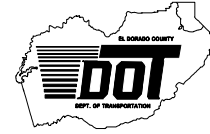




**COUNTY OF EL DORADO  
DEPARTMENT OF TRANSPORTATION**



**INTEROFFICE MEMORANDUM**

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Date: May 12, 2005

To: Steve Borroum  
Craig McKibbin

From: John Heiser, Sr. Planner

Subject: **Development of the Fee Program Project Lists.**

**Development of Project Lists:**

The fee program project lists were developed in response to Implementation Measure TC-B of the 2004 General Plan and direction from the Board of Supervisors. Department of Transportation (DOT) staff identified road improvements for construction within the 10-year period (2005 to 2015) using the County's Travel Demand Forecast Model (TDF), various engineering reports, and currently planned projects.

DOT staff refined the TDF model road improvements lists utilizing several criteria that added or subtracted from those lists to derive the current program lists (attached). The outcome of this refinement process identified potentially less costly improvements, addressed significant environmental issues associated with some of the projects, and developed better definitions of each project. For example, DOT looked at several roadways for potential left-turn lane additions, based upon peak hour traffic volumes greater than 1,000, instead of adding additional through lanes in both directions. In addition, DOT added highway interchange projects, preliminary planning and environmental study reports and other projects that were not directly addressed with the TDF model and that were otherwise associated with the updated fee program.

Four lists were prepared by DOT. They are the 2004 General Plan list, the list for the 1996 General Plan as modified by the Writ (the "Writ" list), the reimbursement agreements list, and the reimbursement commitments list. The reimbursement agreements and commitments lists are to be used with both the 2004 General Plan and the Writ project lists, and incorporate those projects into the fee program.

The following lists describe the changes from the TDF model improvement lists:

## 2004 General Plan List:

### Bass Lake Road:

- US 50 to New Bass Lake Road: This segment is on the reimbursement commitment list as project numbers 2-4.

### New Bass Lake Road:

- Bass Lake Road to Green Valley Road: This segment is on the reimbursement commitment list as project numbers 5-7.

### Cameron Park Drive:

- Durock Road to Coach Lane: DOT listed this project as a modified four-lane divided roadway due to right of way (r/w) constraints such as existing commercial structures. Based on a field review, DOT recommended a narrowed cross section four-lane divided road.
- Coach Lane to Palmer Drive: This road segment project is a part of the Cameron Park interchange project.

### Durock Road:

- Cameron Park Drive to South Shingle Road: (also listed as Robin Lane to South Shingle Road): This project was identified in the 1,000 peak hour trip analysis. DOT listed this segment as being widened and adding a two-way left turn lane.

### El Dorado Hills Blvd:

- St. Andrews Drive to Francisco Drive: DOT listed this as the El Dorado Hills Blvd. and Francisco Drive intersection realignment project. El Dorado Hills Blvd. will line up directly with Francisco Drive and become the new major roadway that will connect to Green Valley Road.

### Green Valley Road:

- County Line to Francisco Drive: This segment is on the reimbursement agreement list as project number 1.
- Salmon Falls Road to Deer Valley Road (W): DOT staff identified this segment in the 1,000 peak hour trips analysis and has added left turn pockets to the program list.

#### Headington Road:

- Missouri Flat Road to El Dorado Road: DOT listed a new two-lane roadway to reduce LOS deficiencies at the Missouri Flat interchange and along Missouri Flat Road.

#### Latrobe Road:

- White Rock Road to Carson Creek: DOT decided to stay with four-lanes from White Rock Road to Investment Blvd. based upon a review of MuniFinancial's 2015 land use forecasts for the El Dorado Hills Business Park and the development projections in the 1998 Valley View Specific Plan and Environmental Impact Report. White Rock Road to Suncast Lane has already been improved to a four lane road. Suncast Lane to Golden Foothill Parkway (south) is listed on the reimbursement commitment list as project number 20.
- White Rock Road to US 50: This segment is on the reimbursement commitment list as project number 17.

#### Missouri Flat Road:

- El Dorado Road to Headington Road: DOT listed a two-way left turn lane based on the 1,000 peak hour trip analysis.
- Headington Road to US 50: This road segment is part of the interchange project.
- US 50 to Mother Lode Drive: This road segment is part of the interchange project.

#### Missouri Flat Road Connector:

- Missouri Flat Road to State Route 49: DOT included the purchase of the ultimate r/w for the 2004 General Plan circulation map's future four lane road.

#### Mother Lode Drive:

- South Shingle Road to French Creek Road: DOT listed left turn pocket, a two-way left turn lane, and shoulder work, based on the 1,000 peak hour trip analysis.
- Greenstone Road to Pleasant Valley Road: DOT listed a two-way left turn lane based on the 1,000 peak hour trip analysis.

#### Pleasant Valley Road:

- El Dorado Road to State Route 49 (in El Dorado): DOT listed a two-way left turn lane from El Dorado Road to State Route 49 in El Dorado based on the 1,000 peak hour trip analysis.

- State Route 49 (in Diamond Springs) to Big Cut Road: DOT listed left turn pockets, a two-way left turn lane, and wider shoulders, based on the 1,000 peak hour trip analysis.
- Big Cut Road to Cedar Ravine Road: DOT listed left-turn pockets based on the 1,000 peak hour trip analysis.

Ponderosa Road:

- US 50 to North Shingle Road: This segment is part of the interchange project.
- North Shingle Road to Meder Road: DOT listed left turn pockets, a two-way left turn lane, and wider shoulders, based on the 1,000 peak hour trip analysis.

Saratoga Way:

- County Line to El Dorado Hills Boulevard: DOT listed this segment as a new two-lane arterial road from the end of the existing Saratoga Way to the County Line. DOT also included the purchase of the ultimate r/w for the 2004 General Plan circulation map's future four lane road.

Sophia Parkway:

- County Line to Green Valley Road: This segment is on the reimbursement agreement list as project number 5.

State Route 49:

- Pleasant Valley Road (in El Dorado) to Missouri Flat Road: DOT listed a two-way left turn lane and wider shoulders based on the 1,000 peak hour trips analysis.
- State Route 193 to County Line: DOT listed passing lanes and climbing lanes based on the 1,000 peak hour trips analysis.

US Highway 50:

- County Line to Ponderosa Road: The TDF model list recommended two HOV lanes, one westbound and one eastbound, between El Dorado Hills Blvd. and Cameron Park Drive and auxiliary lanes between interchanges to Cambridge Road. DOT listed the proposed Caltrans project to add HOV lanes, one westbound and one eastbound, from El Dorado Hills Blvd. to Ponderosa Road. The auxiliary lanes are listed as part of the interchange projects.
- Carson Road (W) to Carson Road (E): DOT listed a planning and engineering study for the conversion of the existing expressway to a freeway including a future interchange. This study is a combined El Dorado County Transportation Commission (EDCTC) and Caltrans project.

White Rock Road:

- County Line to Latrobe Road: The project is on the reimbursement agreement list as project number 8.

Ray Lawyer Drive Extension: (Preliminary study)

- Forni Road to State Route 49: DOT listed this study to analyze the benefits of constructing the Ray Lawyer Drive extension to reduce traffic volumes on the Missouri Flat interchange, Missouri Flat Road, and the new Missouri Flat Road connector.

Forni Road: (Preliminary study)

- City limits to City limits: DOT listed this study to analyze the benefits of widening Forni Road to provide parallel capacity for US Highway 50.

US Highway 50 Interchanges: The TDF model did not address interchange improvements directly. The following eight interchanges have been identified as needing improvements:

- El Dorado Hills Blvd.: Modify existing interchange.
- Silva Valley Parkway: Construct new interchange.
- Bass Lake Road: Modify existing interchange.
- Cambridge Drive: Modify existing interchange.
- Cameron Park Road: Modify existing interchange.
- Ponderosa Drive: Modify existing interchange.
- El Dorado Road: Modify existing interchange.
- Missouri Float Road: Modify existing interchange.

Fee Program Development and Updates: This item is for funding traffic impact fee updates as called for in the General Plan. It includes the initial fee program development, one major program update in approximately 2010, and eight annual fee program updates, and is associated with DOT employee costs and consultants' time and material costs.

Traffic Signals: This item addresses the need for traffic signal improvements throughout the West Slope of the County. DOT staff has tentatively identified over 100 intersections that satisfy signal warrant(s) now or may satisfy signal warrants during the next ten years.

Identifying potential future signal needs at this time is not possible because it is difficult to determine which intersections may, or may not, meet signal warrants in the future. DOT is assuming an average of six signalized intersections will be built per year for the next ten years for a total of sixty during the life of the fee program.

Transit Service Improvements: This item provides funding to assist with capital improvements and capital purchases in support of increased commuter transit service in the County. Examples would new buses or additional or expanded park and ride lots.

Writ List:

Bass Lake Road:

- US 50 to New Bass Lake Road: This segment is on the reimbursement commitment list as project numbers 2-4.

New Bass Lake Road:

- Bass Lake Road to Green Valley Road: This segment is on the reimbursement commitment list as project numbers 5-7.

Bucks Bar Road:

- Cattle Creek Lane to Pleasant Valley Road: DOT listed this segment as an upgrade to a minor two-lane road – widen lane width, add shoulders, and realign curves.

Cameron Park Drive:

- Durock Road to Coach Lane: DOT listed this project as a modified four-lane divided roadway due to right of way (r/w) constraints such as existing commercial structures. Based on a field review, DOT recommended a narrowed cross section four-lane divided road.
- Coach Lane to Palmer Drive: This road segment project is a part of the Cameron Park interchange project.

Durock Road:

- Cameron Park Drive to South Shingle Road: (also listed as Robin Lane to South Shingle Road): This project was identified in the 1,000 peak hour trip analysis. DOT listed this segment as being widened and adding a two-way left turn lane.

El Dorado Hills Blvd:

- St. Andrews Drive to Francisco Drive: DOT listed this as the El Dorado Hills Blvd. and Francisco Drive intersection realignment project. El Dorado Hills Blvd. will line up directly with Francisco Drive and become the new major roadway that will connect to Green Valley Road.

Green Valley Road:

- County Line to Francisco Drive: This segment is on the reimbursement agreement list as project number 1.

- Francisco Drive to Salmon Falls Road: DOT listed this segment to be widened to a four-lane undivided roadway. Green Valley Road from both the County Line to Francisco Drive and Salmon Falls to Deer Valley Road (west) is being improved to four-lanes. Given the length of the segment, the add and drop tapers for the extra through lanes would overlap in the middle of this road segment. DOT is recommending that the through lanes be connected instead of constructing overlapping lane add and drop tapers.
- Deer Valley Road (E) to Lotus Road: This segment was identified in the 1,000 peak hour trip analysis. DOT listed this segment as being widened and adding turn pockets.

Headington Road:

- Missouri Flat Road to El Dorado Road: The TDF model list indicated no improvements. DOT recommended a new two-lane arterial with median to reduce LOS deficiencies at the Missouri Flat interchange and along Missouri Flat Road.

Latrobe Road:

- Missouri Flat Road to El Dorado Road: DOT listed a new two-lane roadway to reduce LOS deficiencies at the Missouri Flat interchange and along Missouri Flat Road.

Latrobe Road:

- White Rock Road to Carson Creek: DOT decided to stay with four-lanes from White Rock Road to Investment Blvd. based upon a review of MuniFinancial's 2015 land use forecasts for the El Dorado Hills Business Park and the development projections in the 1998 Valley View Specific Plan and Environmental Impact Report. White Rock Road to Suncast Lane has already been improved to a four lane road. Suncast Lane to Golden Foothill Parkway (south) is listed on the reimbursement commitment list as project number 20.
- White Rock Road to US 50: This segment is on the reimbursement commitment list as project number 17.

Missouri Flat Road:

- Headington Road to US 50: This road segment is part of the interchange project.
- US 50 to Mother Lode Drive: This road segment is part of the interchange project.
- China Garden Road to State Route (also Missouri Flat Connector to State Route 49): DOT listed this as a four-lane divided road to provide for a two way left turn lane.

Missouri Flat Road Connector:

- Missouri Flat Road to State Route 49: DOT included the purchase of the ultimate r/w for the 2004 General Plan circulation map's future four lane road.

Mother Lode Drive:

- South Shingle Road to French Creek Road: DOT listed left turn pocket, a two-way left turn lane, and shoulder work, based on the 1,000 peak hour trip analysis.

Pleasant Valley Road:

- El Dorado Road to State Route 49 (in El Dorado): DOT listed a two-way left turn lane from El Dorado Road to State Route 49 in El Dorado based on the 1,000 peak hour trip analysis.
- State Route 49 (in Diamond Springs) to Big Cut Road: DOT listed left turn pockets, a two-way left turn lane, and wider shoulders, based on the 1,000 peak hour trip analysis.
- Big Cut Road to Cedar Ravine Road: DOT listed left-turn pockets based on the 1,000 peak hour trip analysis.

Ponderosa Road:

- US 50 to North Shingle Road: This segment is part of the interchange project.
- North Shingle Road to Meder Road: DOT listed left turn pockets, a two-way left turn lane, and wider shoulders, based on the 1,000 peak hour trip analysis.

Saratoga Way:

- County Line to El Dorado Hills Boulevard: DOT listed this segment as a new two-lane arterial road from the end of the existing Saratoga Way to the County Line. DOT also included the purchase of the ultimate r/w for the 2004 General Plan circulation map's future four lane road.

Sophia Parkway:

- County Line to Green Valley Road: This segment is on the reimbursement agreement list as project number 5.

South Shingle Road:

- Durock Road to US 50: This segment is part of the interchange project.



#### State Route 49:

- Pleasant Valley Road (in El Dorado) to Missouri Flat Road: DOT listed a two-way left turn lane and wider shoulders based on the 1,000 peak hour trips analysis.
- Missouri Flat Road to Pleasant Valley Road (in Diamond Springs): DOT listed left turn pockets based on the 1,000 peak hour trip analysis.
- Pleasant Valley Road (in Diamond Springs) to Placerville City Limits: DOT listed left turn pockets based upon the 1,000 peak hour trip analysis.
- Rattlesnake Bar Road to State Route 193: DOT listed this segment to add left turn pockets and passing lanes. This segment appeared on the TDF model list due to Policy 3.5.1.1 of the 1996 General Plan. DOT recognized the cost benefits of this project do not warrant the full four-lane highway improvements indicated in the TDF model list. Instead, DOT listed the addition of left turn pockets and passing lanes.
- State Route 193 to County Line: DOT listed passing lanes and climbing lanes based on the 1,000 peak hour trips analysis.

#### State Route 193

- State Route 49 to Greenwood Road: DOT listed this segment to add left turn pockets and passing lanes. This segment appeared on the TDF model list due to Policy 3.5.1.1 of the 1996 General Plan. DOT recognized the cost benefits of this project do not warrant the full four-lane highway improvements indicated in the TDF model list. Instead, DOT listed the addition of left turn pockets and passing lanes.

#### US Highway 50: (West Bound and East Bound lanes)

- County Line to Ponderosa Road: The TDF model list recommended two HOV lanes, one westbound and one eastbound, between El Dorado Hills Blvd. and Cameron Park Drive and auxiliary lanes between interchanges us to Cambridge Road. DOT listed the proposed Caltrans project to add HOV lanes, one westbound and one eastbound, from El Dorado Hills Blvd. to Ponderosa Road. The auxiliary lanes are listed as part of the interchange projects.
- Carson Road (W) to Carson Road (E): DOT listed a planning and engineering study for the conversion of the existing expressway to a freeway including a future interchange. This study is a combined El Dorado County Transportation Commission (EDCTC) and Caltrans project.
- Sly Park Road to Fresh Pond: DOT did not include this project because of excessively high environmental impacts and costs, the lack of jurisdiction, and the very high percentage of pass through (“external”) trips.

White Rock Road:

- County Line to Latrobe Road: The project is on the reimbursement agreement list as project number 8.

Ray Lawyer Drive Extension (Preliminary Study), Forni Road (Preliminary Study), US Highway 50 Interchanges, Fee Program Development and Updates, Traffic Signals, Transit Service Improvements: Please see the descriptions under the 2004 General Plan section for these items, as both lists are identical for them.

**Reimbursement Agreements List:**

The projects on the reimbursement agreements list are from the various Reimbursement Agreements the County has entered into, primarily with developers advancing the construction of road improvements. These reimbursement agreements were reviewed by DOT and placed on the reimbursement agreements list as a number of projects are still to be built and reimbursed. This list identifies these costs as part of the updated fee impact program.

**Reimbursement Commitments List:**

The projects on the reimbursement commitments list are from the various Development Agreements and project conditions of approvals that do not yet have formalized reimbursement agreements. It is considered likely that developers will advance the construction of these road improvements and enter into reimbursement agreements with the County. As such, some of these projects may be eligible for reimbursement in the future. This list identifies these costs as part of the updated fee impact program.

**References:**

URS: "Planning Level Cost Study for US 50 Interchange Improvements", March 16, 2005.  
Fehr & Peers Technical Memorandum "El Dorado County Traffic Impact Free Program -Travel Demand Forecasts and Roadway Segment Traffic Analysis Technical Support Documentation", March 18, 2005

JH:jh/cdm

Attachment