



JANUARY 2013



**DISTRICT SYSTEM
MANAGEMENT AND
DEVELOPMENT PLAN**

Caltrans District 3





CALTRANS DISTRICT 3
DISTRICT SYSTEM MANAGEMENT AND DEVELOPMENT PLAN
(District System Management Plan and Transportation
System Development Program)
January 2013

Disclaimer: The information and data contained in this document are for planning purposes only and should not be relied upon for final design of any project. Any information in this District System Management and Development Plan (DSMDP) is subject to modification as conditions change and new information is obtained. Although planning information is dynamic and continually changing, the District 3 System Division of Planning and Local Assistance makes every effort to ensure the accuracy and timeliness of the information contained in the DSMDP. The information in the DSMDP does not constitute a standard, specification, or regulation, nor is it intended to address design policies and procedures.

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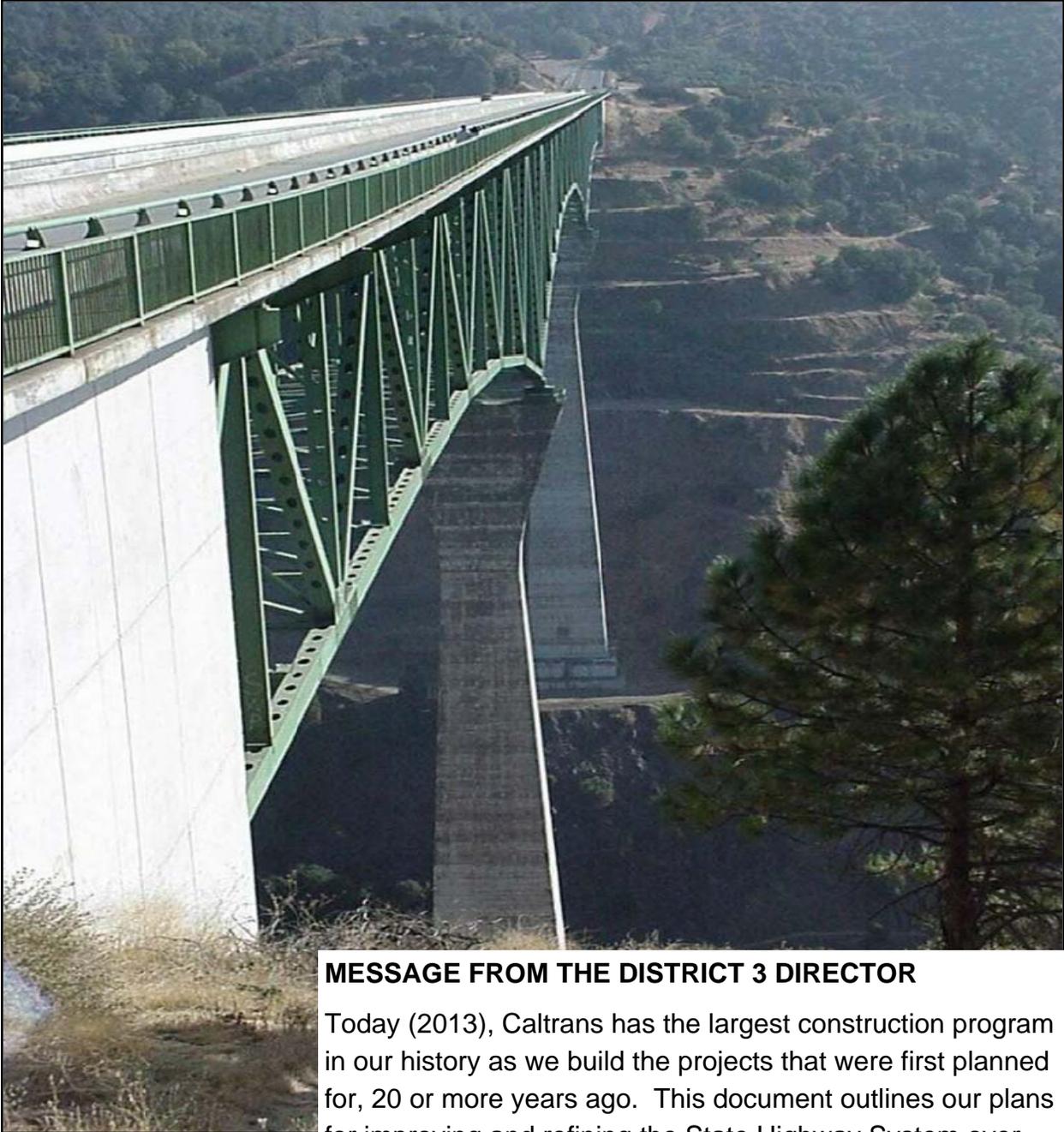
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Message from the District 3 Director



MESSAGE FROM THE DISTRICT 3 DIRECTOR

Today (2013), Caltrans has the largest construction program in our history as we build the projects that were first planned for, 20 or more years ago. This document outlines our plans for improving and refining the State Highway System over the **next** 20 years. It gives us a clear roadmap to follow as we strive to provide mobility across California.

Jody Jones

Executive Summary

The Caltrans District 3 **District System Management and Development Plan (DSMDP)** is a compilation of the District System Management Plan (DSMP) and the Transportation System Development Program (TSDP). It identifies key policies, programs and projects that are needed to maintain, manage and, ultimately, enhance overall mobility within District 3, with a primary focus on the role of the State Highway System (SHS). This document provides high level guidance on how the District is approaching long term transportation needs in the region. The document is updated biennially to respond to rapidly changing land use, transportation demand, and financial, legal, community and environmental conditions. It includes the following sections:

TRANSPORTATION SYSTEM IMPROVEMENT NEEDS AND PRIORITIES

The DSMDP emphasizes the District's three priority areas of:

System Maintenance - protecting the infrastructure created through investment made over many decades to a system vital to the well-being of our economy and personal lives.

System Completion - implementation of specific improvement projects identified in the 1998 Interregional Transportation Strategic Plan (ITSP) to improve interregional mobility.

Congestion Relief - making targeted improvements at traffic bottlenecks and other problem areas by constructing auxiliary lanes, installing ramp meters, extending merge areas, and implementing overall corridor system management strategies tailored for major freeway corridors and some rural highway corridors. Projects such as Bus/carpool lanes can also combat congestion in busy urban corridors.

BACKGROUND

Legislative mandates and the policies in this document guide the planning, design, and funding of the complex network of the multi-modal transportation system. Improving mobility options requires the collaboration of both the Department and local government partners. The California Interregional

Blueprint (CIB) and the California Transportation Plan (CTP) describe the basic policy framework to provide a world-class mobility system that is safe and efficient. The Caltrans system planning process reaches out 20-years and evaluates current and future operating conditions and deficiencies. Various system planning documents specifically address different types of system management. Corridor System Management Plans (CSMPs) analyze urban corridors while Transportation Concept Reports (TCRs) focus on state highway facilities within the state owned right of way. Project Initiation Documents (PIDs) are a means of prioritizing the projects identified in planning documents and determining feasibility. PIDs lead to programming the funds for a project. The TSDP is a comprehensive listing of system improvement projects needed and include, but are not limited to improvements identified in each TCR, CSMP and in local and regional transportation plans.

DISTRICT TRANSPORTATION PLANNING POLICIES

Impacts to system operations are varied and policies are needed to allow determination of severity of these impacts. This document identifies policies that apply performance measures and safety considerations to a facility that lead to projects that address changes in operation. Land use is also a primary driver of changes to operation. The relationship between land use and transportation decisions requires careful coordination with local partners to ensure efficient growth and responsible use of scarce resources. Incorporating concepts such as complete streets and context sensitive solutions leads to more efficiently planned communities and healthier ones.

DISTRICT PROFILE

Finally, the DSMDP describes existing facilities and conditions within the District, including State Highways, bus/carpool lanes, goods movement network, local and regional transit, intercity rail, bicycle facilities, park and ride lots and rest areas. The District's role in influencing more effective transportation mode usage is critical in an era of increasing pollution and decreasing natural resources.

Chapter One

Transportation System Improvement Needs and Priorities

Our transportation system faces the difficult challenges of continually improving safety, ensuring regional and interregional mobility, maintaining existing facilities, reducing traffic congestion, improving system connectivity, linking growth with needed transportation improvements, reducing green house gas emissions and implementing complete streets concepts. This all must be done in an increasingly constrained fiscal environment. Caltrans addresses these challenges by maximizing the efficient use of existing facilities, making strategic capital investments in new facilities and operations systems, and optimizing the use of information technology.

Caltrans has primary responsibility for the SHS. The DSMDP shows connections with non-highway modes and acknowledges larger transportation and land use initiatives, but is specifically intended to provide insight and direction in how Caltrans implements its responsibilities as owner and operator of the SHS. Other transportation service providers have similar guidance documents.

Much of the SHS was built many years ago and is reaching the end of its expected useful life. Large-scale and expensive reconstruction and rehabilitation projects of facilities such as Interstate 80 across the Sierra, the Tower Bridge, and the Interstate 5 Boat Section through downtown Sacramento have been necessary just to keep existing facilities operational. There will be more such projects in years to come as deteriorated pavement needs replacement and bridges require major overhauls. These projects, though expensive and necessary, don't address the new demands placed on transportation facilities by an expanding population and increased demand for interregional travel through the region. There are insufficient financial resources to meet all legitimate transportation needs; therefore, District 3 strives to focus resources where they'll be the most effective. In looking to the future, the DSMDP emphasizes three priority areas:

- **system maintenance**
- **system completion**
- **congestion relief**

These focus areas and the related strategies proceed from an understanding that the highway system has essentially been built out. Rather than constructing new highways or greatly expanding existing highways, Caltrans (in partnership with local and regional stakeholders) will primarily refine existing facilities. These refinements include adding capacity at strategic locations and extracting the most possible mobility from the current facilities through state-of-the-art system management strategies. All of this assumes that good local land use decisions can greatly reduce the need for new highway facilities and that there will also be robust investment in transportation alternatives such as express buses, passenger rail, complete streets and other approaches that reduce the need to travel on highways to accomplish life's basic day-to-day needs.

Even with excellent land use development patterns, it must be kept in mind that District 3 is at a crossroads of interstate and international commerce and personal travel. We have responsibility for the primary highway freight crossings of the Sierra Nevada, host the transcontinental railroad, have an expanding port with aspirations for greatly expanded cargo handling capacity, operate and maintain the primary West Coast transportation corridor between Canada and Mexico, and as a region are a producer of a tremendous amount of agricultural and forest products that are shipped worldwide. Add in recreational and business travel and it is further apparent that Caltrans has an important obligation to maintain and improve mobility within the District 3 region and not let travel grind to a halt due to facility deterioration or excess travel demand of local commute trips.

SYSTEM MAINTENANCE

Maintaining the existing SHS is of paramount importance. This existing infrastructure was created through investment over many decades and Caltrans has an obligation to protect that investment. We are responsible for an extensive transportation system that is vital to the well-being of our economy and personal lives and we must keep the system in good working order. The draft District 3 “2013 10-Year State Highway Operation and Protection Program (SHOPP)” Plan summarizes the District’s maintenance and system operations planned expenditures for the next 10 years. Unfortunately, due to shortfalls in state and federal funding, Caltrans must focus its limited maintenance resources on the most critical needs.

Pavement maintenance is a critical component of the SHOPP and is notoriously underfunded. The 2011 “State of the Pavement Report” anticipates pavement needs statewide to be \$2.9 billion per year over the next decade, although only \$406 million annually is available. Consequently, distressed lane miles could increase from 26 % to 40% in the next ten years. The established performance goal is to reduce pavement distress to 10 % of the system which is 5,000 lane miles. (See Figure 1 on page 10.)

Degrees of pavement distress are:

- Major - Poor condition with extensive cracks
- Minor - Poor conditions with significant cracks
- Ride - Fair condition with moderate potholes and cracks

In 2010, the California Transportation Commission (CTC) realized that in order to better understand the best way to preserve, maintain and improve the state’s transportation system over the next ten years, a statewide transportation needs assessment was required. The result was the 2011 CTC Statewide Transportation Needs Assessment. The goal of the assessment was to determine the multimodal needs of the transportation system over the next ten years and identify strategies to ad-

dress these needs.

The report reflected a ten-year projection of revenues and a summary of investment needs for our multimodal transportation system. The three elements of system needs were identified as: System Preservation, System Management, and System Expansion.

The report findings for the SHS statewide show that the cost of system preservation is estimated to be \$70.4 billion to bring the transportation facilities into a state of good repair over the ten-year period. The projected funding available for the preservation of state highway infrastructure is estimated at \$1.8 billion per year. The cost of system expansion and management over that same period is estimated at \$86 billion based on fiscally constrained regional transportation plans. If the revenues for preservation are provided at historical levels, 43.4%, then the amount of revenue available for system expansion and management projects during this period is only about 48% of the estimated costs of needed projects.

The draft 2013 10-Year SHOPP Plan identifies almost \$1.48 billion in planned expenditures for the District over a 10-year time period. The annual aggregate funding amounts proposed for each SHOPP program element are indicated in Table 1. However, this level of investment will not be sufficient to meet all of the system maintenance needs, and there is no assurance that the District will receive all of the funding that has been identified in the 10-year SHOPP.



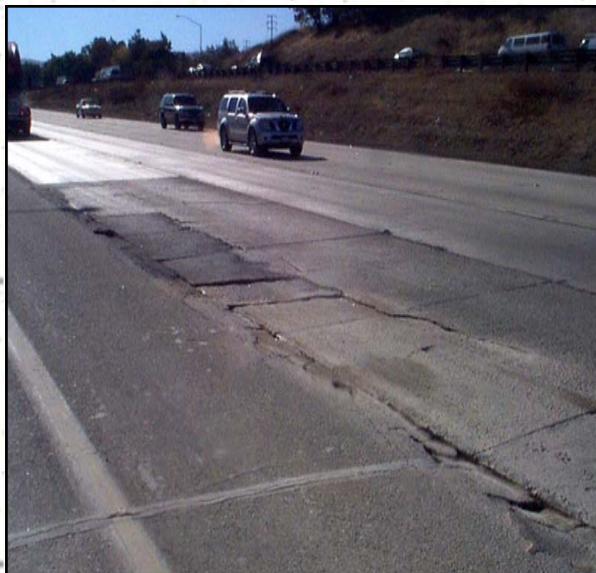
Table 1: 10-Year SHOPP Program

2013 Draft District 3 10-Year SHOPP Program	
SHOPP PROGRAM	TOTAL ANNUAL Cost (\$1,000)
EMERGENCY RESPONSE	
District Minors	\$ 12,750
Sub-Total	\$ 12,750
COLLISION REDUCTION	
Roadside Safety Improvements	\$ 6,016
Safety Improvements	\$ 19,360
Collision Severity Reduction	\$ 6,000
Sub-Total	\$ 31,376
MANDATES	
Storm Water	\$ 662
ADA Pedestrian Infrastructure	\$ 3,000
ADA Curb Ramp	\$ 1,000
Sub-Total	\$ 4,662
BRIDGE PRESERVATION	
Bridge Rehabilitation	\$ 40,912
Bridge Scour Mitigation	\$ 7,677
Bridge Rail Replacement/Upgrade	\$ 3,005
Bridge Seismic Restoration	\$ 9,454
Bridge Preventative	\$ 4,206
Trans Permit Requirements for Bridges	\$ 1,859
Sub-Total	\$ 67,113

Table 1: 10-Year SHOPP Program (Continued)

2013 Draft District 3 10-Year SHOPP Program	
SHOPP PROGRAM	TOTAL ANNUAL Cost (\$1,000)
ROADWAY PRESERVATION	
Roadway Rehabilitation (3R)	\$ 3,450
Pavement Preservation (CAPM)	\$ 15,800
Drainage System Restoration	\$ 907
Pavement Rehabilitation (2R)	\$ 7,290
Sub-Total	\$ 27,447
MOBILITY	
Weigh Stations and WIM* Facilities	\$ 605
Transportation Management Systems	\$ 3,815
Sub-Total	\$ 4,420
TOTAL ANNUAL SHOPP PROGRAM	\$ 147,768

*Weigh-In-Motion (WIM)



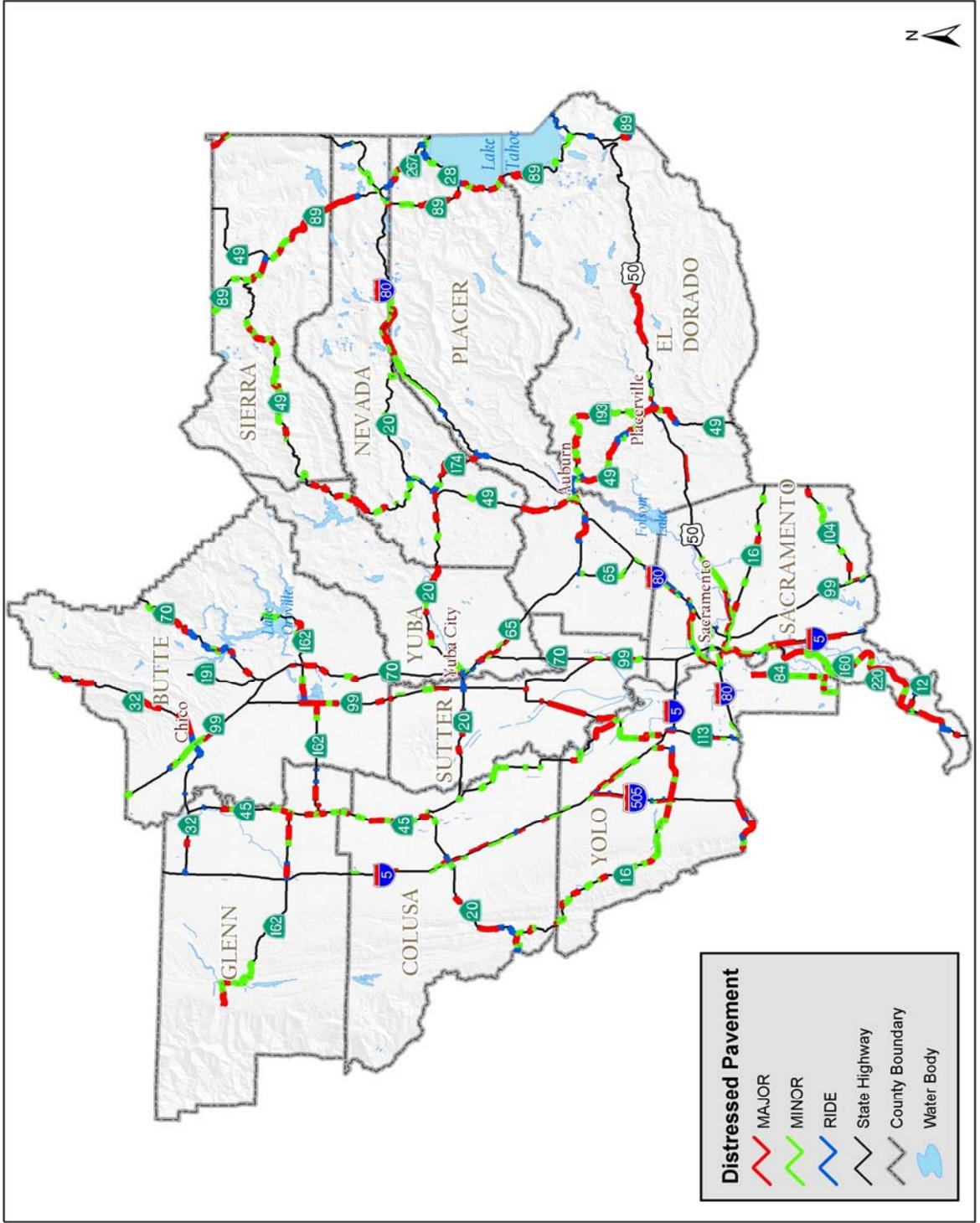
Distressed Pavement



Heavy commercial trucks contribute to poor pavement condition at a weigh station



Figure 1: Distressed Pavement



SYSTEM COMPLETION

In response to the passage of Senate Bill 45 in 1997 the State developed the Interregional Transportation Strategic Plan (ITSP) in 1998 to provide guidance for the identification and prioritization of interregional state highway projects. The Interregional Road System (IRRS) includes 93 state highways or portions thereof from which a subset of 34 High Emphasis Routes of particular statewide importance were selected. Ten Focus Routes were chosen from the 34 to guide the prioritization of interregional highway projects. These ten Focus Routes represent the IRRS corridors that are the highest priority for completion to at least the “minimum facility standard” (typically upgrading to expressway or freeway). Figure 2 indicates the IRRS High Emphasis and Focus Routes in District 3.

*System Completion—
Completion of the IRRS
to at least the
“Minimum facility
standard” (usually
Expressway or Free-
way)*

The ITSP largely focuses on a subset of the SHS that has been identified as being particularly im-

portant to interregional mobility. The ultimate goal is to improve interregional mobility by shaping the effective programming of resources, attract additional resources, and improve the efficiency of travel between regions throughout the State.

System Completion refers to implementation of the specific improvement projects identified in the 1998 version of the ITSP to meet the vision articulated in the Plan. Many of these projects have been completed and are included in Table 2 and displayed in Figure 3. The projects still awaiting construction are listed in Table 3 and displayed in Figure 4.

The project to widen SR 70 from the Yuba/Butte County line to the existing expressway segment at Ophir Road is consistent with ITSP and system completion goals. An Economic Transportation Study being prepared by BCAG will demonstrate how this project will promote economic development by bringing construction jobs and an increased flow of capital to both Butte and Yuba Counties. In addition, these improvements could lead to an enhanced competitive position for the region making it more attractive to new businesses and residents. It will also assist existing businesses by providing greater access to suppliers and customers.



SR 70 North of Marysville - Future System Completion Project

Table 2: Completed ITSP Projects

Project (not in priority order)	County	Route	Project Location	Project Description
1	BUT	70	Georgia Pacific Way to SR 162	Improve facility from 2 lane conventional to 4 lane freeway
2	BUT	149	SR 70 to SR 99	Construct 4 lane expressway
3	COL	20	Junction SR 45 to Sycamore Rd.	Add passing lanes/widen
4	NEV	49	0.31 mile north of Wolf Rd./Combie Rd. to south of Wolf Creek Bridge	Passing lane extension
5	PLA	49	Luther Rd. to Bell Rd.	Improve facility from 4 lane expressway to 6 lane expressway
6	PLA/NEV	49	PLA: Joeger Rd. to NEV Co line NEV: PLA Co line to Grass Valley	Safety Corridor, initial rumble strips and striping-2006; signage (4 Safety Corridor slogans, 8 Turn-on Headlights [next 17 miles])-2006
7	PLA/NEV	49	PLA: Lone Star Rd. to NEV Co line NEV: PLA Co line to Wolf Rd./Combie Rd.	Improve facility from 2 lane expressway to 4 lane expressway for 1.95 miles; and from 2 lane expressway to 4 lane expressway with two way left turn lane 0.65 mile portion midway along segment
8	SAC	99	Elverta Rd./SR 99	Construct Interchange
9	SAC	99	Elkhorn Blvd. to SAC/SUT Co line	Improve facility from 4 lane expressway to 4 lane freeway



Table 2: Completed ITSP Projects (continued)

Project (not in priority order)	County	Route	Project Location	Project Description
10	SUT	99	Riego Rd./SR 99	Construct Interchange
11	YUB	70	Sutter Co line to Junction SR 65	Improve facility from 2 lane con- ventional to 4 lane expressway
12	SUT	99	Junction SR 70 to Garden Highway	Improve facility from 2 lane con- ventional to 4 lane expressway
13	SUT	99	Sacramento Ave. to Central Ave.	Add Passing lanes/Widen
14	SUT	99	Central Ave. to O'Banion Rd.	Improve facility from 2 lane con- ventional to 4 lane expressway
15	SUT	99	O'Banion Rd. to Lincoln Rd.	Improve facility from 2 lane con- ventional to 4 lane expressway with left turn pockets
16	YUB	70	Bear River to McGowan Pkwy.	Improve facility from 2 lane con- ventional to 4 lane expressway

Figure 3: Completed ITSP Projects

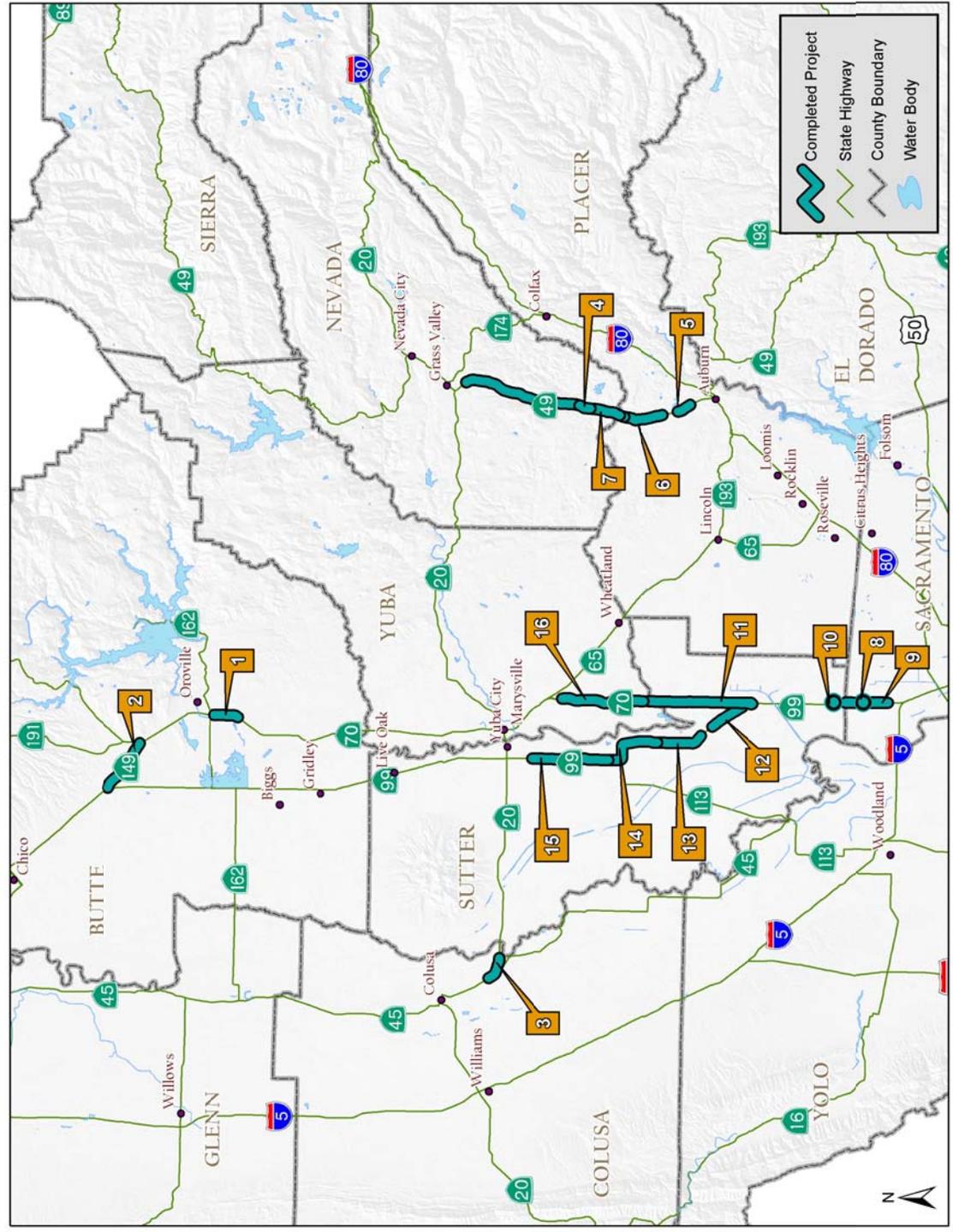


Table 3: Remaining ITSP Projects

Remaining ITSP Projects							
Project (Not in Priority Order)	CO	Route	Project	Prgrmd. Funding (M) ¹	Add'l. Needed Funding (M)	Est. Proj Cost (M) (excludes support costs)	Proj Status (See foot-notes)
1	BUT	70	Widen from 2 lanes to 4 lanes with a two way left turn lane (Yuba County line to Ophir Rd.)	\$18	\$110	\$128	A
2	COL	20	Passing lane/widening (the City of Williams to Wilson Rd.)	\$0	\$3	\$3	C
3	NEV	49	Widen from 2 lanes to 4 lanes with a two way left turn lane (Cameo Dr. to McKnight Way)	\$6	\$102	\$108	A
4	NEV	20	Widen from 2 lanes to 4 lanes (Pleasant Valley Rd. to SR 49)	\$0	\$11.4	\$11.4	B
5	NEV	20	Install passing/truck climbing lanes-near Washington Ridge and Bowman Lake Rd.	\$0	\$10	\$10	D
6	PLA	49	Widen from 4 lane expressway to 6 lane expressway (Nevada St. to Luther Rd.)	\$0	\$10	\$10	C

A - Highest Priority to Local Agency willing to assist with funding, included in MTR/RTP
 B - Medium Priority to Local Agency, may be willing to assist with funding, included in MTP/RTP
 C - Low Priority to Local Agency, included in MTP or RTP
 D - Low Priority to Local Agency, not included in MTP or RTP
¹ - Programmed funding sources and timing varies
 * - Conceptual Projects, not in an MTP or RTP

Table 3: Remaining ITSP Projects (continued)

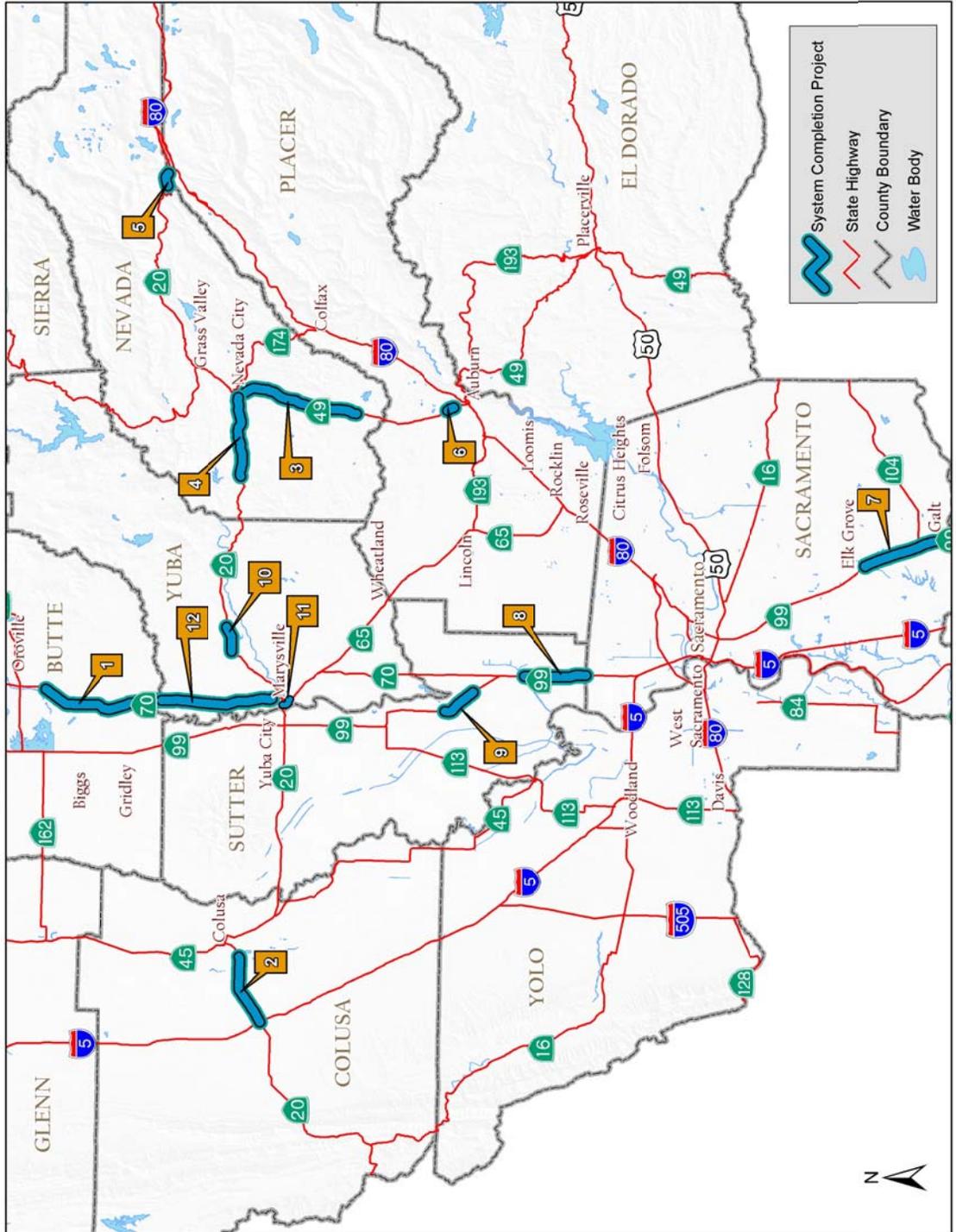
Remaining ITSP Projects							
Project (Not in Priority Order)	CO	Route	Project	Pgrmd. Funding (M) ¹	Add'l. Needed Funding (M)	Est. Proj Cost (M) (excludes support costs)	Proj Status (See foot-notes)
7*	SAC	99	Widen from 4 lane freeway to 6 lane freeway (Galt to Elk Grove)	\$N/A	\$N/A	\$N/A	D
8*	SUT	99	Widen from 4 lane expressway to 4 lane freeway (SAC Co line to Howsley Rd.) Un-dercrossing)	\$N/A	\$N/A	\$N/A	D
9	SUT	99	Widen from 2 lane conventional to 4 lane conventional (Power Line Rd. to Laurel Ave.)	\$0	\$20	\$20	A
10	YUB	20	Construct passing lane (Loma Rica Rd. to Spring Valley Rd.)	\$0	\$3.1	\$3.1	C
11	YUB	70	Construct Feather River Expressway/West Marysville Levee (substitute for Marysville Bypass)	\$0	\$250	\$250	C
12	YUB	70	Widen from 2 lanes to 4 lanes with two way left turn lane (Marysville to BUT Co line)	\$0	\$48	\$48	C

A - Highest Priority to Local Agency willing to assist with funding, included in MTR/RTP
 B - Medium Priority to Local Agency, may be willing to assist with funding, included in MTR/RTP
 C - Low Priority to Local Agency, may or may not be included in MTP or RTP
 D - Low Priority to Local Agency, not included in MTP or RTP

1 - Programmed funding sources and timing varies
 * - Conceptual Projects, not in an MTP or RTP



Figure 4: Remaining ITSP Projects



Congestion Relief

The stalled economy and high gas prices have created a temporary lull in the steady increase in traffic congestion. Prior to the current recession, traffic congestion throughout District 3 was rapidly increasing in tandem with regional growth, and in some areas congestion was reaching unacceptable levels. As economic growth returns to the region, traffic congestion will also likely continue to rise.

Caltrans accepts that traffic congestion is a normal part of urban and sometimes even rural travel, and is often a reflection of a vibrant local economy. It is not practical, desirable or possible to build sufficient highway capacity to eliminate all traffic congestion. But congestion does need to be managed and minimized so that it does not hinder the economy, waste an inordinate amount of time for the traveler, and does not generate increased emissions of air pollutants.

District 3 is focusing its highway congestion relief efforts on making targeted operational improvements at traffic bottlenecks and at other problem locations by constructing freeway auxiliary lanes, installing ramp meters, extending merge areas, implementing adaptive traffic signal systems and implementing overall corridor system management strategies that are tailored for each major freeway corridor and some rural highway corridors. Intelligent Transportation Systems (ITS) are a series of strategies that can improve mobility and safety for the traveling public. Some examples include: ramp meters on highway on-ramps, changeable message signs, video cameras, highway advisory radio transmissions, and the 511 Traveler Information Service. Making real time traveler information available to the public allows them to make better decisions about how and when to travel. The District is also working in partnership with local and regional agencies to create a seamless bus/carpool lane network on most of the urban freeways in the Sacramento

region. These lanes will provide predictable, reliable travel times and travel time savings for those who use them.

Caltrans relies on cities, counties and transit operators to provide local road, transit, bicycle and pedestrian facilities that support local trip generation. The SHS can then be used for longer distance travel and will operate more efficiently without the need to accommodate local, short distance trips. Mitigation for local projects that provide trip diversion, funding for transit improvements and key parallel capacity projects are strongly supported by Caltrans.

Sacramento Region

Bus/Carpool Lane Network Vision

Bus/Carpool Lanes, also known as High Occupancy Vehicle lanes, are a critical element in reducing traffic congestion and maintaining mobility throughout the Sacramento region. Bus/Carpool lanes move more people in fewer vehicles than a mixed flow lane.

In the Sacramento region, the vision of the Bus/Carpool network is to have Bus/Carpool lanes on all freeways, as well as Bus/Carpool bypass on-ramp lanes and direct freeway -to- freeway Bus/Carpool connectors at major interchanges for seamless Bus/Carpool travel opportunities.

Bus/Carpool lanes are designed to maximize the number of people traveling in a corridor while minimizing the number of vehicles. Bus/Carpool lanes limit the number of vehicles traveling along a corridor by requiring a minimum number of passengers per vehicle during specific peak travel times. The hours of operation of the Bus/Carpool lanes also vary depending on the needs of the local areas. In the Sacramento region, Bus/Carpool lanes currently require a minimum of two occupants between the hours of 6:00 AM to 10:00 AM and 3:00 PM to 7:00 PM, Monday thru Friday.

The Bus/Carpool lanes are less congested than mixed flow lanes and the increased travel speeds

and time savings provide incentives for commuters to carpool and use transit instead of driving single-occupant vehicles. Other benefits of the Bus/Carpool system are fewer vehicle emissions, less energy and fuel consumption and improved safety throughout the system. Study data has shown that to adjoining lanes, Bus/Carpool lanes in the Sacramento Area move 23-44% of the people on the freeway, while using only 13-27% of the total vehicle volume:

- Bus/Carpool users in the Sacramento area save an average of 10 minutes during the peak commute hour, when compared with users of mixed flow lanes.
- Transit buses regularly use Bus/Carpool lanes during the commute periods.

The Vision for the Bus/Carpool Network will take many years to implement. Caltrans will continue to work with its local and regional partners to plan, program, and construct individual segments. The RTPs for SACOG, PCTPA, and the EDCTC already include key segments for which project development activities should begin quickly to ensure the region is prepared to take advantage of any upcoming transportation funding opportunities. Figure 5 shows both the existing and planned Bus/Carpool lanes in District 3.

In 2010, District 3, PCTPA and SACOG studied the feasibility of HOT lanes on I-80 between SR 65 and I-5. In addition, an earlier study examined the feasibility of HOT lanes on US 50 from Sunrise Blvd. to Downtown Sacramento. HOT lanes are a road pricing method that allows single-occupancy vehicles access to Bus/Carpool lanes through the collection of a toll. The toll varies depending on the congestion. A higher toll is paid during the most congested hours while a reduced toll is offered during less congested times. Both studies have concluded that congestion on these facilities has not yet reached the point that sufficient numbers of travelers would be willing to pay for the use of the HOT lane. This concept could be reconsidered at a later date if congestion reaches an adequate saturation point.



SR 99 Bus/Carpool lane

Priority Congestion Relief Projects

Projects have been identified as “Priority Congestion Relief Projects”, based on their readiness to move forward to final project development and construction, location on the heaviest traveled corridors and the travel delay reductions they will provide. Table 4 lists the highest priority congestion relief projects for the District given the amount of programming capacity expected to be available for State Highway funding through Fiscal Year 2020/2021. Figure 6 displays these highest priority projects.

Clearly, many additional critical congestion relief projects are needed, including the completion of the Bus/Carpool Network; greater use of ITS elements for communication and data collection; and additional transition and auxiliary lanes to significantly improve the efficiency of highway operations. The District 3 TSDP includes a complete listing of needed and planned projects to maintain mobility within the District for the next 20 years and can be found in Appendix B. It can also be accessed on the Caltrans District 3 website :

<http://www.dot.ca.gov/dist3/departments/planning/systemplanning.html>.



Table 4: Priority Congestion Relief Projects

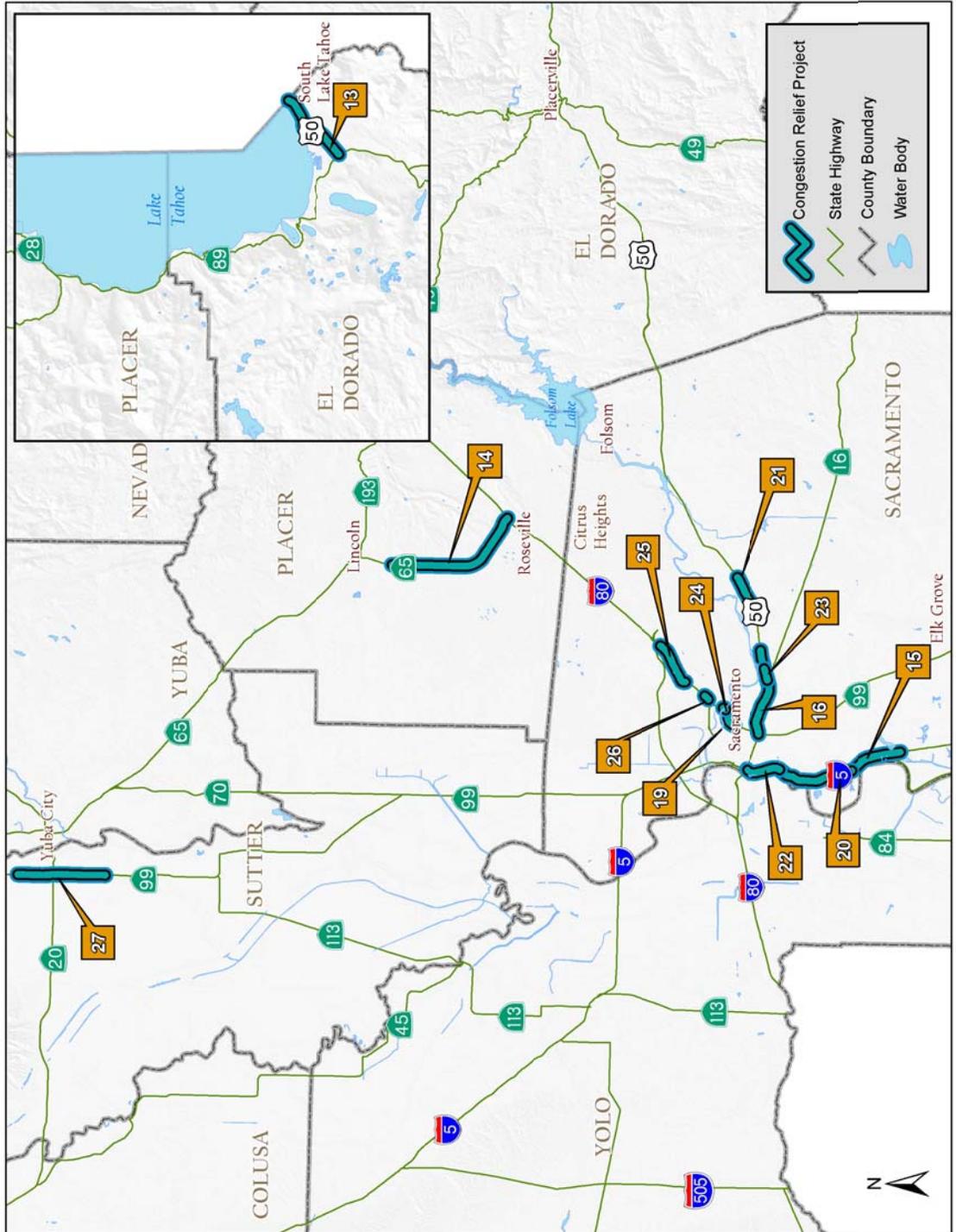
Priority Congestion Relief Projects						
Project (Not in Priority Order)	CO	Route	Project	Progrmd. Funding (M)	Add'l. Needed Funding (M)	Est. Total Project Cost (M) (Includes support costs)
13	ED	50	Signal Improvements from SR 89 to Stateline	\$0	\$5	\$5
14	PLA	65	Bus/Carpool Lanes: Galleria Blvd. to Industrial Ave.	\$0	\$110	\$110
15	SAC	5	Bus/Carpool Lanes: Elk Grove to Downtown Sacramento Phase 1-Morrison Creek to US 50	\$10.5	\$105.5	\$116
16	SAC	50	Bus/Carpool Lanes: Watt Ave. to Oak Park Interchange	\$11.1	\$57.2	\$68.3
17	SAC	99/51	Install ramp meters in SAC Co. on SR 99 and SR 51 (not included in Figure 5)	\$0	\$6.5	\$6.5
18	SAC/ PLA	65/80/ 99	Install ramp meters in SAC and PLA Co. on SR 65, SR 99 and I-80 (not included in Figure 5)	\$0	\$6.1	\$6.1
19	SAC	51	Construct transition lane northbound from E St. to the American River Bridge	\$0	\$3.9	\$3.9
20	SAC	5	Construct auxiliary lanes in both directions from Florin Rd. to Pocket Rd.	\$0	\$8.6	\$8.6
21	SAC	50	Construct auxiliary lanes in both directions from Bradshaw Rd. to Mather Field Rd.	\$0	\$3.7	\$3.7

Table 4: Priority Congestion Relief Projects (continued)

Priority Congestion Relief Projects							
Project (Not in Priority Order)	CO	Route	Project	Progrmd. Funding (M)	Add'l Needed Funding (M)	Est. Total Project Cost (M) (Includes support costs)	
22	SAC	5	Construct transition lane southbound US 50 to Sutterville Rd	\$0	\$4.7	\$4.7	
23	SAC	50	Construct transition lane northbound from Howe Ave. to southbound Howe Ave. on-ramp	\$0	\$3.7	\$3.7	
24	SAC	51	Widen American River Bridge to 4 lanes in each direction and add northbound transition lane the American River Bridge to Arden Way	\$0	\$79.6	\$79.6	
25	SAC	51	Construct transition lane northbound from Marconi to Watt Ave; widen Arcade Creek Bridge; lengthen overcrossings at Marconi, Fulton and Watt; ramp reconstruction at Howe and Bell Ave; southbound ramp flyover at Auburn/Watt Ave	\$0	\$57.7	\$57.7	
26	SAC	51	Construct transition lane northbound from Arden Way to SR 160; widen SR 160 separation to 4 lanes	\$0	\$45.6	\$45.6	
27	SUT	99	Signal improvements-ITS enhancements, turn pockets in Yuba City from Bogue Rd. to Pease Rd.	\$0	\$3	\$3	
28	VAR	VAR	Install ITS elements-CCTV, HAR, CMS and fiber optic cable (not included in Figure 5)	\$0	\$39.4	\$39.4	



Figure 6: Priority Congestion Relief Projects



The Cost of Mobility in District 3

During the next 20 years, population in District 3 is projected to increase by 45% from 2.7 million to 3.9 million people based on data from the 2010 U.S. Census. If current land use patterns are perpetuated for the additional 1.2 million people, the region’s transportation system will be inadequate to meet the traffic and congestion increases associated with this type of growth. Substantial highway expansions would be necessary to maintain a reasonable level of mobility.

District 3 is not planning for such a scenario because regional and local agencies are focusing on Blueprint planning concepts that direct growth to existing urbanized areas, emphasize compact development and provide for a more balanced jobs/housing distribution. Recent legislation such as Senate Bill 375 (SB 375) and Assembly Bill 32 (AB 32) target changes to land use development patterns and greenhouse gas reductions. Even with the implementation of the most optimistic Blueprint scenarios, highway operations will need to be carefully monitored to ensure that those improvements and strategies implemented maintain mobility and meet minimal operational standards.

The District estimates approximately \$1.48 billion in costs to fund the 10-year SHOPP programs,

\$600 million to provide needed system completion projects, and approximately \$490 million to construct the highest priority congestion relief projects as identified in Tables 1, 3 and 4.

Funding these improvements to State facilities and to other vital components of the transportation system will require innovation and contributions from all potential sources. Local development projects will need to provide mitigation and local jurisdictions will need to consider or expand transportation sales taxes, broaden mitigation fee programs, and create other regional transportation funding programs. High Occupancy Toll (HOT) lanes were studied on I-80 and US 50 as a potentially creative and pro-active approach to congestion relief, an efficient way to use excess capacity in freeway lanes and a promising method for generating revenue. Although, the studies concluded that HOT lanes were not feasible at this time, it is a strategy that could be re-analyzed in the future to generate revenue to contribute to future transportation projects. The region as a whole needs to continue to be as effective as possible in competing for State and Federal discretionary funds. Cooperation among partner agencies and stakeholders is vital to ensuring continued mobility in the District 3 region.



Bus/Carpool Lanes I-80



Chapter Two

Transportation Planning in District 3

TRANSPORTATION PLANNING IN DISTRICT 3

The transportation system throughout California is a complex network of roads, highways, airports, railroads, sea ports, transit facilities and trails. The planning, design and funding for these modes and facilities in the State involves collaboration of both the Department and local governments to improve mobility options for all travelers.

Transportation Agency Partners

District 3 consists of 11 counties, ranging from the very rural Sierra County (3,240 residents; one incorporated city, Loyalton, 769 residents), to the highly urbanized Sacramento County, with 7 incorporated cities (and approximately 1.4 million residents). The District includes approximately 2.7 million people according to the 2010 U.S. Census. Within District 3, there are three Metropolitan Planning Organizations (MPO) and six Regional Transportation Planning Agencies (RTPA):

- The Sacramento Area Council of Governments (SACOG), which serves as the MPO for the Sacramento Metropolitan Planning Area (SMPA) and is also designated under State law as the Regional Transportation Planning Agency (RTPA) for Sacramento, Yolo, Sutter and Yuba counties. The SMPA also includes Placer and El Dorado counties (except the Tahoe Basin); however, both counties have maintained their status as RTPAs: Placer County Transportation Planning Agency (PCTPA) and the El Dorado County Transportation Commission (EDCTC).
- The Butte County Association of Governments (BCAG) is the MPO for Butte County and is also the designated RTPA under State law.
- Unique to District 3 is the Tahoe Regional Planning Agency (TRPA), which is the RTPA for the Lake Tahoe Basin and is also designated as the Tahoe Metropolitan Planning Organization (TMPO). TRPA/TMPO encom-

passes the basin around Lake Tahoe for El Dorado and Placer counties in California and Carson City, and Douglas and Washoe counties in Nevada.

- The Colusa County Transportation Commission (CCTC), Glenn County Transportation Commission (GCTC), Nevada County Transportation Commission (NCTC), and Sierra County Transportation Commission (SCTC) serve as the RTPAs for their respective counties.

Caltrans partners with regional planning agencies:

SACOG

BCAG

TRPA/TMPO

CCTC

GCTC

NCTC

SCTC

PCTPA

EDCTC

Each of the three MPOs and the six RTPAs are responsible for preparing the Regional Transportation Plan (RTP) for their respective jurisdictions. The RTP is a long-range plan (20 years or more) that provides a blueprint for future transportation improvements and investments based on specific transportation goals, objectives, policies and strategies.

Although California still has an effective transportation system, the growth of the number of vehicle miles traveled (VMT) highlights the

challenges we face. Since the 1960s, travel on the SHS has dramatically increased.

Total registered vehicles in California increased from approximately 9 million in 1960 to just less than 32 million as of January 1, 2011. In District 3, there were approximately 702,000 vehicles in 1960. Today there are over 2.5 million. VMT in

California annually in 1960 were 33.3 billion; the total were over 327 billion in 2010. District 3's total VMT in 1960 amounted to about 2.3 billion; in 2010, that figure was over 24 billion.

In District 3, for the year 2000, Daily Vehicle Hours of Delay (VHD) were almost 11,000. This number peaked in 2005 at almost 22,000. Due to the economy, this number has declined almost to the 2000 levels. As the economy rebounds, it is expected that these numbers will increase, leading to increased congestion on the District's roadways.

New Partnership Efforts

The I-80 Corridor has been recognized as nationally significant. Caltrans is involved in a multi-jurisdictional partnership effort led by the Nevada Department of Transportation in coordination with the Federal Highway Administration, the Transportation departments of Utah and Wyoming, numerous regional and local agencies the trucking industry and private organizations.

The purpose of this effort is to develop a Master Plan that will provide a comprehensive, multi-modal long-term strategy for the Corridor and the surrounding area. The ultimate goal is to "identify low cost, early action improvements (projects, policies, etc.), mid and long term projects as well as to develop a process by which partner agencies along and near the Corridor can continue to coordinate transportation improvements for decades to come in order to effectively and efficiently move people and goods through, along and near the I-80 Corridor".

Another multi agency partnership is the I-80 Winter Operations Coalition which again brings together California, Nevada, Utah and Wyoming. This time to focus on winter mobility and reliability. There are specific challenges for the I-80 corridor that affect goods movement, traffic, and incident management and operations during hazardous winter weather conditions. These include multi-state coordination, regional truck parking

during ice and snow events, funding for capital improvements and information regarding traveler or road closures across jurisdictional boundaries.

It is expected that this effort will result in better leveraging for funding, knowledge and resource sharing and high-impact strategies to make travel safer and more reliable.

These are partnerships that may well influence transportation behaviors at the corridor level. Caltrans is excited to be a part of the genesis of these efforts providing a vision for the overall system and a method to achieve that vision through a dynamic strategic process into the future.

Caltrans Mission, Vision, and Goals

The DSMDP is consistent with the Caltrans Mission/Vision - ***Caltrans Improves Mobility Across California***; as well as Caltrans' Goals:

- SAFETY: Provide the safest transportation system in the nation for users and workers
- MOBILITY: Maximize transportation system performance and accessibility.
- DELIVERY: Efficiently deliver quality transportation projects and services.
- STEWARDSHIP: Preserve and enhance California's resources and assets.
- SERVICE: Promote quality service through an excellent workforce.

California Interregional Blueprint

Senate Bill 391 requires Caltrans to prepare a new CTP by 2015. The new CTP will show how the State and regional agencies coordinate their planning efforts to achieve climate change goals under AB 32 and SB 375. The CIB evaluates how well both State and regional plans address the future demand for interregional travel, while also meeting goals for a sustainable transportation system. The CIB also integrates the interregional highway plan, freight mobility plan, rail plan (including high-speed and intercity rail), aviation plan, transit strategic plan, and other

transportation system and strategic plans together for analysis. Using regional growth and land use projections the system is analyzed for its ability to meet the projected demand. This allows us to make better decisions as to how the overall system should be developed and maintained.

The CIB interim report is the first step toward developing the CTP 2040 which will be finalized by December 31, 2015. More information on the CTP and the CIB can be found at this website: <http://www.dot.ca.gov/hq/tpp/offices/osp/>.

District System Management and Development Plan

The DSMDP is District 3's long-range strategic planning document describing the District's vision for the SHS's development, maintenance, and management for the next 20 years. It is the foundation of District system planning and identifies key planning policies and major challenges as well as the specific projects needed to maintain regional mobility.

Corridor System Management

System Planning is Caltrans' long-range (20-years) transportation planning process. It evaluates current and future operating conditions and deficiencies on the State transportation system. The process considers the entire transportation system, including highways and local arterials, transit services, railroads, airports, seaports, non-motorized modes of transportation (i.e. bicycles and walking), goods movement, ITS and local land use plans.

The current CSMPs in District 3 address six major urban freeway corridors, including I-5/SR 99, I-80/Capital City Freeway (State Route (SR) 51), SR 65, US 50 and SR 99 Chico. There is also a CSMP for portions of SR 49 in Placer and Nevada counties that are conventional urban and conventional rural highway segments. Figure 7 depicts the location of the corridors for the CSMPs in District 3. CSMPs provide for the integrated management of travel modes and roadways so as to

facilitate the efficient and effective mobility of people and goods within our most congested transportation corridors. Each CSMP presents an analysis of existing and future traffic conditions and proposes strategies to maintain and enhance mobility within each corridor, primarily focusing on low-cost, operational improvements and daily system operational activities.

The corridor system management strategy is based on the integration of system planning and system operations. Each CSMP addresses State Highways, parallel and connecting roadways, regional transit services, bicycle facilities, as well as other regional transportation-related modes pertinent to corridor mobility.

Preliminary Investigations

On the most congested corridors, preliminary investigations focus on a specific area or problem. These studies go beyond the planning level of analysis and help to determine what projects would have the desired impacts and be most cost effective. District 3 has a number of feasibility studies either in progress or planned for future endeavors. See Table 5 for a list of these studies.

Concept of Operations Plan (ConOps)

A ConOps Plan is a system management tool that describes the user's requirements for ultimate system operations. Caltrans District 3 Planning and Traffic Operations staff are cooperatively developing a ConOps Plan. This ConOps Plan begins with a vision and needs assessment, followed by goals and objectives for quantifiable outcomes. It will delineate a roadmap for operations and systems development from now to the future and lay the foundation for new improvement projects along specific transportation corridors that will be identified and prioritized in D3's CSMP updates, the D3 ITS/Operations Improvement Plans and other operations and planning documents. It is anticipated that the ConOps Plan will be completed in December 2013.

Figure 7: Corridor System Management Plan Corridors

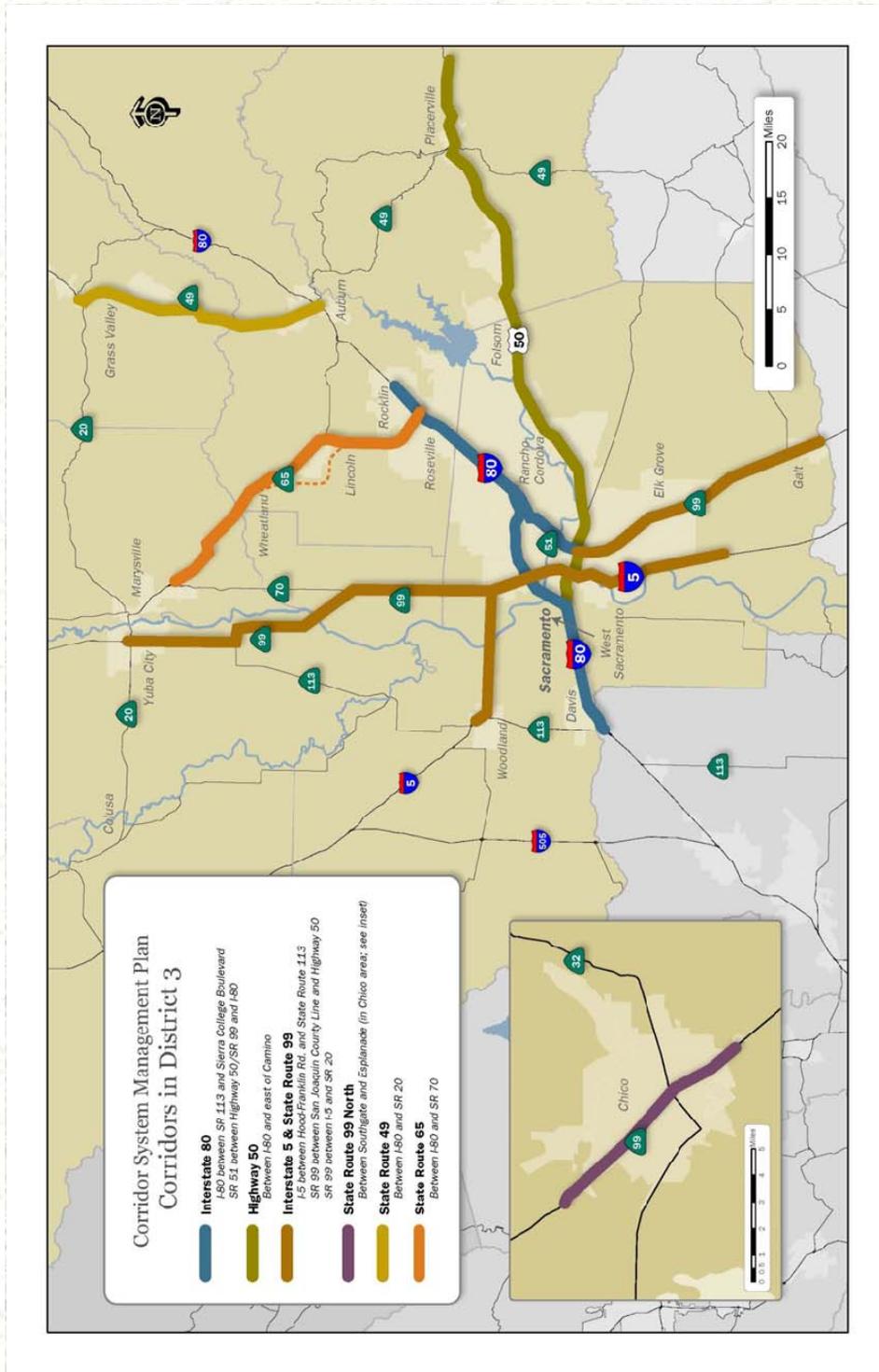




Table 5: Preliminary Investigations

County	Route	Study Need and Purpose	Location	Initiation Date	Completion Date
SAC	51	Preliminary investigation to determine operational strategies and capital projects to reduce traffic congestion on SR 51	US 50/SR 99 to I-80 (also known as Business Loop 80 and named the Capitol Corridor Freeway)	7/1/2010	1/15/2013
YOL/SAC	80	Preliminary investigation to determine operational strategies and capital projects to reduce traffic congestion on I-80	Davis to Downtown Sacramento (I-80/US 50)	12/1/2011	9/30/2013
SAC/SUT	99	Preliminary investigation to determine operational strategies and capital projects to reduce traffic congestion on SR 99	SR 70/SR99 Wye to I-5	12/1/2011	12/30/2013
SAC	50	Preliminary investigation to determine strategies to improve the operation of the interchanges and the W/X freeway	Oak Park Interchange (SR 51/US 50/SR 99) to the Riverfront Interchange (I-5,US 50)	7/1/2013	12/1/2014
ED	50	Preliminary investigation to determine operational strategies and capital projects to reduce traffic congestion on US 50.	US 50 from just west of Weber Creek Bridge to Placerville City limits	7/1/2014	6/30/2015
SAC	99	Preliminary investigation to determine operational strategies and capital projects to reduce traffic congestion on SR 99.	SR 99 South from the SAC Co line to Elk Grove	7/1/2014	6/30/2015
ED/PLA	VAR	In partnership with TRPA and TTC, participate in the development of a Complete Streets Implementation Plan	All state highways in the Tahoe Basin	7/1/2014	6/30/2015

Transportation Concept Reports

The TCR is a long-term planning document Prepared by each Caltrans District for every state highway in its jurisdiction. The purpose of the TCR is to determine how the state highway will be improved and managed over a 20-year period to maintain a minimum acceptable level of service.

Each TCR presents an overview of the route's current condition, information regarding programmed improvements, significant factors influencing the route's existing and future condition, traffic projections, the Concept (minimum acceptable level of service for the 20-year planning horizon) and the State Highway facility (concept facility) required to maintain the Concept level of service. The TCR also includes an "Ultimate Concept," which is a long-term vision for the highway facility beyond the 20-year planning horizon.

The objective is to have local, regional, and State consensus through early involvement on the future corridor needs so that Caltrans and its partners can plan and develop the improvements needed to maintain the Concept LOS and implement other needed projects. District staff and the external partners can use the TCR as input for General Plans, Specific Plans, Regional Transportation Plans and other planning processes. For routes that have a CSMP, the CSMP serves as the TCR.

Project Initiation Documents (PIDs)

The District's system planning process identifies a spectrum of projects to address deficiencies on the transportation system. The bridge between the identification of needed system improvements and the actual programming (funding) of these projects is the PID. The PID provides refined information regarding the specific scope, schedule, and cost of the proposed improvements, thereby providing critical information for decision makers and assuring the efficient delivery of capital improvement projects. The selection of PIDs for development and inclusion in the annual "District 3-Year Work

Program" is based on the prioritization of the project through the System Planning process, a comprehensive dialogue with our local and regional partner agencies, and the likelihood of the project being programmed for at least project development work.

The relationships of the planning and programming processes are illustrated in Figure 8.

Transportation System Development Program

The District 3 TSDP identifies the major transportation system improvements needed to maintain regional and interregional mobility and decrease traffic congestion, including, but not limited to, the needed improvements identified in each TCR and in local and regional transportation and transit plans. This comprehensive project list complements the policies defined in the DSMDP.

The TSDP addresses the movement of people and goods in every major transportation corridor in District 3. Proposed improvements are based on facilitating strategic growth strategies, including the implementation of the Regional Blueprint planning processes. Although the TSDP is not financially constrained, most of the projects in the TSDP are included in the financially-constrained RTPs prepared by each of the nine regional transportation planning agencies in the District.

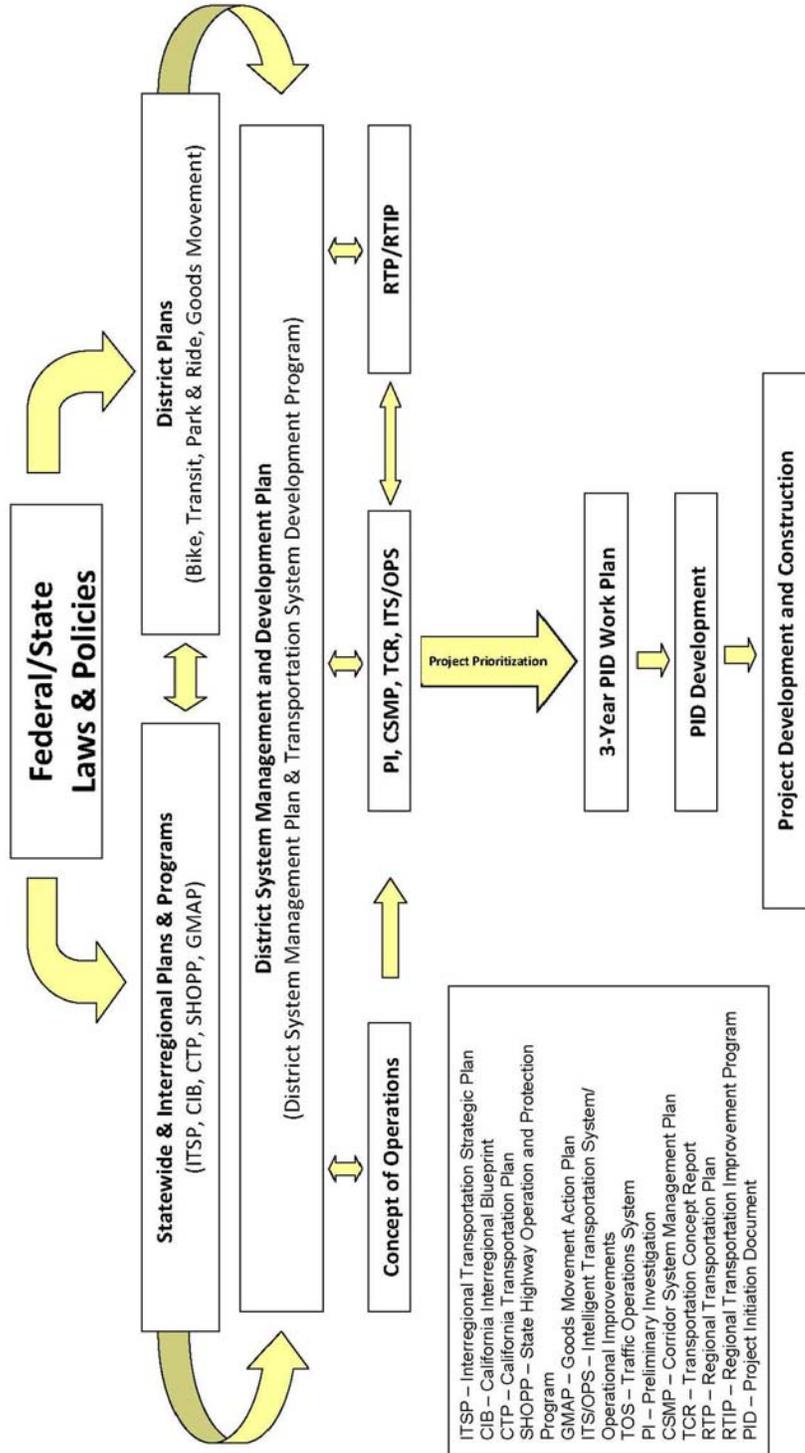
Traffic Impact Mitigation Fees (TIMF) are collected and administered by local agencies to cover the cost of reducing or eliminating impacts from development projects. Appendix C lists those SHS projects necessary to address impacts that will be at least partially funded by fees contributed to the TIMF Programs. The TIMF Program includes all projects funded by the fees collected, however, this appendix focuses only on those that address the needs of the SHS.

The complete TSDP and comprehensive project listing by county can be found in Appendix B and the TIMF and be found in Appendix C at the following website: <http://www.dot.ca.gov/dist3/departments/planning/systemplanning.html>



Figure 8: Relationship of DSMDP to Other Plans

District 3 System Planning/Programming Diagram



Chapter Three

District Transportation Planning Policies

The purpose of this chapter is to present the policies that guide how District 3 evaluates existing and future transportation systems within the District. Caltrans District 3 is responsible for operating and maintaining more than 1,500 centerline miles of State Highway Routes, U.S. Highways, and Interstates within the Sacramento Valley and Northern Sierra Nevada. The District, as well as the rest of the Department, adopts dynamic policies to preserve existing facilities, enhance mobility, and to provide overall guidance for our role as the owner and operator of this vast roadway network.

SAFETY

Caltrans' first responsibility in regards to the SHS is to ensure the safety of the traveling public. District 3 constantly monitors safety statistics and system-user complaints. Once a safety problem is identified, the resolution of the problem becomes a priority and is the first to receive funding, by-passing capacity increasing or routine maintenance projects. Caltrans manages programs such as Safe Routes to Schools, Complete Streets and the Bicycle Program to promote and improve safety for non-automobile modes as well.

PERFORMANCE MEASURES AND THRESHOLD STANDARDS

Performance measures and threshold standards are important tools used for evaluating the degree of congestion and determining the schedule and scope of needed system improvements.

Threshold standards are also used during the California Environmental Quality Act (CEQA) process for local land use development proposals to determine significant impacts and appropriate mitigation measures. We recommend any CEQA lead agency coordinate with Caltrans as early in the review process as feasible to jointly determine the most appropriate threshold standards of significance.

Typical Performance Measures and Threshold Standards

Performance measures and threshold standards are used in the District's System Planning Program products, including TCRs, to determine if, based on our traffic forecasting information, capacity enhancements will be needed to maintain the threshold standard (typically a level of service (LOS) standard).

"Concept LOS" and "Concept Facility" have traditionally been used in Caltrans TCRs to reflect the minimum level of operations acceptable for each route segment within the 20-year planning period and the highway facility needed in the next 20-years to maintain the Concept LOS. LOS is a quantitative evaluation measured on an "A-F" scale with "A" representing the best operating conditions and "F" the worst. Review of impacts from proposed projects reviewed during the CEQA process use the LOS as one of the thresholds to determine a negative change in operation. In particular, any new connections to the SHS shall not lower the existing LOS now or in the future. Any impacts would require appropriate mitigation.

Typical Concept LOS standards in District 3 are LOS "D" in rural areas and LOS "E" in urban areas. However, these standards may vary depending on the unique corridor conditions. A local agency may set a higher LOS threshold standard consistent with community wishes and other local concerns. However, since the Caltrans Concept LOS defines the minimum acceptable level of service established by Caltrans as the owner and operator of the facility, the threshold standard LOS established by the local agency should not be lower than the Caltrans Concept LOS.

Once a facility's performance declines to LOS F, it is difficult to measure further degradation of the facility to any degree of accuracy. Therefore, other performance measures can be used to define threshold standards for system planning and CEQA purposes, including, but not limited to the following:

- Vehicle Travel Time (minutes) is the average time spent by vehicles traversing between two points on a road or highway. Travel time is a measure used to quantify travel time deficiencies and provide a personal indicator of congestion impacts. A significant impact would be determined if the Vehicle Travel Time along a corridor increased beyond the established threshold.
- Vehicle Hours of Delay (VHD) is a performance measure that reflects the additional travel time in hours experienced by all vehicles on the highway segment per day or at peak hour due to congestion. This measurement is used to determine the cost, in time, which congestion can add to the regular non-congested travel time that it takes to traverse a segment of road, and is useful in quantifying the performance of a particular roadway in an understandable format. This cost in time can be translated into dollars to determine the cost of delay to the traveling public. An established threshold of significance would allow those reviewing a project under CEQA guidelines to measure the impact and determine if mitigation is necessary.
- Reliability identifies the day-to-day variation in travel time for the same trip at the same time of day. It focuses on the predictability of travel time, particularly for repetitive trips. This estimates reliability by defining the extra time travelers must add to their average travel time when planning trips to ensure on-time arrival.
- Lost Productivity measures the capacity of the corridor to accommodate vehicle or person

throughput and is calculated as actual volume divided by the capacity of the highway. As traffic volumes increase to roadway capacity, speeds decline rapidly and vehicle throughput drops dramatically, which increase traffic congestion and delay, and results in lost productivity.

LAND USE AND TRANSPORTATION LINKAGE

Land use policies and designations are within the power of local agencies, but Caltrans is placing much greater emphasis on better integrating transportation facilities systems with land use decisions. This involves working closely with cities and counties to ensure development decisions are made with a firm understanding of the impacts the transportation facilities, and development location and characteristics have on each other.

The integral relationship of land use and transportation decisions requires the close coordination of planning, financing, and project delivery to ensure efficient growth and use of scarce resources. The District is in partnership with the local and regional agencies and acts as a full participant in this process. The keys to this process are the following guiding principles, based on California Government Code, Section 65041.1:

- Promote infill development and equity by rehabilitating, maintaining, and improving existing infrastructure that supports infill development and appropriate reuse and redevelopment of previously developed, underutilized land that is presently served by transit, streets, water, sewer, and other essential services, particularly in underserved areas, and to preserving cultural and historic resources.
- Protect environmental and agricultural resources by protecting, preserving, and enhancing the state's most valuable natural resources, including working landscapes such as farm, range, and forest lands, natural lands such as wetlands, watersheds, wildlife

habitats, and other wild lands, recreation lands such as parks, trails, greenbelts, and other open space, and landscapes with locally unique features and areas identified by the state as deserving special protection.

- Encourage efficient development patterns by ensuring that any infrastructure associated with development that is not infill, supports new development that uses land efficiently, is built adjacent to existing developed areas, is in an area appropriately planned for growth, is served by adequate transportation and other essential utilities and services, and minimizes ongoing costs to taxpayers.

It is the District’s policy to work cooperatively with our customers and build partnerships with our local and regional representatives in the fulfillment of the above principles by:

- Participating in the local land use development process by providing early consultation to private developers and lead agencies regarding the potential impacts to the State highways of any conceptual or specific proposed land use change.
- Assisting lead agencies under CEQA with the identification of significant impacts to the SHS and appropriate mitigation measures.
- Building a consensus with local land use planning agencies regarding the amount of anticipated land use development in a corridor, key issues, and funding mechanisms to support the improvements to the SHS needed to accommodate projected growth. This includes traffic impact mitigation fees specifically for SHS mainline, intersection, or interchange improvements; right of way preservation and dedication for future System expansion needs; and the development of alternative mitigation strategies, such as transit and Transportation Demand Management alternatives. Direct mitigations such as new signs and/or striping,

turn lanes and traffic signals can be requested from developers to address development impacts.

RELINQUISHMENTS

Segments of state highway system routes that primarily serve local and regional transportation needs are candidates for relinquishment. Removing the segments from the SHS and providing a city or county with ownership and control of the facility provides greater flexibility for the city or county to meet and fulfill their local needs and plans. This also is more consistent with the primary purpose of the SHS to provide for the inter-regional movement of people and goods. Caltrans may relinquish (or transfer) a segment of a highway to a city or county provided the local jurisdiction is interested in the transaction. Factors Caltrans considers when contemplating a relinquishment include the statewide significance of a highway, its function in the local community setting, maintenance costs to the local jurisdiction, route continuity, and connectivity to the SHS. The District 3 list of candidate relinquishable highway segments is shown in Table 6 and in Figure 9.



Tower Bridge in West Sacramento (SR 275)



Table 6: Relinquishable Highway Segments

County	Route	Description	Annual Maintenance* Cost
BUT	162	SR 70 to Foreman Creek Rd.	\$133,236
BUT	191	SR 70 to Pearson Rd.	76,143
ED	153	Junction SR 49 to Marshall's Monument	\$2,881
ED	193	PLA CO line to Junction SR 49	\$3,855
GLE	162	Mendocino Forest to I-5	\$195,128
NEV	174	PLA CO line to Auburn St.	\$162,759
PLA	174	I-80 to NEV CO line	\$165,535
PLA	193	Oak Tree Ln. to Junction I-80	\$72,259
SAC	16	US 50 to AMA CO line	\$37,404
SAC	104	SR 99 to eastern Galt city limit	\$11,256
SAC	220	SOL CO line to SR 160	\$13,411
YOL	84	SOL CO line to West Sacramento	\$76,322
YOL	275	Tower Bridge	\$460,557

*Based on average over last 10 years of maintenance costs per IMMS

CLIMATE ADAPTATION

AB 32 was signed into law in 2007 by Governor Schwarzenegger and requires the State to reduce its GHG emission levels by 2020 to the 1990 levels. To help achieve this, in 2008, SB 375 was signed into law requiring the California Air Resources Board to develop regional GHG emission reduction targets for cars and light trucks for each of the 18 MPOs. The MPOs are required to develop plans to meet their regional GHG reduction target through either the financially constrained Sustainable Communities Strategy (SCS) as part of their RTPs or as an unconstrained alternative planning strategy.

The Governor's Office completed and published the 2009 California Climate Adaption Strategy. This strategy was developed to guide the State's action to reduce or minimize expected impacts from future climate change. Climate change presents a serious threat to the resources Californians rely on, including transportation infrastructure. Future impacts are projected to be worse. Direct impacts from heat waves, floods, fire, sea level rise and storm surges are expected. A key component to the strategy is transportation and its effects on the climate. Addressing climate change is a requirement under CEQA.

AB 32- "Global Warming Solution Act of 2006"

SB 375 - "Sustainable Communities and Climate Protection Act"

Greenhouse Gas Emissions reductions

California Air Resources Board Requirements

The California Natural Resources Agency entered into a contract in July 2010 with the University of California at Davis to examine available data and studies and to identify areas of high vulnerability to impacts to the state's freeway and highway system as a result of climate change. From this review, transportation climate change hotspot locations will be mapped. These hotspots will be locations in which population, travel demand and climate change effects intersect to create vulnerabilities that will potentially need to be addressed. Geographic Information System based assessment of transportation infrastructure vulnerabilities, using available data and studies will identify critical transportation hotspots. Caltrans is actively involved in working with other state government representatives on climate change related activities including: update of the data, CEQA Guidelines, development of interim sea level rise assumptions for state agencies, and preparation of guidelines to address sea level rise in preliminary engineering documents for transportation projects.

PUBLIC PARTICIPATION

Caltrans is committed to a continuous and comprehensive public communication and outreach process to maximize external input into our planning activities. In particular, local residents can provide valuable information regarding the needs of facility users, the character of the community, the design specifications desired, and educate the planning team about historical safety and congestion patterns. Seeking input from the community as early as possible helps avoid potential problems and makes the changes more acceptable by the residents.

With the changing lifestyles, schedules, and technologies of Californians, the public communication process requires more than just holding sporadic meetings. A successful public participation process involves understanding the local governments and the community, and determining the best way to solicit public feedback on all aspects of proposed State Highway improvements. Caltrans employs a number of communication methods including websites, public meetings, fliers and newsletters, attending local Government and community meetings to provide updates, and accepting written and verbal comments. The District is continuously exploring new methods of reaching out to the public to ensure they have the opportunity to participate in the development of plans and projects that affect their daily lives.

NATIVE AMERICAN INVOLVEMENT

Caltrans District 3 engages in government-to-government relations with Native American tribes within the District. These relations consist of significant outreach efforts that the District makes, including participation in Native American Advisory Committee meetings, communications with tribes about grants and training, and outreach meetings as needed. The District also communicates proactively with Native American tribes regarding project development and construction. District 3 Planning also reviews development projects from Native American tribes for their impacts on the SHS, providing comments as necessary.

Recently Caltrans developed guidelines that outline the process to support Tribal Employment Rights Ordinances (TEROs) on contracted State Highway work. Tribal employment policies and programs pursuant to a TERO create job opportunities for Native Americans, especially in communities with high unemployment rates. Caltrans desires to work cooperatively with California Tribal Governments to increase Native American employment opportunities on contracted State Highway work.

COMPLETE STREETS

Caltrans views all transportation improvements as opportunities to improve safety, access and mobility for all travelers in California and recognizes bicycle, pedestrian and transit modes as integral elements of the transportation system on applicable segments of the highway. In 2008, Caltrans issued Deputy Directive 64-R1, "Complete Streets -Integrating the Transportation System," as policy to develop integrated multimodal projects in balance with community goals, plans and values. By considering "complete streets" early in the system planning process, a transportation facility that is planned, designed, operated and maintained to provide safe mobility for all users will ensure that travelers of all ages and abilities can move safely and efficiently across a fully integrated transportation network. Coordinating with our local partners to incorporate these policies into projects will enhance the overall transportation network and increase the efficiency of the system.

CONTEXT SENSITIVE SOLUTIONS

Caltrans understands the need for transportation projects to be assets to a community's character, aesthetic feel and design. Too often in the past, highways were built through communities with little regard to how the facility interacted with the community. To avoid this tendency, Caltrans established the Director's Policy for Context Sensitive Solutions, which requires the District to:

....use innovative and inclusive approaches that integrate and balance community, aesthetic, historic, and environmental values with transportation safety, maintenance, and performance goals. Context sensitive solutions are reached through a collaborative, interdisciplinary approach involving all stakeholders.

Caltrans looks beyond the basic highway guidelines and tries to design projects that incorporate the character and needs of local communities. This involves looking at a broader range of solutions, including aesthetic design elements, to ensure the local communities can retain their existing character while maintaining a safe and effective transportation system. To achieve such goals, Caltrans has become more inclusive of local agencies and the public within the planning and design processes to ensure the proper elements are included in our projects that protect the character and spirit of local communities.

Within the District, several State highways traverse the downtown areas of communities. These conventional 'Main Street' highways also serve local traffic and are characterized by stop signs or signalized intersections, on-street parking, slower speed limits, and pedestrian activity at adjacent commercial establishments. The challenge is to maintain these "main streets" while promoting livable communities and maintaining the purpose of the state highway for regional and interregional travel.

In July 2002, Caltrans published the guide "Main Streets: Flexibility in Design and Operations" to address the concepts, limitations and concerns that local areas face when a state highway is "Main Street." This Guide is intended to assist communities and Caltrans in balancing community values with transportation concerns for safe and efficient operations for highway system users as well as highway workers.

The Aesthetic Corridor Master Plan (ACMP) for SR 20 was developed in coordination with District 1 as an effort to recognize and preserve aesthetics of the transportation corridors. The intent of the document is to provide a framework that will promote aesthetic features and elements that provide

unity and cohesiveness of the route within Districts 1 and 3 from Fort Bragg to the terminating point at the I-80/SR 20 junction near Emigrant Gap. The vision is to eventually influence how future projects are analyzed and designed, understanding that California's transportation network is not only safe, maintainable and cost effective, but also aesthetically pleasing. The culmination of this Plan is intended to be used as a model for development of further ACMPs. The next corridor studied under this effort was SR 65 in Placer and Yuba counties. In future TCR updates, the ACMP will be included as an appendix.

SMART MOBILITY FRAMEWORK

A new concept in California transportation planning is an approach called the Smart Mobility Framework. The Smart Mobility Framework is a basis for policy and action that responds to the transportation needs of the State's people and businesses, the mandate to address climate change and the commitment to a transportation system that advances social equity and environmental justice.

As the forecasts of an increased population continue to climb in California, communities are looking to tie-in land use planning with traditional transportation planning concepts. This concept is known as Regional Blueprint Planning, which is a key cornerstone of the Smart Mobility Framework's goal of mobility and sustainability.

Caltrans has traditionally been identified as the owner and operator of the SHS. However, Caltrans responsibilities have expanded significantly over the years to include passenger rail, goods movement, mass transit, aeronautics, bicycles, and other mobility areas.

Chapter Four

District Profile

STATE HIGHWAY SYSTEM

State Highways serve a diverse range of needs for the interregional, statewide, national and international movement of people and goods. There are 269 State Highway routes in California as described in Sections 301 through 632 of the California Streets and Highways Code. In District 3, there are 1,516 centerline miles with 4,465 total lane miles. The SHS in District 3 accommodated 12.6 billion vehicle miles of travel (VMT) on State Highways in 2010. This accounted for 51.6% of all VMT traveled (Table 7) throughout District 3 (including non-State Highway roads). Figure 10 depicts all of the routes of the SHS in District 3.

The highways are functionally classified as Interstates, United States Routes, and State Routes and are defined below:

Interstate Highways – The interstate system is a network of highways that are considered to be of national importance and are constructed with federal-aid interstate funds. Interstate highways in District 3 are I-5, I-80, and I-505.

United States Routes – The United States (US) Route system is a network of state highways that are considered to be of statewide and national importance. Although used as a guide for interstate travel, they are not under federal control. The US Routes in District 3 are US 50 and US 395.

State Routes – State Routes are legislatively designated state highways that serve intrastate and interstate travel but are not classified as interstates or US routes. The District 3 State Routes are numbered: 12, 16, 20, 28, 32, 45, 49, 51, 65, 70, 84, 89, 99, 104, 113, 128, 149, 153, 160, 162, 174, 191, 193, 220, 244, 267 and 275.

SR 99 has been deemed eligible for consideration for interstate status, but the process to implement that has not been initiated in District 3 due to factors such as: limited funding, sub-interstate standard facilities and competing priorities. However, the District will continue to track this issue and respond as appropriate in cooperation with partner agencies.





Table 7: Annual Vehicle Miles Traveled (VMT) by County on District 3 SHS Routes

County	SHS VMT (In millions)	Total County VMT (in millions)	% SHS VMT of Total County VMT
Butte	773.5	1760.9	43.9%
Colusa	467.5	590.4	79.2%
El Dorado	837.9	1620.0	51.7%
Glenn	335.6	497.5	67.5%
Nevada	698.9	1,112.8	62.8%
Placer	2,038.1	3,725.5	54.7%
Sacramento	5,211.3	11,415.2	45.7%
Sierra	56.7	102.3	55.4%
Sutter	460.0	835.8	55.0%
Yolo	1,321.5	2,082.6	63.5%
Yuba	442.5	764.0	57.9%
Total	12,643.5	24,507.0	51.6%



INTELLIGENT TRANSPORTATION SYSTEMS

ITS applications refers to the integration of advanced sensor, computer, electronics and communications technologies and roadway management strategies that provide an opportunity to increase the safety and efficiency of the transportation system at minimum cost. Listed below are a few of Caltrans' ITS elements:

Changeable Message Signs

Changeable Message Signs (CMS) advise motorists of road conditions ahead, such as incidents and lane restrictions.

Highway Advisory Radio

Highway Advisory Radios (HAR) are intended to provide more specific traffic information to the traveler than is currently available from traditional broadcast traffic reports.

Traffic Monitoring Stations

Traffic monitoring stations (TMS) monitor traffic conditions on a roadway by noting the speed, volume and occupancy of each traffic lane.

Closed Circuit Television Cameras

Closed circuit television cameras (CCTV) are used primarily for incident verification, assessment and management. They help operators at the transportation management center identify the location and nature of anything that affects highway traffic.

Ramp Meters

Located at congested on-ramps, ramp meters vary the rate at which vehicles enter the freeway during peak commute periods so that vehicles enter the facility with sufficient spacing to enable smooth merges that don't impede the mainline flow. This helps stabilize the freeway's capacity and operations.

Roadway Weather Information Systems

Roadway weather information systems (RWIS) consist of sensors installed in the travel lanes of the highway to measure and detect the temperature of the pavement and whether moisture is present, including fog.

Other ITS technologies:

- Smart call boxes, which allow stranded motorists to call for help. They also sense weather conditions such as fog.
- Weigh-in-motion sensors and pass systems for commercial vehicles, which allow vehicles to pass without delay.
- Automatic Vehicle Locators for transit and other vehicles allowing operators to locate vehicles in their fleet and providing real-time arrival information to transit users.

Transportation Management Center

The Sacramento Regional Transportation Management Center (RTMC), located in Rancho Cordova, is the hub of all highway traffic operations in the District. It houses all of the staff and equipment necessary to monitor the transportation system and disseminate information. All District 3 ITS elements are accessible from this central location. The California Highway Patrol's communications center is also located at the RTMC.

California Highway Information Network (CHIN)

The CHIN makes highway information available to the public using three major platforms:

- Interactive Voice Response (IVR) for telephone users.
- California QuickMap for internet users.
- Commercial Wholesale Web Portal (CWWP) for access to data files available to commercial and media Internet Service Providers such as Google, Tom-Tom, Garmin, Traffic.com and many others.

The California QuickMap webpage provides traffic speed information, lane and road closure information due to construction and maintenance activities, incidents on the roadways, CMS information, camera snapshots and chain control information for the State Highways. Clicking on an icon presents additional information or images in a popup box.

Using Google Traffic information and Caltrans available data allows QuickMap to provide more comprehensive speed data than one source alone could provide. The different information layers are updated frequently, as often as every three minutes for chain control information, every five minutes for incidents and CMSs, to every 20 minutes for camera updates.

The California QuickMap is available on the Caltrans main internet site www.dot.ca.gov. The phone number for highway conditions information is 1-800-427-7623.

GOODS MOVEMENT

By the year 2020, California's population is expected to increase to almost 44 million people. Consumption of goods will grow by as much as 50 percent, and production will expand at almost the same rate. The volume of goods moved is expected to increase by 46 percent. This growth demands that direct action be taken to maintain and improve the state's goods movement transportation system.

The 11-county District 3 area contains major conduits for goods movement travel and is an important warehousing and distribution center for Northern California. The area has numerous significant highway and gateway corridors, key freight rail lines, a maritime port, and air cargo facilities which serve a variety of purposes related to freight movement through the area to local, statewide, national and international destinations.

The Federal Highway Administration designated a National Network (NN) of routes that are available to trucks that meet the requirements of the Surface Transportation Assistance Act of 1982 (STAA). It is comprised primarily of Interstate Highways. The State of California then added

Terminal Access Routes which are State or local roads that allow STAA trucks to travel between NN routes and/or reach a truck's operating facility or freight terminal. In addition, certain routes have been designated as California Legal or California Legal Advisory. Trucks which meet the STAA requirements and are designated as California Legal trucks have access to the entire State Highway System except where prohibited. California Legal Advisory Routes are open to STAA trucks only, but are not recommended if lengths exceed the posted values for a specific route. Figure 11 shows the District's Truck Network identifying these routes.

A result of continuing dialogue between government, private interests and those impacted by goods movement activities was the Goods Movement Action Plan (GMAP) which was jointly published in 2007 by the Business, Transportation and Housing Agency and the California Environmental Protection Agency. The GMAP outlines the State's approach to goods movement which is to:

- Generate jobs
- Increase mobility and relieve traffic congestion
- Improve air quality and protect public health
- Enhance public and port safety
- Improve California's quality of life

District 3 and Caltrans Headquarters are involved with various Goods Movement studies. These studies will culminate into a District 3 Goods Movement Plan which will complement the GMAP and will focus on District specific challenges to goods movement such as insufficient road capacity and physical restrictions and the resulting direct impacts that impede goods movement and negatively affect the economy.

The I-80 Coalition is an example of a partnership effort with other states that will lead to an overview of goods movement issues for the I-80 Corridor with a focus on traveling during winter conditions.



District 3 contains several important pieces of transportation infrastructure needed to move freight: I-5 and I-80 for trucks, Union Pacific (UP) and Burlington Northern/Santa Fe Railway (BNSF) railroads for trains, Chico, Mather, and Sacramento airports for air cargo, and the Port of West Sacramento for water transport.

As more goods and services are demanded, the transportation system that is used to help fulfill that demand must be upgraded or the system bogs down, and with it, the state's economy and prosperity.

One source of funding in the arena of Goods Movement is "The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006," approved by the voters as Proposition 1B on November 7, 2006, which provided \$2 billion to be transferred to the Trade Corridors Improvement Fund (TCIF) for infrastructure improvements along corridors that have a high volume of freight movement. The funds are available, upon appropriation by the Legislature, for allocation by the California Transportation Commission. Figure 11 displays the road networks utilized by trucking companies, the major freight airports, the Port of West Sacramento and the Roseville Rail yard. Figure 12 shows the rail network, the Port and the Roseville Rail yard.

Rail

District 3 has four freight railroads. Two of the carriers, UP and BNSF, are long haul, Class I freight companies and have primary routes that extend through the district along the I-5, I-80 and SR 70 corridors. The other two railroads, Sierra Northern Railway, located in Sacramento and Yolo counties; and California Northern Railroad, located in Yolo, Colusa and Glenn counties, are Class II short line railroads that provide feeder rail and switching services to UP and BNSF. The J.R. Davis Rail yard in Roseville is the largest rail facility on the U.S. west coast, moving over 1,100 cars per day.

These lines provide for shipment of commodities that serve the region, state and global economy. Major improvements to the short lines are being studied to continue to provide for efficient movement of goods throughout the region and the state.



Trucks

The hub of freeways in the region makes the area an excellent geographic center for freight distribution. I-5 provides a direct route to Seattle, Portland and Los Angeles. I-80 allows for travel to Salt Lake City, Reno and the San Francisco Bay Area in a day. Lake Tahoe and Nevada are reachable within a few hours, SR 99 provides quick access to the San Joaquin and upper Sacramento valleys and SR 20 is an Ocean to Mountains route west to east. A lack of sufficient private truck parking in the Sacramento urban area and some rural areas of the District is an increasing problem for truckers.



Aggregate Truck on SR 20/70 in Marysville

Ports

The Port of West Sacramento, located on the Sacramento River in West Sacramento, is an international water node in the region’s goods movement framework. It serves the international and domestic markets by handling the bulk cargo of various agriculture and forest products and building materials. The Port is also equipped with extensive truck and rail handling facilities that makes it a true point of intermodal connectivity. In addition, the Port was recently awarded Proposition 1B funds to further deepen the shipping canal to allow for larger containerized freight cargo ships to traverse the Sacramento Deep Water Channel from the San Francisco Bay. The Port is working with the Port of Oakland to substantially increase the number of ships and the capacity of the Port to handle container shipments.

In early 2010, a \$30 million grant was awarded to the Oakland, Stockton and West Sacramento ports. The California Green Trade Corridor/Marine Highway Project is to use barges to move bulk cargo along inland waterways, creating an alternative to conventional freight and cargo movement by trucks and rail. These funds will be used to upgrade port facilities and purchase needed equipment. Analysts predict this container-on-barge service could eliminate 180,000 truck trips from I-580, I-80, and I-205 saving seven million gallons of fuel annually as well as reducing air emissions.

Port of West Sacramento



Aeronautics

Aviation is a vital link in the transportation system. Air cargo plays a significant role in the vitality of the state’s economy. In 2009, 3.5 million tons of cargo moved through California’s commercial and general aviation airports. There are 31 public use airports and one military airfield in District 3.

Every county in District 3 has at least one airport, and the majority of counties have two or more airports. Two commercial air passenger airports (Chico Municipal and Sacramento International) provide commercial air passenger service. Figure 13 displays all the public use airports in District 3.

A former military airfield, Mather Field in Sacramento, has been converted into a regional dedicated air cargo airport. Sacramento International Airport also has robust freight service operations. In addition, the Chico Municipal Airport offers freight services convenient to that area. McClellan also provides military freight services.

Although airports provide a mutually beneficial economic relationship with surrounding communities, airports can create unwanted impacts such as noise, vibration, odors, and accident risks. On the other side, some land uses can cause negative impacts on airports, such as obstructions in airspace, attraction to wildlife or hazards to airplanes like glare or smoke. Land use planning around airports is critical to the long-term viability of airports so that incompatible land uses are not developed near airports or their flight paths.



Air Freight at Mather Field



Figure 11: District 3 Truck Network

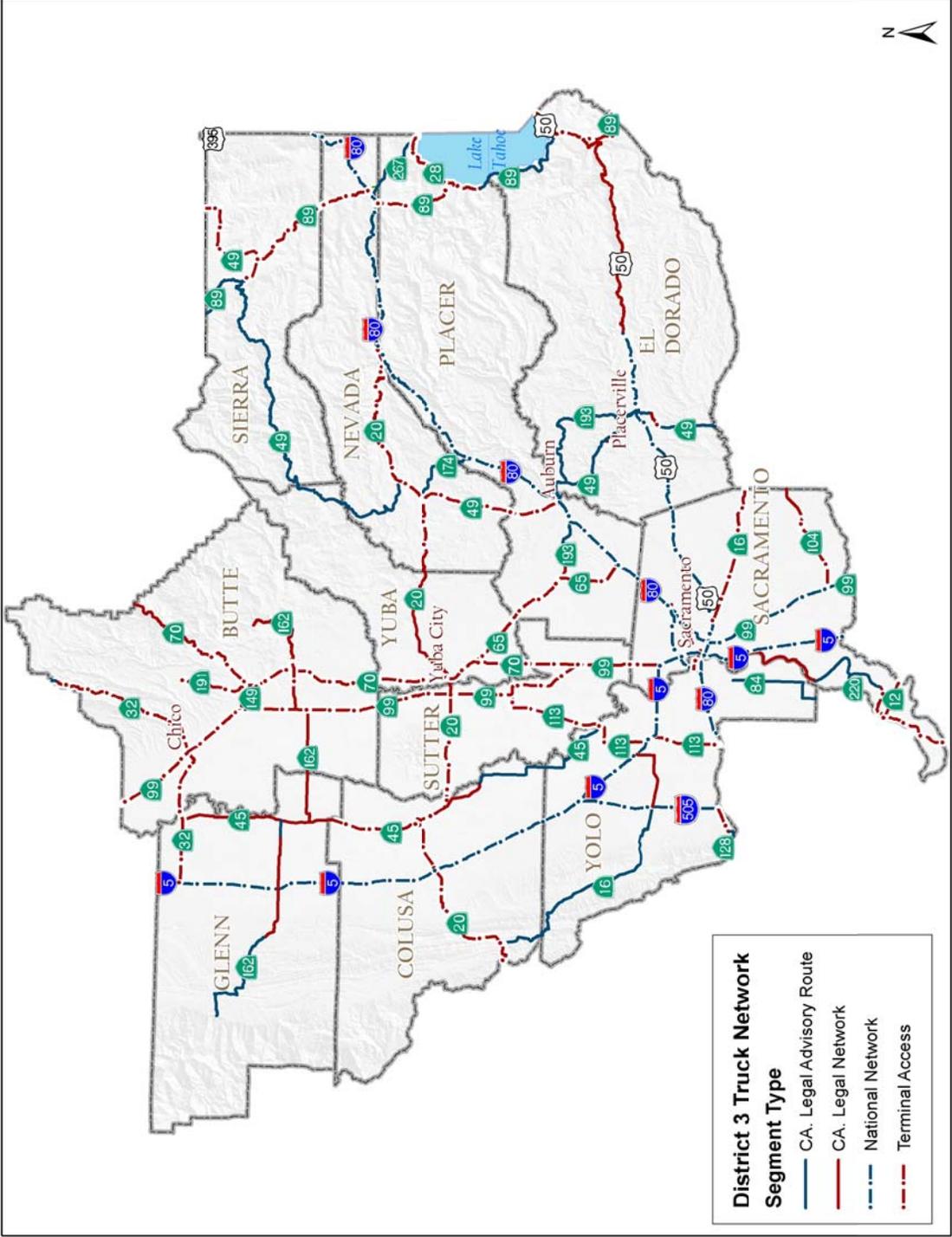
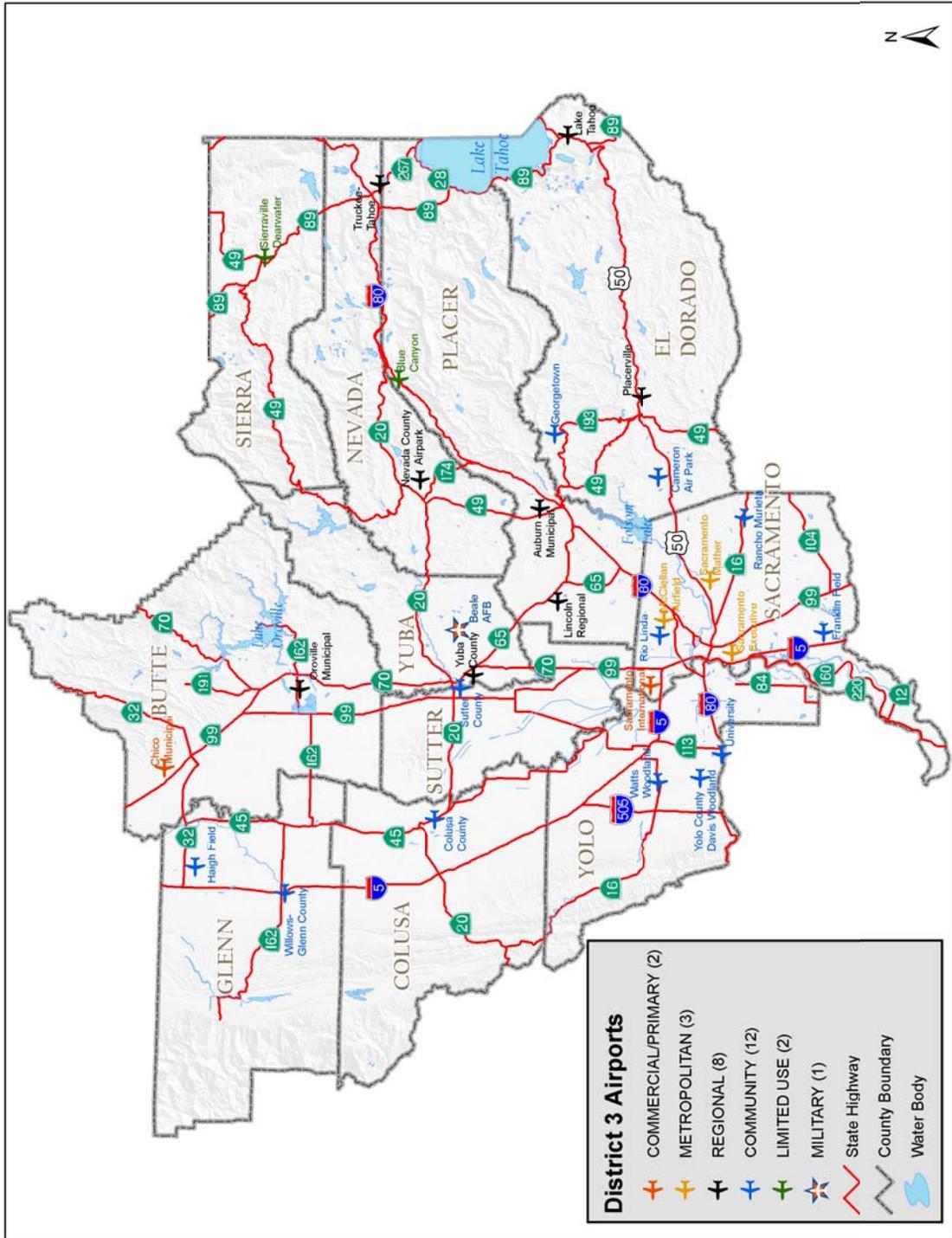




Figure 13: Public Use Airports



MASS TRANSPORTATION

Local/Regional Transit

Transit is an increasingly important transportation mode in the greater Sacramento Region that effectively serves dense urban environments while minimizing traffic congestion and air pollutant emissions. The region has a growing network of light rail lines and express buses and has begun planning and engineering studies for street cars and bus rapid transit (BRT) services along select routes.

Where such services can be demonstrated to avoid or divert freeway auto trips to light rail or other high capacity transit systems, Caltrans has accepted funding for such projects as mitigation for development projects that have impacts to the SHS. Caltrans is supportive of these efforts

Transit is increasingly important as a major strategy to minimize traffic congestion and air pollutants.

Improved transit programs and services can provide acceptable mitigations for some local development projects that impact the SHS.

and is particularly interested in facilitating the use of Bus/Carpool lanes by express buses. The District has oversight responsibilities for a wide range of transit funding programs and assists and supports transit service providers in seeking competitive federal and state funding. District 3 includes urban and rural areas for which public transit services are provided by a variety of operators, including local fixed route buses, commuter buses, dial-a-ride, subsidized taxi services, light rail, non-emergency medical transportation, shuttles, and paratransit services for those individuals with a disability who require public transportation.

There are 20 mass transit providers in District 3 (Table 8) with the Sacramento Regional Transit District (SRTD) as the largest transit agency. RTD has a fleet of 272 vehicles and a 37.4-mile light rail system and covers a 418 square mile service area. Many of the transit operators in the District have a limited number of buses or vans and small staffs to meet the needs of their customers due to limited capital and operational funds through the State and local taxes and fees.

There are seven transit agencies that provide commuter bus services in District 3, linking suburban areas with downtown Sacramento. These commuter services are important because they remove vehicles from already congested highways during peak periods. These buses can use Bus/Carpool lanes allowing for quicker and more consistent travel time, a feature that will be even more important as we add more lanes to the system in the future and as congestion increases.



Light Rail in Sacramento



Table 8: District 3 Transit Providers

Transit Provider	Area Served	Transit Provider	Area Served
Auburn Transit	Deviated Fixed Route Service within the City of Auburn and portions of unincorporated Placer Co.	Rancho Cordova	Rancho Cordova
Butte County B-Line	Butte County Service within Chico and to Oroville, Paradise, Biggs and Gridley	Roseville Transit	Roseville; Commuter Service to Downtown Sacramento, Roseville and the Highway 50 Corridor
Lincoln Transit System	Fixed Route Service throughout downtown Lincoln and along SR 65 which connects with Placer Co Transit's Lincoln/Rocklin/Sierra College Route	South County Transit Link	Galt, Commuter Service to Lodi, Sacramento and Elk Grove
South Tahoe Transit Service (aka BlueGO)	South Shore Fixed Routes, Seasonal Ski Shuttles, Commuter Bus Service to Carson City/Carson Valley http://tahoetransportation.org/transit-and-shuttles/bluego	Sacramento Regional Transit District	Sacramento County
Colusa County Transit Agency	Colusa County with daily service to Meridian and weekly service to Yuba City	Sierra County Transit Services Administration (West Side Transit Service, East Side Transit Service)	Services for older adults and persons with disabilities in Sierra County
El Dorado County Transit Authority	Western El Dorado, Commuter to Sacramento	Tahoe Area Regional Transit	North Shore-Lake Tahoe, Truckee
Elk Grove Transit (e-Tran)	Elk Grove, Commuter Service to Sacramento	Tahoe Transportation District	North Shore Fixed Routes, Gap Transit Service along West Shore, Truckee

Table 8: District 3 Transit Providers (continued)

Transit Provider	Area Served	Transit Provider	Area Served
Folsom Stage Lines	City of Folsom	Hornet Express shuttle	CSUS on campus service
Glenn County Transit Service	Glenn County, Service to Chico	Unitrans	UC Davis, UCD Med Center, Davis
Nevada County Transit (Gold Country Stage)	Western Nevada County, Service to Auburn	Yolo County Transportation District (aka Yolobus)	Yolo County, Sacramento International Airport, Downtown Sacramento
Paratransit Inc.	Service throughout urban Sacramento County including: Sacramento, Citrus Heights, Elk Grove and Rancho Cordova	Davis Community Transit	City of Davis
Placer County Transit	Western Placer, Commuter Service to Sacramento	Yuba-Sutter Transit Authority	Sutter and Yuba Counties, Commuter Service to Sacramento
TAPS (UCD Medical Center Shuttle)	Shuttle Service between US Davis and UCD Medical Center in Sacramento		


Yuba-Sutter Transit Bus

Sacramento Regional Transit Bus

Intercity Rail

Amtrak California intercity rail service is a component of the State's overall transportation system and provides a safe, efficient and cost-effective alternative to auto, bus, and air travel. There are two state-supported intercity rail service routes serving District 3. Also listed are the improvements to the routes as listed in the soon to be updated California State Rail Plan:

- Capitol Corridor – 32 daily trains that span from Auburn to San Jose via Sacramento, Davis, and Oakland.
- Increase Capitol Corridor trains between Sacramento and Roseville from 1 to 10 daily round trips with the completion of the UPRR 3rd Main Track.
- Increase Capitol Corridor trains between Roseville and Auburn from 1 to 4 daily round trips.
- Increase Capitol Corridor trains between Sacramento and Oakland from 16 to 18 daily round trips.
- Expand Capitol Corridor service between Auburn and Reno with 2 daily round trips.
- Increase San Joaquin trains between Sacramento and Bakersfield from 2 to 3 daily round trips.

Amtrak also operates two long-distance trains that traverse District 3 as part of the national "basic" system:

- California Zephyr – One daily train in each direction from Emeryville to Chicago via Davis, Sacramento, Roseville, Colfax and Truckee.
- Coast Starlight - Daily service between Los Angeles and Seattle passing through Sacramento.

The California High-Speed Rail Authority recently updated its' business plan to provide high speed rail service. The system will operate at speeds up to 220 miles per hour connecting the state's major metropolitan areas utilizing existing rail infrastructure and providing statewide benefits to commuters in the Bay area and Los Angeles at a cost of \$68.4 billion. Construction is to begin in 2012 on a 300-mile section which will lead to electrified rail between Merced and the San Fernando Valley within 10 years.

Phase 2 of the High Speed Rail (HSR) brings service to Sacramento, San Diego and the Inland Empire after 2029. The planned approach includes improvements in rail service and access to high-speed rail service earlier than originally planned.

Bicycles

There are considerable opportunities for commuter and recreational bicycle use in District 3. Currently, there are 1,195 highway miles open to bicyclists in District 3. Bicycles are the mode of choice for a growing number of commuters in the District who are choosing to ride instead of drive to work, school and other locations.

District 3 recognizes the benefits of

bicycles as a multi-modal approach to managing the transportation system. We are now incorporating the needs of bicyclists in the initial planning stages of all projects through the "Complete Streets" directive. Input from bicycle advocates and the general public is creating a broader understanding of these needs, which include: bicycle-friendly interchanges and bridges; bike lockers

Bicycles benefit the SHS as a multi-modal approach to managing the transportation system. Bicyclist needs are incorporated into initial planning stages of all projects to meet "Complete Streets" directives.

and safe and convenient facilities that provide links to local and regional bikeways and other transportation modes.

The District continues to work with local and regional partners to coordinate the planning and development of bicycle projects. Each local planning agency prepares its own bicycle policies and plan.

Caltrans prohibits non-motorized vehicle travel on most freeways. In the sections of highway that are prohibited to bicycles, Caltrans and the local agencies try to provide bicycles with an alternative to the highway on parallel surface streets whenever possible. In addition, bicycles are permitted on a freeway if no suitable alternate route exists, and are permitted on all expressways and conventional highways. Freeway shoulders that are open to bicyclists are usually in rural areas where there are no convenient alternate routes.

The District 3 Bicycle Guide and District Bicycle Plan guide decisions made regarding bicycle needs. The Bicycle Guide shows the various routes and topography to assist a bicyclist in planning a ride. The Plan outlines the different bike plans in jurisdictions throughout the District. Figure 14 is an overview of District 3 bike routes on the SHS.



Roseville Bike Path



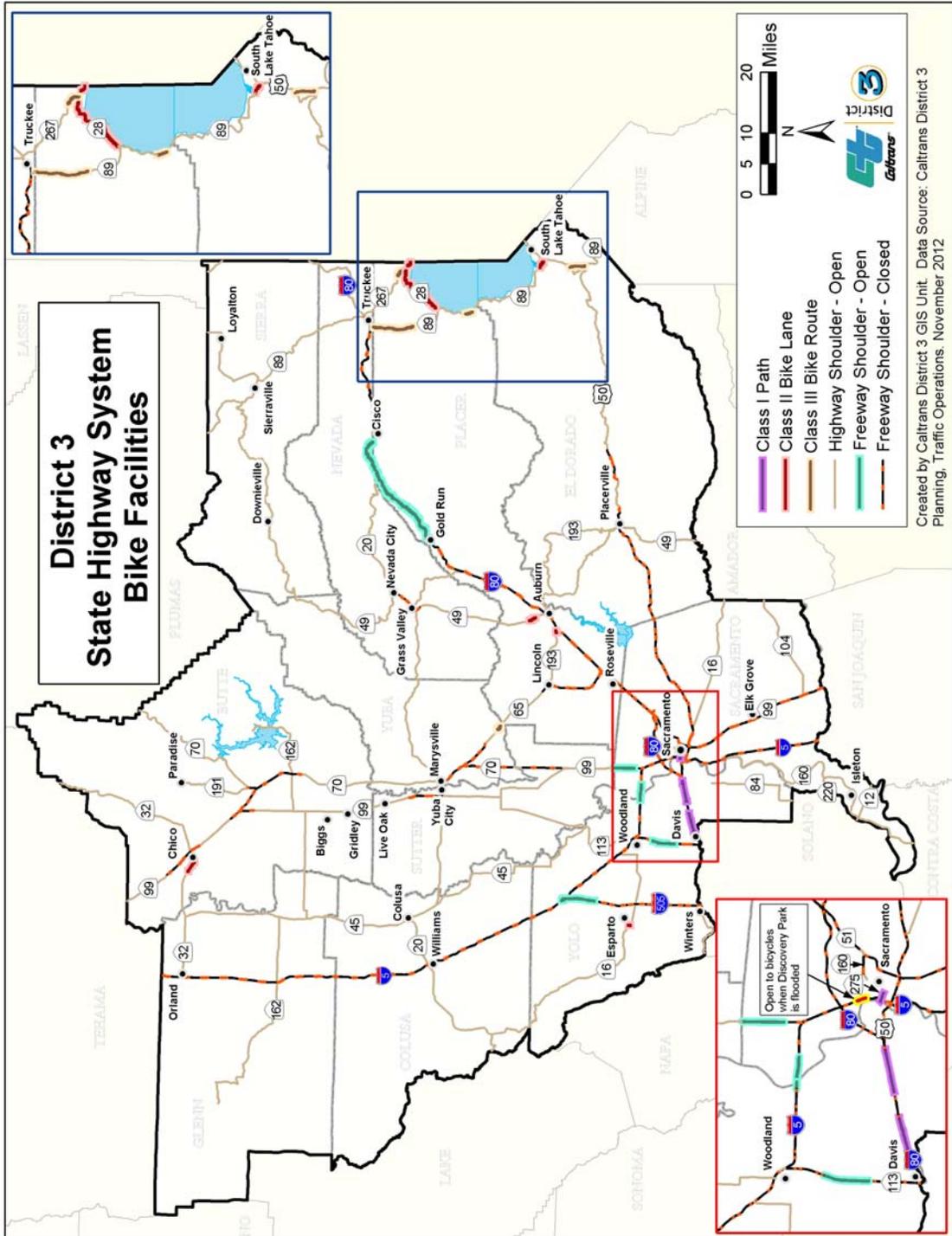
Roland Hensley Bike Park in West Sacramento



Bike over the Tower Bridge



Figure 14: District 3 Bicycle Facilities



MOBILITY FACILITIES

Rest Areas

The goal behind District 3's rest area program is to increase driver safety and satisfaction by offering the motorist and commercial driver regular stopping opportunities to rest, receive pertinent traveler information, and access to restroom facilities. There are currently eleven rest areas in the District: eight are located along I-5 at Elkhorn, Dunnigan, Maxwell and Willows; two are along I-80 at Gold Run and Donner Summit; and one on SR 20 just west of I-80.

Eight new rest area locations, listed below, have been identified for inclusion on the statewide rest area master plan, though no funding has been identified for their implementation:

- US 50 between Pollock Pines and Echo Summit
- I-5 near Twin Cities Road
- I-5-area north of Sacramento
- I-80 east of Truckee
- US 50 near Cameron Park
- SR 70/99 split in Sutter County
- SR 99 north of Chico
- I-5 at the SR 128 junction



Gold Run Rest Area I-80 in Placer County

In addition, the Elkhorn, Gold Run, Dunnigan, Willows and Donner Summit Rest Areas have recently undergone renovations. Figure 15 includes the District's Rest Areas.

Park and Ride

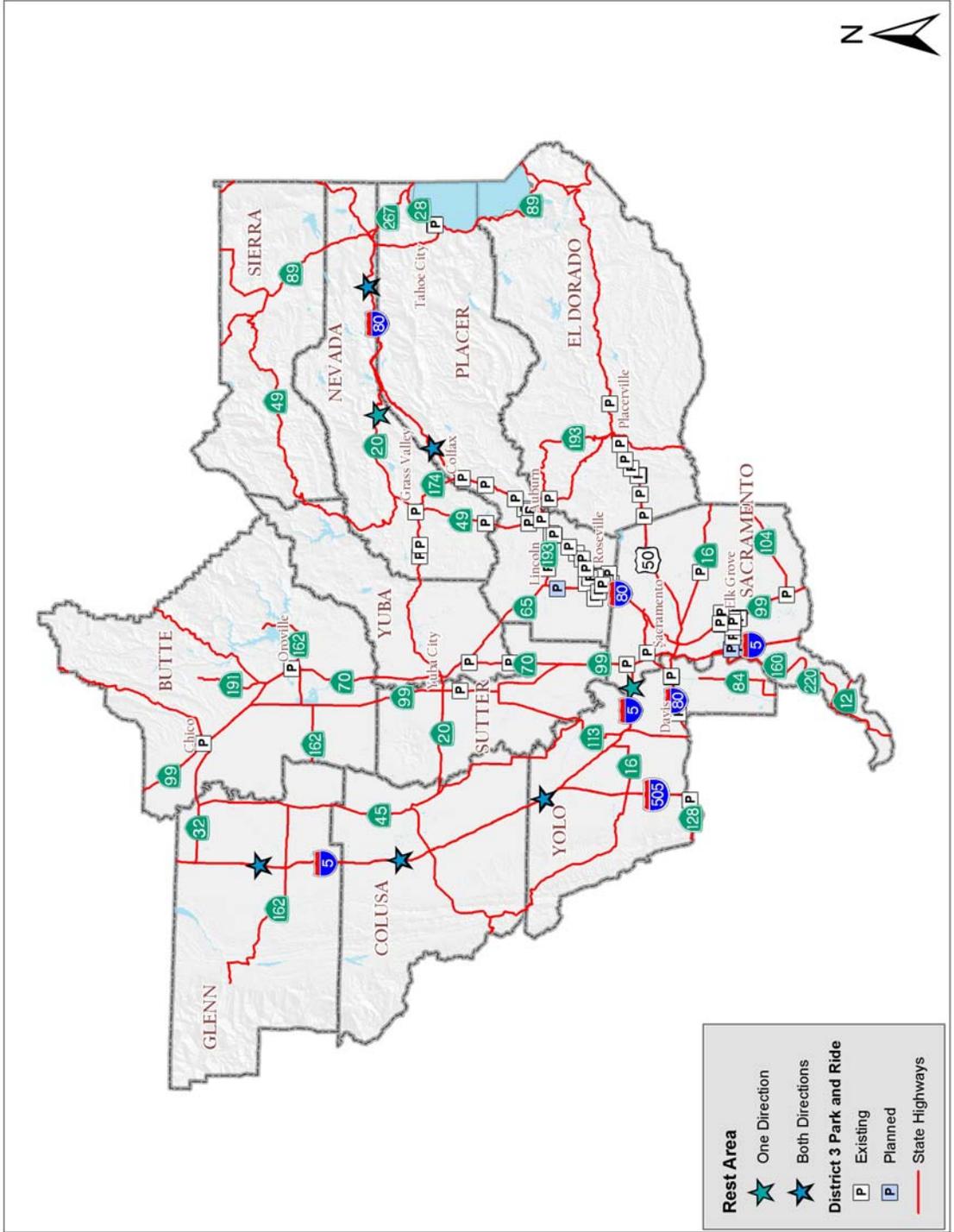
Park and Ride facilities are public transfer facilities that allow commuters and other people to leave their personal vehicles in a designated parking lot and transfer to a bus, rail system (rapid transit, light rail or commuter rail), vanpool or carpool the rest of their trip to a Central Business District or Major Activity Center. The vehicle is stored in the parking lot and retrieved when the commuter returns. The District 3 Park and Ride Guide was completed in August 2011 as a resource providing policy guidance, roles and responsibilities and information on individual state owned park and ride lots within District 3. The Guide will be updated regularly.

Currently there are 69 existing and 3 planned Park and Ride facilities in District 3. Non-commuters can also use these facilities for recreational purposes such as trail access for bicycling, hiking and equestrian usage. Figure 15 shows the locations of the Rest Areas and Park and Ride Facilities in District 3.





Figure 15: Rest Areas and Park and Ride Facilities





Appendix A - Acronyms



Acronyms

A

ACMP - Aesthetic Corridor Master Plan

B

BCAG - Butte County Association of Governments

BNSF - Burlington Northern/Santa Fe Railway

BRT - Bus Rapid Transit

C

CCTC - Colusa County Transportation Commission

CCTV - Closed Circuit Television

CEQA - California Environmental Quality Act

CHIN - California Highway Information Network

CIB - California Interregional Blueprint

CMS - Changeable Message Signs

CSMP - Corridor System Management Plan

CTC - California Transportation Commission

CTP - California Transportation Plan

CWWP - Commercial Wholesale Web Portal

D

DSMDP - District System Management and Development Plan

DSMP - District System Management Plan

E

EDCTC - El Dorado County Transportation Commission

F

FSR - Feasibility Study Report

G

GCTC - Glenn County Transportation Commission

GHG - Greenhouse Gas

GMAP - Goods Movement Action Plan

H

HAR - Highway Advisory Radios

HOT - High-Occupancy Toll

HSR - High Speed Rail

I

I - Interstate Route

IRRS - Interregional Road System

ITS - Intelligent Transportation System

ITSP - Interregional Transportation Strategic Plan

IVR - Interactive Voice Response

L

LOS - Level of Service

M

MPO - Metropolitan Planning Organization

N

NCTC - Nevada County Transportation Commission

NN - National Network

P

PCTPA - Placer County Transportation Planning Agency

PID - Project Initiation Document

R

RTIP - Regional Transportation Improvement Program

RTMC - Regional Transportation Management Center

RTP - Regional Transportation Plan

RTPA - Regional Transportation Planning Agency

RWIS - Roadway weather information systems

S

SACOG - Sacramento Area Council of Governments

SCS - Sustainable Communities Strategy

SCTC - Sierra County Transportation Commission

SHOPP - State Highway Operation and Protection Program

SHS - State Highway System

SMPA - Sacramento Metropolitan Planning Area

SR - State Route

SRTD - Sacramento Regional Transit District

STAA - Surface Transportation Assistance Act of 1982

T

TCR - Transportation Concept Report

TERO - Tribal Employment Rights Ordinances

TIMF - Traffic Impact Mitigation Fee

TMPO - Tahoe Metropolitan Planning Organization

TMS - Traffic Monitoring Stations

TOS - Traffic Operations Systems

TRPA - Tahoe Regional Planning Agency

TSDP - Transportation System Development Program

U

UP - Union Pacific Railroad

US - US Route

V

VHD - Vehicle Hours of Delay

VMT - Vehicle Miles Traveled

Appendix B –Transportation System Development Program

Transportation System Development Program

Need and Purpose

The District 3 Transportation System Development Program (TSDP) component of the DSMDP identifies the specific State Highway (including maintenance projects) and major transit improvements needed to maintain regional mobility, decrease traffic congestion, improve system-wide connectivity and help meet the goals and policies articulated in the DSMDP. Although the TSDP is not restricted by monetary resources, the TSDP takes a reasonable approach regarding probable funding. Most of the projects are, in fact, already included in the adopted, financially-constrained, Regional Transportation Plans (RTP) of the Regional Transportation Planning Agencies (RTPA) and Metropolitan Planning Organizations (MPO).

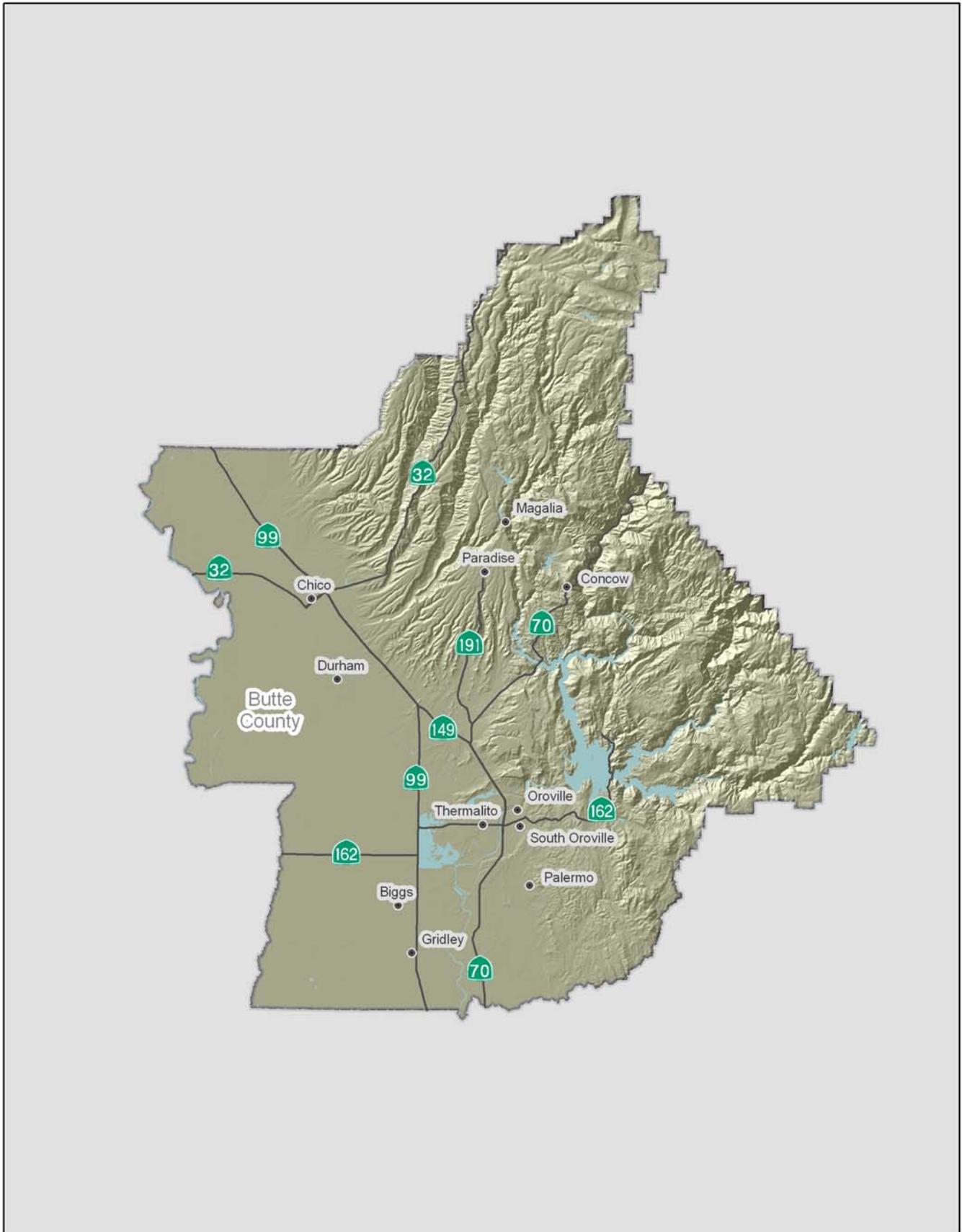
The TSDP provides the starting point for selecting projects for the 3 Year District Project Initiation Document Strategic Plan; and , is intended to be used by the RTPAs, MPOs, cities, counties, and other partner agencies in their planning and project selection processes, with regard to the inclusion and consideration of State Highway System needs which interact with local and regional needs and challenges.

The TSDP is a living, dynamic document that is continuously updated and electronically available for internal Caltrans functions within District 3, Headquarters, and our local and regional transportation partners.

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BUTTE COUNTY MAP



Transportation System Development Program January 2013

BUTTE COUNTY

County	Rte	Post Mile Limits	Project Lead	Project Name	Project Description	Type of Project	Agency Source	Estimated Total Cost (1,000s)	Proposed Completion Year
Non-SHOPP Projects									
BUT	32	0.00/1.45	CT	Class II Bike Lane	Class II bike lane from Glenn County Line to River Road	Bike/ Pedestrian Facilities	TCR	\$50	2030
BUT	32	4.16/7.11	CT	Class II Bike Lane	Class II bike lane from Meridian Avenue to West 8th Avenue	Bike/ Pedestrian Facilities	TCR	\$75	2030
BUT	32	10.0/111	City of Chico	Widening Phase I	Widen SR 32 to 4 lanes with intersection modifications from Fir to El Monte Avenue	Capacity Enhancements	TCR	\$9,925	2016
BUT	32	10.28/12.39	City of Chico	Widening Phase II	Widen SR 32 to 4 lanes with intersection modifications from El Monte Avenue to Yosemite Drive	Capacity Enhancements	MTP	\$16,000	2018
BUT	32	Var	City of Chico	Multi-Modal Project	Signalization, operations, bike and transit improvements	Operational Improvements	MTP	\$3,500	2014
BUT/ YUB	70	0.00/1.9	BCAG/ CT	South of Yuba County Line to Middle Honcut Road passing Lane Segment 3	Termini @ south end of SR 70 Passing Lanes to Butte/ Yuba County line. Project includes 2 new bridge structures. Third bridge is located in Yuba County and not included. Construct 5 lane facility, 2 lanes per direction with center turn lane	Operational Improvements	MTP	\$50,000	2030
BUT	70	1.9/5.8	BCAG/ CT	Middle Honcut to north of Cox Lane Passing Lane Segment 2	Termini @ south end of Segment 1. .1 mile south of Palermo Rd to termini @ SR 70 Passing Lane Project (northern end) of SR70 E. Gridley Passing Lane Project. Construct 5 lane facility, 2 lanes per direction with center turn lane	Operational Improvements	MTP	\$34,000	2021
BUT	70	5.8/12.2	BCAG/ CT	North of Cox Lane to Ophir Road Passing Lane Segment 1	Termini @ Ophir Rd to .1 miles south of Palermo Rd Intersection. Construct 5 lane facility, 2 lanes per direction with center turn lane	Operational Improvements	MTP	\$26,000	2016
BUT	70	12.5	BCAG/ CT	Georgia Pacific Way	Construct new over crossing at Georgia Pacific Way	Interchange Improvements	TCR	\$30,000	2030
BUT	70	15.42	CT	Grand Avenue OC	Widen Grand Avenue overcrossing	Interchange Improvements	TCR	\$TBD	2027

Transportation System Development Program January 2013

BUTTE COUNTY

County	Rte	Post Mile Limits	Project Lead	Project Name	Project Description	Type of Project	Agency Source	Estimated Total Cost (1,000s)	Proposed Completion Year
Non-SHOPP Projects									
BUT	70	15.72	BCAG/CT	Nelson Avenue IC	Install signals, widen ramps & install turn lanes at Nelson and Grand Avenues	Interchange Improvements	TCR	\$1,500	2017
BUT	99	0.00/21.8	CT	Passing Lanes	Construct passing lanes on SR 99 to improve traffic operations and safety (Butte & Sutter Counties)	Operational Improvements	MTP	\$8,000	2028
BUT	99	26.0	BCAG/CT	Neal Rd IC	Construct new interchange at Neal Road	New Interchange	MTP	\$30,000	2025
BUT	99	29.4	City of Chico	Southgate Ave IC	Construct new interchange at Southgate Avenue	New Interchange	TCR/MTP	\$29,000	2025
BUT	99	R30.6/R31.49	City of Chico	Skyway to East 20th St	Construct Aux lanes, Skyway/Park to East 20th Street	Operational Improvements	MTP	\$5,000	2018
BUT	99	R31.46 / R34.26	City of Chico	Bike Project	Construct Class I Bike Lane - Business Lane to Cohasset	Bike/ Pedestrian Facilities	MTP	\$1,000	2015
BUT	99	33.5/34.4	City of Chico	Cohasset Rd IC	Cohasset Road Interchange Improvements	Interchange Improvements	MTP	\$31,000	2018
BUT	99	R36.13 / R36.47	City of Chico	Eaton Ave IC	Interchange improvements - Widen 2 to 4 lanes	Interchange Improvements	MTP	\$16,000	2016
BUT	99	T37.76	CT/ Butte	Garner Lane Signal	Install signal and construct turn lanes at Garner Lane	Operational Improvements	TCR	\$TBD	2025
BUT	99	T37.76	CT	Garner Lane Extension	Extend freeway four-lane section to Garner Lane	Capacity Enhancements	TCR	\$TBD	2025
BUT	99	38.22/45.98	CT	Esplanade to County Line	Construct Expressway North Chico from Esplanade to Tehama County Line	Capacity Enhancements	TCR	\$54,000	2030
BUT	162	12.8/18.45	City of Oroville	Widening project - Oro-dam Blvd to Foothill	Widen to four lanes	Capacity Enhancements	TCR	\$TBD	2030
BUT	191	10.1/11.4	CT	Pearson Road to Lava Creek	Add two-way-left-turn lane, construct sidewalks & improve shoulders	Operational Improvements	CT	\$12,000	2014
BUT	Var	Var	CT	Transportation Management Systems	Seek opportunities to incorporate Intelligent Transportation Systems and Operational Improvements to reduce congestion and improve mobility at various locations and corridors.	Operational Improvements	CT	\$TBD	TBD

Transportation System Development Program January 2013

BUTTE COUNTY

County	Rte	Post Mile Limits	Project Lead	Project Name	Project Description	Type of Project	Agency Source	Estimated Total Cost (1,000s)	Proposed Completion Year
Non-SHOPP Projects (cont.)									
BUT	Var	Var	CT	Complete Streets	Seek opportunities to incorporate complete streets principles, where appropriate, to enhance multi-modal transportation community livability at various locations and	Complete Streets Improvements	CT	\$TBD	Ongoing
BUT	Var	Var	CT	Bicycles	Seek opportunities to incorporate bicycle and pedestrian facilities, where appropriate, to enhance alternative transportation modes at various locations	Bicycle and Pedestrian Improvements	CT	\$TBD	Ongoing
SHOPP Projects									
BUT	32	6.0/10.22	CT	ADA curb ramps, sidewalks and crosswalks	Near Chico from Kennedy Avenue to SR 99/32 separation. Construct sidewalks, curb-ramps and crosswalks	ADA Curb Ramps	MTP	\$4,002	2016
BUT	32	8.8/9.54	CT	City of Chico (Phase II)	Upgrade Curb Ramps and Pedestrian Facilities	ADA Curb Ramps	SHOPP	\$3,800	2013
BUT	70	22.0/28.1	CT	Pavement Overlay	North of Oroville from Jct Rte 191 to West Branch Feather River Br (Br # 12-0174)	Pavement Preservation	SHOPP	\$3,700	2016
BUT	70	24.3	CT	Flag Canyon Bridge	In Oroville, at Flag Canyon Creek Bridge # 12-0140	Bridge Replacement	SHOPP	\$4,760	2014
BUT	70	26.8/27.0	CT	Cherokee Overhead and Pentz Overhead	Near Oroville, at Pentz Overhead #12-138 and at Cherokee Overhead #12-137	Bridge Seismic Restoration	SHOPP	\$3,918	2014
BUT	70	28.2	CT	WB Feather River Bridge	WB Feather River Bridge Seismic Retrofit project	Bridge Seismic Restoration	SHOPP	\$16,000	2014
BUT	70	Var	CT	Pave Chain Control Areas, add lighting	Install additional paved areas and permanent lighting in chain control	Roadside Safety Improvements	SHOPP	\$7,070	2013
BUT	99	13.16/45.92	CT	Bridge Rail upgrade	Br. No's. 12-27, 30, 81, 104Y, 118, 119, 120, 121, 122.	Bridge Rail Replacement	SHOPP	\$5,680	2013

Transportation System Development Program January 2013

BUTTE COUNTY

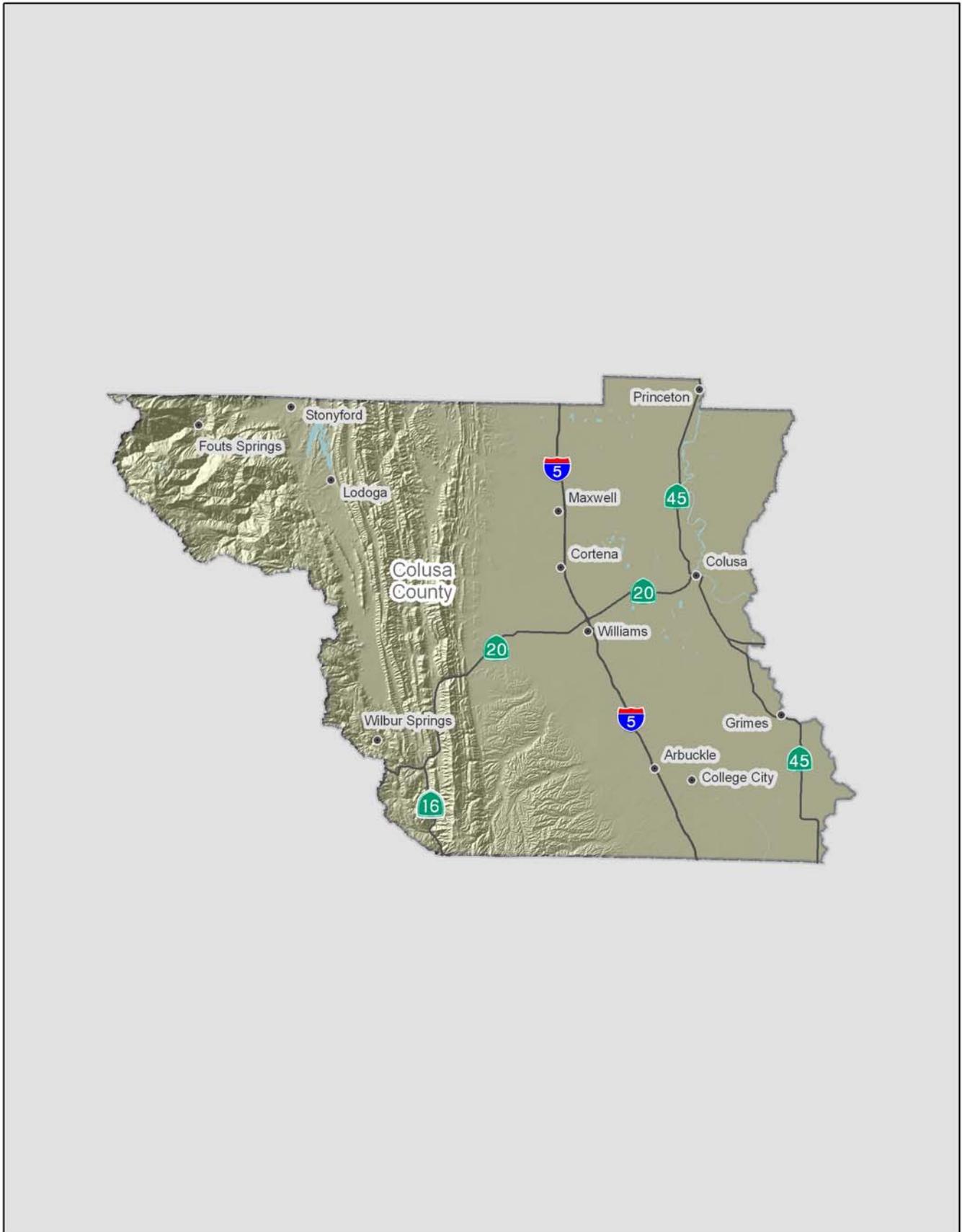
County	Rte	Post Mile Limits	Project Lead	Project Name	Project Description	Type of Project	Agency Source	Estimated Total Cost (\$1,000s)	Proposed Completion Year
SHOPP Projects (cont.)									
BUT	99	28.7	CT	Butte Creek Bridge Scour	Butte Creek Bridge Scour Mitigation. Near Chico from Estates Drive to 0.4 miles north of Butte Creek Bridge 12-126R	Bridge Scour Mitigation	SHOPP	\$500	2014
BUT	99	30.1/ T38.3	CT	Grind PCC pavement	In Butte county in and near Chico from 0.5 mile south of Skyway OC (Br # 12-0167) to 0.10 mile north of Esplanade	Pavement Preservation	SHOPP	\$10,000	2013
BUT	99	40.6/ 40.8	CT	Collision Reduction	Rock Creek Bridge - Shoulder Widening (12-27)	Collision Reduction	SHOPP	\$3,940	2014
BUT	162	12.1/ 18.5	CT	ADA Pedestrian Infrastructure	Pedestrian Upgrades to ensure compliance with ADA requirements	ADA Curb	SHOPP	\$4,000	2013
BUT	162	Var	CT	Bridge Rail Upgrade	Br. No.'s 11-10, 14, 23, 24, 26, 98, 12-41, 40, 42, 56, 57	Bridge Rail Replacement	SHOPP	\$8,800	2013
BUT/ ED/ PLA/ SAC/ YUB	32/ 50/ 70/ 80/ 244	Var	CT	CAPM ADA Follow-up Locations	CAPM ADA Follow-up at various locations in Butte, El Dorado, Placer, Sacramento, and Yuba County on Routes 32, 50, 70, 80, 244	ADA Access Improvements	CT	\$2,000	2014
ALL	5/ 50/ 51/ 65/ 80/ 89/ 99	Var	CT	CMS Panel Upgrade	40 locations in 11 counties in District 3 on Routes 5, 50, 51, 65, 80, 89, and 99	Transportation Management Systems	CT	\$2,600	2016
ALL	5/ 50/ 51/ 65/ 80/ 89/ 99	Var	CT	RWIS Upgrade	18 locations in 11 counties in District 3 on Routes 5, 50, 51, 65, 80, 89, and 99	Transportation Management Systems	CT	\$1,450	2014

Transportation System Development Program January 2013

BUTTE COUNTY

County	Rte	Post Mile Limits	Project Lead	Project Name	Project Description	Type of Project	Agency Source	Estimated Total Cost (1,000s)	Proposed Completion Year
SHOPP Projects (cont.)									
ALL	5/ 50/ 51/ 65/ 80/ 89/ 99	Var	CT	HAR Upgrades	25 locations in 11 counties in District 3 on Routes 5, 50, 51, 65, 80, 89, and 99	Transportation Management Systems	CT	\$1,450	2014
ALL	5/ 50/ 51/ 65/ 80/ 89/	Var	CT	CCTV Camera System Upgrade	80 locations in 11 counties in District 3 on Routes 5, 50, 51, 65, 80, 89, and 99	Transportation Management Systems	CT	\$1,850	2014
ALL	5/ 50/ 51/ 65/ 80/ 89/	Var	CT	Detection Repair and Upgraded Communications	178 locations in 11 counties in District 3 on Routes 5, 50, 51, 65, 80, 89, and 99	Transportation Management Systems	CT	\$2,700	2014

COLUSA COUNTY MAP



Transportation System Development Program January 2013

COLUSA COUNTY

County	Rte	Post Mile Limits	Project Sponsor	Project Name	Project Description	Type of Project	Agency Source	Estimated Total Cost (1,000s)	Proposed Completion Year
Non-SHOPP Projects									
COL	5	0.00/34.0	CT	Native Planting	I-5 from Yolo County Line to Glenn County Line	Transportation Enhancement	RTP	\$850	2014
COL	20	13.5/15.5	CCTC	SR 20/Williams - West	Install Passing Lanes EB/WB, west of Williams	Operational Improvements	TCR/RTP	\$3,000	2030
COL	20	22.4/23.19	City of Williams	New Public Road Connection	City of Williams on SR 20, east of I-5	New Public Road Connection	RTP	\$3,000	2035
COL	20	R22.5	TBD	SR 20/Husted Road	Intersection Improvements at Husted Road due to proposed development	Intersection Improvements	RTP	\$1,200	2035
COL	45	22.78/22.97	CCTC	SR 45/Wintun Road	Widen SR 45 from Wintun Road to Colusa Casino—install turn lane	Capacity Enhancements	TCR/RTP	\$1,000	2035
COL	45	22.78/22.97	CCTC	SR 45/Reservation Road	Intersection improvements SR 45 and Reservation Access Road—install turn lane	Intersection Improvements	TCR/RTP	\$1,000	2035
COL	Var	Var	CT	Transportation Management Systems	Seek opportunities to incorporate Intelligent Transportation Systems and Operational Improvements to reduce congestion and improve mobility at various locations and corridors.	Operational Improvements	CT	\$TBD	Ongoing
COL	Var	Var	CT	Complete Streets	Seek opportunities to incorporate complete streets principles, where appropriate, to enhance multi-modal transportation community livability at various locations and corridors	Complete Streets Improvements	CT	\$TBD	Ongoing
COL	Var	Var	CT	Bicycles	Seek opportunities to incorporate bicycle and pedestrian facilities, where appropriate, to enhance alternative transportation modes at various locations and corridors	Bicycle and Pedestrian Improvements	CT	\$TBD	Ongoing
SHOPP Projects									
COL	5	0.1/32.03	CT	Various locations - County Line Road to Delevan Road	Pave slopes, areas beyond the gores & narrow areas, relocate roadside facilities away from traffic, and install worker access gates.	Roadside Safety Improvements	SHOPP	\$2,300	2022

Transportation System Development Program January 2013

COLUSA COUNTY

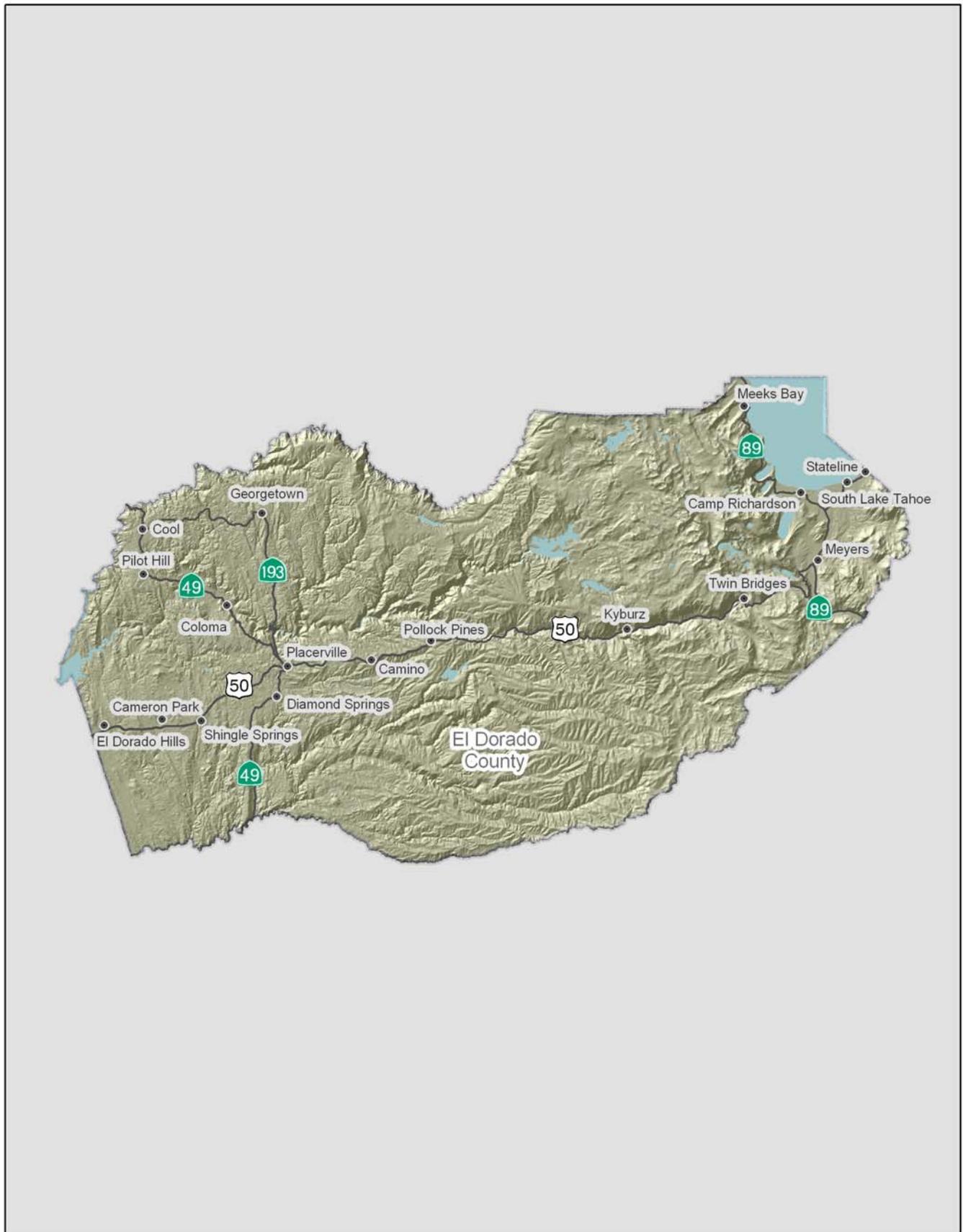
County	Rte	Post Mile Limits	Project Sponsor	Project Name	Project Description	Type of Project	Agency Source	Estimated Total Cost (1,000s)	Proposed Completion Year
SHOPP Projects (cont.)									
COL	5	2.3/13.8	CT	I-5/Vertical Clearance	Increase vertical clearance, Greenbay, Harrington, Hahn and Meyers Road overcrossings	Bridge Preservation	SHOPP	\$7,600	2022
COL	5	R21.0/R34.4	CT	Pavement Overlay	2 miles north of Williams to Glenn County line.	Pavement Preservation	SHOPP	\$16,000	2024
COL	5	24.3	CT	I-5/Rest Area	Near Maxwell, upgrade sewage system to comply with water quality standards "Maxwell SRRA".	Roadside Safety Improvements	SHOPP	\$1,400	2022
COL	16	R4.34	CT	Bear Creek Bridge	Bear Creek Bridge 15-0036	Roadside Safety Improvements	SHOPP	\$1,700	2018
COL	20	0.00/3.1	CT	SR 20/Lake County line to 2 miles east of SR 16	Widen shoulders and rehab pavement from Lake County line to 2 miles east of SR 16.	Pavement Preservation	SHOPP	\$9,000	2027
COL	20	0.00/10.2	CT	Pavement Overlay	Lake/Colusa County line to 3 miles before Walnut Drive.	Pavement Preservation	SHOPP	\$8,000	2014
COL	20	3.5/10.2	CT	SR 20 from SR 16 to 7 miles east of SR 16	Widen shoulders and rehab pavement from Lake County line to east of SR 16.	Pavement Preservation	SHOPP	\$17,000	2026
COL	20	22.7	CT	East off-ramp from I-5	Install CMS westbound.	Transportation Management Systems	SHOPP	\$300	2022
COL	20/45	30.46/39.34	CT	Colusa ADA Access	ADA Pedestrian Infrastructure (Components)	ADA Pedestrian Infrastructure	SHOPP	\$4,000	2020
COL	20	T23.31/30.4	CT	SR 20/Williams-East	Add passing lanes between Colusa and Williams	Safety Improvements	SHOPP	\$3,000	2030
COL	20	28.2/30.5	CT	HMA Overlay	In & near City of Colusa from 0.4 mi east of Colusa Basin Br #15-0020 to Sioc	Pavement Preservation	SHOPP	\$3,300	2014
COL	20	31.8/32.8	CT	Pavement Rehabilitation	In Colusa, Market St to Butte Vista Way	Pavement Preservation	SHOPP	\$4,500	2020

Transportation System Development Program January 2013

COLUSA COUNTY

County	Rte	Post Mile Limits	Project Sponsor	Project Name	Project Description	Type of Project	Agency Source	Estimated Total Cost (1,000s)	Proposed Completion Year
SHOPP Projects (cont.)									
COL	20	15.5/ 16.5	CT	SR 20/King Road	Install left turn lane at SR 20/King Road intersection	Operational Improvement	CT	\$260	2035
COL	20	32.4/ 32.6	CT	Wescott Road Intersection Improvements	Improve/Realign curve at Wescott Road/SR 20 Intersection	Operational Improvement	CT	\$17	2035
COL	20	R6.3/ 7.1	CT	Hillgate Interchange Improvements	In the community of Arbuckle, construct ramp improvements, install signals at Hillgate and I-5	Operational Improvement	CT	\$3,250	2035
COL	20	30.638 /30.64	CT	Fremont Street turn lanes	Install left turn lanes at Fremont Street/SR 20	Operational Improvement	CT	\$260	2035
ALL	5/ 50/ 51/ 65/ 80/ 89/ 99	Var	CT	CMS Panel Upgrade	40 locations in 11 counties in District 3 on Routes 5, 50, 51, 65, 80, 89, and 99	Transportation Management Systems	CT	\$2,600	2016
ALL	5/ 50/ 51/ 65/ 80/ 89/ 99	Var	CT	RWIS Upgrade	18 locations in 11 counties in District 3 on Routes 5, 50, 51, 65, 80, 89, and 99	Transportation Management Systems	CT	\$1,450	2014
ALL	5/ 50/ 51/ 65/ 80/ 89/ 99	Var	CT	HAR Upgrades	25 locations in 11 counties in District 3 on Routes 5, 50, 51, 65, 80, 89, and 99	Transportation Management Systems	CT	\$1,450	2014
ALL	5/ 50/ 51/ 65/ 80/ 89/ 99	Var	CT	CCTV Camera System Upgrade	80 locations in 11 counties in District 3 on Routes 5, 50, 51, 65, 80, 89, and 99	Transportation Management Systems	CT	\$1,850	2014
ALL	5/ 50/ 51/ 65/ 80/ 89/ 99	Var	CT	Detection Repair and Upgraded Communications	178 locations in 11 counties in District 3 on Routes 5, 50, 51, 65, 80, 89, and 99	Transportation Management Systems	CT	\$2,700	2014

EL DORADO COUNTY MAP



Transportation System Development Program January 2013

EL DORADO COUNTY

County	Rte	Post Mile Limits	Project Lead	Project Name	Project Description	Type of Project	Agency Source	Estimated Total Cost (1,000s)	Proposed Completion Year
Non-SHOPP Projects									
ED	50	R3.23/6.57	ED County	US 50 Bus/ Carpool Lanes (Phase 2A)	Phase 2A: US 50- Bass Lake Rd to Cameron Park Dr Interchange - Add HOV lanes in median. PA&ED completed by Caltrans, and Caltrans advancing project design through Co-Op Agreement with the County. Intergovernmental Agreement between County and Shingle Springs Band of Miwok Tribe for funding.	Bus/Carpool Lanes	MTP/ MTIP	\$18,162	2013
ED	50	6.57/ R8.56	ED County	US 50 Bus/ Carpool Lanes (Phase 2B)	Phase 2B: US 50- Cameron Park Dr to Ponderosa Rd Interchange - Add HOV lanes in median. PA&ED completed by Caltrans, and Caltrans advancing project design through Co-Op Agreement with the County. Intergovernmental Agreement between the County and Shingle Springs Band of Miwok Tribe for	Bus/Carpool Lanes	MTP/ MTIP	\$22,637	2025
ED	50	R8.56/ R12.19	ED County	US 50 Bus/ Carpool Lanes (Ph 3)	Phase 3: US 50-Ponderosa Road to Greenstone Road	Bus/Carpool Lanes	MTP	\$34,730	2035
ED	50	R3.23/ 4.96	ED County	US 50 Auxiliary Lane at Bass Lake Road	WB US 50 between Bass Lake Rd and Cambridge Rd Interchanges. Includes additional ramp and road widening.	Auxiliary Lanes	MTP	\$23,640	2035
ED	50	EB 4.96/6.57 WB 6.57/ R3.23	ED County	US 50 Auxiliary Lane at Cambridge Road	EB US 50 between Cambridge Rd and Cameron Park Dr Interchanges; and WB between Cameron Park Dr and Bass Lake Rd Interchanges. Includes bridge widening to add two lanes and ramp widening.	Auxiliary Lanes	MTP	\$15,500	2035
ED	50	0.00/ 0.86	ED County	US 50 Widen and WB Auxiliary Lane - El Dorado Hills to Empire Ranch Rd	Widen US 50 and add auxiliary lane to WB US 50 connecting the El Dorado Hills Blvd/ Latrobe Rd Interchange to the future Empire Ranch Rd Interchange located in Folsom. Construction to be concurrent with or after the El Dorado Hills Blvd I/C.	Widen US 50; Auxiliary Lanes	MTP	\$3,688	2035

Transportation System Development Program January 2013

EL DORADO COUNTY

County	Rte	Post Mile Limits	Project Lead	Project Name	Project Description	Type of Project	Agency Source	Estimated Total Cost (1,000s)	Proposed Completion Year
Non-SHOPP Projects (Cont.)									
ED	50	6.57	ED County	US 50/ Cameron Park Dr Interchange Improvements	Includes detailed study to identify capacity improvements alternatives and selection of preferred alternative; assumes reconstruction of existing US 50 bridges to widen Cameron Park Dr to 8 lanes under the overcrossing; road and ramp widenings.	Interchange Improvements	MTP	\$58,737	2035
ED	50	0.86	ED County	US 50/EI Dorado Hills Blvd Interchange Eastbound Ramps	Reconstruct EB diagonal on-ramp and EB loop off-ramp for the ultimate configuration; add a lane to NB EI Dorado Hills Blvd under the overpass (eliminates merge lane and improves traffic flow from the EB loop off-ramp); EB diagonal on-ramp will be metered with an HOV bypass.	Interchange Improvements	MTP	\$5,904	2035
ED	50	0.86	ED County	US 50/EI Dorado Hills Blvd Interchange Westbound ramps	Final Phase: Construct new WB off-ramp undercrossing, improve WB on-/off-ramps with dedicated HOV on-ramp lane, ramp metering and 1,000 ft merge lane.	Interchange Improvements	MTP	\$19,160	2015
ED	50	R14.01	ED County	US 50/EI Dorado Rd Interchange Improvements (Ph.1)	Includes signalization and widening of existing ramps	Interchange Improvements	MTP	\$3,538	2035
ED	50	R14.01	ED County	US 50/EI Dorado Rd Interchange Improvements (Ph.2)	Construction of left- and right-turn lanes and additional through traffic lanes in all approaches to the interchange	Interchange Improvements	MTP	\$7,265	2035
ED	50	R8.56	ED County	US 50/ Ponderosa Rd Interchange Durock Rd Realignment	Realign approximately 1/4 mile of Durock Rd to Sunset Ln and signalize new inter-section. Durock Rd will be two through lanes with turn pockets at the intersection and center turn	Interchange Improvements	MTP	\$7,151	2026
ED	50	4.96/ R8.56	ED County	US 50 Auxiliary Lane EB - Cambridge to Ponderosa	EB US 50 auxiliary lane between Cambridge Rd and Ponderosa Rd Interchanges	Auxiliary Lanes	MTP	\$14,550	2035

Transportation System Development Program January 2013

EL DORADO COUNTY

County	Rte	Post Mile Limits	Project Lead	Project Name	Project Description	Type of Project	Agency Source	Estimated Total Cost (1,000s)	Proposed Completion Year
Non-SHOPP Projects (Cont.)									
ED	50		ED County	US 50 WB Auxiliary Lane - Silva Valley Parkway to Empire Ranch Rd	Construct new WB auxiliary lane within median of US 50 between Silva Valley Parkway and Empire Ranch Rd future new interchanges.	Auxiliary Lanes	MTP	\$2,500	2035
ED	50	R15.06	ED County	US 50/ Missouri Flat Rd Interchange Improvements (Phase 2)	Highway and Interchange improvements for additional traffic capacity needed to accommodate local development projects.	Interchange Improvements	ED County	\$20,000	2035
ED	50	R1.65/ R3.23	ED County	US 50/ Bass Lake Rd Interchange (Ph. 1); WB Auxiliary Lane	Interchange Improvements: Phase 1, ramp widening, road widening, signals and WB auxiliary lane between Bass Lake and Silva Valley Interchanges; Phase 1 assumes bridge replacement.	Interchange Auxiliary Lanes	MTP	\$20,829	2035
ED	50	4.96	ED County	US 50/ Cambridge Rd Interchange Improvements (Ph. 1)	Includes widening existing EB and WB on-/off-ramps; addition of new WB on-ramp; reconstruction of local intersections; and installation of traffic signals at EB and WB ramp terminal intersections; preliminary engineering for Phase 2 to be performed under Phase 1.	Interchange Improvements	MTP	\$10,645	2035
ED	50	R8.56	ED County	US 50/ Ponderosa Rd North Shingle Rd Realignment	Realign approximately 1/4 mile of Durock Rd to Sunset Ln and signalize new intersection. Durock Rd will be two through lanes with turn pockets at the intersection and center turn	Interchange Improvements	MTP	\$5,020	2024
ED	50	R8.56	ED County	US 50/ Ponderosa Rd/So Shingle Rd Interchange improvements	Detailed study to identify alternatives and select preferred alternative; widening existing US 50 overcrossing to accommodate 5 lanes, and realignment of WB loop on-ramp, ramp widening, and widening of Ponderosa Rd, Mother Lode Dr, and So. Shingle Rd; includes PE for	Interchange Improvements	MTP	\$16,339	2028

Transportation System Development Program January 2013

EL DORADO COUNTY

County	Rte	Post Mile Limits	Project Lead	Project Name	Project Description	Type of Project	Agency Source	Estimated Total Cost (1,000s)	Proposed Completion Year
Non-SHOPP Projects (cont.)									
ED	50	R1.65	ED County	US 50/Silva Valley Pkwy Interchange (Ph 1)	Construct new interchange: Phase 1 includes US 50 on-/off-ramps, overcrossing, and US 50 auxiliary lanes	New Interchange/Auxiliary Lanes	MTP	\$52,375	2017
ED	50	R1.65	ED County	US 50/Silva Valley Pkwy Interchange (Ph 2)	Final Phase of new interchange: construct EB diagonal and WB loop on-ramps to US 50	New Interchange	MTP	\$14,200	2035
ED	50	15.29/16.503	City of Placerville	US 50 Western Placerville Interchanges (Ph 1A)	At US 50/Ray Lawyer Dr, Construct WB access ramp from R. Lawyer Dr onto US50, Auxiliary lane between WB access ramp and existing WB off-ramp at Placerville Dr	Interchange Improvements, Operational Improvements	MTP	\$9,215	2014
ED	50	16.276	City of Placerville	Western Placerville Interchanges (Ph 1B)	Realign Fair Lane to correct a non-standard curve and construct Class II Bike Lanes, sidewalks and retaining walls.	Bike Lanes/Pedestrian	MTP	\$820	2014
ED	50	15.83/16.503	City of Placerville	US 50/ Western Placerville Interchanges (Ph 2)	Replacement & widening of Forni Rd/Placerville Dr/US 50 Overcrossing, improved operations at the Forni Rd/ Placerville Dr/US50 Interchange, new ramps at the existing Ray Lawyer Dr Overcrossing, and auxiliary lanes between the Forni Rd/ Placerville Dr/US50 Interchange and the Ray Lawyer Dr Interchange	Interchange Improvements	MTP	\$30,192	2025
ED	Var	Var	CT	Transportation Management Systems	Seek opportunities to incorporate Intelligent Transportation Systems and Operational Improvements to reduce congestion and improve mobility at various locations and corridors.	Operational Improvements	CT	\$TBD	Ongoing
ED	Var	Var	CT	Complete Streets	Seek opportunities to incorporate complete streets principles, where appropriate, to enhance multi-modal transportation community livability at various locations and	Complete Streets Improvements	CT	\$TBD	Ongoing

Transportation System Development Program January 2013

EL DORADO COUNTY

County	Rte	Post Mile Limits	Project Lead	Project Name	Project Description	Type of Project	Agency Source	Estimated Total Cost (1,000s)	Proposed Completion Year
Non-SHOPP Projects (cont.)									
ED	Var	Var	CT	Bicycles	Seek opportunities to incorporate bicycle and pedestrian facilities, where appropriate, to enhance alternative transportation modes at various locations and corridors	Bicycle and Pedestrian Improvements	CT	\$TBD	Ongoing
ED	50	18.52	City of Placerville	US 50/ Mosquito Road Interchange	Construct new Interchange at US 50 and Mosquito Road	New Interchange	MTP	\$60,000	2035
ED	Var	Var	CT	Caltrans District 3 Traffic Management	Upgrade Caltrans D-3 TMC and supporting infrastructure to manage US 50, and other ITS	Traffic Operations Systems	MTP	\$1,500	2020
ED	50	24.052	EDCTC/ ED-DOT/CT	US 50 Camino (at Carson Rd)	Construct an undercrossing, median barrier, modify local road connections and/or associated operational and safety improvements on, and adjacent to, US 50.	Operational Improvements/ Safety Improvements	MTP	\$33,900	2035
ED	50	0.86	EDDOT	US 50/ El Dorado Hills Blvd Pedestrian/ Bike Overcrossing	Construct ped/bike overcrossing over US 50 just east of El Dorado Hills Blvd Interchange; includes a Class 3 mixed-use path.	Pedestrian/ Bike Overcrossing	MTP	\$6,783	2035
ED	50	0.86/ R3.23	EDDOT	Bike Path parallel to US 50 (north side), EDH to Bass Lake Connection	El Dorado Hills to Bass Lake Connection from Silva Valley Rd to El Dorado Hills Village Center	Bike Lanes	MTP	\$300	2035
ED	50	15.734	City of Placerville	Placerville Drive Bike Lanes	Install bike lanes on Placerville Dr, from Green Valley Rd to Forni Rd/US 50 Interchange	Bike Lanes	MTP	\$150	2035
ED	50	R15.06	EDDOT	Missouri Flat Road Bike Lanes south of US 50	Phase 1: Campus Drive to existing Class II on the south side of US 50	Bike Lanes	MTP	\$350	2035
ED	50	18.03/ 18.17	City of Placerville	Class 1 Bike Path	City of Placerville - Class 1 bike Path near Highway 50 - ED Trail, from Clay St to Bedford Ave	Bike Lanes	MTP	\$165	2020

Transportation System Development Program January 2013

EL DORADO COUNTY

County	Rte	Post Mile Limits	Project Lead	Project Name	Project Description	Type of Project	Agency Source	Estimated Total Cost (1,000s)	Proposed Completion Year
Non-SHOPP Projects (cont.)									
ED	50	18.517	City of Placer-ville	US/50 Broad-way EB signalization and lengthen-ing	Lengthen EB exit ramp of US 50 at Broadway and install traffic signal	Signalization and Ramp Improvements	MTP	\$2,000	2035
ED				Latrobe Rd/ White Rock Rd Connector (New Road)	New connector road from the El Dorado Hills Business Park to White Rock Rd west of Four Seasons/Stonebriar intersection; Phase 1 to perform route alignment study and prepare PSR; Phase 2 will include environmental, design and construction; may require coordination with Sacramento County, City of Folsom, Southeast Connector JPA and area developers.	Capacity Enhancements	MTP	\$23,991	2035
ED	49/193	Ph 1 0.00/ 0.82 Ph 2 34.46/ 33.47	EDDOT	SR 49, SR 193 in Cool; Northside School Class 1 Bike Path (Ph 1 &2)	Cool, Ph. 1: Construct Class 1 Bike Path along north side of SR 193, from SR 49 to Auburn Lake Trails subdivision for 0.82 mile. Ph.2: Construct Class 1 Bike Path along west side of SR 49, from SR 193 to Cave Valley Rd (Northside School) for approx 1 mi.	Bike/ Pedestrian Facility	MTP	\$3,724	2013
ED	49	11.86/ 11.97	EDDOT	Diamond Springs Parkway (Ph 1A)	Realign SR-49/Diamond Rd from Pleasant Valley Rd to north of Lime Kiln Rd; SR-49/Diamond Rd will be improved with two 12-ft lanes and 8-ft shoulders; includes signal modification at Pleasant Valley Rd/SR-49 intersection and potential underground utilities.	Realignment	MTP	\$5,922	2015

Transportation System Development Program January 2013

EL DORADO COUNTY

County	Rte	Post Mile Limits	Project Lead	Project Name	Project Description	Type of Project	Agency Source	Estimated Total Cost (1,000s)	Proposed Completion Year
Non-SHOPP Projects (cont.)									
ED	49	11.96	EDDOT	Diamond Springs Parkway (Ph 1B)	Construct new two-lane divided arterial roadway from Missouri Flat Rd, east of Golden Center Dr to a new T-intersection with SR 49, south of Bradley Dr. Includes PA&ED, grading and right of way work for Phase 2 and improvements to SR 49 and three new	New Local Arterial	MTP	\$27,085	2035
ED	49	11.96	EDDOT	Diamond Springs Parkway (Ph 2)	Widen Diamond Springs Parkway to 4 lanes (divided) from Missouri Flat Rd to SR 49	Capacity Enhancement to new arterial	MTP	\$3,400	2035
SHOPP Projects									
ED	49	10.69	EDDOT	SR 49 (Pleasant Valley Rd)/ Patterson Dr install signal	Signalize intersection including channelization and construction of associated improvements	Safety Improvements	MTP	\$4,059	2016
ED	49	31.0/31.2	CT	SR 49/ Rattlesnake Bar Rd turn pocket	In Pilot Hill, at the Rattlesnake Bar Rd intersection, construct left-turn channelization	Safety Improvements	MTP	\$1,620	2016
ED	49	3.101/3.91	CT	Realign Curve	Near Nashville, 0.4 mi from Union Mine Rd to Mica St, realign curve and modify super-elevation	Safety Improvements	MTP	\$2,601	2013
ED	193	18.455 / 18.466	CT	Modify roadway super-elevation	Near Spanish Flat, from 0.4 mi south of Chicken Flat Rd to 0.1 mi north of Chicken Flat Rd	Safety Improvements	MTP	\$2,560	2013
ED	50	R31.3	CT	Replace bridge	Near Pollock Pines, 11 mi east of Placerville at Sly Park Rd UC #25-42, replace bridge	Bridge Preservation	MTP	\$8,563	2014
ED	49	23.983	CT	Cross bracing seismic retrofit bridge	Near Placerville, at South Fork American River Bridge No 25-0021, cross bracing seismic retrofit	Bridge Preservation	MTP	\$19,132	2016
ED	50	17.8/ R19.6		Seismic Retrofit	In Placerville, at the Coloma Street Pedestrian OC #25-0050 and at the Smith Flat Rd UC #25-0064, seismic retrofit	Bridge Preservation	MTP	\$6,577	2013

Transportation System Development Program January 2013

EL DORADO COUNTY

County	Rte	Post Mile Limits	Project Lead	Project Name	Project Description	Type of Project	Agency Source	Estimated Total Cost (1,000s)	Proposed Completion Year
SHOPP Projects (cont.)									
ED	49	23.9/35	CT	Pavement Rehabilitation	9 mi north of Placerville from Coloma to Cool	Pavement Preservation	MTP	\$6,700	2018
ED	49	11.82/14.02	CT	Pavement Rehabilitation	So of Placerville, from 0.6 south of Pleasant Valley Rd to Coon Hollow Rd	Roadway Rehabilitation	MTP	\$3,000	2016
ED	Var	Var	CT	Bridge Preservation	Bridge Preservation Projects, specific locations to be determined.	Bridge Rehabilitation	MTP	\$2,600	2016
ED	50	R28.84	CT	Bridge Rehabilitation, Deck Overlay	ED-50 Sawmill UC (BR No. 25-41)	Bridge Rehabilitation	MTP	\$23,500	2014
SAC/ED	50	Var	CT	Bridge Preservation	Bridge Preservation at various locations in El Dorado and Sacramento counties	Bridge Preventative Maintenance	SHOPP	\$2,600	2016
BUT/ ED/ PLA/ SAC/ YUB	32/ 50/ 70/ 80/ 244	Var	CT	CAPM ADA Follow-up Locations	CAPM ADA Follow-up at various locations in Butte, El Dorado, Placer, Sacramento, and Yuba County on Routes 32, 50, 70, 80, 244	ADA Access Improvements	CT	\$2,000	2014
ALL	5/ 50/ 51/ 65/ 80/ 89/ 99	Var	CT	CMS Panel Upgrade	40 locations in 11 counties in District 3 on Routes 5, 50, 51, 65, 80, 89, and 99	Transportation Management Systems	CT	\$2,600	2016
ALL	5/ 50/ 51/ 65/ 80/ 89/ 99	Var	CT	RWIS Upgrade	18 locations in 11 counties in District 3 on Routes 5, 50, 51, 65, 80, 89, and 99	Transportation Management Systems	CT	\$1,450	2014
ALL	5/ 50/ 51/ 65/ 80/ 89/ 99	Var	CT	HAR Upgrades	25 locations in 11 counties in District 3 on Routes 5, 50, 51, 65, 80, 89, and 99	Transportation Management Systems	CT	\$1,450	2014
ALL	5/ 50/ 51/ 65/ 80/ 89/ 99	Var	CT	CCTV Camera System Upgrade	80 locations in 11 counties in District 3 on Routes 5, 50, 51, 65, 80, 89, and 99	Transportation Management Systems	CT	\$1,850	2014

Transportation System Development Program January 2013

EL DORADO COUNTY

County	Rte	Post Mile Limits	Project Lead	Project Name	Project Description	Type of Project	Agency Source	Estimated Total Cost (1,000s)	Proposed Completion Year
SHOPP Projects (cont.)									
ALL	5/ 50/ 51/ 65/ 80/ 89/ 99	Var	CT	Detection Repair and Upgraded Communications	178 locations in 11 counties in District 3 on Routes 5, 50, 51, 65, 80, 89, and 99	Transportation Management Systems	CT	\$2,700	2014
SAC/ ED/ NEV	Var	Var	CT	Emergency Damage Repair	In Sacramento, El Dorado and Nevada counties on various routes at various locations, replace stolen	Emergency Damage Repair	SHOPP	\$410	2013

GLENN COUNTY MAP



Transportation System Development Program January 2013

GLENN COUNTY

County	Rte	Post Mile Limits	Project Sponsor	Project Name	Project Description	Type of Project	Agency Source	Estimated Total Cost (\$1,000s)	Proposed Completion Year
Non-SHOPP Projects									
GLE	5	0.00/29.00	CT	Glenn County Native Planting	Native planting from Colusa County line to Tehama County line	Transportation Enhancement	CT	\$850	2014
GLE	5	7.607	CT	Willows Native Planting	I-5 / Rd 59 at Willows	Transportation Enhancement	CT	\$87	2013
GLE	5/32	R25.52	CT	Orland Native Planting	Native planting at SR 32/ Orland	Transportation Enhancement	CT	\$44	2013
GLE	32	1.02/10.91	TBD	Realign and Widen	Realign, widen to 4/5 lanes, and pave from Orland to Butte County	Capacity Enhancement	RTP/TCR	\$10,000	2030
GLE	45	0.00/23.24	GCTC	Pedestrian & Bike Path	SR 32 to Colusa County, improvement and widen shoulders	Bicycle / Pedestrian Facilities	RTP/TCR	\$7,693	2030
GLE	162	37.64/65.41	TBD	Roadway improvements	Realign, widen, pave shoulder - west of Willows,	Capacity Enhancement	RTP/TCR	\$22,000	2030
GLE	162	65.83/66.63	GCTC	Class III Bike Route	Villa Ave. to Tehama Class III Bike Route	Bicycle / Pedestrian Facilities	RTP	\$10	2030
GLE	162	67.1/76.26	TBD	Roadway improvements	Realign, widen, pave shoulder - east of Willows	Capacity Enhancement	RTP	\$12,000	2030
GLE	Var	Var	CT	Transportation Management Systems	Seek opportunities to incorporate Intelligent Transportation Systems and Operational Improvements to reduce congestion and improve mobility at various locations and corridors.	Operational Improvements	CT	\$TBD	Ongoing
GLE	Var	Var	CT	Complete Streets	Seek opportunities to incorporate complete streets principles, where appropriate, to enhance multi-modal transportation community livability at various locations and	Complete Streets Improvements	CT	\$TBD	Ongoing
GLE	Var	Var	CT	Bicycles	Seek opportunities to incorporate bicycle and pedestrian facilities, where appropriate, to enhance alternative transportation modes at various locations and corridors	Bicycle and Pedestrian Improvements	CT	\$TBD	Ongoing

Transportation System Development Program January 2013

GLENN COUNTY

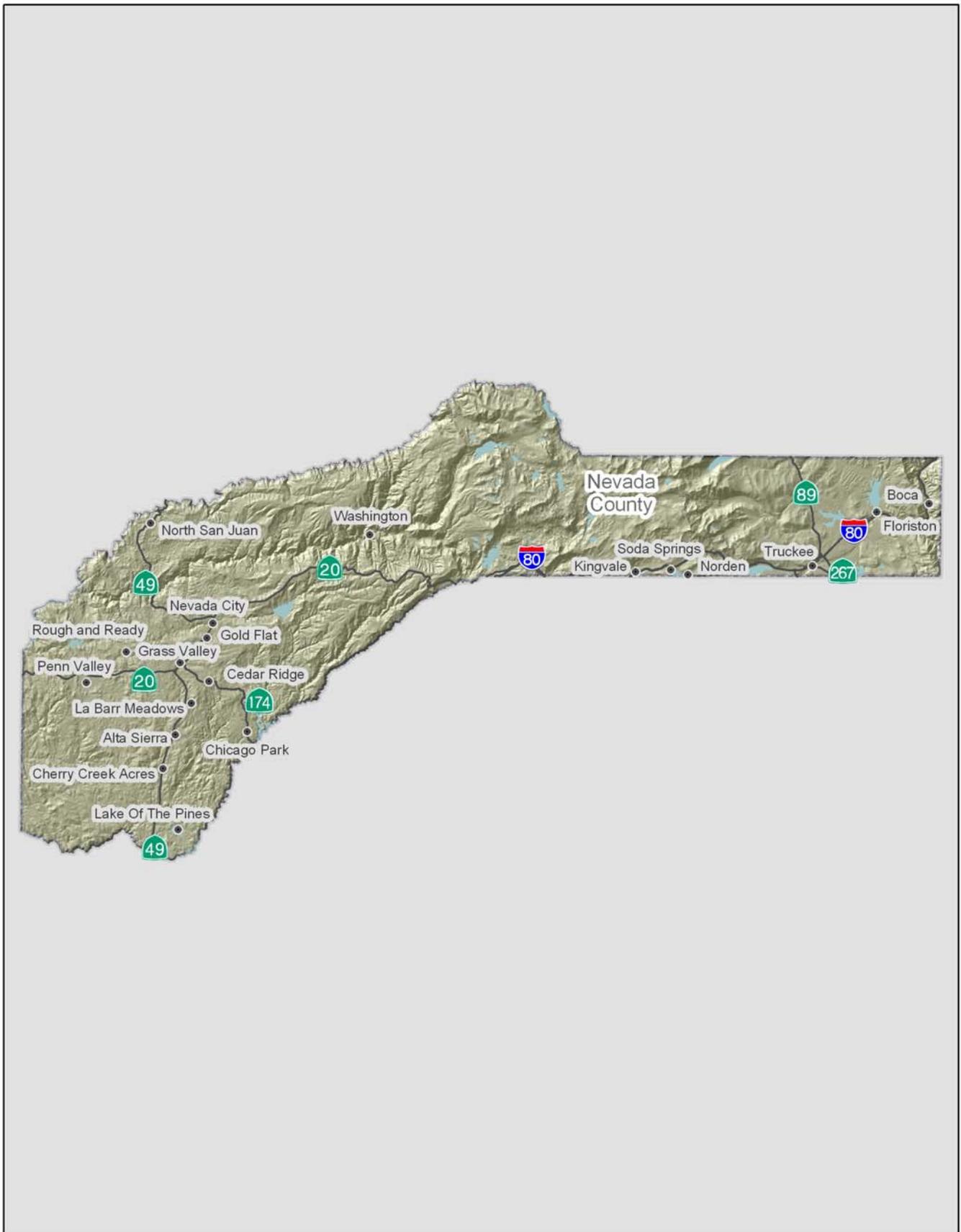
County	Rte	Post Mile Limits	Project Sponsor	Project Name	Project Description	Type of Project	Agency Source	Estimated Total Cost (1,000s)	Proposed Completion Year
SHOPP Projects									
GLE	5	1.3/27.9	CT	In Glenn County from County Road 68 to County Road 7 at Var Locations	Pave slopes, areas beyond the gores & narrow areas, relocate roadside facilities away from traffic, and install worker access gates.	Roadside Safety Improvements	SHOPP	\$2,800	2014
GLE	5	14.6	CT	Willows Safety Roadside Rest Area	Upgrade sewage system to comply with water quality standards	Roadside Safety Improvements	SHOPP	\$1,400	2016
GLE	5	R24.5/25.1	CT	Install CCTV and CMS	CMS Phase II. Replacement/Upgrade	Transportation Management Systems	CT	\$8,900	2020
GLE	5	R24.95	CT	CR 16 CMS/CCTV	Install SB Changeable Message Sign and Closed Circuit TV south of CR 16	Transportation Management Systems	CT	\$300	2022
GLE	5	24.8/28.6	CT	Vertical Clearance Upgrades for 3 bridges	I-5/CR16 O/C, I-5/CR7 O/C, I-5/CR3 O/C	Transportation Permit Requirements	SHOPP	\$10,700	2018
GLE	5/32	R25.52	CT	SR 32 CMS/CCTV	Install CMS & CCTV northbound SR 32	Transportation Management Systems	CT	\$300	2022
GLE	32	0.55	CT	E Street Turn Lanes	Install left turn lane from SR 32 to E Street. May require widening and utility relocation	Operational Improvements	CT	\$650	2035
GLE	45	15.185	CT	Ord Ferry Road turn lanes	Construct NB SR 45 right turn lane to County Road 32 (Ord Ferry Road), SB SR 45 left turn lane to County Road 32 or widen SB shoulder to provide left turn bypass.	Operational Improvements	CT	\$250	2035
GLE	45	8.471	CT	County Road 48 (Pear Avenue) Turn Lanes	Construct SB left turn lane to County Road 48 or widen SB 45 to provide left turn bypass	Operational Improvements	CT	\$250	2035
GLE	162	43.5/84.1	CT	Rail Upgrade	Br. No.'s 11-10, 14, 23, 24, 26, 98, 12-41, 40, 42, 56, 57	Bridge Rail Replacement	SHOPP	\$8,800	2016
GLE	162	51.79	CT	Bridge Scour Mitigation	Nye CR 11-0088	Bridge Scour Mitigation	SHOPP	\$1,900	2014

Transportation System Development Program January 2013

GLENN COUNTY

County	Rte	Post Mile Limits	Project Sponsor	Project Name	Project Description	Type of Project	Agency Source	Estimated Total Cost (1,000s)	Proposed Completion Year
SHOPP Projects									
GLE	162	65.663	CT	Humboldt Turn Lanes	Construct SB left turn lane or widen shoulder to provide left turn bypass	Operational Improvements	CT	\$250	2035
GLE	162	51.79	CT	Bridge Rehabilitation	Nye CR 11-0088	Bridge Rehabilitation	SHOPP	\$39,800	2014
GLE	162	63.6/68.16	CT	ADA Access	Willows	ADA Pedestrian Infrastructure	SHOPP	\$3,800	2020
GLE	162	63.6/68.16	CT	Seismic Retrofit	Sacramento River 11-0017	Bridge Seismic Restoration	SHOPP	\$73,000	2014
ALL	5/50/51/65/80/89/99	Var	CT	CMS Panel Upgrade	40 locations in 11 counties in District 3 on Routes 5, 50, 51, 65, 80, 89, and 99	Transportation Management Systems	CT	\$2,600	2016
ALL	5/50/51/65/80/89/99	Var	CT	RWIS Upgrade	18 locations in 11 counties in District 3 on Routes 5, 50, 51, 65, 80, 89, and 99	Transportation Management Systems	CT	\$1,450	2014
ALL	5/50/51/65/80/89/99	Var	CT	HAR Upgrades	25 locations in 11 counties in District 3 on Routes 5, 50, 51, 65, 80, 89, and 99	Transportation Management Systems	CT	\$1,450	2014
ALL	5/50/51/65/80/89/99	Var	CT	CCTV Camera System Upgrade	80 locations in 11 counties in District 3 on Routes 5, 50, 51, 65, 80, 89, and 99	Transportation Management Systems	CT	\$1,850	2014
ALL	5/50/51/65/80/89/99	Var	CT	Detection Repair and Upgraded Communications	178 locations in 11 counties in District 3 on Routes 5, 50, 51, 65, 80, 89, and 99	Transportation Management Systems	CT	\$2,700	2014

NEVADA COUNTY MAP



Transportation System Development Program January 2013

NEVADA COUNTY

County	Rte	Post Mile Limits	Project Lead	Project Name	Project Description	Type of Project	Agency Source	Estimated Total Cost (1,000s)	Proposed Completion Year
Non-SHOPP Projects									
NEV	20	R4.65/ R12.3	NCTC	Pleasant Valley Road	Improve to 4 lanes from Pleasant Valley Rd to SR 49	Capacity Enhancements	RTP	\$11,400	2025
NEV	20	R4.65	NCTC	Pleasant Valley Road	Restripe southbound approach to include a left turn lane with receiving lane	Capacity Enhancements	RTP	\$575	2035
NEV	20	R6.5	CT	Penn Valley Dr/Rough and Ready Hwy	Provide two through lanes in both the WB and EB directions at the intersection	Capacity Enhancements	RTP	\$1,000	2013
NEV	20	12.08	NCTC	McCourtney Rd	Install traffic signal or single lane roundabout at EB ramps/McCourtney Road intersection	Operational Improvements	RTP	\$1,290	2035
NEV	20	R12.17	NCTC	Bennett St.	Install traffic signal on WB ramps at Mill Street	Operational Improvements	RTP	\$626	2035
NEV	20	R12.84	NCTC	So Auburn St/ SR 20/49 NB Ramps	Install traffic signal	Interchange Improvements	RTP	\$856	2035
NEV	20	R13.11	NCTC	Bennett St.	Install traffic signals and ADA compliance at NB Ramp	Interchange Improvements	RTP	\$635	2035
NEV	20	R13.11	NCTC	Bennett St.	Install traffic signals and ADA compliance at SB ramp	Interchange Improvements	RTP	\$696	2035
NEV	20	R13.61	NCTC	Idaho Maryland	Install coordinated signals at ramps and Railroad Avenue	Interchange Improvements	RTP	\$1,143	2035
NEV	20	R14.26	NCTC	Dorsey Dr	Construct new interchange at Dorsey Dr	New Interchange	RTP	\$25,000	2013
NEV	20	R14.79	NCTC	Brunswick Road/SB Ramps	Improve operation of Brunswick Road intersection and eastbound Brunswick Road access to SB on ramp	Interchange Improvements	RTP	\$892	2035
NEV	20	R15.19	NCTC	Gold Flat/ Ridge Road Ramps	Install intersection improvements: roundabouts or signals. Close spacing of intersections necessitates improvements at all three intersections	Interchange Improvements	RTP	\$4,000	2027
NEV	20	R17.39	NCTC	Uren St	Two lane overcrossing with roundabouts at the ramp intersections	Interchange Improvements	RTP	\$15,000	2035

Transportation System Development Program January 2013

NEVADA COUNTY

County	Rte	Post Mile Limits	Project Lead	Project Name	Project Description	Type of Project	Agency Source	Estimated Total Cost (1,000s)	Proposed Completion Year
Non-SHOPP Projects (cont.)									
NEV	20	31.3	CT	SR 20/ Washington Ridge Rd	Construct passing and truck climbing lanes, near Washington Ridge Rd	Passing Lanes	CT	\$1,500	2015
NEV	20	41.2	CT	SR 20/ Passing lanes	Add passing lanes between Nevada City and SR 20/ I-80 Junction	Passing Lanes	CT	\$1,500	2020
NEV	49	2.19	CT	Wolf Rd	Extend the right turn lane at Wolf Rd	Intersection Improvements	RTP	\$300	2027
NEV	49	2.19	CT	Combie Rd	Extend the right turn lane at Combie Rd	Intersection Improvements	RTP	\$500	2027
NEV	49	2.19/ 2.28	NCTC	Combie Rd	Construct 2nd SB left turn lane, SR 49 to Combie Rd	Intersection Improvements	RTP	\$2,346	2027
NEV	49	2.19/ 13.64	CT	Widening Combie to McKnight	Project development for future phases	Capacity Enhancements	RTP	\$3,000	2035
NEV	49	2.71/ 5.79	CT	Cameo Dr to Holcomb Rd/ Cherry Creek Rd	Complete widening to 5 lanes; eliminate Cameo Dr intersection	Capacity Enhancements	RTP	\$76,000	2035
NEV	49	3.37	CT	Brewer Dr.	Add right turn lane and four ft. shoulder at Brewer Rd.	Capacity Enhancements	RTP	\$230	2014
NEV	49	4.37	CT	Carriage Rd.	Add right turn lane and sight distance wedge and 4 ft. shoulder	Capacity Enhancements	RTP	\$280	2014
NEV	49	4.67	CT	Ladybird Drive	Add 12 ft. wide paved shoulder at NB SR 49 approaching the intersection and add a 12 ft. wide paved shoulder taper leaving the intersection	Capacity Enhancements	RTP	\$150	2014
NEV	49	5.9	CT	Cherry Lane	Add right turn lane and sight distance wedge, and 8 ft. shoulder to the north	Capacity Enhancements	RTP	\$350	2014
NEV	49	6.12/ 7.17	CT	South of Lime Kiln Rd to north of Cherry Creek Rd	Lengthen 2 SB lanes; eliminate southerly connection and improve northerly connection with Cherry Creek Rd	Capacity Enhancements	RTP	\$13,500	2035

Transportation System Development Program January 2013

NEVADA COUNTY

County	Rte	Post Mile Limits	Project Lead	Project Name	Project Description	Type of Project	Agency Source	Estimated Total Cost (1,000s)	Proposed Completion Year
Non-SHOPP Projects (cont.)									
NEV	49	7.17/ 9.22	CT	North of Lime Kiln Rd to south of Alta Sierra Dr	Widen to 5 lanes; connect Auburn Rd further south as T-intersection, leave Pekolee as T-intersection, combine Round Valley Rd and Quail Creek Rd intersections	Capacity Enhancements	RTP	\$42,000	2035
NEV	49	9.22/ 10.26	CT	South side of Alta Sierra Dr to south of Kenwood Dr	Second SB thru lane with median and shoulder widening; leave Pingree Rd as T-intersection, connect Timberland Rd to Pingree Rd, connect Lady Jane Rd to Little Valley Rd intersection	Capacity Enhancements	RTP	\$31,500	2035
NEV	49	9.7/ 11.21	CT	SR 49/ La Barr Meadows South	Widen SR 49 from Little Valley Road, .5 mi near Alta Sierra Dr to .5 mi. south of Wellswood Way - La Barr Meadows project	Capacity Enhancements	RTP	\$30,265	2014
NEV	49	11.51/ 11.9	CT	South of Cornette Wy to Christian Life Way	Widen to 5 lanes; connect Wellswood to proposed intersection on north near church	Capacity Enhancements	RTP	\$39,000	2035
NEV	49	11.9/ R13.26	CT	Christian Life Wy to McKnight Wy	Widen to 5 lanes; at inter- section near Crest-view, limit to rt turns only on east side	Capacity Enhancements	RTP	\$38,000	2035
NEV	49	12.56	CT	Smith Rd.	Add right turn taper at Smith Rd.	Capacity Enhancements	RTP	\$230	2014
NEV	49	13.26	CT	McKnight/ La Barr Meadows	Closely spaced intersections necessitate improvements at all 4	Intersection Improvements	RTP	\$5,499	2035
NEV	80	13.19	NCTC	Cold Stream Rd	Construct 2-lane roundabout	Interchange Improvements	RTP	\$2,832	2020
NEV	80	14.97	NCTC	Donner Pass Rd	Construct round-about or equivalent improvement on WB ramps	Interchange Improvements	RTP	\$2,832	2020
NEV	80	0.00/ 0.4	NCTC	Mousehole	Provide two additional travel lanes, sidewalks, and bicycle lanes. Long range study.	Capacity Enhancements	RTP	\$35,000	2035

Transportation System Development Program January 2013

NEVADA COUNTY

County	Rte	Post Mile Limits	Project Lead	Project Name	Project Description	Type of Project	Agency Source	Estimated Total Cost (1,000s)	Proposed Completion Year
Non-SHOPP Projects (cont.)									
NEV	80	0.00/0.4	NCTC	Mousehole	Pedestrian/Bicycle Undercrossing Right-of-Way, Design and Construction	Pedestrian Bicycle Facilities	RTP	\$9,100	2020
NEV	89	R0.83	NCTC	Donner Pass Rd	Construct 2-lane round- about at SR 89 South	Intersection Improvements	RTP	\$4,249	2020
NEV	89	2.11	NCTC	Rainbow Road	Intersection improvements	Intersection Improvements	RTP	\$424	2020
NEV	89	2.84	NCTC	Alder Creek Road	Intersection improvements	Intersection Improvements	RTP	\$650	2020
NEV	174	6.83	NCTC	Brunswick Rd	Realign SR 174 to create 4-way intersection and install signal, or round-about	Intersection Improvements	RTP	\$4,269	2035
NEV	174	9.60	NCTC	Race St	Improve curve and channelization at Race Street	Operational Improvements	RTP	\$1,000	2035
NEV	267	M1.49	NCTC	Brockway Rd	Construct round-about at SR 267/ Brockway Rd/ Soaring Way intersection	Intersection Improvements	RTP	\$3,900	2020
NEV	267	M0.00/M1.49	NCTC	County Line to Brockway Rd	Widen from 2- to 4-lanes from Placer County to Brockway Rd	Capacity Enhancements	RTP	\$3,250	2030
NEV	267	M0.00	NCTC	I-80 EB Ramps	Construct roundabout at I-80 EB ramps	Interchange Improvements	RTP	\$2,860	2030
NEV	267	M0.00	NCTC	I-80 WB	Construct round-about or loop on-ramp for I-80 WB ramp intersection	Interchange Improvements	RTP	\$3,250	2030
NEV	Var	Var	CT	Transportation Management Systems	Seek opportunities to incorporate Intelligent Transportation Systems and Operational Improvements to reduce congestion and improve mobility at various locations and corridors.	Operational Improvements	CT	\$TBD	Ongoing
NEV	Var	Var	CT	Complete Streets	Seek opportunities to incorporate complete streets principles, where appropriate, to enhance multi-modal transportation community livability at various locations and corridors	Complete Streets Improvements	CT	\$TBD	Ongoing

Transportation System Development Program January 2013

NEVADA COUNTY

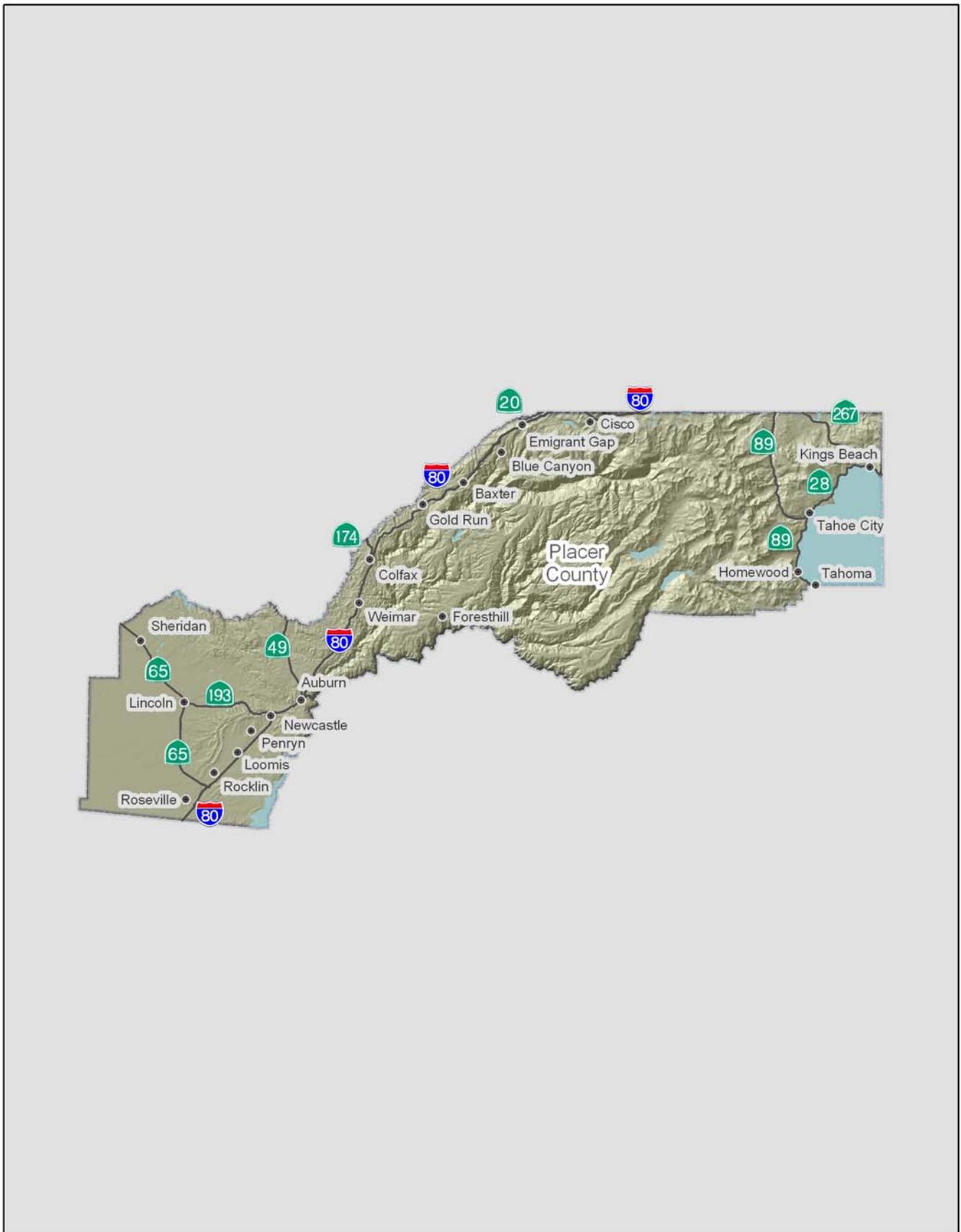
County	Rte	Post Mile Limits	Project Lead	Project Name	Project Description	Type of Project	Agency Source	Estimated Total Cost (1,000s)	Proposed Completion Year
Non-SHOPP Projects (cont.)									
NEV	Var	Var	CT	Bicycles	Seek opportunities to incorporate bicycle and pedestrian facilities, where appropriate, to enhance alternative transportation modes at various locations and corridors	Bicycle and Pedestrian Improvements	CT	\$TBD	Ongoing
SHOPP Projects									
NEV	49	24.3/ R32.6	CT	Nevada City to Yuba County Line	North of Nevada City from 2.5 miles north of S Yuba River Br (Br # 17-0007) to Yuba County Line	Pavement Overlay	CT	\$4,600	2016
NEV	49	10.20	CT	Nev-49 NB CMS	Install CMS for NB traffic just south of La Barr Meadows/SR 49 intersection	Operational Improvement	CT	\$225	2020
NEV	49	14.18	CT	Nev-49 SB CMS	Install CMS for SB traffic just north of La Barr Meadows/SR 49 intersection	Operational Improvement	CT	\$225	2020
NEV	80	0.00/ 5.0	CT	Metal Beam Guard Rail Replacement	Replace metal beam guard rail with concrete barrier	Collision Severity Reduction	CT	\$4,440	2016
NEV	80	5.0/ 7.5	CT	Metal Beam Guard Rail Replacement	Replace metal beam guard rail with concrete barrier	Collision Severity Reduction	CT	\$4,440	2016
NEV	80	2.4	CT	Bridge Project	Bridge Preservation	Bridge Preservation	CT	#3,330	2016
NEV	80	12.34/ 13.4	CT	Concrete Median Barrier Installation	Install concrete median barrier In Truckee, west of Donner Park Overcrossing to west of California Agricultural Inspection Station	Collision Reduction	CT	\$1,167	2013
NEV	80	28.0	CT	Bridge Painting	Paint bridges Near Floriston, at Truckee River Bridge # 17-0063R/L	Bridge Preservation	CT	\$3,384	2013
NEV	89	0.00/ 0.4	CT	Pedestrian/Bike Tunnel	Construct pedestrian/bike tunnel In Truckee, at Donner Creek Underpass	ADA Pedestrian Infrastructure	CT	\$4,400	2015

Transportation System Development Program January 2013

NEVADA COUNTY

County	Rte	Post Mile Limits	Project Lead	Project Name	Project Description	Type of Project	Agency Source	Estimated Total Cost (1,000s)	Proposed Completion Year
SHOPP Projects (cont.)									
NEV	89	0.00/8.7	CT	Placer to Sierra County Pavement	In and near Truckee from PLA Co Line to SIE Co Line	Pavement Overlay	CT	\$5,200	2016
NEV	174	9.62/10.2	CT	Curb Ramps	Upgrade curb ramps	ADA Pedestrian Infrastructure	CT	\$2,600	2016
ALL	5/50/51/65/80/89/	Var	CT	CMS Panel Upgrade	40 locations in 11 counties in District 3 on Routes 5, 50, 51, 65, 80, 89, and 99	Transportation Management Systems	CT	\$2,600	2016
ALL	5/50/51/65/80/89/99	Var	CT	RWIS Upgrade	18 locations in 11 counties in District 3 on Routes 5, 50, 51, 65, 80, 89, and 99	Transportation Management Systems	CT	\$1,450	2014
ALL	5/50/51/65/80/89/99	Var	CT	HAR Upgrades	25 locations in 11 counties in District 3 on Routes 5, 50, 51, 65, 80, 89, and 99	Transportation Management Systems	CT	\$1,450	2014
ALL	5/50/51/65/80/89/99	Var	CT	CCTV Camera System Upgrade	80 locations in 11 counties in District 3 on Routes 5, 50, 51, 65, 80, 89, and 99	Transportation Management Systems	CT	\$1,850	2014
ALL	5/50/51/65/80/89/99	Var	CT	Detection Repair and Upgraded Communications	178 locations in 11 counties in District 3 on Routes 5, 50, 51, 65, 80, 89, and 99	Transportation Management Systems	CT	\$2,700	2014
SAC/ED/NEV	Var	Var	CT	Emergency Damage Repair	In Sacramento, El Dorado and Nevada counties on various routes at various locations, replace stolen copper wires.	Emergency Damage Repair	SHOPP	\$410	2013

PLACER COUNTY MAP



Transportation System Development Program January 2013

PLACER COUNTY

County	Rte	Post Mile Limits	Project Lead	Project Name	Project Description	Type of Project	Agency Source	Estimated Total Cost (1,000s)	Proposed Completion Year
Non-SHOPP Projects									
PLA	49	R19.18 / R21.17	Placer County	SR 49 Widening	Widen from 4 lanes to 6 lanes from Bell Road to Dry Creek Road.	Operational Improvements	RTP	\$10,000	2027
PLA	49	6.38/7.427	CT	Traffic Signal Coordination	Extend the coordinated traffic signals from Bell Rd north to Dry Creek Rd, including a new signal at Shale Ridge Ln in Auburn	Operational Improvements	CT	\$500	2030
PLA	49/80	Var	CT	49/80 Adaptive Signals	Upgrade the existing traffic signals to adaptive traffic signals when available	Operational Improvements	CT	\$550	2030
PLA	65	17.56/R23.8	PCTPA	SR65 Lincoln Bypass (Phase 2A)	Construct a 4-lane expressway from Nelson Lane to 0.9 miles north of West Wise Road	Capacity Enhancements	RTP	\$23,099	2014
PLA	65	R11.9/R24.1	PCTPA	SR65 Lincoln Bypass (Phase 2B)	In Placer County near Lincoln from 0.6 km North of Twelve Bridges Overcrossing to 1.3 km South of Bear River	Capacity Enhancements	RTP	\$156,849	2015
PLA	65	R5.92	City of Roseville	Galleria Boulevard/SR 65 I/C Phase II Improvements	In Roseville, at existing I/C on SR 65/Galleria Boulevard/Stanford Ranch Road, modify all on and off ramps to provide improved operations.	Interchange Improvements	RTP	\$5,000	2015
PLA	65/80	65 R4.8/R6.9 80 2.4/5.7	PCTPA	SR65/I-80 I/C Modification	3.3 miles of I-80 btwn Miners Ravine Bridge and approx 0.2 miles west of Rocklin Road; 2.1 miles of SR65 between I-80 junction and approx 1mile north of Galleria Blvd. Project includes HOV direct connectors, flyover ramps, ramp widening, auxiliary lanes reconstruction and widening SB SR65 to EB I-80 connector flyover; ramp realignments, widening the East Roseville Viaduct, overcrossing replacement and construction of HOV lanes on SR65 from the I-80/SR65 I/C past the Galleria Blvd I/C.	Capacity Enhancements	RTP	\$250,000	2035

Transportation System Development Program January 2013

PLACER COUNTY

County	Rte	Post Mile Limits	Project Lead	Project Name	Project Description	Type of Project	Agency Source	Estimated Total Cost (1,000s)	Proposed Completion Year
Non-SHOPP Projects (cont.)									
PLA	65	R5.92/ T12.82	PCTPA	SR 65 Bus/ Carpool Lanes	6.5 miles of SR65 from the Galleria Blvd I/C to the Industrial Ave I/C. The proposed project improvements include: preconstruction activities (PA&ED, PS&E, R/W support and construction support) for all phases of project; and construction.	Bus/Carpool Lanes	RTP	\$109,270	2033
PLA	80	R4.9/ T12.9	CT	I-80 Bus/ Carpool Lanes	New Bus/Carpool Lanes - one each direction - on I-80 from SR65 east to SR49	Bus/Carpool Lanes	RTP	\$200,000	2035
PLA	80	4.16	PCTPA	I-80/SR65 Interchange	Interchange improvements, including HOV connector ramps	Interchange Improvements	RTP	\$30,000	2020
PLA	80	6.06	PCTPA	I-80/Rocklin Rd Inter- change	From Rocklin Road onto both WB and EB I-80; construct a combination of loop/ roundabout/ flyover ramps to eliminate left-turn movements	Interchange Improvements	RTP	\$29,850	2020
PLA	80	8.72	PCTPA	I-80/ Horseshoe Bar Road	Widen Horseshoe Bar Road overcrossing from 2 to 4 lanes and improve ramps.	Interchange Improvements	RTP	\$15,000	2020
PLA	80	9.53/ 8.72	PCTPA	I-80/King Road	In Loomis, provide a transition auxiliary lane on I-80 from King Rd to Horseshoe Bar Interchange.	Operational Improvements	RTP	\$5,000	2025
PLA	80	R19.46	PCTPA	I-80/Auburn Ravine Road	Widen overcrossing from 2 to 4 lanes.	Interchange Improvements	RTP	\$29,000	2033
PLA	80	R21.11	CT	I-80/Bell Road Interchange	Bell Rd interchange on I-80: Capacity and operational improvements	Interchange Improvements	RTP	\$4,518	2020
PLA	80	33.13	PCTPA	I-80/SR 174	Improve connectivity and operations between SR 174 and I-80	Interchange Improvements	RTP	\$35,000	2035
PLA	80	33.13/ 37.78	CT	I-80 / Truck Climbing Lane	In and near Colfax, from SR 174 to Magra OH: widen eastbound roadway for truck climbing lanes.	Operational Improvements	RTP	\$31,600	2018

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PLACER COUNTY

County	Rte	Post Mile Limits	Project Lead	Project Name	Project Description	Type of Project	Agency Source	Estimated Total Cost (1,000s)	Proposed Completion Year
Non-SHOPP Projects (cont.)									
PLA	89	0.00/21.69	Placer County	SR 89 / Bike Lanes	Upgrade to Class II bike lanes from Squaw Valley to Truckee	Bike / Pedestrian Facilities	RTP	\$5,000	2020
PLA	80	4.16/17.54	PCTPA	Bus/Carpool Lanes I-80	Construct Bus/Carpool lanes from SR 65 to SR 49.	Bus/Carpool Lanes	RTP	\$200,000	2035
PLA	174	0.07	PCTPA	SR 174/South Auburn St	Signalize South Auburn St and Central Ave	Operational Improvements	RTP	\$729	2015
PLA	174	0.07	PCTPA	SR 174/South Auburn St/ Colfax	Intersection improvements, including signalization at S Auburn St in Colfax	Intersection Improvements	RTP	\$487	2015
PLA	174	0.07	PCTPA	SR 174/South Auburn St/ I-80	Intersection improvements including signalization at S Auburn St and WB I-80	Intersection Improvements	RTP	\$510	2015
PLA	193	0.64/3.04	PCTPA	SR 193/ Ferrari Ranch Road	Widen to 4 lanes from Ferrari Ranch Rd to Sierra College Blvd	Capacity Enhancements	RTP	\$8,500	2019
PLA	267	0.00/3.76	PCTPA	SR 267/ Northstar Drive	Widen to 4 lanes from Nevada County line to Northstar Drive	Capacity Enhancements	RTP	\$10,000	2025
PLA/SUT				Placer Parkway Phase 1	4-lane divided facility w I/C at SR 65 "Whitney Ranch" and at-grade crossings at Fiddymont and Foothills from SR 65 to Watt Ave.	Capacity Enhancements	MTP	\$70,000	2020
PLA	Var	Var	CT	ITS Elements/CCTV	Operational improvements to reduce congestion at various locations	Operational Improvements	CT	\$2,700	2014
PLA	Var	Var	CT	Transportation Management Systems	Seek opportunities to incorporate Intelligent Transportation Systems and Operational Improvements to reduce congestion and improve mobility at various locations and corridors.	Operational Improvements	CT	\$TBD	Ongoing
PLA	Var	Var	CT	Complete Streets	Seek opportunities to incorporate complete streets principles, where appropriate, to enhance multi-modal transportation community livability at various locations and corridors	Complete Streets Improvements	CT	\$TBD	Ongoing

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PLACER COUNTY

County	Rte	Post Mile Limits	Project Lead	Project Name	Project Description	Type of Project	Agency Source	Estimated Total Cost (1,000s)	Proposed Completion Year
Non-SHOPP Projects (cont.)									
PLA	267	6.32/ 6.68	CT	SR 267/ Brockway Summit	Extend truck climbing/ passing lane to Brockway Summit	Operational Improvements	RTP	\$15,000	2020
PLA	Var	Var	CT	Bicycles	Seek opportunities to incorporate bicycle and pedestrian facilities, where appropriate, to enhance alternative transportation modes at various locations and corridors	Bicycle and Pedestrian Improvements	CT	\$TBD	Ongoing
SHOPP Projects									
PLA	80	0.27/ 63.52	CT	In Placer Co. various bridge rehabilitation projects.	Rehab and Replace Deck, substructure and bearings. Upgrade railing, seismic retrofit for 190038, 19-0019, 19-0112, 19-0113.	Bridge Rehabilitation	RTP	\$26,700	2014
PLA	80	29.3	CT	Weimar OC 19-0083	Bridge Rehabilitation	Bridge Rehabilitation	RTP	\$8,000	2014
PLA	89	8.48	CT	Truckee River -19-0033	Scour Mitigation	Bridge Scour Mitigation	RTP	\$4,100	2014
PLA	267	6.8	CT	Pavement Overlay	Near Truckee from Nevada Co Line to Brockway Summit	Pavement Preservation	RTP	\$4,195	2014
PLA	80	41.1	CT	Gold Run Safety Roadside Rest Area	Upgrade sewage system to comply with water quality standards	Roadside Safety Improvements	RTP	\$1,600	2014
PLA	49	3.1/ 7.5	CT	HMA Overlay	In Auburn, from Jct I-80 to 0.1 mi N of Dry Creek Rd	Pavement Preservation	RTP	\$6,600	2016
PLA	65	R4.8/ R12.5	CT	HMA Overlay	Near Roseville from Jct I-80 to Lincoln	Pavement Preservation	RTP	\$9,200	2016
PLA	80	33.0/ 45.0	CT	Route 174/80 SEP to Alta Road UC	Rehabilitate aging drainage systems	Drainage System Restoration	RTP	\$1,815	2016
PLA	80	37.7/ 41.6	CT	Magra Road OC to Gold Run OC	Rehabilitate aging drainage systems	Drainage System Restoration	RTP	\$1,815	2020
PLA	193	4.4/ 5.4	CT	Curve improvements and widening	Near Lincoln, from 0.1 mile west to 0.9 mile east of Clark Tunnel Road.	Collision Reduction	RTP	\$13,345	2014

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PLACER COUNTY

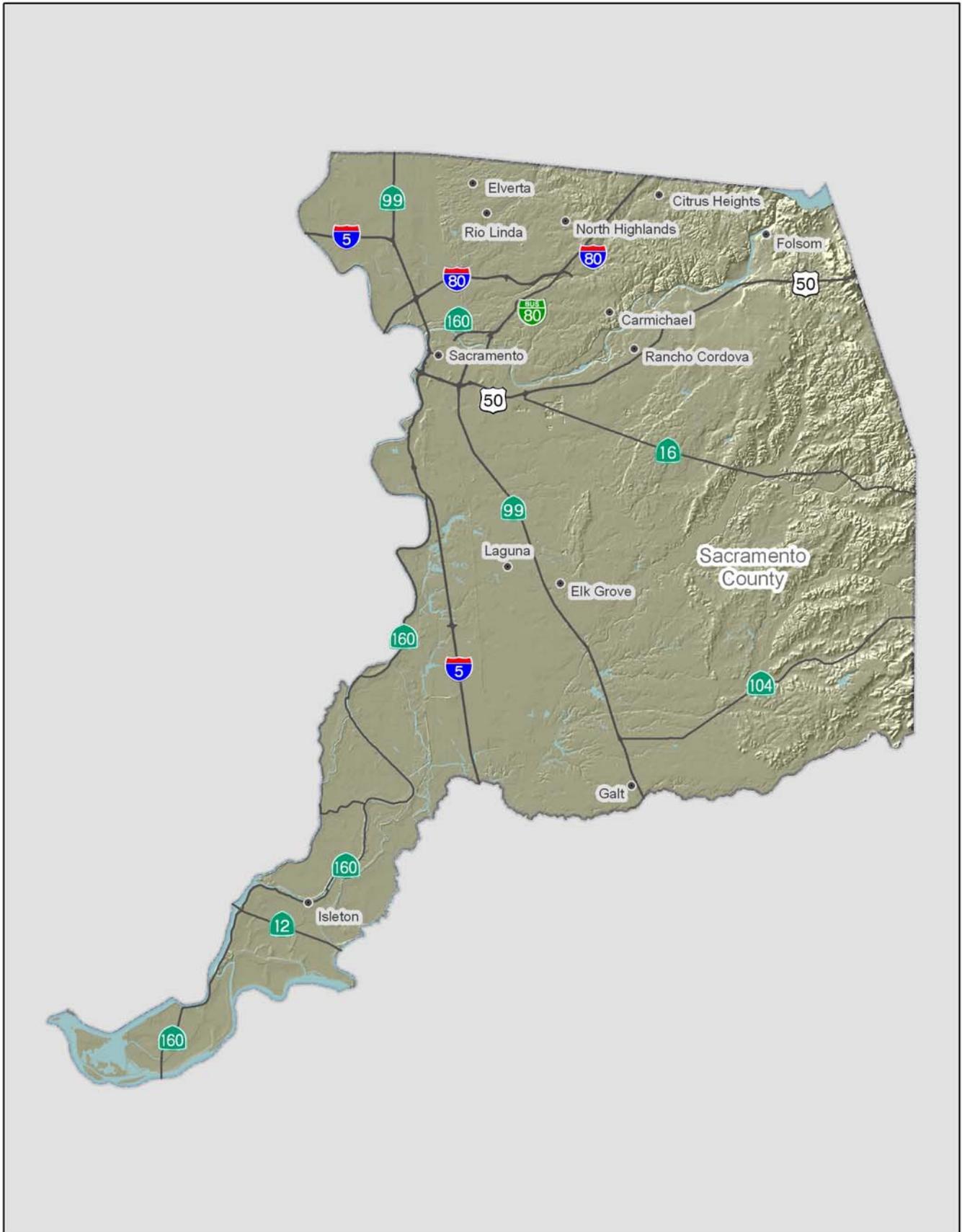
County	Rte	Post Mile Limits	Project Lead	Project Name	Project Description	Type of Project	Agency Source	Estimated Total Cost (1,000s)	Proposed Completion Year
SHOPP Projects (cont.)									
PLA	80	8.1/37.8	CT	Improve vertical clearance	In and near Loomis, at various locations from Brace Road to Margra Road.	Bridge Preservation	RTP	\$36,045	2013
PLA/TAH	267	0.00/8.7	CT	Truckee Pavement	Truckee pavement overlay from NEV County line to	Roadway Preservation	SHOPP	\$4,200	2014
PLA/SAC/YOL	80	M1.3/M8.5	CT	Ramp Meters	Install ramp meters in Sacramento, Placer, and Yolo counties at various	Transportation Management Systems	SHOPP	\$6,100	2018
SAC/PLA	80	Var	CT	Roadside Improvements	In Sacramento County from Jct SR 51 to County Line and in Placer County from County line to SR 65, Sign safety rails, relocate lighting, roadside paving, gore paving	Roadside Safety Improvements	CT	\$2,376	2018
PLA/SAC	5/50/51/80/	Var	CT	TMS Upgrades	In Sacramento and Placer counties on routes 5, 50, 51, 80, and 99, install ramp and TMS upgrades	Transportation Management Systems	CT	\$1,700	2020
BUT/ED/PLA/SAC/YUB	32/50/70/80/244	Var	CT	CAPM ADA Follow-up Locations	CAPM ADA Follow-up at various locations in Butte, El Dorado, Placer, Sacramento, and Yuba County on Routes 32, 50,	ADA Access Improvements	CT	\$2,000	2014
ALL	5/50/51/65/80/89/99	Var	CT	CMS Panel Upgrade	40 locations in 11 counties in District 3 on Routes 5, 50, 51, 65, 80, 89, and 99	Transportation Management Systems	CT	\$2,600	2016
ALL	5/50/51/65/80/89/99	Var	CT	RWIS Upgrade	18 locations in 11 counties in District 3 on Routes 5, 50, 51, 65, 80, 89, and 99	Transportation Management Systems	CT	\$1,450	2014
ALL	5/50/51/65/80/89/	Var	CT	HAR Upgrades	25 locations in 11 counties in District 3 on Routes 5, 50, 51, 65, 80, 89, and 99	Transportation Management Systems	CT	\$1,450	2014

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PLACER COUNTY

County	Rte	Post Mile Limits	Project Lead	Project Name	Project Description	Type of Project	Agency Source	Estimated Total Cost (\$1,000s)	Proposed Completion Year
SHOPP Projects (cont.)									
ALL	5/ 50/ 51/ 65/ 80/ 89/ 99	Var	CT	CCTV Camera System Upgrade	80 locations in 11 counties in District 3 on Routes 5, 50, 51, 65, 80, 89, and 99	Transportation Management Systems	CT	\$1,850	2014
ALL	5/ 50/ 51/ 65/ 80/ 89/ 99	Var	CT	Detection Repair and Upgraded Communications	178 locations in 11 counties in District 3 on Routes 5, 50, 51, 65, 80, 89, and 99	Transportation Management Systems	CT	\$2,700	2014

SACRAMENTO COUNTY MAP



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County	Rte	Post Mile Limits	Project Lead	Project Name	Project Description	Type of Project	Agency Source	Estimated Total Cost (1,000s)	Proposed Completion Year
Non-SHOPP Projects									
SAC	5	16.15/ 17.19	CT	I-5 Aux Lanes, Florin to Pocket	On I-5, in the City and County of Sacramento, from Florin Road to Pocket Road Southbound - Operational improvements, lane extension	Operational Improvements	MTP	\$8,576	2020
SAC	5	20.53	CT	I-5 Auxiliary Lane	Auxiliary Lane: SB, from U.S. 50 connector-ramp to the Sutterville Rd. off-ramp.	Operational Improvements	MTP	\$4,746	2020
SAC	5	22.57/ 23.18	CT	I-5 Auxiliary Lane	Auxiliary Lane: NB, extend #2 lane connector ramp from U.S. 50 entrance to P St. on-ramp.	Operational Improvements	MTP	\$4,107	2020
SAC	5	22.91/ 32.73	CT	I-5 Deceleration Lane	1500 foot deceleration lane on northbound I-5 ending at airport Blvd.	Operational Improvements	MTP	\$2,000	2025
SAC	5	22.57/ 26.72	CT	I-5 Bus/ Carpool Lanes	Bus/Carpool Lanes: U.S. 50 to I-80	Bus / Carpool Lane	MTP	\$100,000	2025
SAC	5	26.72/ 32.73	CT	I-5 Bus/ Carpool Lanes	Bus/Carpool Lanes: I-80 to Sacramento International Airport.	Bus / Carpool Lane	MTP	\$100,000	2030
SAC	5	16.50/ 22.57	CT	I-5 Bus/ Carpool Lanes (a)	Interstate 5, from Morrison Creek to US 50 in Downtown Sacramento: Construct bus / carpool lanes; construct soundwalls in various locations	Bus / Carpool Lane	MTP	\$116,000	2020
SAC	5	10.83/ 16.15	CT	I-5 Bus/ Carpool Lanes (b)	Interstate 5, from 1.1 miles south of Elk Grove Boulevard to Morrison Creek: Construct bus/ carpool lanes; construct soundwalls in various loca-	Bus / Carpool Lane	MTP	\$65,000	2025
SAC	5	25.34	CT	I-5 Transition Lane	Transition Lane: SB, from Garden Hwy. off-ramp to the Garden Hwy. on-ramp.	Operational Improvements	MTP	\$2,497	2020
SAC	5	12.76	City of Elk Grove	Elk Grove Blvd	Widen Northbound on-ramp from Elk Grove Blvd. to I-5 Interchange	Operational Improvements	MTP	\$4,331	2035
SAC	5	8.49	City of Elk Grove	Hood-Franklin Rd	Widen bridge to six lanes, widen all ramps to two lanes, install signals at I-5 Interchange	Capacity Enhancement	MTP	\$12,020	2035

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County	Rte	Post Mile Limits	Project Lead	Project Name	Project Description	Type of Project	Agency Source	Estimated Total Cost (1,000s)	Proposed Completion Year
Non-SHOPP Projects (cont.)									
SAC	5		City of Elk Grove	Kammerer Rd Extension	Construct new 4 lane Kammerer Rd extension from Bruceville Rd to I-5 (at Hood-Franklin Rd), modifying the I-5/Hood Franklin interchange, and construction of a railroad overcrossing at the UP railroad tracks	Capacity Enhancement	MTP	\$37,581	2020
SAC	5	23.18	City of Sacramento	Bridging I-5	Construct connection over I-5 between approximately Capitol Ave. to "O" St.	Capacity Enhancement	MTP	\$8,433	2020
SAC	5	14.00	City of Sacramento	I-5 at Cosumnes River Blvd.	Extend Cosumnes River Boulevard from Franklin to Freeport with an interchange at I-5.	New Interchange	MTP	\$97,109	2020
SAC	5	24.65	City of Sacramento	I-5 at Richards Blvd. Interchange	Sacramento, Richards Blvd. and I-5; reconstruct interchange.	Interchange Improvements	MTP	\$41,535	2035
SAC	5	29.50	City of Sacramento	Natomas Crossing Dr.	New Overcrossing: Natomas Crossing Dr. at I-5.	New Overcrossing	MTP	\$13,734	2035
SAC	5	23.81	City of Sacramento	Sacramento Intermodal Circulation	Extend the streets around the Sacramento Intermodal Station. Modifications to the existing I St on-ramps to I-5 maybe needed to facilitate these street extensions.	Operational Improvements	MTP	\$7,641	2020
SAC	5	30.94	Sac County	Metro Air Parkway Interchange at I-5	New Interchange at I-5 and Metro Air Parkway. Construct new Bike/ Pedestrian overcrossing.	New Interchange / Operational Improvement	MTP	\$28,286	2020
SAC	5/80	26.70/27.00	CT	I-5 and I-80 Bus / Carpool Connectors and Lanes to Downtown	Reconstruct I-5/I-80 Interchange, including bus/ carpool lane connectors, and construction of bus/ carpool lanes from the I-5/ I-80 Interchange to downtown Sacramento	Interchange Improvements	MTP	\$300,000	2035
SAC	80	M 5.037	CT	Northgate Blvd.	On/Off Ramp Improvement: Extend existing WB off-ramp at Northgate Blvd./ I-80 Interchange. Includes; auxiliary lane to WB on-ramp.	Operational Improvements	MTP	\$12,486	2035

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County	Rte	Post Mile Limits	Project Lead	Project Name	Project Description	Type of Project	Agency Source	Estimated Total Cost (1,000s)	Proposed Completion Year
Non-SHOPP Projects (cont.)									
SAC	5/99	29.90	CT	I-5 / SR 99 Interchange	Interchange Reconstruction: includes: bus/carpool lane freeway to freeway connectors.	Interchange Improvements	MTP	\$100,000	2025
SAC	5/99	29.91	City of Sacramento	I-5 / SR 99	On/Off Ramp Improvement: Add 2nd on-ramp at I-5/Hwy. 99 Interchange.	Capacity Enhancements	MTP	\$270	2035
SAC	5/50	22.49	CT	I-5/US 50 Riverfront Interchange	Revise I-5/US50 Riverfront Interchange, including bus/carpool lane connectors.	Interchange Improvements	MTP	\$300,000	2035
SAC	80		City of Sacramento	I-80 Bike/Ped Bridge	Construct bike/pedestrian bridge across I-80 at the West Canal, as well as across the West Canal.	Bike/Pedestrian Facilities	MTP	\$6,674	2020
SAC	80	M1.36	City of Sacramento	I-80 @ West El Camino Interchange	Expand the West El Camino interchange on I-80 from 2 to 4 lanes and modify ramps.	Interchange Improvements/Capacity Enhancements	MTP	\$36,875	2035
SAC	80/50		CT	I-80 / U.S. 50 Bus/Carpool Lanes	Bus/Carpool Lanes: Mace Blvd. (in Davis) to Downtown Sacramento. Inc. new bike bridge across the Yolo Causeway.	Bike/Pedestrian Facilities	MTP	\$167,616	2025
SAC	Rail		CT	Sacramento Layover and Maintenance Facility	Building Construction: new layover and servicing facility in Sacramento area for San Joaquin & Capitol Corridor trainsets. Project will be coordinated with Sacramento Station Rail Realignment.	Rail	MTP	\$124,056	2020
SAC	Rail		CT	UP Third Track	Add third track to existing UP rail line for improvement to rail freight and possible future passenger service through Sacramento and Placer Counties.	Rail	MTP	\$214,784	2020
SAC	Rail		CT	Elk Grove Intercity Rail Station	In Elk Grove, San Joaquin Rail Corridor, construct 100-space parking lot, 800 foot platform, and passenger shelter area for intercity passenger rail station.	Rail	MTP	\$8,500	2020

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County	Rte	Post Mile Limits	Project Lead	Project Name	Project Description	Type of Project	Agency Source	Estimated Total Cost (1,000s)	Proposed Completion Year
Non-SHOPP Projects (cont.)									
SAC	Rail		City of Sacramento	Railyards Access Improvements	Provide 3 access improvements in North Central Business District: 1) At I-5/Richards Blvd. Interchange, construct ramp and signal modifications. 2) Jibboom St., from Richards Blvd. to Railyards Blvd., make frontage improvements and turn pockets. 3) Bercut Dr., from Bannon St. south to Railyards Blvd., extend as a two-lane road.	Rail	MTP	\$10,523	2020
SAC	104	2.00	City of Galt	Marengo Road/Twin Cities Road (SR 104) Traffic Signal Improvements	Construct traffic signal improvements on Twin Cities Road (SR 104) at Marengo Road	Operational Improvements	MTP	\$500	2020
SAC	104		City of Galt	Twin Cities Road Widening	In Galt: Twin Cities Road to Bergeron Road; Widen 330 linear feet of Twin Cities Rd between E. Stockton Blvd and Bergeron Rd. Construct roundabouts at ramp termini and remove existing signals.	Capacity Enhancements/Operational Improvements	MTP	\$5,200	2014
SAC	16	11.47	City of Rancho Cordova	Jackson Hwy. (SR 16)	Widen State Route 16 (Jackson Highway) to 4-lanes from Sunrise Blvd. to Grant Line Road, including intersection improvements at Sunrise Blvd and Grant Line Rd. Interim improvements may include additional turning lanes and intersection improvements.	Capacity Enhancements	MTP	\$1,313	2020
SAC	16	R 11.47	City of Rancho Cordova	Sunrise Blvd - Kiefer Blvd to SR16	Widen Sunrise Boulevard: 2 to 4-lanes from Kiefer Boulevard to State Route 16 (Jackson Highway) and construct partial intersection improvements at Sunrise Boulevard and State Route 16. The project includes removal and replacement of the bridge on Sunrise Boulevard over Laguna Creek.	Capacity Enhancements	MTP	\$12,000	2020

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County	Rte	Post Mile Limits	Project Lead	Project Name	Project Description	Type of Project	Agency Source	Estimated Total Cost (1,000s)	Proposed Completion Year
Non-SHOPP Projects (cont.)									
SAC	16	8.75	City of Rancho Cordova	Sunrise Blvd. and Jackson Hwy. Intersection	Construct 6x6 intersection with two bridge sections over the creek at Sunrise Boulevard and Jackson Highway.	Capacity Enhancements	MTP	\$17,357	2035
SAC	16	12.54/19.47	Sac County	Jackson Hwy. (SR 16)	Widen: 4 Lanes from Grant Line Rd. to Murrieta Parkway	Capacity Enhancements	MTP	\$4,112	2025
SAC	16	4.17/11.47	Sac County	Jackson Hwy. (SR 16)	Widen: 4 lanes from South Watt Ave. to Sunrise Blvd. Includes: continuous left turn lane.	Capacity Enhancements	MTP	\$15,186	2025
SAC	16	10.01	Sac County	Eagles Nest Road	In Sac County: Between Jackson Road (SR16) and Douglas Road; Reconstruct and realign Eagles Nest Rd between SR 16 and Douglas Rd. Construct and install a concrete box culvert and new traffic signals at the intersections of Eagles Nest Rd at Kiefer Blvd and Eagles Nest Rd at SR 16. A portion of the proposed roadway will be reconstructed and paved between Keifer Blvd and Douglas Rd.	Operational Improvements	MTP	\$13,261	2020
SAC	16	4.17/8.34	Sac County	Jackson Hwy. (SR 16)	Widen: 6 lanes from South Watt Ave. to Excelsior Rd.	Capacity Enhancements	MTP	\$5,482	2025
SAC	160		City of Sacramento	Freeport Shores Ped/Bike Path	In Sacramento, construct new Freeport Shores Ped/Bike Path at grade crossing of SR 160 connecting the Sacramento River Trail and the Sports Complex.	Bike/Pedestrian Facilities	MTP	\$1,093	2020
SAC	275	0.00/0.05	SACOG	Tower Bridge Transit Improvements	Transit Improvements (could include rail) Tower Bridge	Transit Improvements	N/A	\$133,000	2025
SAC	51	2.60	CT	Capital City Freeway (SR 51) widening over the American River	Bridge Widening: Widen SR51 over the American River NB and SB, 4 lanes.	Capacity Enhancements	MTP	\$79,600	2035
SAC	51	3.36	CT	SR 51 Auxiliary Lane	Auxiliary Lane: SB, from Exposition Blvd. slip off-ramp to Exposition Blvd. loop on-ramp.	Operational Improvements	MTP	\$12,500	2025

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County	Rte	Post Mile Limits	Project Lead	Project Name	Project Description	Type of Project	Agency Source	Estimated Total Cost (1,000s)	Proposed Completion Year
Non-SHOPP Projects (cont.)									
SAC	51	0.00/8.86	CT	SR 51 Bus/ Carpool Lanes	Bus/Carpool Lanes: SR 99 / US 50 Interchange to I-80	Bus/Carpool Lane	MTP	\$355,800	2035
SAC	51	1.44/2.20	CT	SR 51 Transition Lane	Transition Lane: NB, from E St. to American River Bridge.	Operational Improvements	MTP	\$3,940	2035
SAC	51	2.20/3.36	CT	SR 51 Transition Lane	Transition Lane: NB, American River Bridge to Exposition Blvd.	Operational Improvements	MTP	\$5,700	2035
SAC	51	3.36/3.69	CT	SR 51 Transition Lane	Transition Lane: NB, from Exposition Blvd. to SR 160.	Operational Improvements	MTP	\$15,500	2035
SAC	51	3.16/1.44	CT	SR 51 Transition Lane	Transition Lane: SB, from Exposition Blvd. to E St., includes lengthening B St. underpass, A St overcrossing and extending Bus/Carpool lanes	Operational Improvements	MTP	\$72,000	2035
SAC	51	5.50/7.97	CT	SR 51 Transition Lane	Transition Lane: NB and SB, from Marconi Ave. to Watt Ave.	Operational Improvements	MTP	\$31,100	2035
SAC	51	3.69	City of Sacramento	Sutter's Landing Parkway	Construct New Road: 1.6 mile 4-lane arterial on new alignment between Hwy. 160 and Hwy. 51. Includes: sidewalks and bike lanes in both directions, a grade separation with the railroad, and a full interchange at the connection with Hwy. 51.	New Interchange	MTP	\$167,616	2035
SAC	99	17.66/23.13	CT	SR 99 Interchange Improvements	Interchange Improvements: Mack Road, Florin Road, 47th Ave., 12th Ave.	Interchange Improvements	MTP	\$67,046	2035
SAC	99	20.86/21.94	CT	SR 99 Transition Lane	Transition Lane: NB, from 47th Ave. to Fruitridge Rd.	Operational Improvements	MTP	\$4,107	2035
SAC	99	19.61/20.86	CT	SR 99 Transition Lane	Transition Lane: NB from Florin Rd. to 47th Ave.	Operational Improvements	MTP	\$4,107	2035
SAC	99	21.57/20.86	CT	SR 99 Transition Lane	Transition Lane: SB, from Martin Luther King Blvd. to 47th Ave.	Operational Improvements	MTP	\$4,107	2035
SAC	99	30.00/R8.08	CT	SR 99 Bus/ Carpool Lanes	Bus/Carpool Lanes: I-5 to SR 99/ SR 70 Wye in Sacramento and Sutter Counties.	Bus / Carpool Lane	MTP	\$150,000	2025
SAC	99	12.76	City of Elk Grove	Elk Grove Blvd	Modify existing Northbound on-ramp from Elk Grove Blvd. to SR 99 Interchange	Operational Improvements	MTP	\$7,784	2020

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County	Rte	Post Mile Limits	Project Lead	Project Name	Project Description	Type of Project	Agency Source	Estimated Total Cost (1,000s)	Proposed Completion Year
Non-SHOPP Projects (cont.)									
SAC	99	12.76	City of Elk Grove	Elk Grove Blvd	Right Turn Lane to SB SR99	Capacity Enhancement	MTP	\$940	2020
SAC	99	12.76	City of Elk Grove	Elk Grove Blvd / SR 99	In Elk Grove, at SR 99 and Elk Grove Blvd: Add northbound loop on-ramp to SR 99, remove traffic signal at existing northbound on-ramp, and add second westbound left turn lane to existing southbound on-ramp.	Capacity Enhancement	MTP	\$9,322	2020
SAC	99	13.84/ 12.75	City of Elk Grove	State Route 99	Southbound Auxiliary Lane from Laguna Blvd. to Elk Grove Blvd.	Operational Improvements	MTP	\$700	2035
SAC	99	12.00	City of Elk Grove	Whitelock Parkway	Pedestrian Bridge over SR99	Bike/ Pedestrian Facilities	MTP	\$3,342	2035
SAC	99	12.00	City of Elk Grove	Whitelock Pkwy.	Construct New Interchange: Hwy 99 / Whitelock Pkwy.	New Interchange	MTP	\$5,482	2025
SAC	99	0.30	City of Galt	Crystal Wy.	On/Off Ramp Improvement: on Hwy. 99 at Crystal Way to improve safety of hook ramps.	Operational Improvements	MTP	\$624	2035
SAC	99	2.00	City of Galt	SR 99 / Ayers Ln.	On/Off Ramp Improvement: widen 1,280 linear feet of Hwy. 99 on/off ramps at Ayers Lane.	Operational Improvements	MTP	\$522	2020
SAC	99	1.85	City of Galt	Pringle Ave.	Ramp Widening: Hwy. 99 / Pringle Ave. on/off ramps.	Operational Improvements	MTP	\$499	2035
SAC	99	1.57	City of Galt	Simmerhorn Road Overcrossing Replacement	In Galt: Simmerhorn Road overcrossing of SR 99; Construct realigned overcrossing.	Operational Improvements	MTP	\$4,450	2020
SAC	99	3.52	City of Galt	Twin Cities Rd.	Twin Cities Rd. Interchange on Hwy. 99: widen 4 lanes. Includes: bicycle lanes.	Capacity Enhancement	MTP	\$6,997	2020
SAC	99	2.70	City of Galt	Walnut Ave. / SR 99	Construct New Interchange: Project Development for eventual Hwy 99 / Walnut Ave. Includes full access freeway interchange and overcrossing.	New Interchange	MTP	\$5,001	2025

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County	Rte	Post Mile Limits	Project Lead	Project Name	Project Description	Type of Project	Agency Source	Estimated Total Cost (1,000s)	Proposed Completion Year
Non-SHOPP Projects (cont.)									
SAC	99	33.00	City of Sacramento	SR 99 Meister Way Overcrossing	New Overcrossing: Meister Wy. / Hwy. 99.	New Overcrossing	MTP	\$10,895	2035
SAC	99	33.36	City of Sacramento	SR 99 Elkhorn Boulevard Interchange	In Sacramento County :Expand the Elkhorn Blvd. interchange on Route 99 to accommodate the widening of Elkhorn Blvd. from 2 to 6 lanes	Interchange Improvement / Capacity Enhancement	MTP	\$14,869	2035
SAC	50	R7.8/ R9.5	CT	Sac-50 Auxiliary Lanes, Bradshaw to Mather	Near Sacramento, from Bradshaw Road OC to Mather Field OC - Add auxiliary lanes	Operational Improvements	MTP	\$3,700	2020
SAC	50	12.50/ R10.92	CT	U.S. 50 Auxiliary Lane	Auxiliary Lane: EB and WB, from Sunrise Blvd. to Zinfandel Dr.	Operational Improvements	MTP	\$6,844	2035
SAC	50	R5.34/ L0	CT	U.S. 50 bus/ carpool lanes	U.S. 50, from Watt Ave. to Downtown Sacramento: Construct bus/carpool lanes.	Bus/Carpool Lane	MTP	\$68,315	2020
SAC	50	R5.34	CT	U.S. 50 Transition Lane	Transition Lane: NB, Howe Ave. on-ramp to SB Howe Ave. on-ramp.	Operational Improvements	MTP	\$3,746	2020
SAC	50	12.50	CT	U.S. 50 Transition Lane	Transition Lane: WB, from Sunrise Blvd. slip off-ramp to Sunrise Blvd. slip on-ramp.	Operational Improvements	MTP	\$4,107	2035
SAC	50	23.00	City of Folsom	US 50 at Empire Ranch Road	US 50 at Empire Ranch Road: Construct 4 lane interchange with US 50 at Empire Ranch Road	New Interchange	MTP	\$38,552	2035
SAC	50	20.30	City of Folsom	US 50 at Oak Avenue Parkway	Construct New Interchange: 4 lanes at US 50 at Oak Avenue Parkway	New Interchange	MTP	\$84,646	2035
SAC	50	21.50	City of Folsom	US 50 at Scott Road	Ramp modifications and overpass widening for US 50/East Bidwell/Scott Road Interchange to improve access to development south of US 50.	Capacity Enhancement	MTP	\$3,740	2020
SAC	50	R11.30	City of Rancho Cordova	Pedestrian Promenade	Bicycle and pedestrian overcrossing of U.S. 50 connecting Olsen Drive to Prospect Park Drive as defined in The Promenade: Connecting and Revitalizing Rancho Cordova Planning Study.	Bike/ Pedestrian Facilities	MTP	\$8,500	2035

Transportation System Development Program January 2013

SACRAMENTO COUNTY

County	Rte	Post Mile Limits	Project Lead	Project Name	Project Description	Type of Project	Agency Source	Estimated Total Cost (1,000s)	Proposed Completion Year
Non-SHOPP Projects (cont.)									
SAC	50	R9.51	City of Rancho Cordova	Mather Field Rd./U.S. 50 Interchange	Interchange Modification: at U.S. 50/Mather Field Rd.	Interchange Improvements	MTP	\$5,647	2025
SAC	50	15.76/12.50	City of Rancho Cordova	U.S. 50 / Rancho Cordova Pkwy. Interchange	At US 50 and Rancho Cordova Pkwy.: Construct new interchange including auxiliary lanes on U.S. 50 between Hazel Ave. and Sunrise Blvd. and a four lane arterial connection to US 50 of Rancho Cordova Pkwy. to White Rock Rd.	New Interchange/ Capacity Enhancements	MTP	\$100,000	2020
SAC	50	15.76	Sac County	Hazel Ave - U.S. 50 to Folsom Blvd	In Sacramento County, Hazel Ave, between Folsom Boulevard and U.S. 50: multi-modal corridor improvements and interchange improvement.	Interchange Improvements	MTP	\$85,000	2020
SAC	50	5.34	Sac County	U.S. 50/Watt Ave. Interchange Modification	In Sacramento County: at U.S. 50 and Watt Ave., modify the freeway interchange. On Watt Ave., from Folsom Blvd. to La Riviera Dr., construct multimodal improvements. Project will construct a dedicated transitway for Bus Rapid Transit and dedicated bicycle and pedestrian pathways through the interchange.	Interchange Improvements	MTP	\$48,611	2020
SAC	50	12.50/21.50	CT	U.S. 50 Auxiliary Lane	Add Aux Lane(s) - EB from Sunrise to Scott	Operational Improvements	CT	\$3,500	2025
SAC	50/99/51	L2.137	CT	U.S. 50 / SR 99 / SR 51 Oak Park Interchange	Interchange Reconstruction: includes: including bus/ carpool lane connectors.	Interchange Improvements	MTP	\$300,000	2035
SAC			SACOG	Green Line Phase 1 Extension	Extends light rail from downtown to Richards Boulevard, stopping short of the American River.	Transit	MTP	\$43,881	2020
SAC			SACOG	Green Line Planning and Engineering	Provide support for planning and engineering of Green Line.	Transit	MTP	\$14,258	2020
SAC			SACOG	Green Line Total Construction	Construct light rail from downtown to the Sacramento Airport.	Transit	MTP	\$803,810	2020
SAC			SACOG	Green Line: MOS2 & MOS3	Extend rail from Richards Blvd to Sacramento International Airport.	Transit	MTP	\$698,287	2035

Transportation System Development Program January 2013

SACRAMENTO COUNTY

County	Rte	Post Mile Limits	Project Lead	Project Name	Project Description	Type of Project	Agency Source	Estimated Total Cost (1,000s)	Proposed Completion Year
Non-SHOPP Projects (cont.)									
SAC/SUT/YOL/PLA	Var	Var	CT	ITS Elements/CCTV	Operational improvements to reduce congestion at various locations	Operational Improvements	CT	\$2,700	2014
SAC	Var	Var	CT	Transportation Management Systems	Seek opportunities to incorporate Intelligent Transportation Systems and Operational Improvements to reduce congestion and improve mobility at various locations and corridors.	Operational Improvements	CT	\$TBD	Ongoing
SAC	Var	Var	CT	Complete Streets	Seek opportunities to incorporate complete streets principles, where appropriate, to enhance multi-modal transportation community livability at various locations and corridors	Complete Streets Improvements	CT	\$TBD	Ongoing
SAC	Var	Var	CT	Bicycles	Seek opportunities to incorporate bicycle and pedestrian facilities, where appropriate, to enhance alternative transportation modes at various locations and corridors	Bicycle and Pedestrian Improvements	CT	\$TBD	Ongoing
SHOPP Projects									
SAC	5	16.1/26.7	CT	Fiber Optics Replacement	In Sacramento County on Route 5 from PM 16.1 to PM 26.7, replace existing communication lines with fiber optics to improve performance	Transportation Management Systems	SHOPP	\$2,800	2018
SAC	5	20.53/23.51	CT	Roadside Improvements	In Sacramento at I-5 and Route 50 interchange, Replace Guardrail with Concrete Barrier, Relocate Lighting, and Roadside Paving	Roadside Safety Improvements	SHOPP	\$1,584	2018
SAC	5	23.6	CT	West End Viaduct Bridge Rehab	In the city of Sacramento, at West End Viaduct No. 24-0069R/L, bridge deck rehabilitation.	Bridge Rehabilitation	SHOPP	\$11,188	2015
SAC	5	33.10	CT	Elkhorn WIM	Elkhorn Weigh in Motion	Weigh Stations & Weigh In Motion	SHOPP	\$1,500	2016

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SACRAMENTO COUNTY

County	Rte	Post Mile Limits	Project Lead	Project Name	Project Description	Type of Project	Agency Source	Estimated Total Cost (1,000s)	Proposed Completion Year
SHOPP Projects (cont.)									
SAC	5	34.10	CT	Elkhorn SRRA	Upgrade sewage system to comply with water quality standards at Elkhorn SRRA	Roadside Safety Improvements	SHOPP	\$1,700	2016
SAC	5	Var	CT	MBGR Upgrade	Upgrading MBGR to current standards around ramps on 5, 50, 80, 99, and 160	Collision Severity Reduction	SHOPP	\$2,415	2018
SAC	5	Var	CT	Lagoon Creek & American River Bridge Scour Mitigation	Lagoon CR #24-0045L and American River #24-0001L Bridge Scour Mitigation	Bridge Scour Mitigation	SHOPP	\$2,030	2018
SAC/YOL	5	Var	CT	Bridge Preservation	Bridge preservation at various locations in Yolo and Sacramento counties	Bridge Preventative Maintenance	SHOPP	\$2,000	2016
SAC/SOL	12	26.24	CT	Rio Vista Bridge Rehabilitation	Sacramento River Bridge (Rio Vista) #23-0024 bridge rehabilitation	Bridge Rehabilitation	SHOPP	\$26,700	2014
SAC	50	0.00/5.1	CT	Fiber Optics Replacement	In Sacramento County on Route 50 from PM 0 to PM 5.1, replace existing communication lines with fiber optics to improve performance	Transportation Management Systems	SHOPP	\$1,400	2018
SAC	50	L0.00/R505	CT	Roadway Rehabilitation	Roadway Rehab In Sacramento from Yolo Co Line to Watt Ave	Roadway Rehabilitation (3R)	SHOPP	\$48,769	2018
SAC	50	0.59/3.12	CT	Roadside Improvements	In Sacramento from Stockton Blvd to White Rock OH, pave Slopes, roadside paving, relocate facilities, replacement planting	Roadside Safety Improvements	SHOPP	\$3,300	2018
SAC	50	1.6	CT	Camellia City Viaduct Bridge Rehabilitation	In Sacramento, at Camellia City Viaduct Bridge #24-0248R/L, bridge rehabilitation.	Bridge Rehabilitation	SHOPP	\$46,205	2013
SAC	50	2.5/3.2	CT	Sacramento River Viaduct Deck Rehabilitation	In West Sacramento, at Sacramento River Viaduct No. 24-0004R/L, bridge deck rehabilitation.	Bridge Rehabilitation	SHOPP	\$46,837	2016
SAC	50	12.5	CT	RTMC Video Wall Replacement	Upgrade Regional Transportation Management System Video Wall at RTMC	Transportation Management Systems	SHOPP	\$1,000	2016
SAC	50	16.9/17.2	CT	Natomas OC Ramp Meter & Widening	Add ramp meter and widen Natomas OC	Transportation Management Systems	SHOPP	\$3,240	2020

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SACRAMENTO COUNTY

County	Rte	Post Mile Limits	Project Lead	Project Name	Project Description	Type of Project	Agency Source	Estimated Total Cost (1,000s)	Proposed Completion Year
SHOPP Projects									
SAC/ED	50	Var	CT	Bridge Preservation	Bridge Preservation at various locations in El Dorado and Sacramento counties	Bridge Preventative Maintenance	SHOPP	\$2,600	2016
SAC	51	0.2/1.1	CT	Bridge Deck Rehabilitation	In the city of Sacramento, at Fort Sutter Viaduct #24-0188/R, grind asphalt concrete and place methacrylate overlay.	Bridge Preventative Maintenance	SHOPP	\$2,302	2015
SAC	51	2.243	CT	Seismic Retrofit	Seismic Retrofit Elvas UP #24-0031 at 51/160 Sep	Bridge Seismic Restoration	SHOPP	\$4,140	2018
SAC/PLA/YOL	80	M1.3/M8.5	CT	Ramp Meters	Install ramp meters in Sacramento, Placer, and Yolo counties at various locations	Transportation Management Systems	SHOPP	\$6,100	2018
SAC	80	2.39/3.6	CT	Seismic Retrofit	Seismic Retrofit - 24 0218L , 24 0281K	Bridge Seismic Restoration	SHOPP	\$2,208	2020
SAC	80	5.2/3.6	CT	Seismic Retrofit	Interstate 80 over Longview Road	Bridge Seismic Restoration	SHOPP	\$7,000	2016
SAC	80	8.1/11.1	CT	Bridge Rehabilitation	In and near Sacramento, at North Avenue Overcrossing #24-106 and at the 80/244 Separation Bridge #24-292, rehabilitate bridges	Bridge Preventative Maintenance	CT	\$2,523	2013
SAC	80	15.0	CT	Antelope WIM	Repair Antelope Weigh in Motion EB and WB	Weigh Stations & Weigh In Motion	CT	\$2,000	2020
SAC/PLA	80	Var	CT	Roadside Improvements	In Sacramento County from Jct SR 51 to County Line and in Placer County from County line to SR 65, Sign safety rails, relocate lighting, roadside paving, gore paving	Roadside Safety Improvements	CT	\$2,376	2018
SAC	99	6.84/6.88	CT	SR 99 WIM	On SR 99 from 1 mile north of Dillard Road to NB on-ramp from WB SR 198 repair Weigh In Motion (WIM)	New Weigh Stations & WIM Facilities	CT	\$1,250	2014
SAC	99	7.4/8.4	CT	Seismic Retrofit	Near Elk Grove, at Dillard Road Overcrossing Bridge No. 24-0163, Consumnes River Overflow Bridge No. 24-0021R/L, and Consumnes River Overflow Bridge No. 24-0020R/L, bridge seismic retrofit	Bridge Rail Replacement/ Upgrade	CT	\$19,353	2016

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SACRAMENTO COUNTY

County	Rte	Post Mile Limits	Project Lead	Project Name	Project Description	Type of Project	Agency Source	Estimated Total Cost (1,000s)	Proposed Completion Year
SHOPP Projects (cont.)									
SAC	80	11.0/ 18.0	CT	Fiber Optics Replacement	In Sacramento County on Route 80 from PM 11 to PM 18, replace existing communication lines with fiber optics to improve performance	Transportation Management Systems	CT	\$1,600	2018
SAC	99	8.4/ 32.119	CT	Seismic Retrofit	Seismic Retrofit - 24-020R/L, 21R/L, 241F	Bridge Seismic Restoration	SHOPP	\$18,200	2018
SAC	99	12.4/ 24.3	CT	Fiber Optics Replacement	Replacing existing communication lines with fiber optics to improve performance In Sacramento County on Route 99 from PM 12.4 to PM 24.3	Transportation Management Systems	SHOPP	\$2,600	2018
SAC	99	20.0/ 23.91	CT	Roadside Improvements	In Sacramento from 47th Street to Route 50, pave Slopes, roadside paving, relocate facilities, replacement planting	Roadside Safety Improvements	SHOPP	\$2,640	2018
SAC	99	23.0/ R24.35	CT	Roadside Improvements	In Sacramento at SR99 and Route 50 Interchange and Arden to El Camino, replace Guardrail with Concrete Barrier, Relocate Lighting Roadside Paving	Roadside Safety Improvements	SHOPP	\$1,420	2018
SAC	99	23.5	CT	Bridge Preservation	Bridge Preservation	Bridge Preventative Maintenance	SHOPP	\$3,300	2016
SAC/ YUB	99	Var	CT	Bridge Preservation	Bridge Preservation	Bridge Preventative Maintenance	SHOPP	\$3,330	2016
SAC	104	Var	CT	ADA Access Improvement Financial Contribution	Near Galt, at the intersection of East and West Stockton Boulevard. Install pedestrian curb ramps and sidewalks, and replace bridge rail. Financial Contribution Only (FCO) to the city of Galt	ADA Access Improvements	SHOPP	\$1,526	2013
SAC	160	R0.00/ 12.0	CT	HMA Overlay	HMA Overlay, South of Rio Vista from Jct Rte 12 to 0.5 mile north of Jct Rte 220	Pavement Preservation (CAPM)	SHOPP	\$7,326	2020
SAC	160	L1.2/ L4.4	CT	Antioch Bridge HMA Overlay	South of Rio Vista, Antioch Bridge #28-0009 to Sherman Island Road HMA Bridge Overlay	Pavement Preservation (CAPM)	SHOPP	\$1,900	2016
SAC	160	L4.4/ L10.8	CT	South Rio Vista CAPM	South of Rio Vista, Sherman Island Road to Jct Rte 12	Pavement Preservation (CAPM)	SHOPP	\$3,850	2016

SACRAMENTO COUNTY

County	Rte	Post Mile Limits	Project Lead	Project Name	Project Description	Type of Project	Agency Source	Estimated Total Cost (1,000s)	Proposed Completion Year
SAC	160	7.00	CT	Three Mile Slough Bridge Rehabilitation	Three Mile Slough #24-0121 bridge rehabilitation	Bridge Preventative Maintenance	SHOPP	\$13,500	2014
SAC	160	L7.0	CT	Bridge Painting	Near Isleton, at Three Mile Slough Bridge #24-121, paint bridge.	Bridge Preventative Maintenance	SHOPP	\$12,175	2015
SAC/SJ	160	Var	CT	Seismic Retrofit	In the city of Sacramento, at Sacramento River Bridge No. 24-0053 and North Sacramento Undercrossing No. 24-0111L; also in San Joaquin County, at Mokelumne River Bridge No. 29-0197R/L. Seismic retrofit.	Bridge Seismic Restoration	SHOPP	\$10,463	2016
SAC	5/99	Var	CT	Guardrail and Interchange Vegetation Control	In and near Sacramento, on Routes 5 and 99, from 0.6 mile south of Lambert Road Undercrossing to Elverta Road at various locations, provide vegetation control measures under guardrails and interchange areas.	Roadside Safety Improvements	SHOPP	\$2,945	2015
SAC	5/80	Var	CT	5/80 CRZ Tree Removal	On routes 5 and 80, remove trees within clear recovery zone (CRZ)	Collision Severity Reduction	SHOPP	\$1,650	2018
SAC	5/51/99	Var	CT	Bridge Deck Place Overlay (3 Bridges)	Deck Place Overlay - 3 Bridges: ED 50 Sawmill UC (Br. No. 25-41, PM 28.84); SAC 99 21st Ave(24-154, 22.59); Sac 51 American River (24-0003, 2.61)	Bridge Rehabilitation	SHOPP	\$6,700	2016
SAC	16/50/99	Var	CT	16/50/99 CRZ Tree Removal	On routes 16, 50, and 99, remove trees within clear recovery zone (CRZ)	Collision Severity Reduction	SHOPP	\$1,969	2018
SAC	5/50/51/99	Var	CT	Roadside Improvements	In and near Sacramento, on Routes 5, 50, 51 and 99 at various locations, construct roadside pavement and safe access for employees	Roadside Safety Improvements	SHOPP	\$3,414	2015
SAC	5/50/51/80/99	Var	CT	Safety Improvements	Near Sacramento, on Routes 5, 50, 51, 80 and 99 at various locations; also in El Dorado County on Route 50, east of Camp Sacramento at Florin Curve, place friction surface treatment and open-graded asphalt	Safety Improvements	SHOPP	\$1,867	2013

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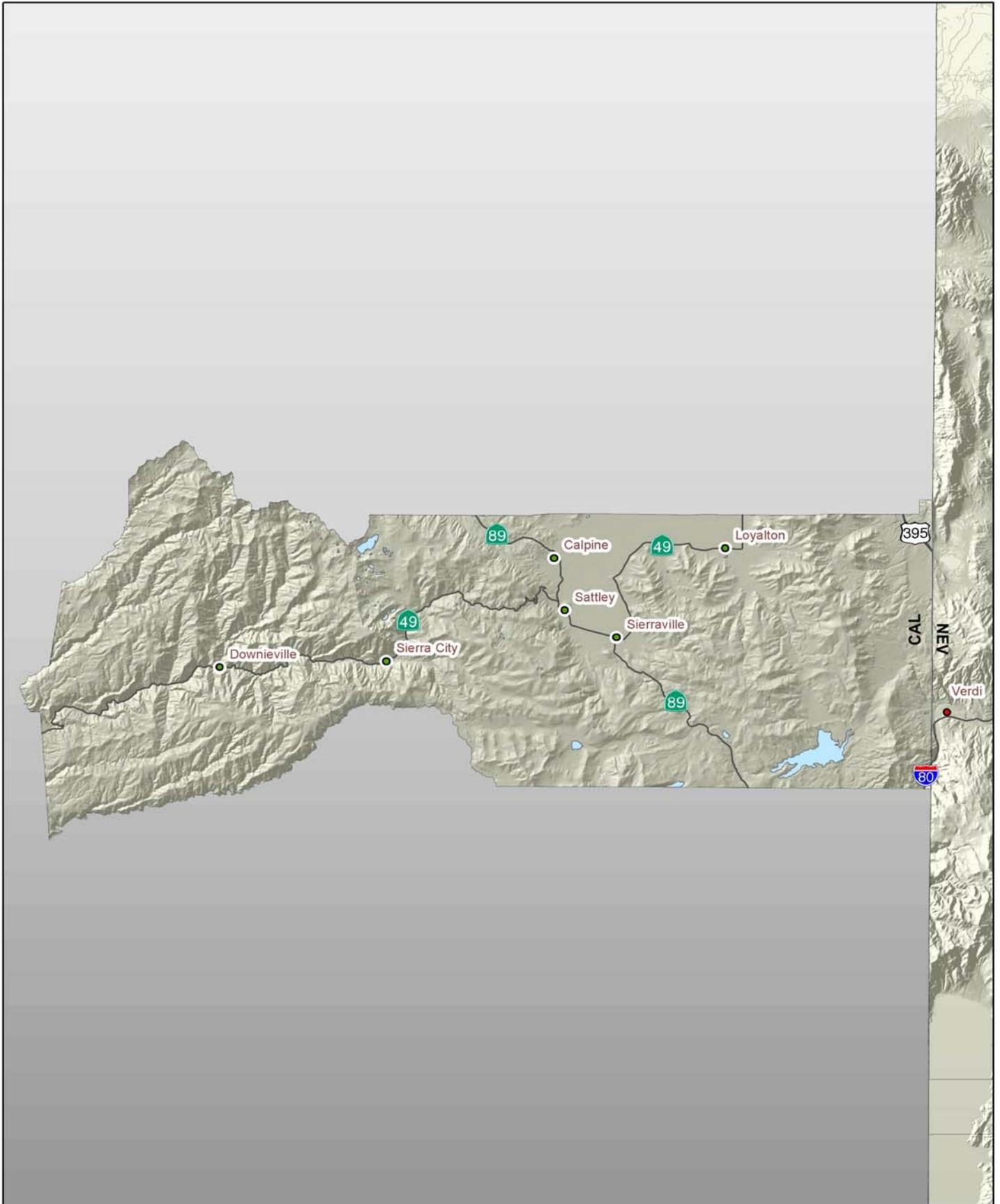
SACRAMENTO COUNTY

County	Rte	Post Mile Limits	Project Lead	Project Name	Project Description	Type of Project	Agency Source	Estimated Total Cost (1,000s)	Proposed Completion Year
SHOPP Projects (cont.)									
SAC	5/ 51/ 65/ 99	Var	CT	Ramp Meters (14 Locations)	Install ramp meters at 14 locations on Sac-5, 51, 99 and Pla-65	Transportation Management Systems	SHOPP	\$5,280	2020
SAC/ PLA	5/ 50/ 51/ 80/ 99	Var	CT	TMS Upgrades	In Sacramento and Placer counties on routes 5, 50, 51, 80, and 99, install ramp and TMS upgrades	Transportation Management Systems	CT	\$1,700	2020
BUT/ ED/ PLA/ SAC/ YUB	32/ 50/ 70/ 80/ 244	Var	CT	CAPM ADA Follow-up Locations	CAPM ADA Follow-up at various locations in Butte, El Dorado, Placer, Sacramento, and Yuba County on Routes 32, 50, 70, 80, 244	ADA Access Improvements	CT	\$2,000	2014
ALL	5/ 50/ 51/ 65/ 80/ 89/ 99	Var	CT	CMS Panel Upgrade	40 locations in 11 counties in District 3 on Routes 5, 50, 51, 65, 80, 89, and 99	Transportation Management Systems	CT	\$2,600	2016
ALL	5/ 50/ 51/ 65/ 80/ 89/ 99	Var	CT	RWIS Upgrade	18 locations in 11 counties in District 3 on Routes 5, 50, 51, 65, 80, 89, and 99	Transportation Management Systems	CT	\$1,450	2014
ALL	5/ 50/ 51/ 65/ 80/ 89/ 99	Var	CT	HAR Upgrades	25 locations in 11 counties in District 3 on Routes 5, 50, 51, 65, 80, 89, and 99	Transportation Management Systems	CT	\$1,450	2014
ALL	5/ 50/ 51/ 65/ 80/ 89/ 99	Var	CT	CCTV Camera System Upgrade	80 locations in 11 counties in District 3 on Routes 5, 50, 51, 65, 80, 89, and 99	Transportation Management Systems	CT	\$1,850	2014
ALL	5/ 50/ 51/ 65/ 80/ 89/ 99	Var	CT	Detection Repair and Upgraded Communications	178 locations in 11 counties in District 3 on Routes 5, 50, 51, 65, 80, 89, and 99	Transportation Management Systems	CT	\$2,700	2014

SACRAMENTO COUNTY

County	Rte	Post Mile Limits	Project Lead	Project Name	Project Description	Type of Project	Agency Source	Estimated Total Cost (1,000s)	Proposed Completion Year
SAC/ ED/ NEV	Var	Var	CT	Emergency Damage Repair	In Sacramento, El Dorado and Nevada counties on various routes at various locations, replace stolen copper wires.	Emergency Damage Repair	SHOPP	\$410	2013

SIERRA COUNTY MAP



Transportation System Development Program January 2013

SIERRA COUNTY

County	Rte	Post Mile Limits	Project Lead	Project Name	Project Description	Type of Project	Agency Source	Estimated Total Cost (1,000s)	Proposed Completion Year
Non-SHOPP Projects									
SIE	49	29.19	CT	Sierra City	Add 4' shoulder near Sierra City	Operational Improvements	RTP	\$2,500	2017
SIE	49	47.74	CT	SR 89/49 Junction	Reconstruct SR 89 N, widen approach .25 miles on SR 89 N	Operational Improvements	RTP	\$1,500	2017
SIE	49	Var	CT	Sidewalk Re-construction	Sidewalk reconstruction	Bicycle/ Pedestrian Facilities	RTP	\$25	2035
SIE	89	0.00/13.99	SCTC	Deer Fencing	Various locations between Nevada County Line and Old Truckee Rd, construct deer fencing and undercrossing	Operational Improvements	RTP	\$50	2021
SIE	89	0.00/19.95	SCTC	SR 89/ Sierraville	Construct passing lanes or truck turn lanes at various locations between Sierraville and Nevada County Line	Operational Improvements	RTP	\$2,200	2025
SIE	89	10.66/14.0	SCTC	Cottonwood Rd.	Widen shoulder and turnouts from Cottonwood Rd to 1.2 miles north of Old Truckee Rd	Capacity Enhancements	RTP	\$1,000	2020
SIE	89	15.05	SCTC	SR 89/SR 49	Install left turn lane at SR 89/ SR 49 intersection - Sattley	Intersection Improvements	RTP	\$750	2020
SIE	89	15.05	SCTC	Old Truckee Rd.	Reconstruct bike path and connect SR 49 with Old Truckee Rd	Bicycle/ Pedestrian Facilities	RTP	\$1,697	2035
SIE	49/89	Var	CT		Speed feedback signs in Sierraville, Downieville and Sierra City	Transportation Management Systems	RTP	\$150	2035
SIE	Var	Var	CT	Transportation Management Systems	Seek opportunities to Incorporate Intelligent Transportation Systems and Operational Improvements to reduce congestion and improve mobility at various locations and corridors.	Operational Improvements	CT	\$TBD	TBD

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SIERRA COUNTY

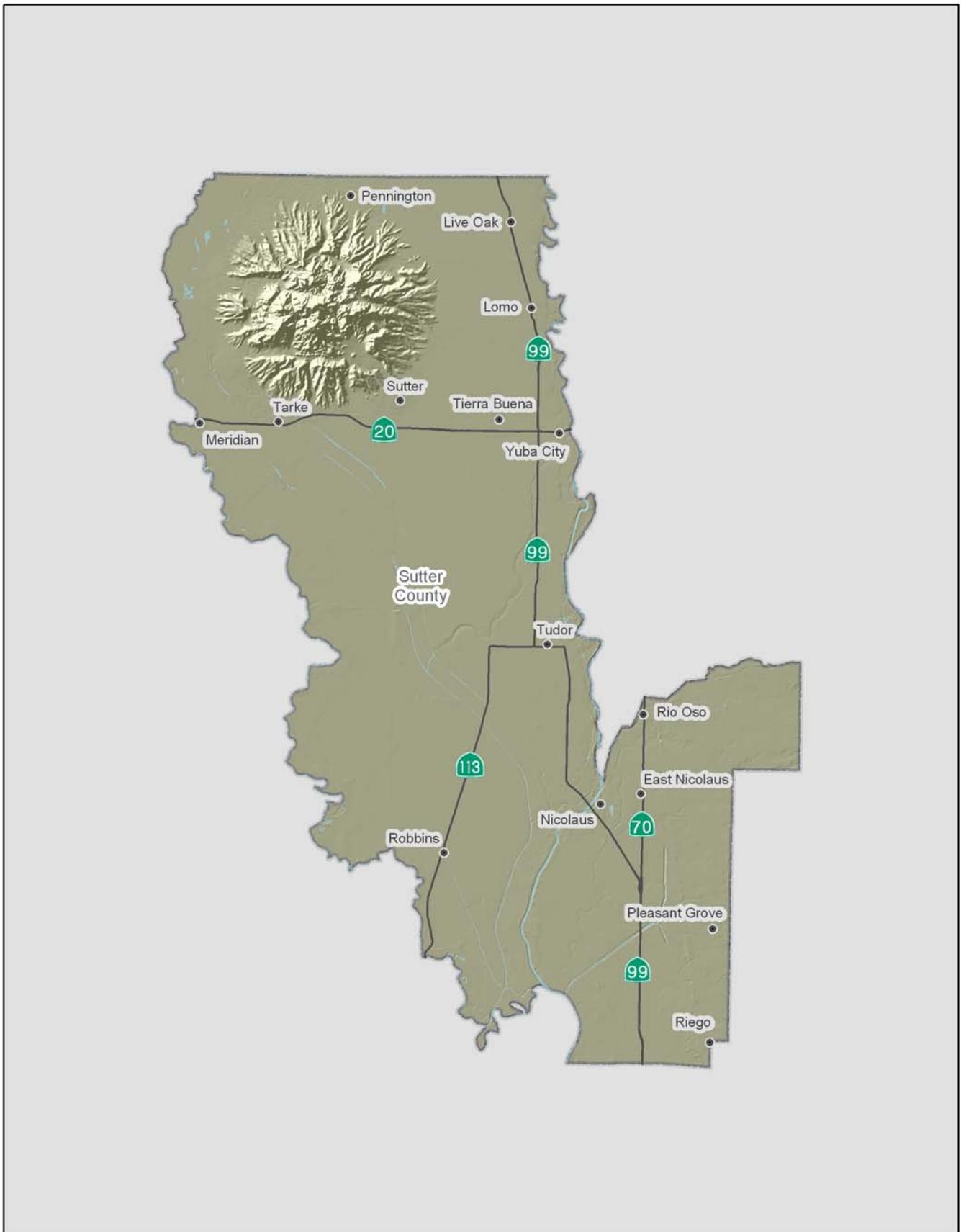
County	Rte	Post Mile Limits	Project Lead	Project Name	Project Description	Type of Project	Agency Source	Estimated Total Cost (1,000s)	Proposed Completion Year
Non-SHOPP Projects									
SIE	Var	Var	CT	Complete Streets	Seek opportunities to incorporate complete streets principles, where appropriate, to enhance multi-modal transportation community livability at various locations and corridors	Complete Streets Improvements	CT	\$TBD	Ongoing
SIE	Var	Var	CT	Bicycles	Seek opportunities to incorporate bicycle and pedestrian facilities, where appropriate, to enhance alternative transportation modes at various locations and corridors	Bicycle and Pedestrian Improvements	CT	\$TBD	Ongoing
SHOPP Projects									
SIE	49	0.00/16.9	CT	SR 49	Upgrading Metal Beam Guard Rail to current standards	Collision Severity Reduction	CT	\$2,148	2013
ALL	5/50/51/65/80/89/99	Var	CT	CMS Panel Upgrade	40 locations in 11 counties in District 3 on Routes 5, 50, 51, 65, 80, 89, and 99	Transportation Management Systems	CT	\$2,600	2016
ALL	5/50/51/65/80/89/99	Var	CT	RWIS Upgrade	18 locations in 11 counties in District 3 on Routes 5, 50, 51, 65, 80, 89, and 99	Transportation Management Systems	CT	\$1,450	2014
ALL	5/50/51/65/80/89/99	Var	CT	HAR Upgrades	25 locations in 11 counties in District 3 on Routes 5, 50, 51, 65, 80, 89, and 99	Transportation Management Systems	CT	\$1,450	2014

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SIERRA COUNTY

County	Rte	Post Mile Limits	Project Lead	Project Name	Project Description	Type of Project	Agency Source	Estimated Total Cost (1,000s)	Proposed Completion Year
SHOPP Projects (cont.)									
ALL	5/ 50/ 51/ 65/ 80/ 89/ 99	Var	CT	CCTV Camera System Upgrade	80 locations in 11 counties in District 3 on Routes 5, 50, 51, 65, 80, 89, and 99	Transportation Management Systems	CT	\$1,850	2014
ALL	5/ 50/ 51/ 65/ 80/ 89/	Var	CT	Detection Repair and Upgraded Communications	178 locations in 11 counties in District 3 on Routes 5, 50, 51, 65, 80, 89, and 99	Transportation Management Systems	CT	\$2,700	2014

SUTTER COUNTY MAP



Transportation System Development Program January 2013

SUTTER COUNTY

County	Rte	Post Mile Limits	Project Lead	Project Name	Project Description	Type of Project	Agency Source	Estimated Total Cost (1,000s)	Proposed Completion Year
Non-SHOPP Projects									
SUT	20	TBD	CT	Feather River Bridge Widening	Widen: 10th Street Bridge to 6 lanes (PMs reflect Sutter Co. portion of the project-See Yuba Co. PM for remainder)	Capacity Enhancements	MTP	\$60,000	2035
SUT/ YUB	N/A	N/A	City of Yuba City	Feather River Bridge Widening	Reconstruct or modify the existing 5th Street Bridge and Railroad trestle to provide a 4-lane crossing of the Feather River between Yuba City and Marysville	Capacity Enhancements	MTP	\$76,932	2020
SUT	20	13.13	City of Yuba City	Western Parkway	SR20/Construct Western Parkway intersection	Intersection Improvements	MTP	\$3,700	2020
SUT	20	R15.06 /15.72	CT/City of Yuba City	Stabler/Walton Road	Widen to 6 lanes from Stabler/Walton Road to Rocca Way	Capacity Enhancements	MTP	\$4,000	2035
SUT	99	0.95	CT/Sutter Co	Riego Rd Interchange	Construct Type L-9 partial cloverleaf interchange with 8-lane overcrossing structure	Intersection Improvements	MTP	\$33,200	2014
SUT	99	0.00/R8.07	CT	Hwy 99 Bus/Carpool Lane	Add Bus/Carpool Lanes from I-5 through Sankey Rd on SR 99	Bus/Carpool Lane	CT	\$70,000	2020
SUT	99	5.02/8.08	PCTC/Sutter Co	Placer Parkway Interchange	New Interchange between Riego Rd and Sankey Rd	New Interchange	MTP	\$34,000	2035
PLA/ SUT			SACOG	Placer Parkway Phase 1	4-lane divided facility w I/C at SR 65 "Whitney Ranch" and at-grade crossings at Fiddymont and Foothills from SR 65 to Watt Ave.	Capacity Enhancements	MTP	\$70,000	2020
SUT	99	20.99	CT	SR99/SR 113 IC	Construct interchange at SR 113	New Interchange	MTP	\$19,350	2014
SUT	99	27.65/T30.62	City of Yuba City	Bogue Rd to SR20	Widen from 4 to 6 lanes from Bogue Rd to SR 20	Capacity Enhancements	MTP	\$31,434	2025

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SUTTER COUNTY

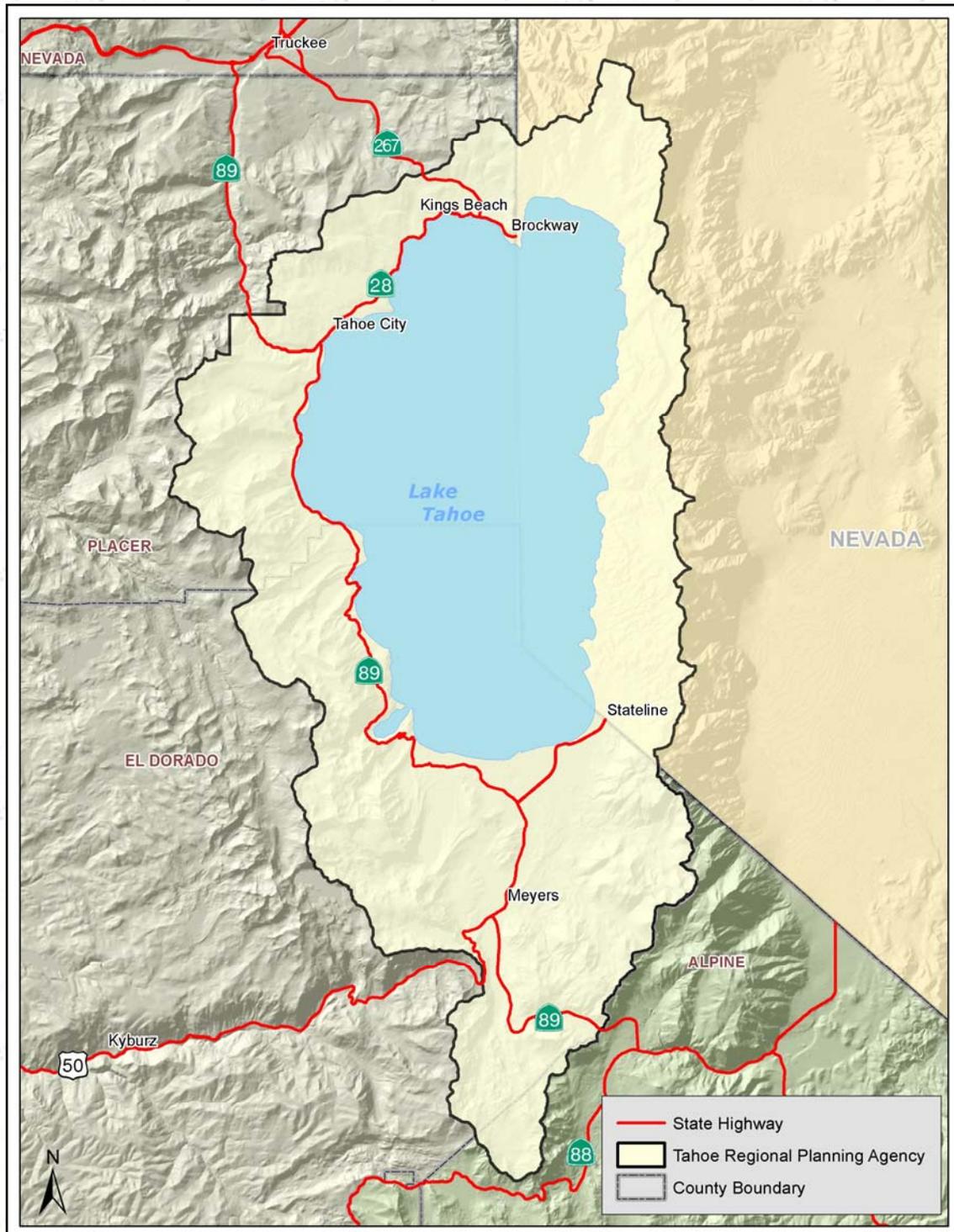
County	Rte	Post Mile Limits	Project Lead	Project Name	Project Description	Type of Project	Agency Source	Estimated Total Cost (1,000s)	Proposed Completion Year
Non-SHOPP Projects (cont.)									
SUT	99	27.65/ R32.63	CT	Operational Improvements	Operational improvements: Bogue Rd to Pease Rd	Operational Improvements	MTP	\$3,000	2020
SUT	99	T30.62	CT	Urban Interchange	Construct urban interchange at SR 20/99	New Interchange	MTP	\$50,000	2035
SUT	99	R32.64	City of Yuba City	Pease Road IC	New Pease Rd interchange on SR 99: 4 lanes with overcrossing and connecting ramps at SR 99	New Interchange	MTP	\$35,000	2035
SUT	99	R33.99 /42.38	CT	Passing Lanes	Construct passing lanes from Yuba City to Butte County Line	Passing Lanes	MTP	\$20,000	2025
SUT	99	T36.03	CT	Lomo Crossing	Grade separation and/or interchange at Lomo Crossing	Operational Improvements	MTP	\$10,000	2035
SUT		Var	CT		City of Yuba City - Butte House Road and Pease Road Class II Bicycle Lane Improvement Project	Operational Improvements	CT	\$2,700	2014
SUT	Var	Var	CT	ITS Elements/ CCTV	Operational improvements to reduce congestion at various locations	Operational Improvements	CT	\$1,000	2035
SUT	Var	Var	CT	Transportation Management Systems	Seek opportunities to incorporate Intelligent Transportation Systems and Operational Improvements to reduce congestion and improve mobility at various locations and corridors.	Operational Improvements	CT	\$TBD	Ongoing
SUT	Var	Var	CT	Complete Streets	Seek opportunities to incorporate complete streets principles, where appropriate, to enhance multi-modal various	Complete Streets Improvements	CT	\$TBD	Ongoing
SUT	Var	Var	CT	Bicycles	Seek opportunities to incorporate bicycle and pedestrian facilities, where appropriate, to enhance alternative transportation modes at various locations and corridors	Bicycle and Pedestrian Improvements	CT	\$TBD	Ongoing

Transportation System Development Program January 2013

SUTTER COUNTY

County	Rte	Post Mile Limits	Project Lead	Project Name	Project Description	Type of Project	Agency Source	Estimated Total Cost (1,000s)	Proposed Completion Year
SHOPP Projects									
SUT	20	17.0	CT	Feather RV BOH-18-0009	Scour Mitigation	Scour Mitigation	SHOPP	\$50,500	2014
SUT	20	5.4/11.1	CT	Sutter Bypass	Sutter Bypass to east of Humphrey Rd	Roadway Rehabilitation	SHOPP	\$17,500	2014
SUT	99	0.72/42.8	CT	Roadside Paving	Roadside paving, relocate facilities, MVP's, in Sutter County from county line to Ramsell Dr	Roadside Safety Improvements	SHOPP	\$1,716	2020
SUT	20/99	Var	CT	ADA Access	ADA access at various locations in Yuba City on SR 20 and SR 99	ADA Pedestrian Infrastructure	SHOPP	\$4,000	2020
ALL	5/50/51/65/80/89/99	Var	CT	CMS Panel Upgrade	40 locations in 11 counties in District 3 on Routes 5, 50, 51, 65, 80, 89, and 99	Transportation Management Systems	CT	\$2,600	2016
ALL	5/50/51/65/80/89/99	Var	CT	RWIS Upgrade	18 locations in 11 counties in District 3 on Routes 5, 50, 51, 65, 80, 89, and 99	Transportation Management Systems	CT	\$1,450	2014
ALL	5/50/51/65/80/89/99	Var	CT	HAR Upgrades	25 locations in 11 counties in District 3 on Routes 5, 50, 51, 65, 80, 89, and 99	Transportation Management Systems	CT	\$1,450	2014
ALL	5/50/51/65/80/89/99	Var	CT	CCTV Camera System Upgrade	80 locations in 11 counties in District 3 on Routes 5, 50, 51, 65, 80, 89, and 99	Transportation Management Systems	CT	\$1,850	2014
ALL	5/50/51/65/80/89/99	Var	CT	Detection Repair and Upgraded Communications	178 locations in 11 counties in District 3 on Routes 5, 50, 51, 65, 80, 89, and 99	Transportation Management Systems	CT	\$2,700	2014

TAHOE BASIN MAP



Transportation System Development Program January 2013

TAHOE BASIN

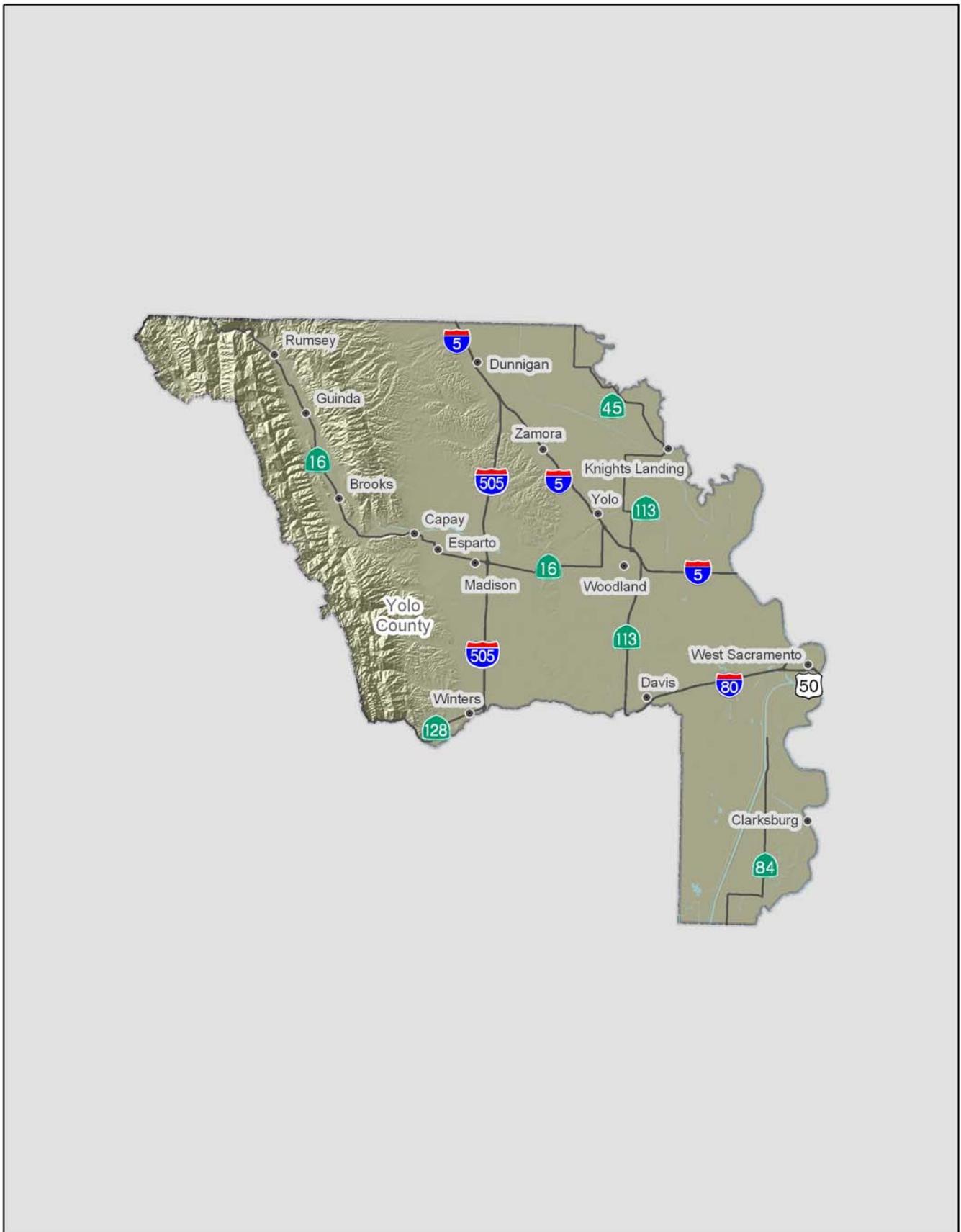
County	Rte	Post Mile Limits	Project Sponsor	Project Name	Project Description	Type of Project	Agency Source	Estimated Total Cost (1,000s)	Proposed Completion Year
Non-SHOPP Projects									
TAH (ED)	50	70.6/80.4	TTD	US 50 South Shore Community Revitalization Project	Create new Loop Rd. from Park Ave. to Stateline	Realignment	RTP	\$75,000	2017
TAH (ED)	50	75.4/80.4	TRPA	Signal Improvements	In South Lake Tahoe from State Route 89 (the "Y") to Nevada Stateline.	Operational Improvements	RTP	\$5,000	2016
TAH (ED)	50	76.7	CSLT	US 50 and Sierra Blvd. Intersection Improvements	Part of the Sierra Boulevard Complete Streets Project from US Hwy 50 to Barbara Avenue	Intersection Improvements	RTP	\$900	2015
TAH (PLA)	89	7.5/9.4	TTD	SR 89/Fanny Bridge Community Revitalization Project	Operational/congestion relief at SR 89/28 intersection and new bridge construction.	Realignment	RTP	\$20,000	2018
TAH (PLA)	28	9.2/10.3	PLA	Kings Beach Commercial Core Project	Revitalization/complete streets through Kings Beach area	Bike/ Pedestrian Facilities	RTP	\$35,000	2015
TAH (PLA/ED)	Var	Var	CT	Transportation Management Systems	Seek opportunities to incorporate Intelligent Transportation Systems and Operational Improvements to reduce congestion and improve mobility at various locations and corridors.	Operational Improvements	CT	\$TBD	Ongoing
TAH (PLA/ED)	Var	Var	CT	Complete Streets	Seek opportunities to incorporate complete streets principles, where appropriate, to enhance multi-modal transportation community livability at various locations and corridors	Complete Streets Improvements	CT	\$TBD	Ongoing
TAH (PLA/ED)	Var	Var	CT	Bicycles	Seek opportunities to incorporate bicycle and pedestrian facilities, where appropriate, to enhance alternative transportation modes at various locations and corridors	Bicycle and Pedestrian Improvements	CT	\$TBD	Ongoing

Transportation System Development Program January 2013

TAHOE BASIN

County	Rte	Post Mile Limits	Project Sponsor	Project Name	Project Description	Type of Project	Agency Source	Estimated Total Cost (\$1,000s)	Proposed Completion Year
Non-SHOPP Projects									
TAH (ED)	50	71.48	CT	Pioneer Trail in Myers	Install traffic signals at intersection, dual left turn lane from Pioneer Trail, 2 WB through lanes on US 50 merging prior to the Santa Fe/Apache intersection	Operational Improvements	CT	\$2,000	2020
TAH (ED)	50/89	70.621	CT	SR 89/US 50 Intersection Control	Construct roundabout at the junction of SR 89/US 50 or install traffic signal for intersection control	Operational Improvements	CT	\$5,000	2020
SHOPP Projects									
TAH (ED)	50	67.3	CT	Echo Summit Sidehill Viaduct Bridge Rehab	Rehabilitate Bridge # 25-044	Bridge Rehabilitation	SHOPP	\$25,000	2035
TAH (ED)	50	67.3/72.9	CT	Gateway to the Tahoe Basin	Reconstruct drainage systems and construct stormwater improvements. Class II from N. Upper Truckee Road to Pioneer Trail	Drainage System Restoration	RTP	\$21,600	2014
TAH (ED)	50	75.4/77.3	CT	US 50 Phase 2 Water Quality.	Reconstruct drainage systems and construct stormwater improvements. Class II Bike Lanes.	Drainage System Restoration	RTP	\$39,200	2015
TAH (ED)	89	8.6/13.8	CT	EIP - Route 50 to Cascade Rd.	Reconstruct drainage systems and construct stormwater improvements. Class II, Bike Rte Signs, and Share the Road	Drainage System Restoration	RTP	\$30,000	2014
TAH (PLA)	89	T8.6/13.7	CT	SR 89 Drainage Improvements	Install new drainage improvements and pipe, raise centerline profile in various locations.	Storm Water Mitigation	SHOPP	\$4,100	2014
TAH (ED)	89	24.9/27.4	CT	Tahoma	Reconstruct drainage systems and construct stormwater improvements. Bike Route Signs	Drainage System Restoration	RTP	\$19,000	2017

YOLO COUNTY MAP



Transportation System Development Program January 2013

YOLO COUNTY

County	Rte	Post Mile Limits	Project Lead	Project Name	Project Description	Type of Project	Agency Source	Estimated Total Cost (1,000s)	Proposed Completion Year
Non-SHOPP Projects									
YOL	5	5.52/	City of Woodland	I-5/CR 102 IC	Phase 2 of interchange reconstruction.	Interchange Improvements	MTP	\$10,542	2020
YOL	5	6.4/6.8	City of Woodland	I-5/SR 113 Phase 2	Phase 2: Construct NB I-5 to SB SR 113 freeway to freeway connection.	Interchange Improvements	MTP	\$68,011	2018
YOL	5	7.8	CT	I-5/SR 113 Phase 3	Phase 3: Construct NB SR 113 to SB I-5 freeway to freeway connection.	Interchange Improvements	MTP	\$66,374	2032
YOL	128	8.1/8.77	Winters	SR 128 Complete Streets Railroad Ave to E. Main St	Two travel lanes with Class I and II bicycle facilities, pedestrian facilities, and roundabouts at Dutton St, Morgan St, and Walnut Ln.	Bike/ Pedestrian Facilities	MTP	\$4,000	2020
SAC	50	L0.36/0.02	CT	US 50/I-80 Enterprise Blvd Interchange	Construct Bus/Carpool lanes from Davis to Downtown Sacramento. (Project crosses Yolo & Sacramento County lines)	Bus/Carpool Lanes	MTP	\$100,000	2025
YOL	50/80	(50) L0.36/ (80) 2.68							
YOL	50	2.49	City of West Sacramento	US 50/ Jefferson Blvd IC	Jefferson Blvd IC at US 50, widen 2 lane ramps with signals at Jefferson Blvd; add ramp metering and turn lanes.	Interchange Improvements	MTP	\$34,030	2015
YOL	50	2.88	City of West Sacramento	US 50/S. River Rd. IC	Install ramp meters and modify ramp design at South River Road IC.	Interchange Improvements	MTP	\$13,715	2015
YOL	80	0.23	City of Davis	I-80/Richards Blvd IC	Richards Blvd IC: reconstruct the north side to remove the loop on and off ramps and replace with new ramp in diamond configuration. Includes traffic signal installation.	Interchange Improvements	MTP	\$12,866	2015
YOL	80	5.81/7.25	CT	I-80/Yolo Causeway	Construct bicycle bridge	Bike/ Pedestrian Facilities	MTP	\$10,000	2025
YOL	80	9.17	City of West Sacramento	I-80/ Enterprise Blvd IC	Construct I-80 EB on-ramp at Enterprise Blvd.	Interchange Improvements	MTP	\$5,619	2020

Transportation System Development Program January 2013

YOLO COUNTY

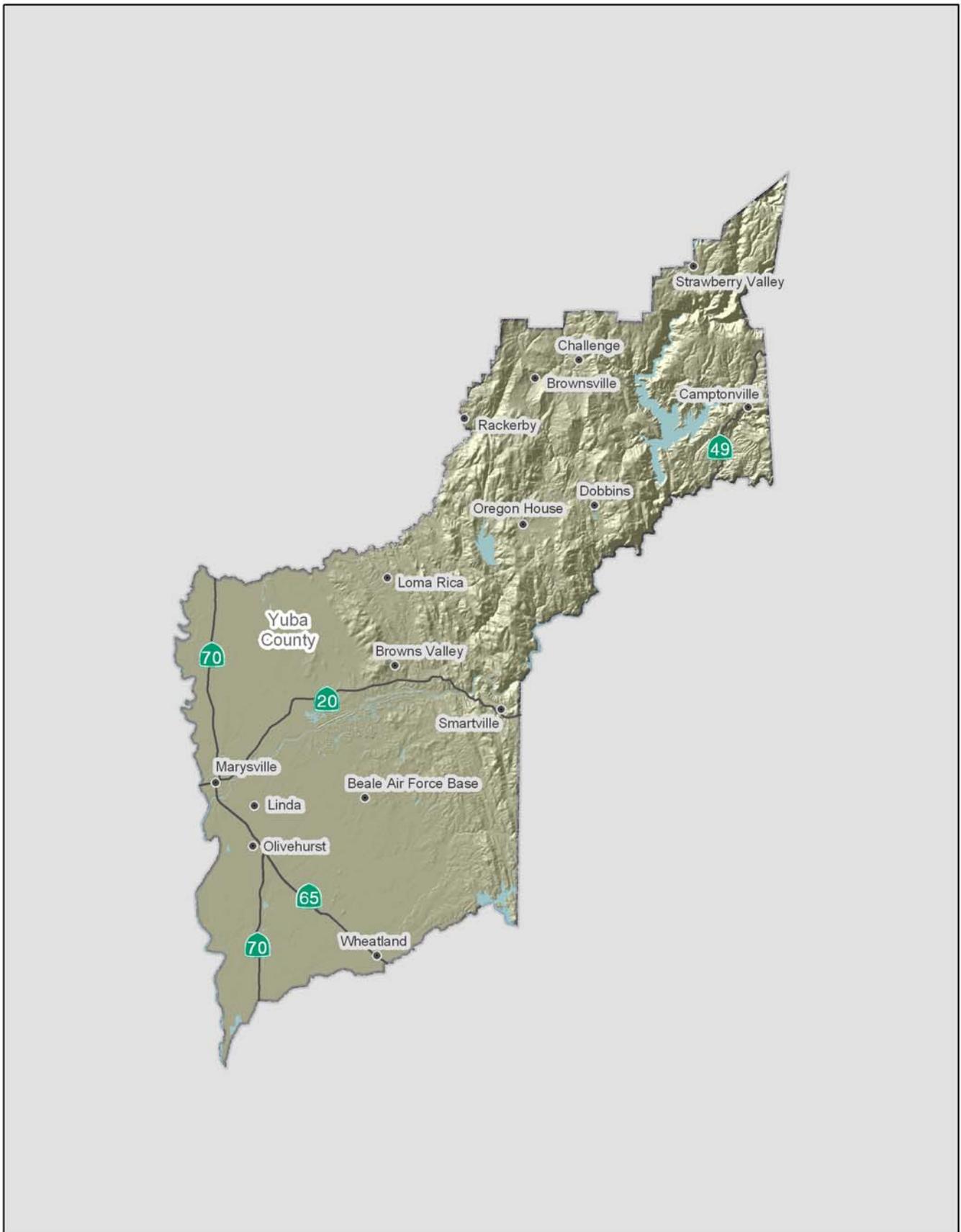
County	Rte	Post Mile Limits	Project Lead	Project Name	Project Description	Type of Project	Agency Source	Estimated Total Cost (1,000s)	Proposed Completion Year
Non-SHOPP Projects (cont.)									
YOL	80	11.22	City of West Sacramento	I-80/Reed Ave	Reed Ave IC on I-80: widen Reed Ave, widen ramps at the intersection, limit some local street access, add ramp metering to the on-ramps.	Interchange Improvements	MTP	\$15,889	2020
YOL	113	2.08	City of Davis	SR113/ Covell Rd.	Covell Blvd. IC: widen (including the overcrossing structure) to install adequate turn lanes for access-egress to SR 113.	Interchange Improvements	MTP	\$22,591	2020
YOL	Var	Var	CT	ITS Elements/ CCTV	Operational improvements to reduce congestion at various locations	Operational Improvements	CT	\$2,700	2014
YOL	Var	Var	CT	Transportation Management Systems	Seek opportunities to incorporate Intelligent Transportation Systems and Operational Improvements to reduce congestion and improve mobility at various locations and corridors.	Operational Improvements	CT	\$TBD	Ongoing
YOL	Var	Var	CT	Complete Streets	Seek opportunities to incorporate complete streets principles, where appropriate, to enhance multi-modal transportation community livability at various locations and corridors	Complete Streets Improvements	CT	\$TBD	Ongoing
YOL	Var	Var	CT	Bicycles	Seek opportunities to incorporate bicycle and pedestrian facilities, where appropriate, to enhance alternative transportation modes at various locations and corridors	Bicycle and Pedestrian Improvements	CT	\$TBD	Ongoing
SHOPP Projects									
YOL	16	18.2/ 31.5	CT	SR 16 Safety Improvements	Near Brooks-east of Mossy Creek Bridge to west of I-505—widen shoulder and construct left turn lane and right turn pockets.	Safety Improvements	MTP/ SHOPP	\$77,392	2015
YOL/ SAC	5	Var	CT	Bridge Preservation	Bridge preservation at various locations in Yolo and Sacramento counties	Bridge Preventative Maintenance	SHOPP	\$2,000	2016

Transportation System Development Program January 2013

YOLO COUNTY

County	Rte	Post Mile Limits	Project Lead	Project Name	Project Description	Type of Project	Agency Source	Estimated Total Cost (1,000s)	Proposed Completion Year
SHOPP Projects (cont.)									
SAC/ PLA/ YOL	80	M1.3/ M8.5	CT	Ramp Meters	Install ramp meters in Sacramento, Placer, and Yolo counties at various	Transportation Management Systems	SHOPP	\$6,100	2018
ALL	5/ 50/ 51/ 65/ 80/ 89/ 99	Var	CT	CMS Panel Upgrade	40 locations in 11 counties in District 3 on Routes 5, 50, 51, 65, 80, 89, and 99	Transportation Management Systems	CT	\$2,600	2016
ALL	5/ 50/ 51/ 65/ 80/ 89/ 99	Var	CT	RWIS Upgrade	18 locations in 11 counties in District 3 on Routes 5, 50, 51, 65, 80, 89, and 99	Transportation Management Systems	CT	\$1,450	2014
ALL	5/ 50/ 51/ 65/ 80/ 89/ 99	Var	CT	HAR Upgrades	25 locations in 11 counties in District 3 on Routes 5, 50, 51, 65, 80, 89, and 99	Transportation Management Systems	CT	\$1,450	2014
ALL	5/ 50/ 51/ 65/ 80/ 89/ 99	Var	CT	CCTV Camera System Upgrade	80 locations in 11 counties in District 3 on Routes 5, 50, 51, 65, 80, 89, and 99	Transportation Management Systems	CT	\$1,850	2014
ALL	5/ 50/ 51/ 65/ 80/ 89/	Var	CT	Detection Repair and Upgraded Communications	178 locations in 11 counties in District 3 on Routes 5, 50, 51, 65, 80, 89, and 99	Transportation Management Systems	CT	\$2,700	2014

YUBA COUNTY MAP



Transportation System Development Program January 2013

YUBA COUNTY

County	Rte	Post Mile Limits	Project Lead	Project Name	Project Description	Type of Project	Agency Source	Estimated Total Cost (1,000s)	Proposed Completion Year
Non-SHOPP Projects									
YUB	20	R7.89	Yuba County	Loma Rica Rd	New Traffic Signal at SR 20 and Loma Rica Rd	Intersection Improvements	MTP	\$300	2035
YUB	20	R7.89/9.39	CT	Passing Lanes	Construct EB and WB passing lanes from Loma Rica to Kibbe	Operational Improvements	MTP	\$2,500	2025
YUB	20	13.27/16.98	CT	Marysville Roadway Improvements	Roadway Improvements: Marysville Rd to Sicard Flat Rd. Includes: standard shoulders, vertical and horizontal curve improvements, and EB and WB left-turn lanes	Operational Improvements	MTP	\$5,500	2035
YUB	20	R17.41/21.3	CT	Parks Bar Roadway Improvements	Roadway Improvements: Parks Bar Rd to Hammonton-Smartsville Rd. Includes: standard shoulders, vertical and horizontal curve improvements, and EB and WB left-turn lanes	Operational Improvements	MTP	\$6,500	2035
YUB	65	R0.00/4.1	CT	Wheatland Parkway	Construct a new 2 lane expressway from the future north end of SR 65 Lincoln Realignment to the existing SR 65, near South Beale Rd, with access control	Realignment	MTP	\$25,000	2035
YUB	65	R6.88	CT	Forty Mile Rd IC	New interchange at Forty Mile Rd and SR 65	New Interchange	MTP	\$20,000	2035
YUB	65	R9.16	CT	Goldfield Parkway	Construct new interchange on Goldfield Parkway at SR 65/SR 70 connection	New Interchange	MTP	\$66,000	2035
YUB	70	R8.02	Yuba County	McGowan Parkway	Widen overpass at McGowan parkway, install new signal	Interchange Improvements	MTP	\$4,200	2035
YUB	70	13.6/46.0	CT	Feather River Expressway	New Expressway: (Phase 1) construct a two-lane expressway on a new alignment, from SR 70 south of Marysville to SR 20 at the 10th Street Bridge.	Capacity Enhancements	MTP	\$75,000	2020
YUB	70	0.46/15.3	CT	Feather River Expressway	New Expressway: (Phase 2) continue from the 10th Street Bridge, proceeding north easterly along the levee system, and end at SR 70 north of Marysville	Capacity Enhancements	MTP	\$80,000	2035

Transportation System Development Program January 2013

YUBA COUNTY

County	Rte	Post Mile Limits	Project Lead	Project Name	Project Description	Type of Project	Agency Source	Estimated Total Cost (1,000s)	Proposed Completion Year
Non-SHOPP Projects (cont.)									
YUB	70	15.3/ R3.4	CT	Feather River Expressway	New Expressway: Phase 3 and/or 3A, considered as a possible future phase, is proposed from SR 70 north of Marysville to SR 20 east of Marysville using existing and proposed levees.	Capacity Enhancements	MTP	\$80,000	2035
YUB	70	15.8/ 16.5	CT	Passing Lanes	Passing Lanes: 0.5 miles north of 24th Street in Marysville to North of Laurellen Road	Passing Lanes	MTP	\$6,000	2035
YUB	70	16.5/ 25.5	CT	Passing Lanes	Passing Lanes: North of Laurellen Road to south of Yuba County Line	Passing Lanes	MTP	\$60,000	2035
YUB/ BUT	70	25.5/ 25.8 0.00/ 1.9	CT	Passing Lanes	Passing Lanes: South of Yuba County Line to Middle Honcut Road	Passing Lanes	CT	\$10,000	2035
YUB	Var	Var	CT	Transportation Management Systems	Seek opportunities to incorporate Intelligent Transportation Systems and Operational Improvements to reduce congestion and improve mobility at various locations and corridors.	Operational Improvements	CT	\$TBD	Ongoing
YUB	Var	Var	CT	Complete Streets	Seek opportunities to incorporate complete streets principles, where appropriate, to enhance multi-modal transportation community livability at various locations and corridors	Complete Streets Improvements	CT	\$TBD	Ongoing
YUB	Var	Var	CT	Bicycles	Seek opportunities to incorporate bicycle and pedestrian facilities, where appropriate, to enhance alternative transportation modes at various locations and corridors	Bicycle and Pedestrian Improvements	CT	\$TBD	Ongoing
SHOPP Projects									
YUB	20	18.19/ 20.23	CT	Reduce Run Off Road Collisions	Parks Bar Bridge to Smartsville	Collision Reduction	SHOPP	\$21,800	2014

Transportation System Development Program January 2013

YUBA COUNTY

County	Rte	Post Mile Limits	Project Lead	Project Name	Project Description	Type of Project	Agency Source	Estimated Total Cost (1,000s)	Proposed Completion Year
SHOPP Projects (cont.)									
YUB	20	8.0/10.2	CT	Roadway Rehab	6 miles east of Marysville from 0.1 mi east of Loma Rica Rd to 0.2 mi west of Spring Valley Rd	Pavement Preservation	SHOPP	\$6,000	2014
YUB	65	0.00/R4.8	CT	HMA Overlay	South of Wheatland from Pla Co line at Bear River Br (Br # 19-0013) to 0.3 north of South Beale Rd	Roadway Rehabilitation CAPM	SHOPP	\$3,700	2016
YUB	20	18.0/20.3	CT	Roadway Rehab	15 miles east of Marysville from Yuba River Br (Br # 16-0011) to 0.3 mile east of Lower Smartsville Rd	Pavement Preservation	SHOPP	\$6,793	2018
YUB	20	20.1/21.6	CT	Shoulder Widening and Curve Improvements	Near Lake Wildwood, from 0.4 mile east of McGanney Lane to Yuba/Nevada County line to Mooney Flat Road.	Roadway Rehabilitation	SHOPP	\$23,889	2015
YUB	65	2.2	CT	Bridge Scour Mitigation	Near Wheatland, at Dry Creek Bridge #16-2	Bridge Scour Mitigation	SHOPP	\$4,503	2014
YUB	70	15.5/16.4	CT	Replace Bridge	Near Marysville, at Simmerly Slough Bridge #16-0019	Bridge Replacement	SHOPP	\$24,014	2016
YUB	20	13.3/20.5	CT	Rehabilitate Pavement	Near Marysville, from Marysville Road to 0.3 east of Lower Smartville Road	Pavement Preservation	SHOPP	\$8,138	2015
YUB	20	0.0/0.8	CT	Operational Improvements	In Marysville, from I Street to F Street, also on Route 70 from 4th Street to 5th Street, Install left turn pockets and modify signals	Operational Improvements	SHOPP	\$5,631	2015
YUB	244	Var	CT	CAPM Followup; ADA Curb Ramps	Various Locations	Mandates	SHOPP	\$3,500	2016
YUB	20/70	Var	CT	ADA Facilities Retrofit and Reconstruction	Various Locations in/near Marysville	Mandates	SHOPP	\$2,900	2016
YUB	99	23.5	CT	Bridge Preservation	Bridge Preservation	Bridge Preservation	SHOPP	\$3,330	2016
SAC/YUB	99	Var	CT	Bridge Preservation	Bridge Preservation	Bridge Preventative Maintenance	SHOPP	\$3,330	2016

Transportation System Development Program January 2013

YUBA COUNTY

County	Rte	Post Mile Limits	Project Lead	Project Name	Project Description	Type of Project	Agency Source	Estimated Total Cost (1,000s)	Proposed Completion Year
SHOPP Projects (cont.)									
BUT/ ED/ PLA/ SAC/ YUB	32/ 50/ 70/ 80/ 244	Var	CT	CAPM ADA Follow-up Locations	CAPM ADA Follow-up at various locations in Butte, El Dorado, Placer, Sacramento, and Yuba County on Routes 32, 50, 70, 80, 244	ADA Access Improvements	CT	\$2,000	2014
ALL	5/ 50/ 51/ 65/ 80/ 89/	Var	CT	CMS Panel Upgrade	40 locations in 11 counties in District 3 on Routes 5, 50, 51, 65, 80, 89, and 99	Transportation Management Systems	CT	\$2,600	2016
ALL	5/ 50/ 51/ 65/ 80/ 89/ 99	Var	CT	RWIS Upgrade	18 locations in 11 counties in District 3 on Routes 5, 50, 51, 65, 80, 89, and 99	Transportation Management Systems	CT	\$1,450	2014
ALL	5/ 50/ 51/ 65/ 80/ 89/	Var	CT	HAR Upgrades	25 locations in 11 counties in District 3 on Routes 5, 50, 51, 65, 80, 89, and 99	Transportation Management Systems	CT	\$1,450	2014
ALL	5/ 50/ 51/ 65/ 80/ 89/	Var	CT	CCTV Camera System Upgrade	80 locations in 11 counties in District 3 on Routes 5, 50, 51, 65, 80, 89, and 99	Transportation Management Systems	CT	\$1,850	2014
ALL	5/ 50/ 51/ 65/ 80/ 89/	Var	CT	Detection Repair and Upgraded Communications	178 locations in 11 counties in District 3 on Routes 5, 50, 51, 65, 80, 89, and 99	Transportation Management Systems	CT	\$2,700	2014



Appendix C –Traffic Impact Fee Mitigation Programs

Traffic Impact Mitigation Fee Program

Need and Purpose

Assembly Bill (AB) 1600, the Mitigation Fee Act, authorizes local agencies to levy mitigation fees on development projects in order to defray the cost of public facilities impacted by the projects. These mitigation fees can include mitigation for the State Highway System (SHS).

Appendix B includes a listing by local jurisdiction of all TIMF funded projects that are proposed for construction on the SHS within District 3. It is intended to be a resource for project planners and to help present a comprehensive summary in the DSMDP of all plans for the SHS.

APPENDIX C
TRAFFIC IMPACT MITIGATION FEES FOR STATE HIGHWAY SYSTEM PROJECTS

Jurisdiction	Rte	Post Mile Begin	Post Mile End	Project Name	Project Description	Local Agency Estimated Project Cost	Amount to be funded by Local TIM Fees	Other Funding (Needed or Programmed)
Butte County								
Biggs	No fees collected for SHS projects in Biggs							
Chico	99	VAR	VAR	SR 99/Keefer, SR99/Eaton NB & SB Ramps	Intersection improvements at three interesections	386,000	337,000	49,000
	32	6.43	6.43	Glenwood Traffic Signal	Install traffic signal @ SR 32 & Glenwood	301,764	150,882	150,882
	32	6.97	6.97	Oak Way Traffic Signal	Install traffic signal @ SR 32 & Oak Way	301,764	150,882	150,882
	32	8.84	8.84	Walnut Traffic Signal	Install traffic signal @ SR 32/W 8th & 9th @ Walnut	429,363	214,682	214,682
	32	9.17	9.17	Ivy Traffic Signal	Install traffic signal @ SR 32 & Ivy Street	429,363	214,682	214,682
	32	10.28	12.39	SR 32 Widening	Widen SR 32 to 4 lanes from Fir St to Yosemite Dr	13,753,961	13,753,961	0
	32	12.39	12.39	Yosemite Traffic Signal	Install traffic signal @ SR 32/ W 8th & 9th @ Ivy	237,262	118,631	118,631
	99	29.36	30.60	SR 99 Frontage Roads	Construct frontage roads from Southgate Ave to Skyway (East and West sides) and Edgar Slough Bridges	3,631,476	3,631,476	0
	99	30.60	30.60	SR 99/Skyway IC	New SB loop onramp & removal of SB to EB off ramp. Replacement of SB off ramp terminating at signalized intersection with Skyway on east side of OC. Modified EB to SB freeway onramp. Modified WB to NB onramp. Reconfiguration of Skyway and Notre Dame Blvd intersection to accomodate addl turning lanes.	2,635,475	2,635,475	0
	99	30.60	30.60	SR 99/Skyway IC Design	IC modifications to create 4 lane crossing SR 99 @ Skyway.	397,540	397,540	0
	99	30.60	31.49	SR 99 Auxiliary Lanes	Construct auxiliary lanes to the outside from Park/Skyway to E 20th	3,873,962	3,873,962	0
	99	31.49	32.43	SR 99 Auxiliary Lanes	Construct auxiliary lanes to the outside from E 20th to SR 32	6,863,773	6,863,773	0
	99	32.43	33.26	SR 99 Auxiliary Lanes	Construct auxiliary lanes to the inside from SR 32 to East 1st Street	9,294,219	9,294,219	0
	99	33.28	34.24	SR 99 Auxiliary Lanes	Construct auxiliary lanes to the inside from East 1st to Cohasset	0	0	0
	99	31.49	31.49	SR 99/20th St IC	Reconfigure/reconstruct ramps to increase capacity	5,132,075	5,132,075	0
	99	39.24	39.24	SR 99/Cohasset Rd	Construct SB onramps with operational improvements on the overcrossing	1,693,585	1,693,585	0
	99	34.92	34.92	SR 99/East Ave IC	Construct additional off ramp left turn lanes	TBD	TBD	TBD
	99	36.30	36.30	SR 99/Eaton IC (Short Term)	Install signals at ramp intersections	1,231,698	1,231,698	0
	99	36.30	36.30	SR 99/Eaton IC (Long Term)	Reconstruct interchange	3,079,245	3,079,245	0
	99	36.30	36.30	SR 99/Eaton IC (Long Term-Construction)	Replace overcrossing with 5-lane structure, construct new on-ramps, reconstruct off-ramps, re-align Hicks Ln w/Silverbell Rd	1,847,547	1,847,547	0
99	37.76	37.76	SR 99/Garner Lane Intersection	Extend 4 lanes from Mud Creek to Garner Ln. Construct additional lanes at IS	TBD	TBD	TBD	
99	37.76	37.76	SR 99/Garner Ln IC	Construct IC at SR 99 and Garner Ln	TBD	TBD	TBD	
Gridley	No fees collected for SHS projects in Gridley							
Oroville	No fees collected for SHS projects in Oroville							

TRAFFIC IMPACT MITIGATION FEES FOR STATE HIGHWAY SYSTEM PROJECTS

Jurisdiction	Rte	Post Mile Begin	Post Mile End	Project Name	Project Description	Local Agency Estimated Project Cost	Amount to be funded by Local TIM Fees	Other Funding (Needed or Programmed)
Colusa County	No fees collected for SHS projects in Colusa County							
El Dorado County								
El Dorado County	49	34.466	38.233	Passing Lanes in Cool	On SR 49, from SR 193 (in Cool) to the County Line (north), add 2 passing/climbing lanes	3,500,000	3,500,000	0
	49	9.641	11.239	Two-way left turn lane in El Dorado and Diamond Springs	On SR 49, from Pleasant Valley Rd (in El Dorado) to Missouri Flat Rd (in Diamond Springs), add two-way left turn lane/shoulders	7,900,000	7,900,000	0
	49	11.239		Intersection frontage improvements in Placerville	Intersection of SR 49 and Missouri Flat Rd, construct intersection frontage improvements	200,000	200,000	0
	50	24.052		4-Lane Freeway and New Interchange through Camino	US 50, preliminary planning, engineering and environmental analysis for conversion of expressway to freeway, and future construction of new interchange	2,000,000	2,000,000	0
	50	0	6.57	Bus/Carpool Lanes from El Dorado County line to Cameron Park Dr	US 50, add Bus/Carpool lanes in both directions from the County line to Cameron Park Dr	44,400,000	44,400,000	0
	50	0	R1.65	Auxiliary Lanes (westbound) in El Dorado Hills	US 50, add westbound auxiliary lanes between Empire Ranch Rd and Silva Valley interchanges	5,000,000	5,000,000	0
Glenn County								
Orland	32	0.21	0.21	Modify SR 32 at Ninth St/Tehema St		250,000	125,000	125,000
Nevada County								
Nevada County	20/49	R14.79	R14.79	Brunswick Rd/ SR 20/49 SB Ramps	Improve operation of Brunswick Rd/Nevada City Hwy intersection and EB Brunswick Rd access to SB 20/49 ramp	892,279	892,279	0
	20	R4.65	R4.65	SR 20/Pleasant Valley Rd	Restripe SB approach to include a left turn lane with receiving lane	575,900	575,900	0
	20	R6.60	R6.60	SR 20/Penn Valley Dr	Add WB left-turn lane storage and add four through lanes at intersection	2,492,600	1,492,600	1,000,000
	49	2.19	2.19	SR 49/Combie Rd	Provide second SB left-turn lane with receiving lane	2,345,800	2,345,800	0
	49	2.19	13.45	SR 49 Widening - McKnight to Combie	Project development for future phases	3,000,000	3,000,000	0
	174	6.83	6.83	SR 174/Brunswick Rd	Realign SR 174 to create 4-way intersection and install signal	4,269,200	1,408,836	2,860,364
Nevada City	20/49	15.92	15.92	Ridge Rd/Gold Flat Rd/ SR 20/49 NB Ramps, Ridge Rd/ Gold Flat Rd/ SR 20/49 SB Ramps, Zion St/Ridge Road	Install intersection improvements, roundabouts or signals.	4,000,000	3,132,421	867,579
Grass Valley	20/49	13.25	13.25	Bennett St/ SR 20/49 NB Ramps	Install traffic signal and ADA compliant ramps	635,623	635,623	0
	20/49	13.28	13.28	Bennett St/ SR 20/49 SB Ramps	Install traffic signal and ADA compliant ramps	696,537	459,418	237,119
	20/49	14.27	14.27	Dorsey Drive Interchange	Construct new interchange	34,950,000	34,950,000	0
	20/49	13.57	13.57	East Main St/ Idaho Maryland Rd/ SR 20/49 Ramps	Install two-lane roundabout	2,600,000	2,600,000	0
	20/49	13.57	13.57	Idaho Maryland Rd/ SR 20/49 EB Ramps	Install coordinated signals at ramps and Railroad Avenue	1,143,935	996,935	147,000
	20/49	12.74	12.74	South Auburn St/ SR 20/49 NB Ramps	Install traffic signal	856,965	565,597	291,368

TRAFFIC IMPACT MITIGATION FEES FOR STATE HIGHWAY SYSTEM PROJECTS

Jurisdiction	Rte	Post Mile Begin	Post Mile End	Project Name	Project Description	Local Agency Estimated Project Cost	Amount to be funded by Local TIM Fees	Other Funding (Needed or Programmed)
Grass Valley (cont.)	20	12.08	12.08	McCourtney Road/SR 20 EB Ramps	Install signal or single lane roundabout	1,290,215	1,078,967	211,248
	20	12.02	12.02	Mill Street/SR 20 WB Ramps	Install a traffic signal	626,560	626,560	0
	49	R13.75	R13.75	McKnight Way/SR 49 NB and SB Ramps	Install roundabout, improvements to all four intersections near the interchange	5,499,457	2,438,438	3,061,019
Truckee	80	19.01	19.01	Donner Pass Rd/Cold Stream Rd/I-80 EB Ramps	Construct 2-lane roundabout	2,600,000	2,600,000	0
	80	19.01	19.01	Donner Pass Rd/Cold Stream Rd/I-80 WB Ramps	Construct roundabout or equivalent improvements	2,600,000	2,600,000	0
	80	19.01	19.01	Donner Pass Rd/I-80 EB Off Ramp (Eastern Interchange)	Construct 1-lane roundabout	2,600,000	2,600,000	0
	89	R0.82	R0.82	Donner Pass Rd/SR 89 South	Construct 2-lane roundabout	3,900,000	3,861,000	39,000
	89	2.11	2.11	SR 89 North/Rainbow Road	Intersection Improvements	390,000	249,600	140,400
	89	2.84	2.84	SR 89 North/Adler Creek Road	Intersection Improvements	650,000	110,500	539,500
	89	0.20	0.20	SR 89/UPRR Undercrossing (Mousehole)	Provide 2 additional travel lanes, bike lanes, sidewalks	25,000,000	3,250,000	21,750,000
	267	M0.06	M0.06	SR 267/I-80 WB Ramps	Construct 2-lane roundabout	3,250,000	2,730,000	520,000
	267	M0.06	M0.06	SR 267/I-80 EB Ramps	Construct 2-lane roundabout	2,860,000	2,173,600	686,400
	267	M0.50	M0.50	SR 267/Brockway Road	Construct roundabout or equivalent improvements	3,900,000	3,276,000	624,000
	267	M0.50	M1.42	Brockway to Placer County Line	Widen to 4 Lanes	3,250,000	2,275,000	975,000
Placer County								
	65/80			Placer Parkway	Construct a 14.2 mile new 4-lane expressway	660,000,000	485,000,000	175,000,000
Placer County								
	65	R6.9	T12.8	SR 65 Bus/Carpool Lanes Project	Bus/Carpool Lanes for 6.5 miles of SR 65 from Galleria Blvd to Industrial Ave	TBD	67,000,000	TBD
Roseville	65/80	R4.8	R06.9	I-80/SR 65 Interchange Improvements Phase I	Reconstruct Interchange	30,000,000	4,000,000	26,000,000
	65/80	R4.8	R06.9	I-80/SR 65 Interchange Modification	Reconstruct Interchange	250,000,000	1,000,000	249,000,000
	65			Galleria Blvd/SR 65 Phase 2	Interchange Improvements	5,000,000	TBD	TBD
Rocklin	65	R10.1	R11.1	Whitney Ranch Parkway Interchange/SR 65 Phase 1A	Construct Interchange	3,800,000	3,800,000	0
	65	R10.1	R11.1	Whitney Ranch Parkway Interchange/SR 65	Construct Interchange	20,000,000	20,000,000	0
	80	5.92		I-80 Rocklin Rd. Interchange	From Rocklin Rd onto both westbound and eastbound I-80, construct roundabouts at ramp eastbound and westbound terminus	26,000,000	TBD	TBD
Lincoln	65	R15.01	R23.8	Lincoln Bypass Phase IIA	Construct 2 lane expansion from Nelson Way to West Wise Rd	27,000,000	TBD	TBD
	65			Lincoln Bypass Phase I	Construct 4 lanes	291,000,000	10,000,000	281,000,000
	65	R012.3	R023.8	Lincoln Bypass IIB	Construct 2-lane expansion from West Wise Rd to Sheridan	30,000,000	0	30,000,000
	65/193			Ferrari Ranch Road	Widen to 4 lanes from old SR 65 to SR 193	2,252,000	2,252,000	0
Loomis								
No fees collected for SHS projects in Loomis								
Tahoe								
Tahoe	267	3.67	3.67	County Line to South of Northstar Drive	Widen to 4 lanes/intersections improvements	18,050	18,050	0
	267	3.67	3.67	Northstar Drive	Signalyze and intersection improvements	424,000	0	424,000
	267	6.36	6.67	Brockway Summit	Extend SB truck climbing lane to summit	1,735,000	867,500	867,900
	267	6.67	7.50	Brockway Summit Passing	Construct NB passing lane	1,504,200	752,100	752,100

TRAFFIC IMPACT MITIGATION FEES FOR STATE HIGHWAY SYSTEM PROJECTS

Jurisdiction	Rte	Post Mile Begin	Post Mile End	Project Name	Project Description	Local Agency Estimated Project Cost	Amount to be funded by Local TIM Fees	Other Funding (Needed or Programmed)
Tahoe (continued)	267			SR 267	2 Transit Vehicles	76,360	76,360	0
	267	VAR	VAR	Various Locations	Left turn/accel. Lanes	1,041,400	520,700	520,700
	28	0.09	0.50	Tahoe City	Traffic flow improvements	2,080,300	1,941,600	1,941,600
	28	9.34	9.34	Kings Beach	Bike lanes/Shoulder/CGS	1,190,600	289,300	901,300
	28	9.34	9.34	Kings Beach Intersection	Improve 28/267 Intersection	1,906,800	347,100	1,559,700
	28	9.88	9.88	SR 28/Coon St	Install traffic signal at SR 28/Coon St Intersection	347,100	173,550	173,550
	28	9.72	9.72	SR 28/Bear Street	Install traffic signal at SR 28/Bear St Intersection	694,200	347,200	347,000
	28			Tahoe Vista	Install traffic signal at SR 28/National Avenue Intersection	896,700	410,700	486,000
	28	0.09	9.34	Tahoe Vista to Tahoe City	Traffic flow improvements	694,200	347,200	347,000
	28	9.00	9.00	Tahoe Vista	Shoulder/Pedestrian Enhancements	416,600	416,600	0
	28	9.34	9.34	SR 267/SR 28 ITS	ITS	173,500	17,300	156,200
	28			North Tahoe - Stateline to Tahoe City	Traffic Flow/Safety Improvements	867,800	867,800	0
	89			Squaw Valley Road	Traffic Flow Improvements	393,400	393,400	0
	89	21.52	21.52	West River St	Traffic Signal & Hwy Improvements	1,354,800	671,100	683,700
	89	T08.56	8.45	SR28 to Granilbakken Rd	Traffic flow improvements	694,200	347,200	347,000
	89	8.45	0.00	Granilbakken Rd to County Line	Traffic flow improvements	1,388,500	694,250	694,250
89	8.47	8.47	Truckee River Crossing	Realign/Improve Existing Route	23,141,200	578,500	22,562,700	
89			SR 89 near Fairway Drive	ITS	173,500	17,300	156,200	
89			West Shore - Tahoe City to El Dorado County Line	Traffic Flow/Safety Improvements	867,800	867,800	0	
Sacramento County	50	15.76	15.76	Hazel Avenue Interchange	US 50 Interchange improvement	84,500,000	55,466,000	
	16	4.17	8.34	State Route 16 Corridor Improvements	State Route 16 Corridor Improvements	TBD	TBD	TBD
Transportation Development Fee Program	16	3.02	4.16	Jackson Highway Widening - Florin Perkins Road to South Watt Avenue	Add lanes on Jackson Highway between Florin Perkins Road and South Watt Avenue	4,713,909	4,713,909	0
	16	4.16	6.22	Jackson Highway Widening - South Watt Avenue to Bradshaw Road	Add lanes on Jackson Highway between South Watt Avenue and Bradshaw Road	11,367,345	3,055,008	8,312,337
	16	6.22	8.34	Jackson Highway Widening - Bradshaw Road to Excelsior Road	Add lanes on Jackson Highway between Bradshaw Road and Excelsior Road	10,759,149	4,611,064	6,148,085
	16	8.34	R11.47	Jackson Highway Widening - Excelsior Road to Sunrise Boulevard	Add lanes on Jackson Highway between Excelsior Road and Sunrise Boulevard	13,307,507	0	13,307,507
	16	R11.47	12.54	Jackson Highway Widening - Sunrise Boulevard to Grant Line Road	Add lanes on Jackson Highway between Sunrise Boulevard and Grant Line Road	9,655,000	9,655,000	0
	16	12.54	R16.01	Jackson Highway Widening - Grant Line Road to Dillard Road	Add lanes on Jackson Highway between Grant Line Road and Dillard Road	9,890,772	9,890,772	0
	16	R16.01	19.48	Jackson Highway Widening - Dillard Road to Murrieta Parkway	Add lanes on Jackson Highway between Dillard Road and Murrieta Parkway	9,698,555	9,698,555	0
Transportation Mitigation Fee Program	50/99			Bus/Carpool Ramp Connections	Connector from US 50 eastbound to SR 99 southbound	150,000,000	18,304,004	131,695,996
	80	26.67	R11.1	I-80 Bus/Carpool Lanes	Bus/Carpool lane connection from I-5 to Capital City Freeway (SR 51)	200,000,000	24,410,672	175,589,328
	5	11.89	22.40	I-5 Bus/Carpool Lanes	Elk Grove to Downtown	200,000,000	24,410,672	175,589,328
	50			Connector Ramp Widening	Widening connector ramps on US 50 and I-5	150,000,000	18,308,004	131,691,996
	50	12.5	L1.1	US 50 Bus/Carpool Lanes	Construction of bus/carpool lanes from Sunrise to Downtown	200,000,000	24,410,672	175,589,328
	99	0.84	0.84	Central Galt/SR 99 Interchange Upgrades	Upgrades to the Central Galt/SR 99 Interchange	38,000,000	4,638,028	33,361,972
	5	14.45	14.45	Consumnes River Boulevard/I-5 Interchange	Upgrades to Consumnes River Boulevard/I-5 Interchange	33,000,000	4,027,761	28,972,239
	99	10	10.00	Grant Line Road/SR 99 Interchange	Upgrade to Grant Line Road/SR 99 Interchange	62,000,000	7,567,308	54,432,692
	5/80			I-5/I-80 Exchange Upgrade	I-5/I-80 Exchange Upgrade and Carpool Lane Connector with carpool lanes	300,000,000	36,616,008	263,383,992
	5	24.65	24.65	Richards Boulevard/I-5 Interchange	Upgrade to Richards Boulevard/I-5 Interchange	45,000,000	5,492,401	39,507,599
	99	14.87	14.87	Sheldon Road/SR 99 Interchange	Upgrade to Sheldon Road/SR 99 Interchange	62,000,000	7,567,308	54,432,692
50	R5.34	R5.34	Watt Avenue/US 50 Interchange	Upgrade to Watt Avenue/US 50 Interchange	25,000,000	3,051,334	21,948,666	

TRAFFIC IMPACT MITIGATION FEES FOR STATE HIGHWAY SYSTEM PROJECTS

Jurisdiction	Rte	Post Mile Begin	Post Mile End	Project Name	Project Description	Local Agency Estimated Project Cost	Amount to be funded by Local TIM Fees	Other Funding (Needed or Programmed)
City of Galt	99	2.7	2.7	SR 99/ WalnutAve Interchange	Construct new full access interchange including a new overcrossing at Walnut Ave and SR 99.	\$25,234,500	\$25,234,500	0
	99	1.4	1.4	Simmerhorn Rd. Extension/Overcrossing Interchange	Construct realigned overcrossing, extend Simmerhorn Road, and construct new NB/SB on & off ramps	\$26,600,000	\$7,980,000	18,620,000
	99	3.5	3.5	Twin Cities Rd/SR 99 Interchange	Construct a new interchange and replace the existing Twin Cities Rd overcrossing at SR 99	\$50,420,000	\$13,857,000	36,563,000
	104	0	0.5	Twin Cities Rd/SR 99 Interchange Roundabouts	Reconstruct existing signalized intersections, install roundabouts	\$4,968,243	\$3,774,500	1,193,743
	104	0	0.3	Twin Cities Rd Westbound Lane Addition	Installation of a second westbound lane from Fermoy to SR 99 (will be constructed as part of the roundabout configuration)	\$1,500,000	\$1,500,000	0
City of Elk Grove	99	12.25	13	Elk Grove Blvd/ SR 99 Interchange Modifications	Provide a NB loop on-ramp to SR 99 from E. Stockton Blvd (south of Elk Grove Blvd), eliminate the signal at the existing NB on-ramp at Elk Grove Blvd. at the SB on-ramp.	\$10,464,890	\$8,970,355	1,494,535
	99	11.6	11.6	SR 99/Whitelock Parkway Interchange	Construct new interchange at SR 99 and Whitelock Parkway	\$39,971,400	\$39,971,400	0
	99	12.75	12.75	Eastbound Elk Grove Blvd to Southbound SR 99 On-Ramp Right Turn Lane	Construct a right turn lane from eastbound Elk Grove Blvd onto the southbound on-ramp	\$875,000	\$875,000	0
	99	13	13.3	SR 99 Southbound Auxiliary Lane	Construct approximately 1360 linear feet of southbound auxiliary land between Elk Grove Blvd and Laguna Blvd	\$561,000	\$561,000	0
	99	13	13.3	SR 99 Northbound Auxiliary Lane	Construct approximately 2000 linear feet of northbound auxiliary lane between Elk Grove Blvd and Laguna Blvd	\$724,600	\$724,600	0
	99	13.6	13.6	Laguna Blvd/SR 99 Interchange Southbound Off-Ramp Free Right	Install porkchop island at terminus of southbound off-ramp to permit free right turns	\$44,300	\$44,300	0
	5	8	8.8	Hood Franklin/I-5 Interchange Improvements	Widen bridge to 6 lanes, widen all ramps to 2 lanes, install traffic signals. Part of a larger project for the extension of Kammerer Rd.	\$7,171,100	\$7,171,100	0
	5	10.88	11.11	Elk Grove Blvd/I-5 Interchange Northbound Off-Ramp to 3 lanes.	Widen the southbound off-ramp at the I-5/Elk Grove Blvd Interchange to 2 lanes	\$3,468,600	\$3,468,600	0
	5	10.88	11.11	Elk Grove Blvd/I-5 Interchange Southbound Off-Ramp to 2 lanes.	Widen the southbound off-ramp at the I-5/Elk Grove Blvd Interchange to 2 lanes	\$561,000	\$561,000	0
City of Folsom	50	14.50	14.50	Oak Avenue Parkway Interchange	Oak Avenue Parkway Interchange	43,780,000	6,125,000	37,655,000
	50	23.00	23.00	Empire Ranch Interchange	Empire Ranch Interchange	53,642,000	21,000,000	32,642,000
City of Rancho Cordova	50	13.50	13.50	New Interchange	Interchange: Rancho Cordova Pkwy/US 50 Auxiliary lanes on US 50 between Hazel Ave. and Sunrise Blvd.	125,635,000		125,635,000
	50	12.50		Sunrise Interchange Modification	Interchange Modification	24,764,000		24,764,000
	16	11.47		Jackson Highway Improvements	Intersection: Jackson Hwy./Sunrise Blvd. : 6x6 with two bridge sections over the creek at Sunrise Blvd.	12,815,000		12,815,000
	16	11.47	12.54	Widen Jackson Highway	Widen: 4 lanes from Sunrise Blvd. to Grant Line Rd.	5,975,000		5,975,000
	50	9.51		Mather Field Road Interchnage Improvement	Mather Field Road Interchange Improvement	72,227,000		72,227,000
US 50 Mobility Partnership	50	15.75	17.05	US 50 Auxiliary Lanes	Construct Auxiliary Lanes from Hazel Avenue to Folsom Boulevard (priority near term improvement)	TBD	TBD	TBD
	50	17.05	21.835	US 50 Auxiliary Lanes	Construct Auxiliary Lanes from Folsom Boulevard to Scott Road (long term improvement)	TBD	TBD	TBD
Sierra County	No fees collected for SHS projects in Sierra County							
Sutter County	No fees collected for SHS projects in Sutter County							
Yolo County								
City of Woodland	5	5.50	5.50	I-5/CR102 Interchange Improvements	Construct interchange improvements	12,600,00	12,600,000	0
	5	7.10	7.10	NB I-5/SB SR 113 Freeway to Freeway Connector	Construct freeway connector	66,300,000	9,945,000	56,355,000

TRAFFIC IMPACT MITIGATION FEES FOR STATE HIGHWAY SYSTEM PROJECTS

Jurisdiction	Rte	Post Mile Begin	Post Mile End	Project Name	Project Description	Local Agency Estimated Project Cost	Amount to be funded by Local TIM Fees	Other Funding (Needed or Programmed)
City of West Sacramento	80	9.11	9.11	I-80/Enterprise on ramp	New on-ramp: I-80 EB on-ramp at Enterprise Blvd.	5,619,000	3,180,000	2,439,000
	50	1.21	1.34	US-50/Harbor Blvd. Interchange	Widen: 6 lanes from West Capitol Avenue to Industrial Blvd.	7,248,000	62,000	7,186,000
	80	9.30	9.30	Reed/I-80	Reed Avenue interchange on I-80: widen Reed Ave., widen ramps at the intersection, limit some local street access, add ramp metering to the on-ramps.	15,889,000	8,322,000	7,567,000
	50	0.06	0.06	Jefferson/US-50	Jefferson Blvd./US-50: Widen 2 lane ramps with signal at Jefferson Blvd. (add ramp metering and turn lanes).	34,030,000	3,967,000	30,063,000
	50	2.92	2.92	US-50 /South River Road	US-50: Install ramp meters and modify ramp design at South River Rd/ interchange.	13,715,000	1,750,000	11,965,000
Yuba County								
Yuba County	TBD	TBD	TBD	Yuba River Parkway	New 4 lane arterial county road from SR 65 to SR 20	140,000,000	28,000,000	112,000,000
	65	TBD	TBD	Wheatland Bypass	Placer County to South Beale Road	120,000,000	6,000,000	114,000,000
Plumas Lake Spec. Plan	65	R8.21	R8.21	McGowan/SR 65 Northbound	Onramp signalization	325,000	325,000	0
	65	R7.85	R7.85	McGowan/SR 65 Southbound	Onramp signalization	325,000	325,000	0
	70	3.74	3.74	Plumas Lake Pkwy Interchange	Phase 2 - one NB onramp, 2 thru and 1 right westbound, 2 thru and 1 left eastbound, 1 right and 1 left northbound off ramp. Also includes signalization of NB ramp	20,000,000	0	20,000,000
	70	R0.35	R0.35	Feather River Blvd Interchange	Phase 3 Actual Interchange Construction (Phase 1 and 2 were signalization projects)	20,000,000	20,000,000	0
	70	7.07	7.07	Hwy 70 & McGowan	Widen overpass and add signals	4,000,000	4,000,000	0



Acknowledgements:

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