	8	On	Off	Off	PPPPP
UPPER TRUCKEE RIVER	PORTAL DR	0.1 MI W OF S.R. 89	NBI Bridge		75.2	96.9	1965	660	2	8.4	19	Off	Off	Off	XXXXX
N FORK WEBER CREEK RIVER	SNOWS RD	1.7 MI S OF S.R. 50	NBI Bridge		95.6	93.71	1975	1640	2	0.0	10	Off	Off	Off	PPPPP
S FORK AMERICAN RIVER	Wildwood Way	0.1 MI EAST OF US 50	NBI Bridge		77.7	100	1997	30	1	4.2	38	Off	Off	Off	PPPPP
CAMP CREEK RIVER	HAPPY VALLEY RD	0.5 MI SE/O MT AUKUM RD	NBI Bridge	(SD)	36.8	82.51	1930	250	1	4.3	55	Off	Off	Off	XXXXX
MIDDLE FK COSUMNES RIVER	MT AUKUM RD	5.4 MI S PLEASANT VALY RD	NBI Bridge		70.9	99.95	1968	3695	2	9.8	100	On	Off	Off	OOXXX
CEDAR CREEK	BRIDGEPORT SCH RD	1.2 MI S/E MT AUKUM RD	NBI Bridge		85.4	94.98	2005	485	2	7.1	24	Off	Off	Off	PPPPP
SPANISH CREEK	MT AUKUM RD	9.4 MI S PLEASANT VALY RD	NBI Bridge		96.1	100	1977	1746	2	12.2	13	On	Off	Off	PPPPP
CLEAR CREEK	MT AUKUM RD	2 MI S/O PLEASANT VALY R	NBI Bridge		93.3	96.03	1967	2959	2	11.9	9	On	Off	Off	PPPPP
SOUTH FORK WEBER CREEK	NEWTOWN RD	0.7 MI W OF SNOWS RD	NBI Bridge	FO	80.2	94.69	1929	2667	2	8.2	9	On	Off	Off	PPPPP
CLARK CREEK	LATROBE RD	400 YDS N. OF AMADOR CITY	NBI Bridge		92.3	99.84	1963	3428	2	15.5	9	On	Off	Off	PPPPP
DEER CREEK	LATROBE RD	4.6 MI SOUTH U.S. 50	NBI Bridge		92.9	99.94	1987	4879	2	12.2	70	On	Off	Off	PPPPP
NEW YORK CREEK	SALMON FALLS RD	1.2 MI N GREEN VALLEY RD	NBI Bridge		84.6	88.72	1975	2239	2	9.7	25	On	Off	Off	PPPPP
SOUTH FK AMERICAN RIVER	SALMON FALLS RD	4.5 MI S PILOT HILL RD	NBI Bridge	(50.6)	99.89	1953	(1900)	2	7.3	155	On	Off	Off	XXXXX	
DRY CREEK	GREEN VALLEY ROAD	0.1 MI WEST LOTUS RD	NBI Bridge		93.9	95.86	2005	7254	2	14.2	25	On	Off	Off	PPPPP
INDIAN CREEK	GREEN VALLEY ROAD	0.9 MI N GREENSTONE RD	NBI Bridge		68.1	98.55	1935	4351	2	7.9	6	On	Off	Off	GGOOO
MOUND SPRINGS CREEK	GREEN VALLEY ROAD	0.8 MI W MISSOURI FLAT RD	NBI Bridge	FO	68.1	86.54	1935	4351	2	6.1	9	On	Off	Off	GGOOO
WEBER CREEK	LOTUS RD	1.2 MI N GREEN VLY RD	NBI Bridge		88.7	99.87	1987	7507	2	12.2	76	On	Off	Off	PPPPP
TELLS CREEK	ICE HOUSE RD	18.9 MI N OF S.R. 50	NBI Bridge		74.8	80.02	1963	1500	2	9.1	56	On	Off	Off	PPPPP

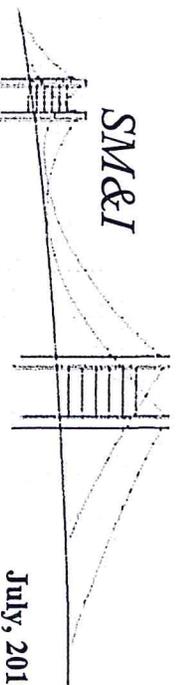


Structure Maintenance & Investigations

Local Agency Bridge List

El Dorado County

District 03



July, 2015

by of El Dorado

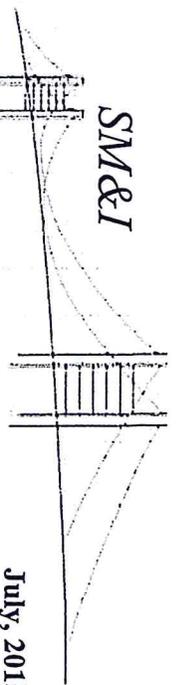
Feature Intersected	Facility Carried	Location	NBI Bridge	SD/FO Rating	Health Index	PCI	Year Built	ADT	Lanes	Road Width	Length	Aid System	On/Off Federal	On/Off NHS Highway	Permit Rating
BIG SILVER CREEK	ICE HOUSE RD	16.5 MI N OF S.R. 50	NBI Bridge		48.0	99.82	1962	1500	2	8.5	44	Off	Off	Off	00000
JONES FK SILVER CREEK	ICE HOUSE RD	12.8 MI N OF S.R. 50	NBI Bridge		71.5	100	1961	1500	2	8.5	46	Off	Off	Off	PPPPP
SOUTH FORK SILVER CREEK	ICE HOUSE RD	9.4 MI N OF S.R. 50	NBI Bridge		63.2	100	1960	1500	2	7.3	31	Off	Off	Off	PPPPP
CLEAR CREEK	SLY PARK RD	1.1 MI E/O PLEASANT VAL R	NBI Bridge	FO	50.5	92.75	1936	2996	2	5.7	7	On	On	Off	00000
LAKE EDSON SPILLWAY	WENTWORTH SPRGS RD	STUMPY MEADOWS RESERVOIR	NBI Bridge	FO	96.8	100	1961	455	2	8.5	10	Off	Off	Off	PPPPP
NORTH BRANCH GREENWOOD CR	GREENWOOD ROAD	0.3 MI S OF S.R. 193	NBI Bridge	FO	70.8	96.6	1927	962	1	5.2	8	Off	Off	Off	00000
SQUAW HOLLOW CREEK	HANKS EXCHANGE RD	0.4 MI S PLEASANT VAL R	NBI Bridge	FO	40.7	98.88	1930	1245	1	4.1	7	Off	Off	Off	00000
SOUTH FK AMERICAN RIVER	MOSQUITO RD	5.7 MI NORTH OF US 50 VAL R	NBI Bridge	SD	13.3	96.03	1939	1055	1	2.7	75	Off	Off	Off	XXXXX
WEBER CREEK	CEDAR RAVINE RD	2.8 MI N PLEASANT VAL R	NBI Bridge	FO	64.7	98.7	1930	2313	1	5.2	10	On	On	Off	00000
E.I.D. CANAL	ALDER DR	AT PONY EXP TRAIL	NBI Bridge	FO	56.2	100	1930	2070	2	5.5	10	Off	Off	Off	00000
GRANITE CREEK	BASSI RD	0.3 MI NW OF LOTUS RD	NBI Bridge	FO	42.4	92.73	1949	1542	1	4.6	16	Off	Off	Off	00000
DUTCH CREEK	BAYNE RD	0.46 MI S OF MT MURPHY RD	NBI Bridge	FO	61.3	96.01	1927	151	1	5.1	11	Off	Off	Off	XXXXX
TRAVERSE CREEK	BEAR CREEK RD	1.1 MI S/E GEORGETOWN RD	NBI Bridge	FO	65.9	97.28	1925	300	1	4.9	9	Off	Off	Off	00000
BEAR CREEK	BEAR CREEK RD	0.9 MI SE/O TRAVERS CR RD	NBI Bridge	FO	49.7	82.14	1958	300	2	5.7	8	Off	Off	Off	XXXXX
RINGOLD CREEK	BIG CUT RD	AT QUARRY RD	NBI Bridge		80.2	95.67	1950	857	2	8.4	7	Off	Off	Off	PPPPP
WEBER CREEK	BIG CUT RD	1.2 MI N/O PLEASANT V RD	NBI Bridge	FO	88.2	99.15	1922	857	1	5.0	15	Off	Off	Off	PPPPP
E.I.D. CANAL	BLAIR RD	0.7 MI N/O PONY EXP TRAIL	NBI Bridge	FO	59.5	88.2	1935	840	1	4.6	11	Off	Off	Off	XXXXX
CANYON CREEK	BREEDLOVE ROAD	1.0 MI N/O WENTWORTH S RD	NBI Bridge	SD	32.2	81.94	1940	250	1	4.4	8	Off	Off	Off	XXXXX
CLEAR CREEK	CLEAR CREEK RD	0.25 MI E OF SLY PARK RD	NBI Bridge	SD	18.6	73.26	1957	430	1	3.0	10	Off	Off	Off	00000
CLEAR CREEK	CLEAR CREEK ROAD	1.82 MI E OF SLY PARK RD	NBI Bridge	SD	33.5	56.63	1940	127	1	4.3	9	Off	Off	Off	PPPPP
E.I.D. CANAL	CRYSTAL SPRINGS RD	CARSON ROAD	NBI Bridge	FO	56.2	100	1945	780	2	5.5	9	Off	Off	Off	00000
GLEN ALPINE CREEK	FALLEN LEAF ROAD	100' N OF GLEN ALPINE RD	NBI Bridge	FO	69.3	100	1966	3200	1	5.2	25	Off	Off	Off	PPPPP
FRENCH CREEK	FRENCH CREEK RD	6 MI S OF MOTHER LODGE	NBI Bridge	FO	56.0	95.52	1930	1000	2	5.7	10	Off	Off	Off	PPGGG



Structure Maintenance & Investigations

Local Agency Bridge List

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District 03



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Feature Intersected	Facility Carried	Location	NBI Bridge	SD/FO Rating	Health Index	PCI	Year Built	ADT	Lanes	Road Width	Length	Aid System	On/Off Federal	On/Off NHS Highway	Permit Rating
IRISH CREEK	GARDEN VALLEY ROAD	1.5 MI NW of S.R. 193.	NBI Bridge		99.7	100	1997	485	2	9.5	7	Off	Off	Off	PPPPP
JOHNTOWN CREEK	GARDEN VALLEY RD	3.5 MI NE OF S.R. 193	NBI Bridge	FO	57.9	98.84	1928	1391	2	6.1	13	Off	Off	Off	00000
SLATE CREEK	GREENSTONE ROAD	0.5 MI N OF MOTHER LODGE R	NBI Bridge	FO	54.2	91.65	1925	1284	2	5.9	10	Off	Off	Off	00000
WEBBER CREEK	GREEN VALLEY ROAD	0.7 MI W PLACERVILLE DR	NBI Bridge	FO	48.2	96.61	1926	4193	2	6.0	16	On	On	Off	XXXXX
GEORGETOWN CREEK	GREENWOOD RD	0.9 MI S OF S.R. 193	NBI Bridge	FO	69.1	98.59	1931	962	1	5.2	8	Off	Off	Off	00000
STEELEY FK COSUMNES RIVER	GRIZZLY FLAT ROAD	7.0 MI E OF MT AUKUM RD	NBI Bridge	SD	43.6	97.96	1936	2080	2	5.9	20	Off	Off	Off	XXXXX
NORTH FK COSUMNES RIVER	HAPPY VALLEY ROAD	1.3 MI E MT AUKUM RD	NBI Bridge	FO	58.8	92.06	1936	240	2	6.1	12	Off	Off	Off	XXXXX
EID CANAL	HAZEL VALLEY RD	0.8 MI SE OF SR50	NBI Bridge	FO	70.0	68.5	1940	25	1	3.3	8	Off	Off	Off	PPPPP
SOUTH FORK RUBICON RIVER	ICE HOUSE RD	23.6 MI FROM SR 50	NBI Bridge	FO	87.8	92.05	1964	300	2	7.9	36	Off	Off	Off	PPPPP
NEW YORK CREEK	MALCOLM-DIXON ROAD	0.2 MI E SALMON FALLS RD	NBI Bridge	FO	57.5	95.93	1932	963	2	5.8	11	On	On	Off	PPGGG
SQUAW HOLLOW CREEK	OAK HILL ROAD	0.6 MI S PLEASANT VALLEY RD	NBI Bridge	FO	52.7	98.47	1945	1985	1	6.0	7	Off	Off	Off	00000
PERRY CREEK	PERRY CREEK RD	0.2 MI E/O MT AUKUM RD	NBI Bridge	FO	66.0	98.99	1930	1110	1	5.3	12	Off	Off	Off	00000
ROCK CREEK	ROCK CREEK RD	5.5 MI NE OF S.R. 193	NBI Bridge		55.8	99.21	1936	224	2	6.1	54	Off	Off	Off	00000
NORTH FK COSUMNES RIVER	SAND RIDGE RD	0.1 MI E/O SR 49	NBI Bridge		89.3	100	1985	500	2	9.8	46	Off	Off	Off	PPPPP
NORTH FK COSUMNES RIVER	CONSUMNES MINE RD	4.0 MI N/O GRIZZLY FT RD	NBI Bridge		69.3	83.02	1958	950	2	6.8	24	Off	Off	Off	PPPPP
N FK COSUMNES RIVER	SWENEY RD	0.1 MI S OF HAPPY VALLEY	NBI Bridge	FO	70.9	71.22	1957	790	2	6.2	21	Off	Off	Off	PPPPP
S FORK AMERICAN RIVER	STRAWBERRY LN	0.1 MI SE/O SR 50	NBI Bridge	SD	68.2	82.03	1962	285	2	7.5	16	Off	Off	Off	PPPPP
DRY CREEK	TRAVERSE CREEK RD	2 MI NE SR 193	NBI Bridge	FO	56.4	95.66	1930	400	1	4.6	8	Off	Off	Off	GGGGG
LOWER TRAVERSE CREEK	TRAVERSE CREEK RD	2.54 MI E OF S.R. 193	NBI Bridge	FO	60.1	98.28	1930	500	1	5.0	12	Off	Off	Off	GGGGG
CARSON CREEK TRIBUTARY	WHITE ROCK ROAD	0.8 MI W OF LATROBE ROAD	NBI Bridge		97.2	100	2005	10100	2	15.0	15	On	On	Off	PPPPP
CARSON CREEK	WHITE ROCK ROAD	1.1 MI E OF LATROBE RD	NBI Bridge		67.5	86.03	1918	100	2	6.4	16	Off	Off	Off	00000
SOUTH FK AMERICAN RIVER	SILVER FORK RD	0.1 MI SE OF SR 50	NBI Bridge	SD	63.5	60.54	1953	285	2	6.7	19	Off	Off	Off	PPPPP
WEBBER CREEK	FORNI ROAD	1.1 MI NE MISSOURI FLAT	NBI Bridge	FO	52.8	98.62	1935	2049	2	6.2	36	Off	Off	Off	XXXXX

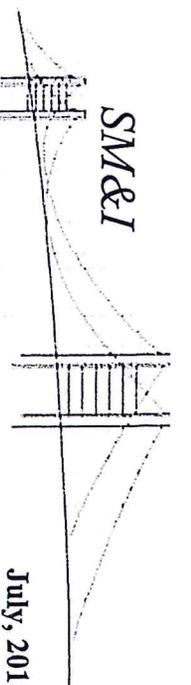


Structure Maintenance & Investigations

Local Agency Bridge List

El Dorado County

District 03



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Feature Intersected	Facility Carried	Location	NBI Bridge	SD/FO Rating	FO	Suff. Index	Health Index	PCI	Year Built	ADT	Lanes	Road Width	Length	Aid System	On/Off Federal	On/Off NHS Highway	Permit Rating
JENKINSON LAKE SPILLWAY	MORMON EMIGRANT TR	0.9 MI E SLY PARK RD	NBI Bridge	76.1	100				1954	962	2	6.1	8	On	On	Off	PPPPP
DEER CREEK	COUNTRY CLUB DR	0.3 M EAST OF CAMBRIDGE	NBI Bridge	66.1	97.82				1918	3062	2	9.5	15	On	On	Off	OOOOO
ALLEGHENY CREEK	Serrano Pkway West	east of ED Hills Blvd.	NBI Bridge	95.0	94.64				1998	5414	2	11.5	22	On	On	Off	PPPPP
ALLEGHENY CREEK	Serrano Pkway East	East of ED Hills Blvd.	NBI Bridge	94.5	99.84				1998	6200	2	11.5	13	On	On	Off	PPPPP
TROUT CREEK	MARTIN AVENUE	0.1 MI WEST OF BLACK BART	NBI Bridge	94.4	100				1998	4220	2	10.6	6	On	On	Off	PPPPP
CARSON CREEK	LATROBE ROAD	W OF CARSON CRK RESERVOIR	NBI Bridge	96.6	97.95				2009	4879	2	25.2	30	On	On	Off	PPPPP
ELLIS CREEK	RUBICON TRAIL	N OF LOON LAKE @RD	NBI Bridge	82.0	100				2013	100	1	4.8	21	Off	Off	Off	PPGGG
GERLE CREEK	WENTWORTH SPRGS RD	W LOON LAKE, 1 MI S	NBI Bridge	82.0	100				2013	100	1	4.8	38	Off	Off	Off	POOXX
CARSON CREEK	WHITE ROCK ROAD	1.12 MI E OF LATROBE ROAD	NBI Bridge	97.1	100				2005	9442	2	11.1	8	On	On	Off	PPPPP
TRIBUTARY	GREEN VALLEY ROAD	N OF PEACEFUL GARDEN WAY	NBI Bridge	87.4	98.58				2012	15010	2	15.8	20	On	On	Off	PPPPP
TENNESSEE CREEK																	

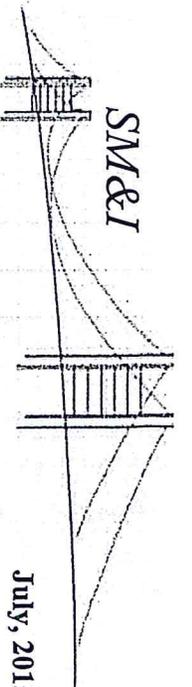


Structure Maintenance & Investigations

Local Agency Bridge List

Amador County

District 10



July, 2015

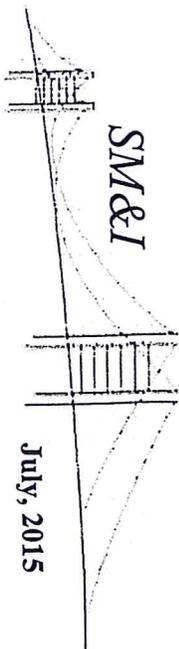
City of El Dorado

Feature Intersected	Facility Carried	Location	NBI Bridge	SD/FO Rating	Suff Health Index	PCI	Year Built	ADT	Road Lanes Width	Road Length	Aid System	On/Off Federal	On/Off NHS Highway	Permit Rating
COSUMNES RIVER	LATROBE ROAD	AMADOR-EL DORADO CO LINE	NBI Bridge		73.5	99.46	1959	3244	2	8.5	121	On	Off	PPPPP
SOUTH FORK COSUMNES RIV	SHENANDOAH ROAD	IN RIVER PINES	NBI Bridge		91.0	100	1985	1970	2	9.8	31	On	Off	PPPPG
SOUTH FORK COSUMNES RIV	LAWRENCE ROAD	EL DORADO CO LINE	NBI Bridge	(SD)	29.0	46.35	1980	25	1	2.9	21	Off	Off	00000
SOUTH FORK COSUMNES RIV	TYLER ROAD	3.0 MI NE OF LAWRENCE RD	NBI Bridge		67.7	100	1945	47	1	4.5	7	Off	Off	XXXXX



Structure Maintenance & Investigations

Bridge List Item Descriptions



BRIDGE NUMBER: The official structure number assigned by CalTrans. Clicking on the bridge number will launch a google map of the bridge. (Item 8)

DISTRICT: CalTrans state highway district number.

FEATURE INTERSECTED: A description of the feature intersected by the structure. (Streams, cross streets, railways, etc.) (Item 6)

FACILITY CARRIED: A description of the facility carried by the structure deck. (Roadway, railway, etc.) (Item 7)

LOCATION: A narrative description of the structure location. (Item 9)

NBI BRIDGE: NBI Bridge indicates the structure meets NBI definition of a bridge. NBI Under indicates that the structure does not meet NBI definition, however, a roadway under the structure is part of the Federal Aid System. Non NBI indicates the structure does not meet the definition of an NBI Bridge.

SD/FO: Indicates whether the bridge is structurally deficient (SD) or functionally obsolete (FO) according to FHWA criteria.

SUFF RATING: FHWA Bridge sufficiency rating. If the structure does not carry highway traffic it will not have a sufficiency rating.

HEALTH INDEX: The Bridge Health Index is a 0-100 numerical rating that utilizes element inspection data to determine the remaining asset value of a bridge. The HI for the bridge is the ratio of the current element value to the initial element value of all elements on the bridge.

PCI: The Paint Condition Index is a 0-100 ranking system that utilizes the current paint condition (called condition states) of the various painted steel elements of the structure.

YEAR BUILT: Year of original construction. (Item 27)

ADT: Average daily traffic on the deck of the structure. (Item 29)

LANES: Number of lanes on the deck of the structure. (Item 28)

ROAD WIDTH: Bridge deck roadway width, curb to curb (meters). (Item 51)

LENGTH: Length of structure (meters). (Item 49)

FEDERAL AID SYSTEM: On indicates the functional classification for the primary roadway on the structure is a federal aid highway. Off indicates the functional classification for the primary roadway on the structure is not on a federal aid highway. On/Off System classifications should be verified by using the California Road System (CRS) maps.

NHS HIGHWAY: On indicates the roadway is part of the National Highway System. Off indicates the roadway is not part of the National Highway System. On/Off classifications should be verified by using the California Road System (CRS) maps. (Item 104).

PERMIT RATING: Permit ratings are shown for information only. They should not be used for permit issuance. The permit rating is usually a string of five characters showing permit capacity for 5, 7, 9, 11, and 13 axle vehicles. Where a single character is shown, it represents an "administrative" rating.

- P Purple permit capacity
- G Green permit capacity = 0.867 X Purple
- O Orange permit capacity = 0.667 X Purple
- X No permit capacity

14-0245 15 42. Agenda Item

Community Development Agency, Long Range Planning Division, recommending the Board consider the following relating to the Major Capital Improvement Program (CIP) and Traffic Impact Mitigation (TIM) Fee Program Update: 1) Provide direction on the percentage allocation of El Dorado County Transportation Commission State/Federal Grant Projection; 2) Provide direction on relief for secondary dwelling units; 3) Approve adjustment for Traffic Signal Operational and Safety Improvement line item, resulting in an additional \$45,000 reduction to draft TIM Fee Program; 4) Approve inclusion of costs to acquire right-of-way for the Country Club Drive segment between Silva Valley Parkway and Tong Road in the TIM Fee Program; 5) Receive and file the NOP for the Western Slope Roadway CIP and TIM Fee Program Update; 6) Receive and file a brief summary of the land use allocation process; and 7) Receive and file Public Outreach Summary and Report. (Est. Time: 1.5 Hr.) FUNDING: TIM Fees and Road Fund.

Existing Deficiency

Malcom Glaswell - Outliers Pilots/crashes

Item 42

Communication Breakdown

Placer Co Comparison

Impact to C.P. Funding

Means "1" conflict w/2002 Guide

EXTERNALS 1/3 of "LOS"

Existing Deficiencies = Existing Trips

The fix - make it right

*Source: Smith Kempton North 2002
 Interim Nexus Report*

ROAD NAME SEGMENT	MILEPOST	BASE YEAR (2001)			2012 WITHOUT CASINO			Pacer-ville	Trip Contribution					Cost Contribution						
		VOLUME	LOS	DEFICIENCY	VOLUME	LOS	DEFICIENCY		RAZ-1	RAZ-2	RAZ-3	RAZ-4	RAZ-5	RIF	External	RAZ-1	RAZ-2	RAZ-3	RAZ-4	RAZ-5
WB 1. County Line to EDH Blvd/Lanoka Rd	0.00 - 0.66	3,690	F	5,270	F	YES	3.14%	35.30%	2.72%	2.95%	0.39%	0.04%	46.93%	6.44%	39.13%	3.02%	3.27%	0.43%	0.65%	54.11%
EB 1. County Line to EDH Blvd/Lanoka Rd	0.00 - 0.66	1,630	B	2,730	C		2.90%	33.76%	2.51%	2.98%	1.03%	0.03%	46.43%	10.36%	36.93%	2.89%	3.41%	1.19%	0.04%	53.32%
WB 2. EDH Blvd/Lanoka Rd to Bass Lake Rd	0.66 - 3.23	3,030	F	4,070	F	YES	4.50%	49.66%	3.04%	4.09%	1.25%	0.12%	30.51%	6.80%	55.99%	3.43%	4.61%	1.41%	0.14%	34.42%
EB 2. EDH Blvd/Lanoka Rd to Bass Lake Rd	0.66 - 3.23	1,300	B	3,170	D		5.14%	44.45%	2.32%	3.45%	1.04%	0.14%	33.10%	10.35%	52.60%	2.77%	4.09%	1.23%	0.17%	39.16%
WB 3. Bass Lake Rd to Cambridge Rd	3.23 - 4.96	3,130	D	3,720	E		1.59%	50.91%	0.00%	0.84%	3.79%	0.25%	32.15%	10.55%	57.80%	0.00%	0.65%	4.32%	0.29%	36.55%
EB 3. Bass Lake Rd to Cambridge Rd	3.23 - 4.96	1,890	B	2,620	D		6.83%	52.37%	2.80%	4.24%	0.84%	0.19%	20.15%	12.59%	64.69%	3.47%	5.36%	1.65%	0.24%	35.01%
WB 4. Cambridge Rd to Cameron Park Dr	4.96 - 6.57	2,940	D	3,020	D		7.27%	52.06%	4.92%	6.51%	1.77%	0.19%	15.96%	11.28%	63.94%	6.04%	8.00%	2.17%	0.23%	19.62%
EB 4. Cambridge Rd to Cameron Park Dr	4.96 - 6.57	1,990	B	2,370	C		6.35%	45.86%	3.25%	5.10%	1.46%	0.22%	21.01%	14.73%	59.61%	4.25%	6.62%	1.83%	0.29%	27.31%
WB 5. Cameron Park Dr to Ponderosa Rd	6.57 - 8.56	2,830	D	2,890	D		10.03%	45.52%	5.98%	8.67%	2.09%	0.28%	14.67%	12.45%	58.72%	7.72%	11.19%	2.69%	0.35%	18.32%
EB 5. Cameron Park Dr to Ponderosa Rd	6.57 - 8.56	1,660	B	2,640	C		11.55%	47.24%	2.41%	5.60%	1.54%	0.25%	16.67%	12.76%	62.29%	3.19%	7.40%	2.05%	0.53%	24.66%
WB 6. Ponderosa Rd to Shively Springs Dr	8.56 - 10.30	2,010	B	2,170	C		28.48%	14.07%	0.00%	13.90%	2.18%	2.18%	9.02%	30.15%	34.01%	0.00%	33.60%	5.26%	5.26%	21.96%
EB 6. Ponderosa Rd to Shively Springs Dr	8.56 - 10.30	1,190	B	2,360	C		17.02%	48.96%	0.83%	6.96%	0.59%	0.45%	11.65%	13.29%	70.77%	1.19%	8.99%	0.85%	0.59%	16.70%
WB 7. Shively Springs Dr to Greenstone Rd	10.30 - 12.19	1,960	B	2,230	C		15.61%	41.59%	0.70%	13.05%	1.23%	0.45%	12.03%	15.31%	60.20%	1.01%	18.94%	1.77%	0.65%	17.42%
EB 7. Shively Springs Dr to Greenstone Rd	10.30 - 12.19	1,300	B	1,920	B		37.25%	30.33%	0.00%	0.92%	0.33%	0.59%	15.00%	63.53%	0.00%	1.82%	0.70%	1.22%	1.22%	32.64%
WB 8. Greenstone Rd to El Dorado Rd	12.19 - 14.01	2,610	B	2,060	C		17.20%	35.29%	3.75%	13.73%	1.25%	0.49%	12.40%	15.92%	52.79%	5.61%	20.59%	1.67%	0.72%	18.54%
EB 8. Greenstone Rd to El Dorado Rd	12.19 - 14.01	1,430	B	2,360	C		42.97%	24.16%	0.74%	6.74%	1.55%	0.46%	8.22%	15.12%	57.65%	1.76%	16.08%	3.73%	1.49%	18.61%
WB 9. El Dorado Rd to Missouri Pal Rd	14.01 - 15.06	1,910	B	2,300	C		16.67%	35.89%	4.03%	13.62%	1.26%	0.50%	11.19%	14.63%	53.97%	6.09%	20.46%	1.92%	0.75%	16.82%
EB 9. El Dorado Rd to Missouri Pal Rd	14.01 - 15.06	1,690	B	1,890	B		27.32%	23.09%	2.08%	8.91%	0.07%	0.33%	16.84%	21.31%	44.95%	4.09%	17.35%	0.73%	0.73%	32.72%
WB 10. Missouri Pal Rd to Placerville City Limits		2,000	C	2,980	C		24.91%	32.32%	13.01%	15.23%	0.00%	0.00%	3.66%	10.85%	50.32%	30.25%	23.71%	0.00%	0.00%	57.2%
EB 10. Missouri Pal Rd to Placerville City Limits		2,000	B	2,330	C		42.51%	35.34%	1.70%	4.53%	1.06%	0.24%	4.33%	10.21%	74.75%	3.77%	8.57%	2.24%	0.51%	8.16%

Funding - CIP to EDH

9476

Assumptions:

1. The underlying development projections used for the fee program are derived from the March 5, 2002 El Dorado County Land Use Forecasts for the Draft General Plan Report prepared by Economic & Planning Systems (EPS) as presented to the Board of Supervisors on March 19, 2002.
2. The development projections used are based on the "No Project" forecasts in the 2002 EPS Report.
3. El Dorado Hills Boulevard Interchange, Silva Valley Parkway Interchange, Sophia Parkway, and Silva Valley Parkway Extension are fully funded through the Roadway Impact Fee (RIF) or other developer obligations and will be completed by 2012.
4. Saratoga Way Extension will be completed by 2012 as a four-lane connector to Iron Point Road in the City of Folsom. This road connection is currently planned as a two-lane connection.
5. Green Valley Road widening to four lanes between Francisco Drive and the Sacramento County line will be completed by 2012, partial funding for which is included in the RIF and the County Traffic Impact Mitigation (TIM) fee. The proposed fee program completes funding for this project.
6. City of Folsom will complete connecting improvements to Saratoga Road, Sophia Parkway, and Green Valley Road and will construct the Empire Ranch Interchange by 2012.
7. Proposed Shingle Springs Rancheria Casino will not be built.
8. Cost responsibility for non-residential development is adjusted to reflect high percentage of peak hour trips with destinations outside the County.
9. Existing deficiencies are fully offset by County's 2000 STIP contribution of \$14.5 million to the construction of High Occupancy Vehicle lanes in the SR 50 corridor.

Project List:

To ensure that the Capital Improvement Plan for this fee program meets the requirements of State law and is consistent with the provisions of Measure Y, the consultant team, (specifically the traffic engineering sub consultant, Fehr & Peers), analyzed traffic demand on Highway 50 to identify roadway improvements necessary to accommodate development expected through 2012 that would maintain acceptable levels of service over the period. A ten-year horizon was used for this program recognizing that it is difficult to realistically project facility needs based on development projections beyond that timeframe. The consultant team has recommended that additional updates of development projections and attendant traffic demand will be necessary as long as the interim fee program remains in effect.

The 2012 traffic demand analysis indicates that in the absence of additional improvements, several segments of Highway 50 will operated at Level of Service (LOS) F in the a.m. and p.m. peak hours. The consultant team projects that these deficiencies can be eliminated by