CALTRANS DISTRICT 3
US 50 INTEGRATED CORRIDOR MANAGEMENT (ICM) IMPLEMENTATION PLAN

CORRIDOR DESCRIPTION AND EXISTING AND PLANNED CORRIDOR ANALYSIS

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2. INTRODUCTION

This document describes the United States (US) 50 transportation corridor selected by the California Department of Transportation (Caltrans) for the potential future deployment of an Integrated Corridor Management (ICM) system. It also provides a summary of the existing corridor assets for the potential future ICM deployment.

The US 50 corridor is a section of the US 50 freeway through Yolo, Sacramento, and El Dorado counties passing through the cities of West Sacramento, Sacramento, Rancho Cordova, and Folsom, and the unincorporated areas of Rosemont, El Dorado Hills, and Cameron Park. It further includes the arterials running parallel to the facility, public transit systems, park and ride facilities, parking structures and surface lots, and bicycle and pedestrian facilities.

2.1. PROJECT DEFINITION

The purpose of this project is to develop a partnership-based ICM Implementation Plan (Plan) for a portion of US 50 within the US 50 Corridor System Management Plan (CSMP) limits from Enterprise Blvd. in eastern Yolo County, through Sacramento County, to Cameron Park Blvd. in western El Dorado County. The Implementation Plan will be jointly led by Caltrans District 3 Transportation Planning and Traffic Operations staff, with substantial input by partner regional and local agencies.

The overall goal of this ICM is to achieve performance gains by enabling transportation system managers, transportation control systems, vehicles, and travelers within the corridor to work together in a highly coordinated manner. The primary objective of the US 50 ICM is to reduce congestion and improve mobility within the US 50 corridor through the coordinated management of the US 50 freeway, key surrounding arterials, supporting local transit services, and other relevant transportation components. The Plan will serve as the planning level phase of ICM on US 50. Information, findings, and consensus gained from the Plan will be heavily utilized during subsequent stages of the ICM deployment process.

The US 50 corridor is ideal for ICM deployment because it has multimodal characteristics and alternative routes and transportation modes available. The corridor has light rail and bus transit, bicycle and pedestrian facilities, parallel arterial routes, and park and ride lots. It also has high-occupancy vehicle (HOV) lanes, ramp metering, advanced signal operations, and intelligent transportation system (ITS) infrastructure for incident management and traveler information.

In addition to considering the needs of individual stakeholders, the system will benefit from the experiences and lessons learned identified through other recent successful ICM projects, both in the United States and abroad. The deployed system will be an important element of Caltrans' strategic response to the State of California's objectives of improving the performance of transportation systems and enhancing the livability, sustainability, and economic performance of the state.

2.2. DOCUMENT CONTENT

This document provides a description of the corridor selected for the development of the US 50 ICM system. Specific elements presented in this document include:

- Corridor boundaries & jurisdictional environment
- Existing transportation systems
- Major trip generators within the corridor
- Existing transportation management assets within the corridor.

3. CORRIDOR BOUNDARIES & JURISDICTIONAL ENVIRONMENT

Figure 1 maps the cities and unincorporated county areas located within the US 50 ICM study corridor. The corridor extends from from Enterprise Blvd. in eastern Yolo County, through Sacramento County, to Cameron Park Blvd. in western El Dorado County. It traverses through the Counties of Yolo, Sacramento, and El Dorado and includes the cities of West Sacramento, Sacramento, Rancho Cordova, and Folsom. Sacramento Area Council of Governments (SACOG) is the Metropolitan Planning Organization (MPO) for all three counties and the Regional Transportation Planning Authority (RTPA) for the Counties of Yolo and Sacramento. The El Dorado County Transportation Commission is the RTPA for the County of El Dorado. Affected transit agencies include Yolobus, Sacramento Regional Transit (RT), and El Dorado Transit.

Figure 1 – US 50 ICM Corridor Study Area

The US 50 corridor is a mixture of urban communities in West Sacramento into Downtown Sacramento, and suburban communities to the east into El Dorado County. In general, median household income along US 50 gradually increases as the corridor traverses east into El Dorado County. Within the boundaries of the US 50 ICM corridor, the terrain type varies from flat to low foothills.

The US 50 corridor has several major destinations near the route, including downtown Sacramento with the new Golden 1 arena under construction at 547 L St.; California State University, Sacramento (CSUS), which lies adjacent to US 50 near the Howe Ave. interchange; and various shopping centers. It is also one of the two

primary access routes to Lake Tahoe and San Francisco Bay area. The corridor has light rail transit, local and express buses, bicycle and pedestrian facilities, and park and ride lots. There are multiple key parallel arterials in vicinity of the freeway corridor including W St., X St., P St., Q St., Broadway, Folsom Blvd., Iron Point Rd., and White Rock Rd. as examples.

Figure 2 shows the planned US 50 corridor widening and expansion along the corridor. As shown, a new carpool lane is planned through downtown Sacramento, along with various interchange modifications and auxiliary lanes.

For El Dorado County, there are multiple planned interchange improvements and auxiliary lanes included in the existing Capital Improvement Program (CIP), which are in the MTP/SCS and RTP and the proposed update to the County's CIP. Proposed I/C improvements within the study area are at El Dorado Hills Blvd/Latrobe Road I/C, Silva Valley Parkway I/C (on-going and future), Bass Lake Road I/C, Cambridge Road I/C and Cameron Park Drive I/C. There are also auxiliary lanes proposed between all of the aforementioned I/C's, and between El Dorado Hills Blvd/Latrobe Road I/C and the Empire Ranch I/C in Folsom.

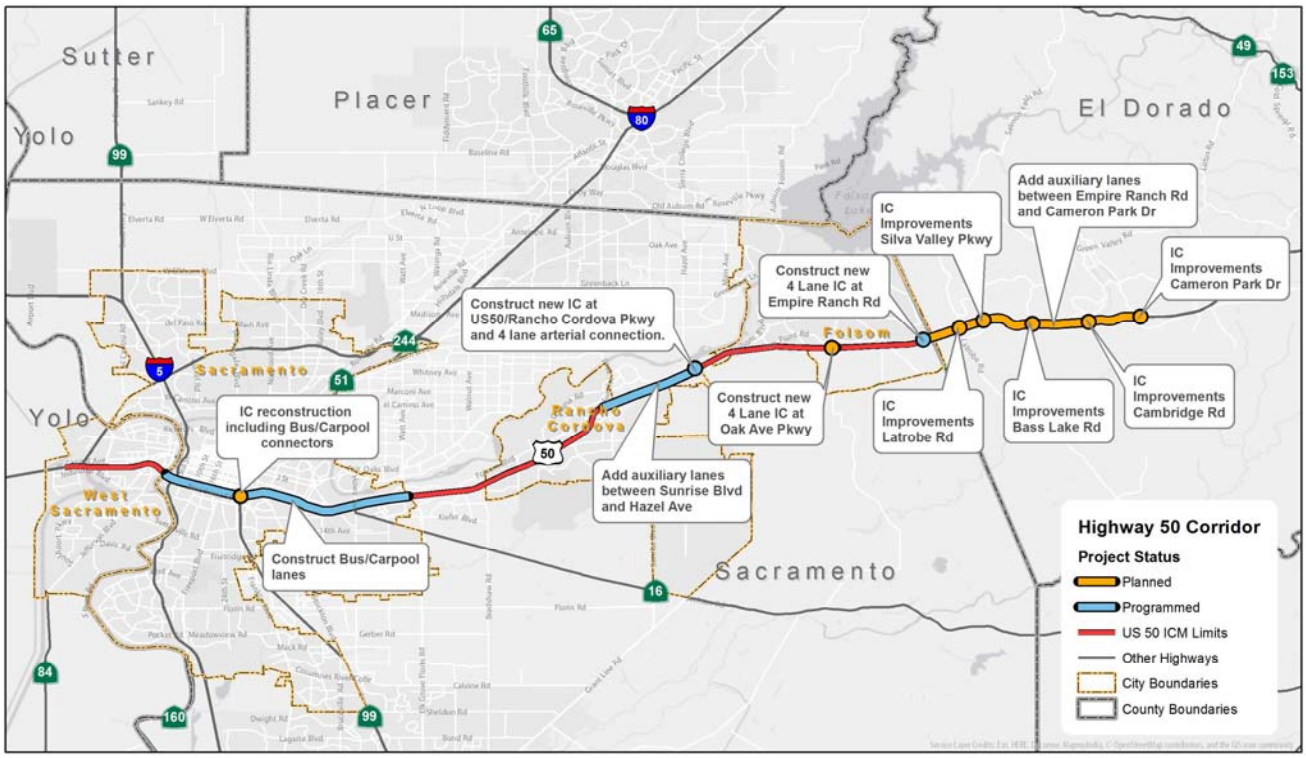

Figure 2 – US 50 Corridor Future Expansion

4. EXISTING TRANSPORTATION SYSTEMS

This section describes the various transportation systems that currently exist within the US 50 corridor. These systems include:

- US 50 freeway including segments with HOV lanes
- A network of urban arterials running predominantly parallel or perpendicular to the US 50 freeway
- Public transit systems, including a light-rail system, commuter express buses, and local bus transit services
- Park-and-ride facilities operated by various public transportation agencies and private companies
- Parking structures and surface lots supporting local retail, commercial and business activities
- A network of bike and pedestrian routes, both on local parallel streets and on the American River Trail.

4.1. FREEWAY AND HOV LANES

The proposed ICM system seeks to improve the management of a 36-mile section of the US 50 freeway. The section of interest extends from the Enterprise Blvd. / I-80 interchange in West Sacramento to Cameron Park Blvd. in El Dorado County.

As shown in **Figure 3**, the US 50 freeway typically provides four general-purpose traffic lanes on the western half of the corridor to Watt Ave., except for three lanes in each direction crossing the Sacramento River, with additional auxiliary lanes between some interchanges. On the eastern half of the corridor, four general-purpose lanes travel between Watt Ave. and Sunrise Blvd. with the addition of an HOV lane. The HOV lane extends between Sunrise Blvd. and Folsom Blvd. with three general-purpose lanes, and from Folsom Blvd. east past the end of the ICM corridor at Cameron Park Blvd. with two general-purpose lanes. Additional auxiliary lanes exist between some interchanges, and the lane configuration is the same in both east and west directions along US 50.

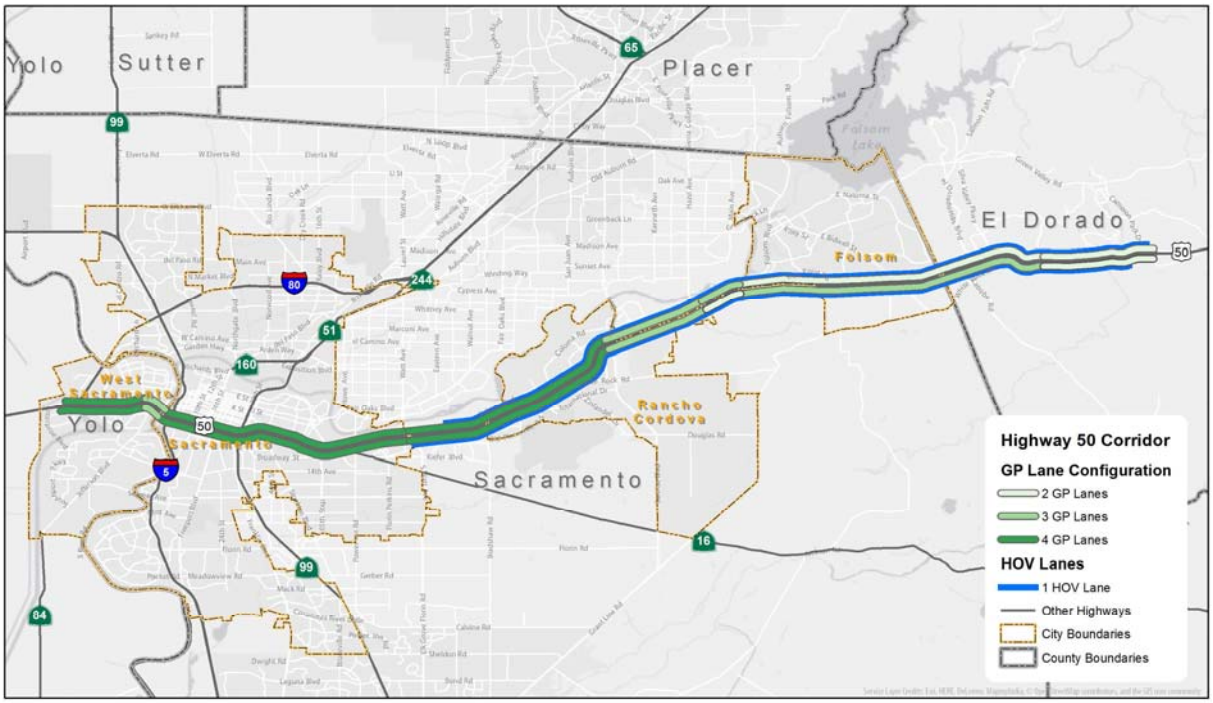

Figure 3 – Freeway Lane Configuration

4.2. SUPPORTING ARTERIALS

4.2.1. CITY OF WEST SACRAMENTO (YOLO COUNTY)

- **West Capitol Ave. –** operates as a four-lane roadway through the eastern half of the route from Grand St. to Harbor Blvd. From Harbor Blvd. to the west, the route alternates between one and two lanes in each direction at alternating sections of the route. The adjacent development in the western half is mostly low-density residential and industrial land use. City government offices, library, and small commercial businesses dominate the eastern half.
- **Industrial Blvd. –** four-lane roadway parallel to US 50 on the southern side of the freeway. The arterial predominantly run through a light industrial area and provides access to the Port of West Sacramento.

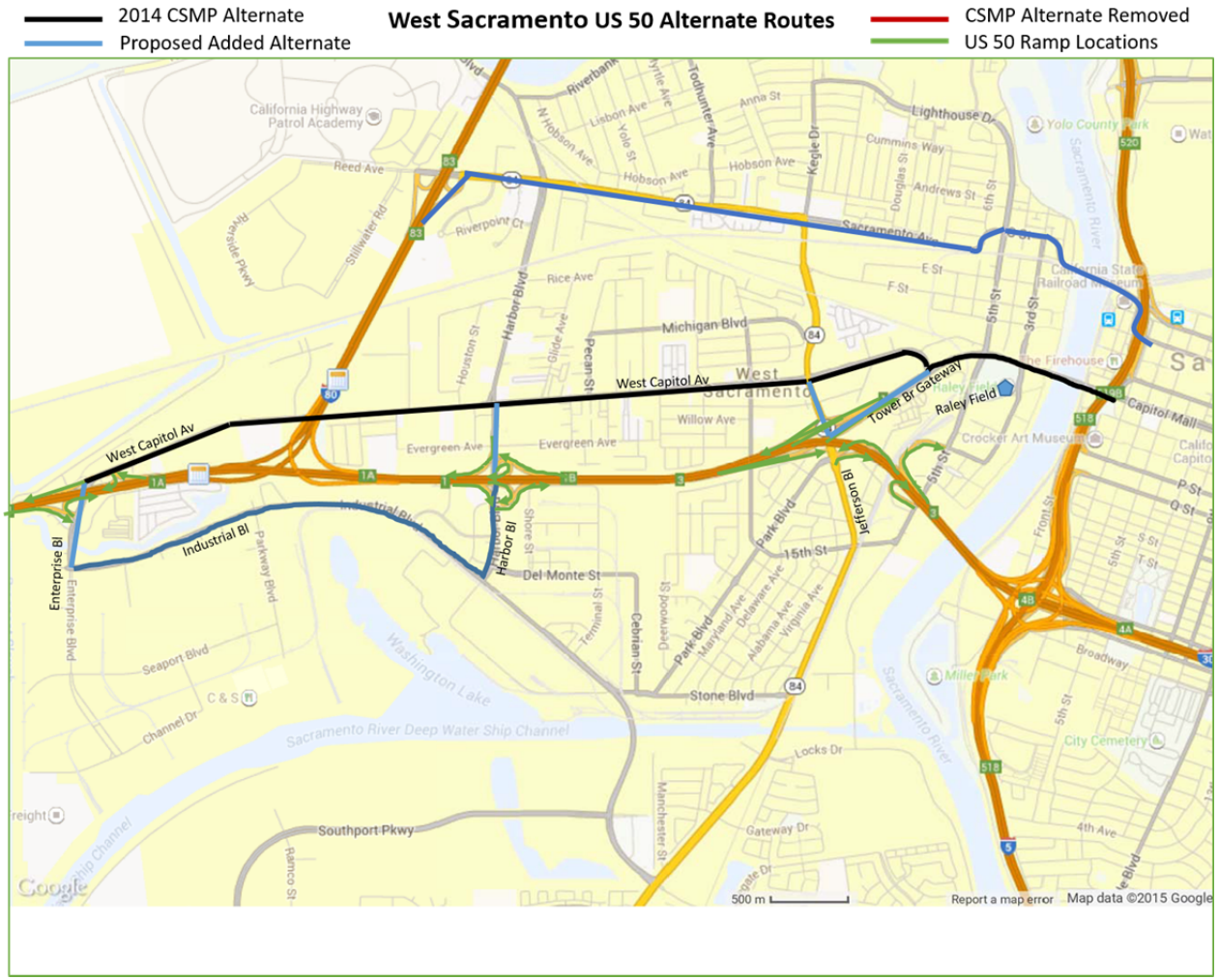

Figure 4 – Key Arterials along US 50 (West Sacramento Segment)

- **Reed Ave. / Sacramento Ave. –** operates as a four-lane roadway from I-5 to Jefferson Blvd. From Jefferson Blvd. to the east, the route is two lanes to the I St. Bridge. The adjacent development in the western half is commercial and industrial land use.
    - **I Street Bridge –** is 100 years old and the lanes are too narrow to serve buses, there are no bicycle lanes, and sidewalks are too narrow to meet accessibility standards. The cities of West Sacramento and Sacramento completed the Sacramento River Crossings Alternatives Study in 2011, which concluded that a North Market crossing (C st. to Railyards Blvd.), upstream of the existing I Street Bridge, was needed to replace the I Street Bridge. The new bridge will provide a new bicycle, pedestrian, and automobile crossing. The proposed bridge would include a moveable center span to allow passage for watercraft. Navigation of the Sacramento River takes precedence to vehicle crossings according to current US Coast Guard regulations. The environmental documentation and preliminary engineering process should be completed by mid-2016. The existing rail line will be maintained according to the Alternatives Study.
- **Tower Bridge Gateway –** a radial four-lane divided facility that merges with US 50 and travels east to the Tower Bridge crossing of the Sacramento River. This provides an alternative particularly for commuter traffic heading into and out of downtown Sacramento from the US 50 corridor. The arterial predominantly runs through a commercial and expanding 2-3 story residential developments. Raley Field, home to the River Cats baseball team, is a major trip attractor in the area. Crossing the Sacramento River is the Tower Bridge, a vertical lift bridge. When the bridge is moving, it can cause delays along this corridor.
    - **Tower Bridge –** is a vertical lift bridge across the Sacramento River, linking West Sacramento to Downtown Sacramento. The bridge is maintained by Caltrans as part of State Route 275 and connects West Capitol Avenue and Tower Bridge Gateway in West Sacramento with the Capitol Mall in Sacramento. The bridge began operation in 1935. The railroad tracks were removed in 1963 and the roadway was restriped for four automobile lanes. Navigation of the Sacramento River takes precedence to vehicle crossings according to current US Coast Guard regulations.
- **Future South Market Bridge Crossing –** would provide connectivity the Pioneer Bluff, a planned redevelopment area along the West Sacramento riverfront, and the Docks development project, Miller Park, and the Broadway commercial district in Sacramento. This area has the highest level of existing population and employment that is not served by a bridge.

4.2.2. CENTRAL CITY OF SACRAMENTO (SACRAMENTO COUNTY)

- **W St. and X St. –** pair of three-lane, one-way streets on each side of US 50 used as travel alternatives to US 50. W St. carries traffic westbound from 29th St. to 3rd St., while X St. carries traffic eastbound from 5th St. to Alhambra Blvd. Adjacent frontage is small business and residential.
- **Broadway –** a parallel four-lane facility a block south of X St. between 3rd St. and Alhambra Blvd. Broadway continues south and east to 65th St. as a four-lane facility. The arterial travels through predominant business area parallel to US 50, then travels out to 65th St. through small business and residential communities.

- **P St. and Q St. –** pair of three-lane, one-way streets parallel to US 50 travelling between I-5 to the west and SR 51 area to the east. There is no direct connection to SR 51 from P St. or Q St. for access to US 50. Options are to use the 29th St. / 30th St. couplet for SR 51 access or Stockton Blvd. for direct US 50 connection. The arterials are south of downtown heart of Sacramento and predominantly runs through a commercial and multistory offices on the west end and dense residential neighborhood toward the east. These routes would provide alternative to east-west US 50 travel if W or X Streets were inaccessible along with US 50.

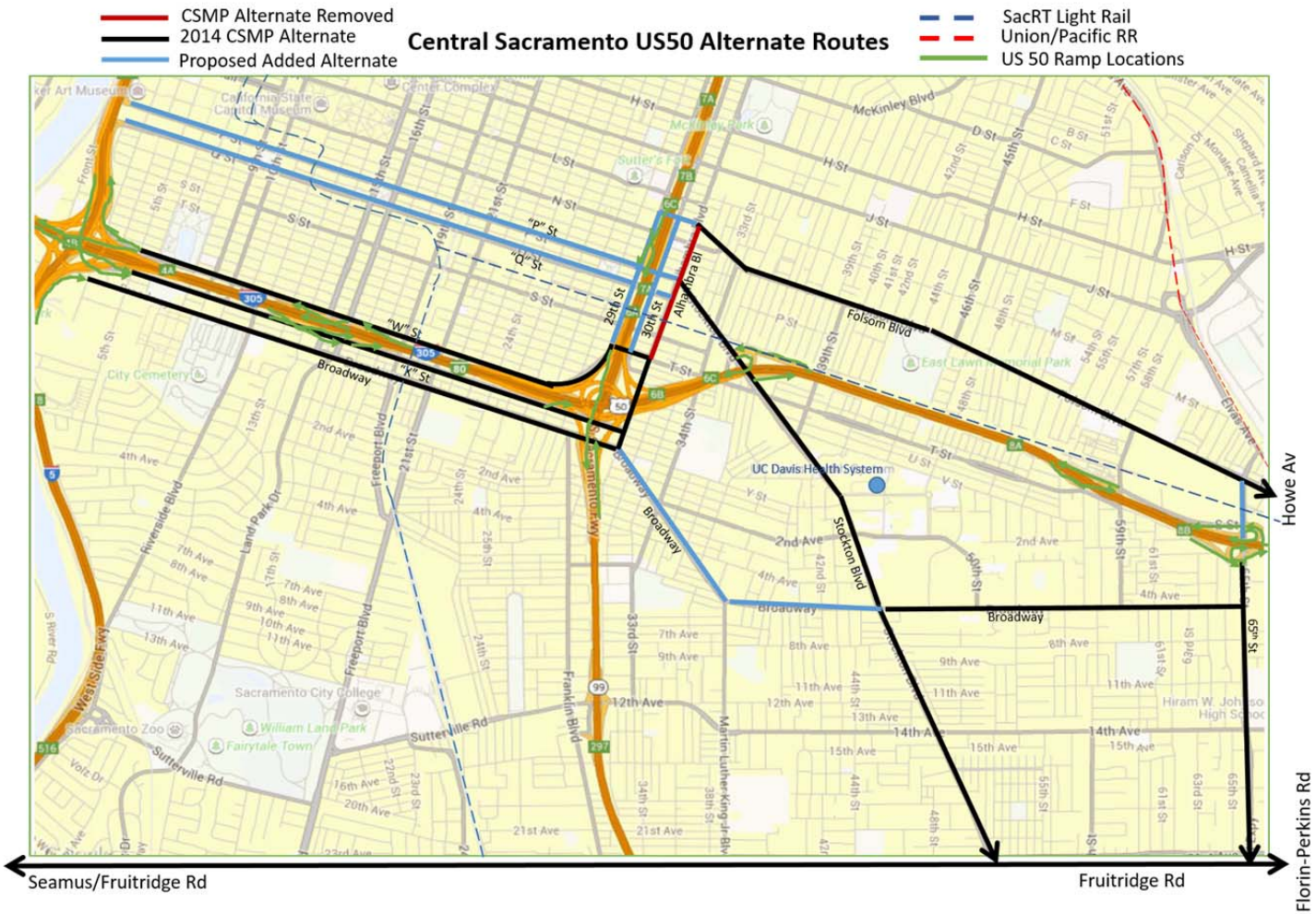

Figure 5 – Key Arterials along US 50 (Central Sacramento Segment)

- **Seamas Ave. / Fruitridge Rd. –** a parallel four-lane facility 1.75 to 2.5 miles south of US 50. The arterial extends seven miles from I-5 near the Sacramento River to South Watt Ave. Although the greatest distance from US 50 of the parallel alternate routes, it is the most continuous route with two lanes in each direction. Seamus Ave. extends a half-mile from I-5 to South Land Park Dr. and continues to the eastern end as Fruitridge Rd. On the western end of the arterial, adjacent residential property backs up to Fruitridge Rd. with access limited to collector roadways. From just west of the State Route 99 (SR 99) freeway to the eastern end at South Watt Ave., the frontage is a mix of single-family homes and small retail commercial businesses.
- **Folsom Blvd. –** operates as two-lane parallel arterial with two-way left turn lane from Alhambra Blvd. to Horner Dr. west of Howe Ave. – a distance of 3.5 miles. There is a short four-lane segment between 59th St. and 65th St. The two-lane segments include bike lanes on both sides of the arterial. The arterial crosses under the North/South Union Pacific railroad and under US 50 just west of Howe Ave. The frontage is a mix of residential units with driveways, and large and small commercial operations. Large trip attractors include the University of California, Davis Medical Center near SR 51 and CSUS adjacent to and north of Folsom Blvd. between 65th St. and Howe Ave. CSUS has a total of 28,000 students and almost 3,000 staff. Folsom Blvd. continues from west of Howe Ave. to the east for 15 miles as a four-lane facility – to be discussed in the Mid-East and East Sacramento County reports below.

4.2.3. MID-EAST SACRAMENTO (SACRAMENTO COUNTY)

- **Folsom Blvd. –** operates as a parallel 15-mile, four-lane facility between Hornet Dr. (west of Howe Ave.) east to Blue Ravine Rd. in Folsom. In that stretch, Folsom Blvd. crosses under US 50 three times. The Sacramento RT Gold Line light-rail line joins and runs adjacent to Folsom Blvd. on the south side from Florin Perkins Rd. to its eastern terminus at the Historic Folsom Station near downtown Folsom – a total of 13 stations along this 15.5 mile stretch. As the facility travels east through Rancho Cordova and ending in Folsom, the housing density gradually decreases. Land uses also include some big box retailers as well as retail commercial and office commercial. In Rancho Cordova between Zinfandel Dr. and Hazel Ave., there is significant office park development. Major trip attractors include Aerojet Rocketdyne, an aerospace corporation with its own off-ramp, and Mather Airport, a major air cargo hub.
- **Fair Oaks Blvd. –** a short portion of the arterial can operate as an alternative route to US 50, positioned north of the American River and US 50. It operates as a parallel four-lane facility between Howe Ave. and Watt Ave. Both Howe Ave. and Watt Ave. are American River crossings. Major land uses include a mixture of residential and commercial-retail uses. The intersections of Fair Oaks/Howe and Fair Oaks/Watt are among the busiest intersections in Sacramento County.
- **Old Placerville Rd. / Rockingham Dr. –** From Watt Ave. to Zinfandel Dr. the parallel alternatives south of US 50 are limited. Old Placerville Rd. begins at Bradshaw Rd. located one-half mile south of US 50. The arterial runs to Routier Rd. as two lanes with two-way left-turn lane through an area with single-family residential on the north and large industrial businesses on the south. From Routier Rd. to Rockingham Dr. the arterial winds its way as four lanes with a two-way left-turn lane. Old Placerville Rd. turns right onto Rockingham Dr. then continues as four lanes to Mather Field Rd. Commercial offices including technology and health industries dominate the land use.
- **International Dr. / White Rock Rd. –** From Watt Ave. to Zinfandel Dr. the parallel alternatives south of US 50 are limited. Both International Dr. and White Rock Rd. operate as parallel four-lane facilities with

landscaped median as they travel from Mather Field Rd. to Sunrise Bl. The Zinfandel Dr. and Sunrise Bl. intersections are nearly 1.5 miles south of US 50. The land use is dominated by large commercial businesses including technology and health industry campus environments with residential communities interspersed.

- **Coloma Rd. –** operates as a four-lane facility from the Sunrise Blvd. north of US 50 and travels west to Folsom Blvd. The arterial travels through residential communities and provides access to Cordova High School and Hagen Community Park with American River access.

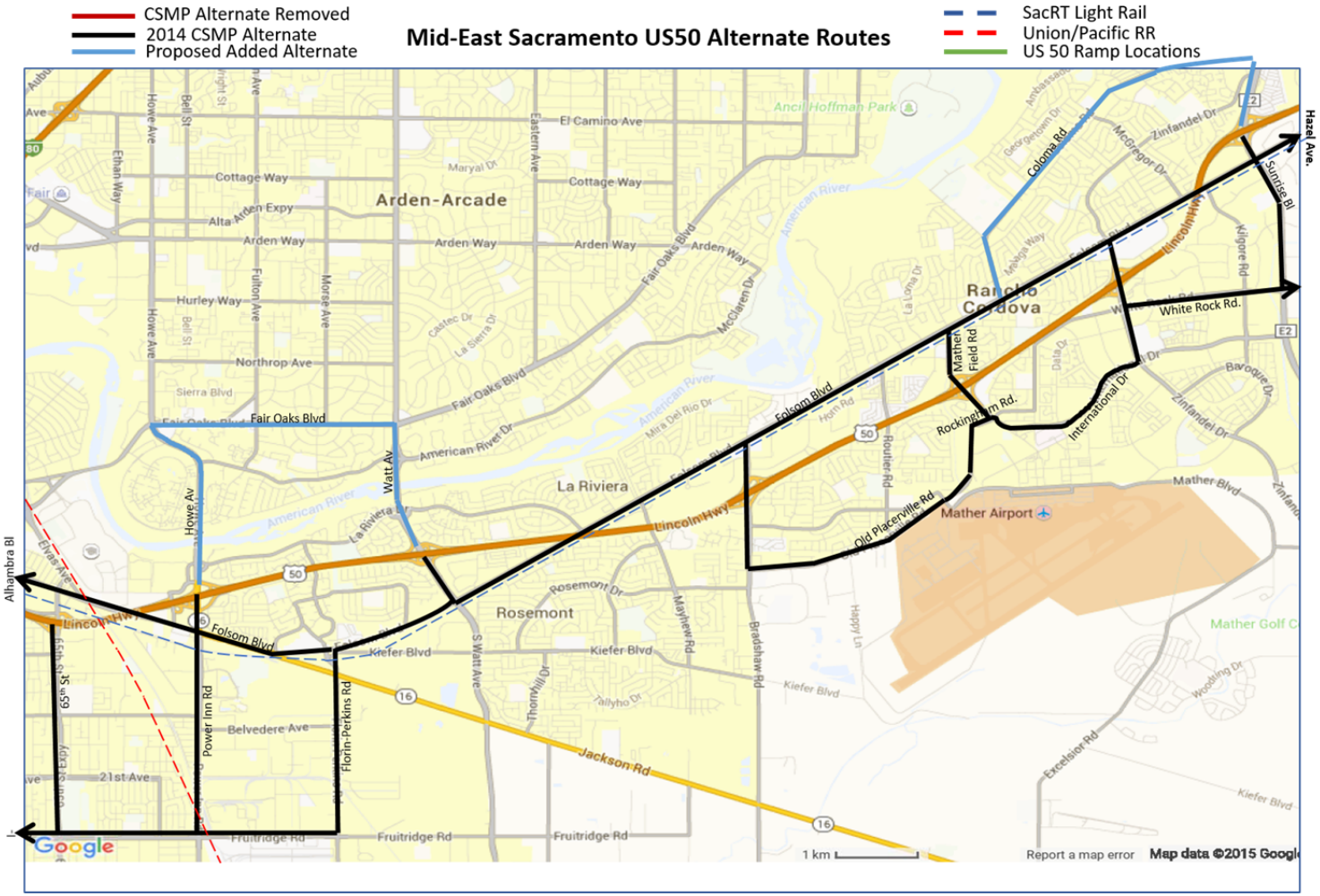

Figure 6 – Key Arterials (Mid-East Sacramento Segment)

4.2.4. EAST SACRAMENTO COUNTY & WEST EL DORADO COUNTY

- **White Rock Rd. –** operates as a two-lane parallel facility south of US 50 from Sunrise Blvd. to Latrobe Rd. in El Dorado County – a distance of 12 miles. The stretch from Grant Line Rd. to Latrobe Rd. is scheduled for improvement as part of the Capital Southeast Connector project from SR 99 to US 50, discussed in more detail below. A short portion on the eastern end near Latrobe Rd. has been recently upgraded to 4-lanes.
- **Iron Point Rd. –** operates as six lanes and four lanes alternately through its six-mile length from Folsom Blvd. to Empire Ranch Rd. The arterial snakes its entire length with landscaped median, separate left and right turn lanes, and bike lanes on both sides. Major trip attractors along the segment are Intel Corporation, Century 14 and Palladio 16 Cinemas, and large retail commercial facilities and malls. The commercial establishments are predominantly on the south side between Iron Point Rd. and US 50. Land use on the north side of the arterial is primarily single-family residential. Iron Point Rd. currently dead-ends at the El Dorado County line, but there are plans to extend Iron Point Rd. to an extension of Saratoga Rd. in El Dorado County, which would lead to access to El Dorado Hills Blvd.
- **[Future] Capital Southeast Connector – Folsom / El Dorado section -** The 7.5-mile Capital Southeast Connector alignment in Folsom and El Dorado will run along White Rock Rd. from Prairie City Rd. to Latrobe Rd. south of US 50, as shown in **Figure 7**. The corridor in Folsom will be limited to signalized at-grade intersections at Empire Ranch Rd., Scott Rd., Oak Ave. and Prairie City Rd. Those intersections will be replaced in the future with interchanges based on levels of service, safety considerations and available funding. This section is estimated to cost $47.7 million and construction is anticipated to begin in 2018.

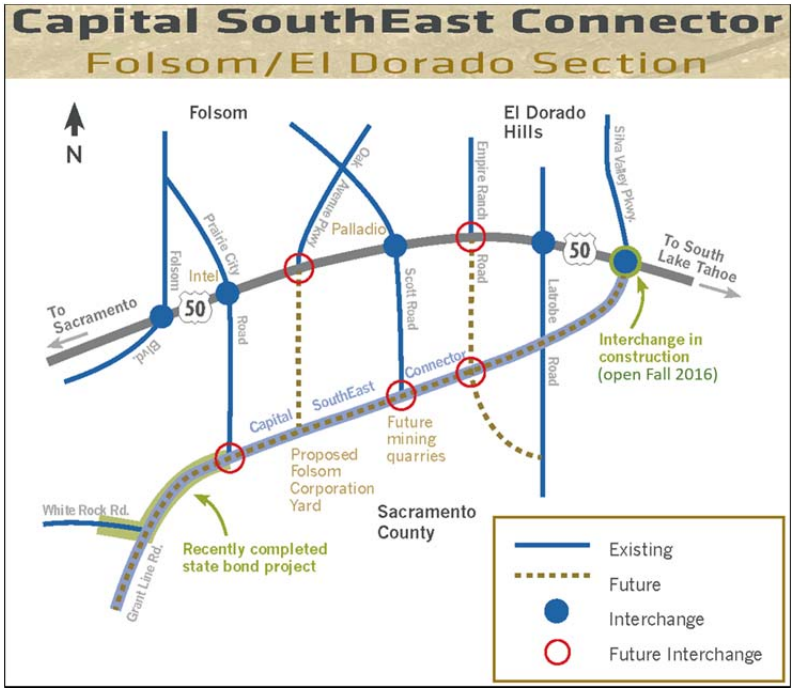

Figure 7 – Capital Southeast Connector (Folsom/El Dorado Section)

- **Green Valley Rd. –** operates as a four-lane facility From Sophia Parkway to Francisco Dr. with a two-way left turn lane and bike lane on each side. From Francisco Dr. the arterial meanders as a two-lane road through the rolling foothills to Cameron Park Dr. and beyond in El Dorado County. Cameron Park Dr. at US 50 is 3.5 miles away. The land use is a mixture of single-family homes and open land consisting of recreational areas and ecological reserves. The area is experiencing rapid growth.
- **Serrano Parkway –** operates as a two-lane road as it snakes along the hillside between El Dorado Hills Blvd. and Silva Valley Parkway. The median is landscaped between left turn lane pockets. Bike lanes are on both sides of the facility. From Silva Valley parkway, the arterial starts east as a four-lane facility with landscaped median and bike lanes transitioning into two lanes from Village Dr. to Bass Lake Rd. US 50 is 1.5 miles from the Bass Lake Rd / Serrano Parkway intersection. Land use is mostly single-family homes with occasional open land areas waiting for development. Between Silva Valley Parkway and Cameron Park Drive, there are no alternative routes on the south side of US 50.
- **Country Club Dr. –** operates as a two-lane road as it traverses along the foothills, sometimes adjacent to US 50 between Bass Lake Rd. and Cameron Park Dr. There are multiple stop signs along this route. Land use on the north side of Country Club Dr. is undeveloped land near Bass Lake Rd., except Holy Trinity Church, then becomes predominantly single-family neighborhoods. The south side is undeveloped land along US 50 with a slender sliver of land near Cameron Park Dr. with a mixture of residences and non-residential development.

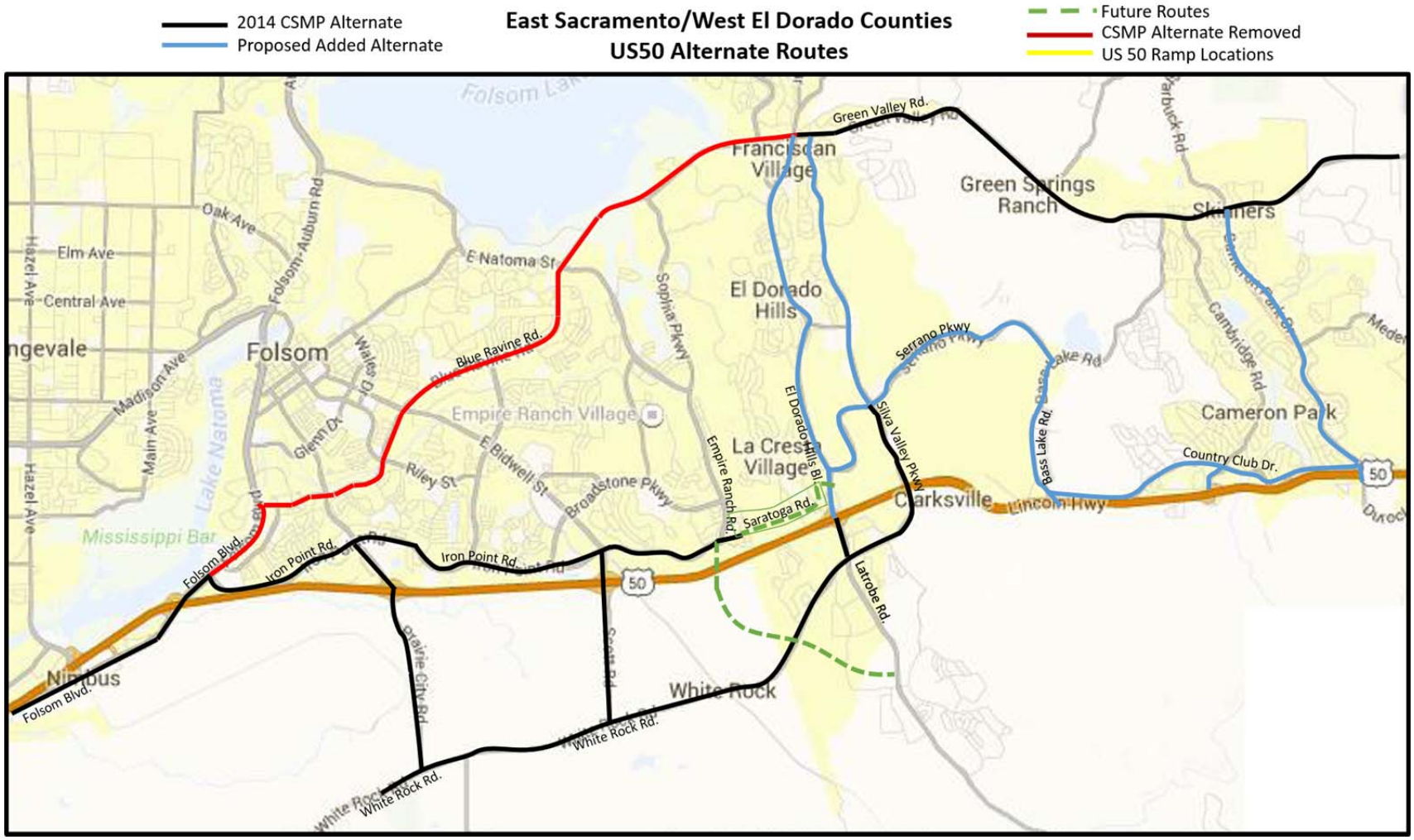

Figure 8 – Key Arterials (East Sacramento / West El Dorado Segment)

4.2.5. CONNECTOR ROADS

Several north-south arterials may be used as connector roads to reach the parallel roads listed above from US 50. North of US 50 there are few bridges over the American River between Howe Ave. and the City of Folsom. They include Howe Ave., Sunrise Blvd., Hazel Ave, and Folsom Blvd. Any incident on these bridges can cause severe backups along the arterial corridors.

- **Enterprise Blvd. / Harbor Blvd. –** succession of four-lane roadways connected to US 50. The arterials predominantly run through a light industrial area and provide the primary access to the Port of West Sacramento.
- **29th St. and 30th St. –** Pair of three-lane, one-way Streets on each side of SR 51 between T St. and Capitol Ave. used as travel alternatives. T St. carries traffic southbound, provides access to southbound US 51 to US 50, and to W-X Streets for US 50 access. 30th St. carries northbound traffic, provides access to Stockton Blvd. and Folsom Blvd. as alternates to US 50 east of downtown.
- **Stockton Blvd. –** operates as a four-lane facility with two-way left turn lane between SR 51 and Fruitridge Rd. The arterial provides direct access to Broadway and Fruitridge Rd. parallel arterials.
- **65th St. –** operates as a four-lane facility with combination of two-way left-turn lane and landscaped median south to Broadway and Fruitridge Rd. To the north 65th St. crosses Sacramento RT light-rail at the University / 65th St. station near Folsom Blvd.
- **Power Inn Rd. / Howe Ave. –** South of US 50 the arterial operates as a six-lane facility to 14th Ave. and four lanes with two-way left-turn lane to Fruitridge Rd. Union Pacific Railroad crosses Power Inn just north of Fruitridge Rd. North of US 50, Howe Ave. approaches the American River Bridge from both northbound and southbound as six lanes but crosses the river as a four-lane facility.
- **Watt Ave. –** operates as a six-lane facility between Fair Oaks Blvd. and Folsom Blvd. including across the American River. There is a new dedicated transit lane on Watt Ave. from north of the interchange to the existing Watt/Manlove light-rail station at Folsom Blvd. There is a continuous bicycle and pedestrian pathway separated from vehicular traffic along the east side of Watt Ave. between La Riviera Dr. and Manlove Rd., with grade separated undercrossings at the freeway ramps.
- **Bradshaw Rd. –** operates as a six-lane facility between Folsom Blvd. and Old Placerville Rd. The arterial crosses Sacramento RT light-rail near the Folsom Blvd. intersection.
- **Mather Field Rd. –** operates as a four-lane facility north to Folsom Blvd. and crosses Sacramento RT light-rail near the intersection with Folsom Blvd. The arterial operates as a six-lane facility from US 50 to Old Placerville Rd. and International Dr.
- **Zinfandel Dr. –** operates as a four-lane through facility with additional lanes for US 50 access and left and right turns at Folsom Blvd. and White Rock Rd. The arterial crosses Sacramento RT light-rail near the intersection with Folsom Blvd.
- **Sunrise Blvd. –** operates as a six-lane facility between Coloma Rd. to the north and White Rock Rd. to the south.
- **Hazel Ave. –** operates as a four-lane facility in the short distance to Folsom Blvd.
- **Prairie City Rd. –** operates as two to three lanes from US 50 north to Iron Point Rd. In the southbound direction from Iron Point Rd., there are two lanes. From US 50 south, the arterial transitions into a two-lane facility travelling through open range to White Rock Rd. two miles away.

- **Scott Rd. / E Bidwell St. –** North of US 50, E. Bidwell St. is a six-lane facility with a landscaped median. From US 50 south, Scott Rd. transitions into a two-lane facility travelling through open range land to White Rock Rd. two miles away.
- **Empire Ranch Rd. (Future I/C) –** once constructed the arterial will connect to Iron Point Rd. north of US 50. The land south of US 50 is undeveloped open range today. There are plans associated with the Capital Southeast Connector project to extend the arterial across US 50 to connect with White Rock Rd. to the south and possibly extend to Latrobe Rd. in the future.
- **Latrobe Rd. / El Dorado Hills Blvd. –** operates as a six-lane facility from US 50 in both north and south directions to Serrano Parkway and White Rock Rd. respectively. The land is generally commercial between Serrano Parkway and White Rock Rd. Attractors are the Raley's Shopping Center, El Dorado Hills town center, the Regal Cinemas 14 and IMAX. The west side of Latrobe Road north of White Rock Road contains the Blue Shield headquarter and another currently vacant industrial building. The area on both sides of Latrobe Rd. is undergoing rapid growth.
- **Silva Valley Parkway –** From the interchange with US 50 the arterial will connect to both Serrano Parkway and Green Valley Rd. north of US 50. Land use is mostly single-family homes with occasional open land areas waiting for development. To the south of US 50, the arterial swings west to connect and become White Rock Rd. Between Silva Valley Parkway and Cameron Park Drive on the south side of US 50, there are no alternative routes.
- **Bass Lake Rd. –** operates as a two-lane rural facility from US 50 to Serrano Parkway. Single-family subdivisions are present near Serrano Parkway and land is clear along Bass Lake Rd. for similar development to occur in the near future. Between Silva Valley Parkway and Cameron Park Drive, there are no alternative routes on the south side of US 50.
- **Cameron Park Dr. –** operates as a two-lane facility to Green Valley Rd. 3.5 miles north of US 50. The land uses in this section is a mixture of commercial and industrial uses as well as single-family homes of 1-5 dwelling units (DU)/acre.

4.3. PUBLIC TRANSIT SERVICE

This section provides information about public transportation services offered to travelers within the US 50 corridor. These services include:

4.3.1. REGIONAL TRANSIT BUS NETWORK

- Sacramento Regional Transit District (RT) – operates approximately 69 fixed routes that cover a 418 square-mile service area. Buses operate 365 days a year using 205 buses powered by compressed natural gas (CNG) and 23 shuttle vans daily from 5 a.m. to 11 p.m. every 12 to 60 minutes, depending on the route. RT's community bus program provides smaller circulator "Neighborhood Ride" buses to seven neighborhoods in Sacramento County. Passenger amenities include 32 bus and light-rail transfer centers and 23 park-and-ride lots with 10,113 parking spaces. RT also serves over 3,100 bus stops throughout Sacramento County. Bus weekday ridership has reached an average of approximately 50,000 passengers per day. A portion of the RT system route map is shown in **Figure 9**.

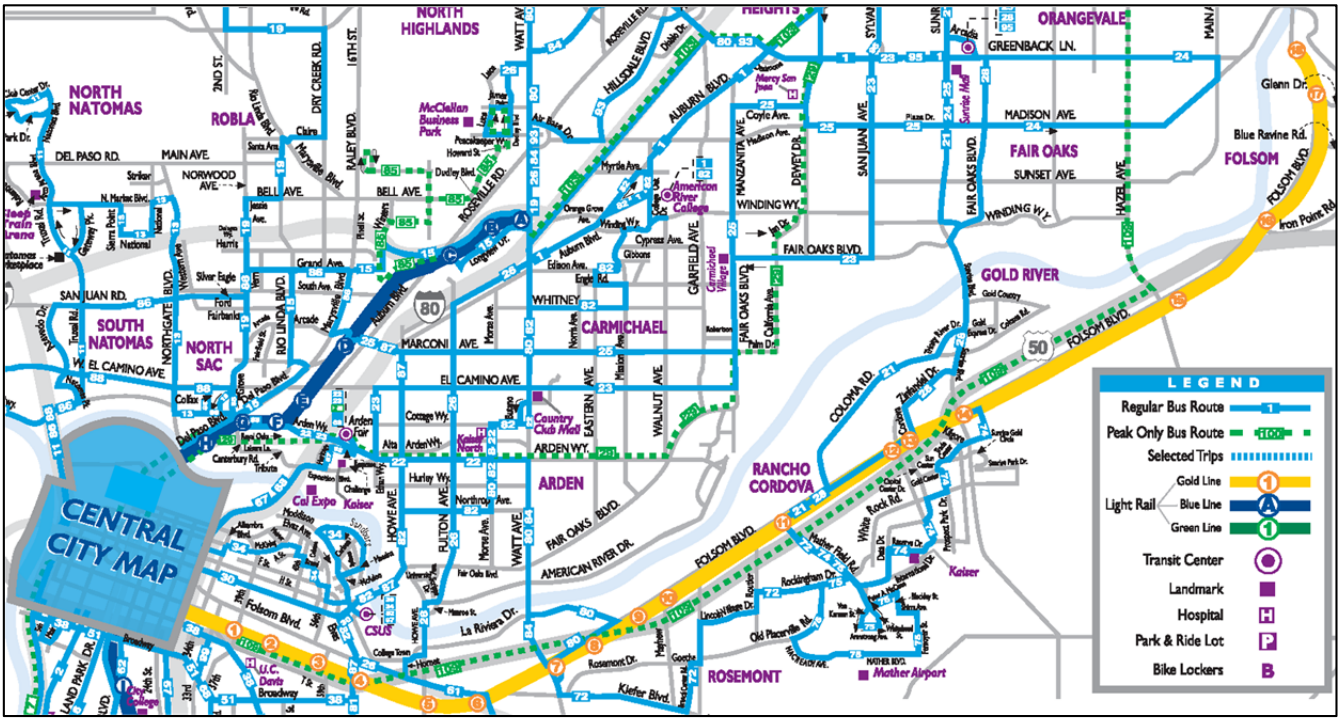

Figure 9 – Sacramento RT Bus Network (US 50 corridor) Map

4.3.2. LIGHT-RAIL TRANSIT LINES

- Sacramento RT – operates 42.9 miles of light-rail transit (LRT) every day with weekday services operating between 4 a.m. and midnight using 76 light-rail vehicles with service every 15 minutes during the weekday, and every 30 minutes in the evening and on weekends. Weekday light-rail ridership averages approximately 47,000 passengers per day. The RT system map is shown in **Figure 10**.

  RT's 23-mile Gold Line directly serves the US 50 corridor between Folsom and downtown Sacramento with 29 stations. Nine stations provide free parking, with the Power Inn Station charging a $1.00 daily parking fee. All LRT stations have bike lockers, payphones, and parking with access for disabled riders. Most of the stations lie within one-mile of a US 50 interchange. The in-vehicle transit time from Downtown Folsom to the Sacramento Valley station in downtown Sacramento takes approximately 59 minutes during the a.m. peak period commute period.

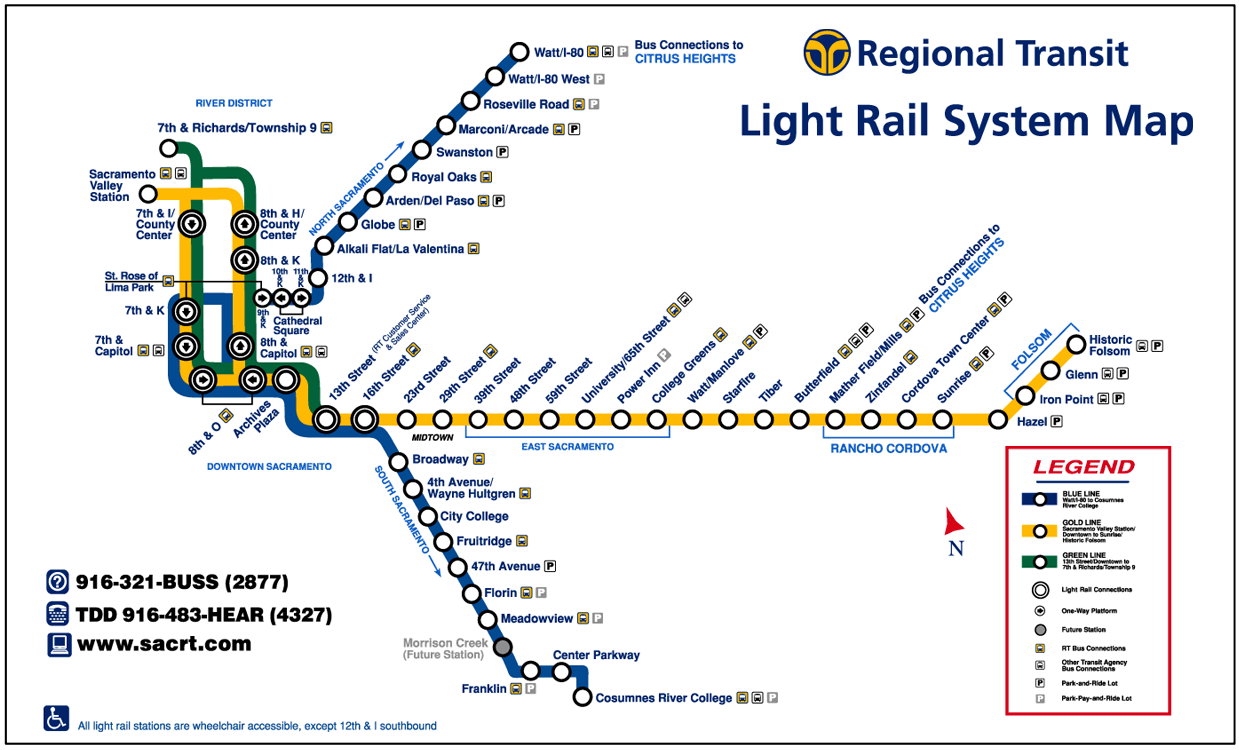

Figure 10 – Sacramento Regional Transit Light-Rail System Map

4.3.3. COMMUTER EXPRESS BUSES

- **Yolo County Transportation District (YCTD) –** administers Yolobus that operates local and intercity bus service 365 days a year in Yolo County and neighboring areas. Yolobus serves Davis, West Sacramento, Winters, and downtown Sacramento along US 50, I-80, and I-5, and makes connections with Sacramento RT buses and light-rail in Sacramento. Yolobus is the only public transportation agency connecting Sacramento International Airport to downtown Sacramento, Davis and other communities. Yolobus operates two commuter and express lines along US 50.
- **El Dorado Transit –** provides connections into Folsom and Sacramento where it meets other Regional transit providers for access to many local communities. The Sacramento Commuter provides 11 trips in the morning from park and ride locations in Western El Dorado County to downtown Sacramento and 11 return trips in the afternoons Monday through Friday, as well as reverse commute trips twice daily. The morning commute begins at Central Park and Ride around 5 a.m. and heads westbound to Downtown Sacramento along US 50. The route operates on arterials east of the US 50 ICM corridor and stops along four park and ride lots west of Cameron Park Blvd.: Central Park and Ride, Placerville Station Transfer Center, El Dorado County Fairgrounds, Ponderosa Road, Rodeo Rd. / Coach Ln., Cambridge Road, El Dorado Hills and Vine St. & Mercedes Ln.

4.3.4. FUTURE DOWNTOWN / RIVERFRONT STREECAR

- The project includes design and construction of an initial 3.3 mile streetcar line with stations at Civic Center, Garden Street, Riverfront Street and Raley Field on the West Sacramento side, and extending across the Tower Bridge to the Sacramento Valley Station, Convention Center and Midtown Sacramento. A Revised environmental document is currently being prepared for the project. Estimated completion date is in late 2017.

4.3.5. DIAL-A-RIDE SERVICE

All three transit providers serving the US 50 ICM corridor provide parallel dial-a-ride paratransit services that meet Americans with Disabilities Act (ADA) requirements.

4.4. PARK AND RIDE FACILITIES

Figure 11 maps the park and ride facilities (including those at Sacramento RT LRT stations and commuter/express bus routes described above) currently in operation near US 50 in Sacramento and El Dorado Counties owned by public agencies. Most park and ride lots in the Sacramento region are free of charge as long as they are being used for rideshare purposes and offer approximately 3,700 spaces. In addition to the parking facilities at the LRT stations, the following facilities lie adjacent to the corridor. In addition, there are various facilities operated by private entities (e.g., colleges, malls, churches) through cooperative agreements with public transportation agencies.

- **Rodeo Rd. Park and Ride –** operating just south of US 50 on Rodeo Rd. and Coach Ln. This lot has 57 parking spaces with around 15-20 spaces used on an average day.
- **Cambridge Rd. Park and Ride –** just north of US 50 on Cambridge Rd. and Cameo Dr. near Cameron Park. This lot offers 75 spaces and has an average use of 60-65 spaces. It also has two bike lockers and racks.
- **El Dorado Hills Park and Ride –** served by both the Sacramento Commuter as well as 50 Express. It is located in the northeast quadrant of White Rock Rd. and Latrobe Rd. in Town Center. This is a multi-modal facility (120 spaces) and is often at capacity during peak use.
- **Vine St. & Mercedes Ln. Park and Ride –** lies a short distance from El Dorado Hills Park and Ride; it serves the overflow from that location with 90 spaces. It is near Regal Cinemas in Town Center.
- **Iron Point Rd. / Folsom Blvd. –** lies in the southeast quadrant north of US 50 with 70 spaces.
- **Gold River (Hazel Ave. / Tributary Point Dr.) –** lies in the northeast quadrant north of US 50 with 30 spaces.

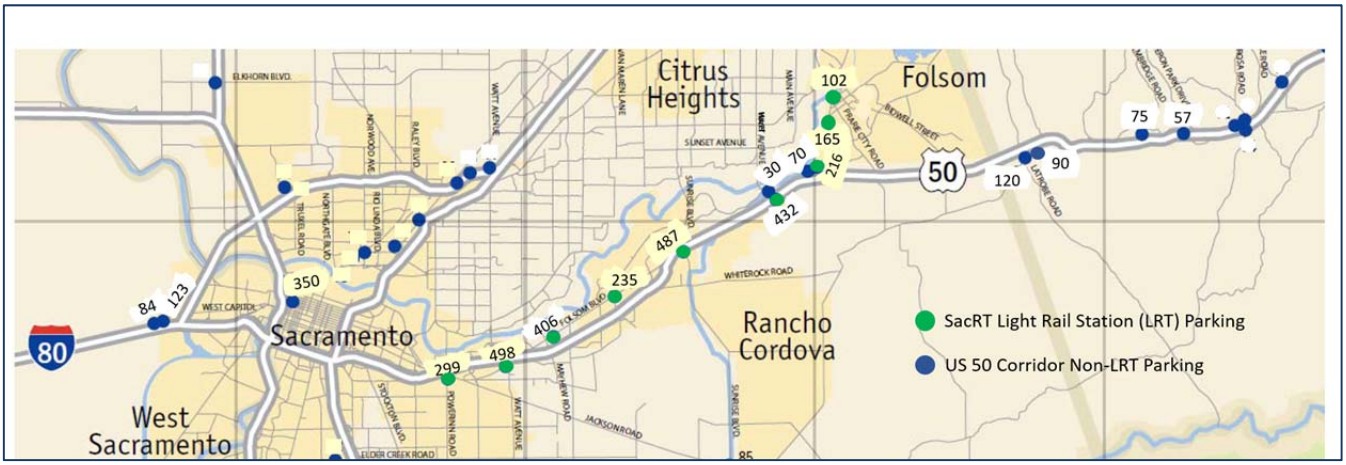

Figure 11 – Map of US 50 Park and Ride Lots (# of Spaces)

4.5. GENERAL PARKING FACILITIES

General parking facilities include city-operated and private off-street facilities that motorists may use to park their vehicle near business, commercial, retail, and educational areas. As shown in **Figure 12**Error! Reference source not found., many of these facilities are found around downtown Sacramento. Additional facilities are sprinkled throughout the US 50 corridor around major event venues, regional commercial centers, and local commercial and business areas.

In downtown Sacramento, many of the garages are fully utilized by employees of adjacent businesses holding monthly parking permits and only operate from Monday through Friday. However, several facilities also operate as public parking on nights and weekends. Many of the parking garages further sell monthly permits for residents who do not have off-street parking, while some garages offer preferential parking for city employees, emergency services, or electric vehicles.

Most of the mapped facilities charge an hourly fee for parking. Public parking facilities generally offer lower rates than private facilities. Across all types of facilities, hourly fees vary from $1 to $10. Many facilities also have a fixed daily rate or a maximum daily fee. Depending on the location and the operator, daily parking fees are typically capped between $5 and $20.

Figure 12 – City of Sacramento Parking Structures and Surface Lots

4.6. BIKE WAYS

Figure 13 provides a view of a portion of the bike paths within the Sacramento Region along US 50. This map came from the Sacramento County Bikeway Master Plan. The complete Northwest Bicycle Master Plan Wall Map can be downloaded from the following website which allows the reader to zoom into specific areas:

http://www.sacdot.com/Pages/BikewayMasterPlan.aspx

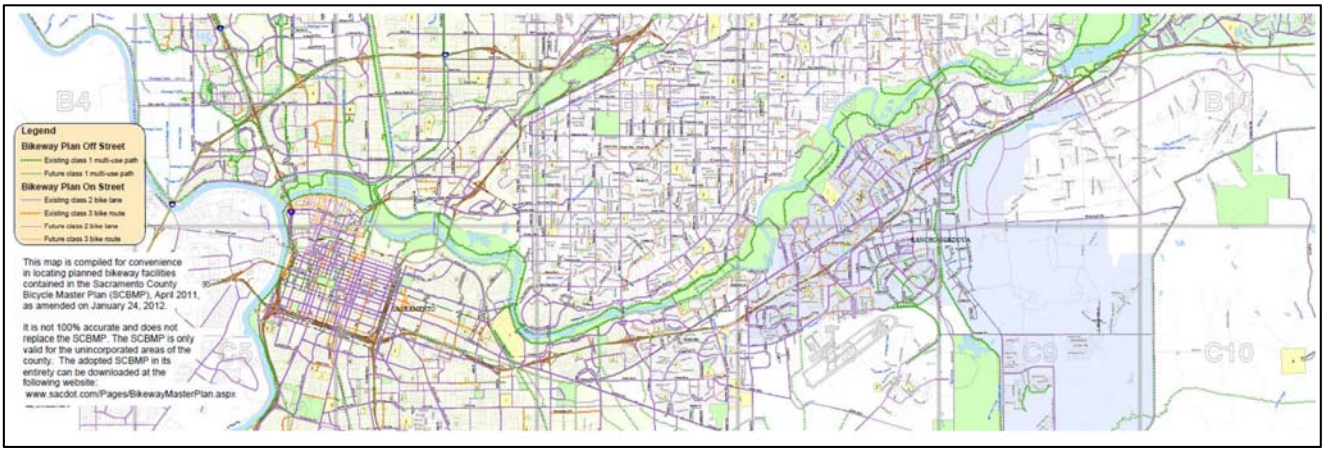

Figure 13 – Sacramento Area Bike Paths

Bicycle facilities in the corridor are not actively managed in the same manner as motor vehicle facilities. However, there are traffic operation systems that serve bicyclists such as dedicated bicycle lanes, bicycle detection loops at signalized intersections, video detection, other non-loop type detection, and bicyclist activated signal change buttons. The City of Sacramento is installing video detection at some locations. **Figure 14** shows the bike routes listed in the Caltrans 2014 *US-50 Transportation Concept Report and Corridor System Management Plan.*

US 50 Bicycle Routes (from 2014 US50 CSMP)

Location	Bike Routes		
City	Route	From	To
City of West Sacramento	West Capitol Av.	Yolo Causeway	Tower Bridge
City of Sacramento	Tower Bridge	W. Capitol Av.	Capitol Mall
	Capitol Mall	Tower Bridge	3rd/5th Streets
	3rd/5th Streets	Capitol Mall	T St.
	T St.	3rd/5th Streets	65th St.
	65th St.	T St.	4th Av.
	4th Av.	65th St.	Redding Av.
	Redding Av.	4th Av.	Folsom Bl.
	Folsom Bl.	Redding Av.	State Univ. Dr. E.
	State Univ. Dr. E.	Folsom Bl.	Guy West Bridge
	Guy West Bridge	State University Dr. East	Am. Riv. Pkwy. Bike Trail
	Alhambra Bl.	2nd Av.	Folsom Bl.
	Folsom Bl.	Alhambra Bl.	Watt Av.
	2nd Av.	Riverside Bl.	34th St.
	Riverside/11th St.	T St.	2nd Av.
	18th/21st/34th Sts.	T St.	2nd Av.
	Am. River Pkwy. Bike Trail/Jedediah Smith Memorial Trail		
Unincorp.	La Riviera Dr./ College Town Dr.	Folsom Bl.	State University Dr. East

Location	Bike Routes		
City	Route	From	To
City of Rancho Cordova	Watt Av. Trail	Am. Riv. Bike Tr.	La Riviera Dr.
	Folsom Bl.	Watt Av.	Bradshaw Rd.
	Folsom Bl.	Bradshaw Rd.	Iron Point Rd.
	Folsom S. Canal Tr.	S. of Kiefer Bl.	Am. Riv. Bike Tr.
	American River Parkway Bike Trail/Jedediah Smith Memorial Trail		
City of Rancho Cordova	American River Parkway Bike Trail/Jedediah Smith Memorial Trail		
Rancho	American River Parkway Bike Trail/Jedediah Smith Memorial		
Unincorp.	Sunrise Bl. Trail	Am. Riv. Bike Tr.	Folsom Bl.
	Hazel Av. Trail	Am. Riv. Bike Tr.	Folsom Bl.
City of Folsom	Am. River Pkwy. Bike Trail/Jedediah Smith Memorial Trail		
	Iron Point Road	Folsom Bl.	Empire Ranch Rd.
	Blue Ravine Road	Folsom Bl.	Green Valley Rd.
	Humbug-Willow Creek Trail	Folsom-Auburn Rd.	Natoma St.
Unincorp.	Natoma St.	H.-W. Crk. Trail	Green Valley Rd.
Unincorp. El Dorado County	Green Valley Rd.	SAC/ELD Cty. Line	Cameron Park Dr.
	Green Valley Road	Cameron Park Drive	Placerville Drive

Figure 14 – US 50 Bicycle Routes (2014 US 50 TCR/CSMP)

The American River Parkway, considered the "jewel of Sacramento", is a 23-mile parkway that runs along the American River near US 50 and consists of many smaller parks and boat launching points as shown in **Figure 15**.

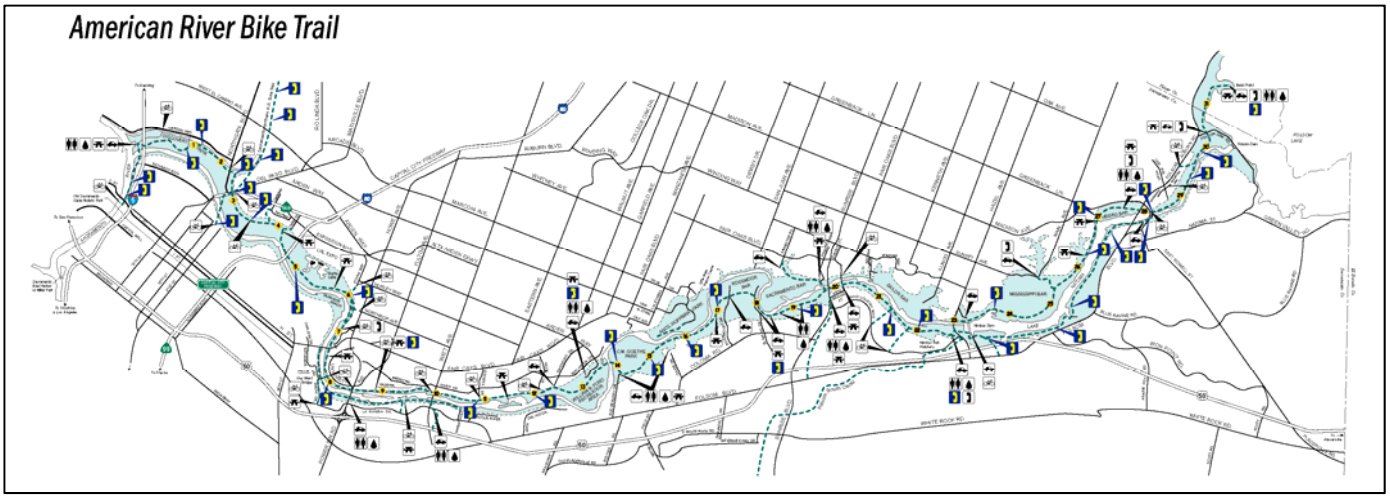

Figure 15 – American River Parkway Bike Trail

5. TRIP GENERATORS

Recurring and periodic trip patterns within the US 50 corridor are strongly influenced by the institutions, businesses centers and facilities located within the corridor. Key trip generators within the corridor include:

- Commercial areas
- Industrial areas
- Educational institutions
- Medical centers
- Event venues

5.1. COMMERCIAL AREAS

Figure 16 maps the main commercial areas (non-retail) within the corridor. Large employers are noted below - two are internationally known companies.

- **Aerojet Rocketdyne Inc. –** Aerojet Rocketdyne is an American rocket and missile propulsion manufacturer providing propulsion to space, missile defense, strategic, tactical missile and armaments customers throughout the world. Aerospace and Defense Products and Systems employs 4,400 people in Rancho Cordova south of US 50 between Hazel Ave. and Prairie City Rd.
- **Intel Corporation –** Intel's Folsom campus is approximately 15 miles outside of Sacramento. With seven buildings totaling over 1.5 million square feet of office, test floor, and lab space, Intel Folsom is one of the largest Intel sites and a large private sector employer in the area with roughly 6,000 employees. As a research and development campus, Folsom employees create, test, and validate new products including chips and chipsets, as well as desktop, mobile, and server processor products.
- **Mather Commerce Center –** The City of Rancho Cordova is home to a former military base converted to one of the largest business parks in the Sacramento region, now known as Mather Commerce Center—a 5,800-acre mixed-use complex that currently contains 80 firms employing 5,000 people. Four industry sectors account for over half of Rancho Cordova's total 2012 employment of around 47,000: Finance and Insurance; Administrative and Support and Waste Management and Remediation; Manufacturing; and Construction—each with employment levels of 4,000 or greater. The City's employment composition in these sectors significantly exceeds proportions seen at the county and statewide levels.
- **Science, Technology, Engineering and Math (STEM) Industries –** The Sacramento Region is home to a biotechnology and life sciences community, Volcano Therapeutics and Thermogenisis Corporation in Rancho Cordova; and Siemens Healthcare Diagnostics in West Sacramento are representative of the region's biotechnology sector. West Sacramento also houses the Cardinal Health and McKessen pharmaceutical distribution centers. The Sacramento Region's biotechnology and life sciences industries now houses more than 100 biotechnology and medical device companies and 15,000 life sciences employees.

- **Government Employment –** Being the capitol of the state of California, significant number of state government employees work within downtown Sacramento. Sacramento City offices, Federal, and some County offices are also located in the downtown area. Sacramento County services are largely located on Bradshaw Rd. less than a mile south of US 50.

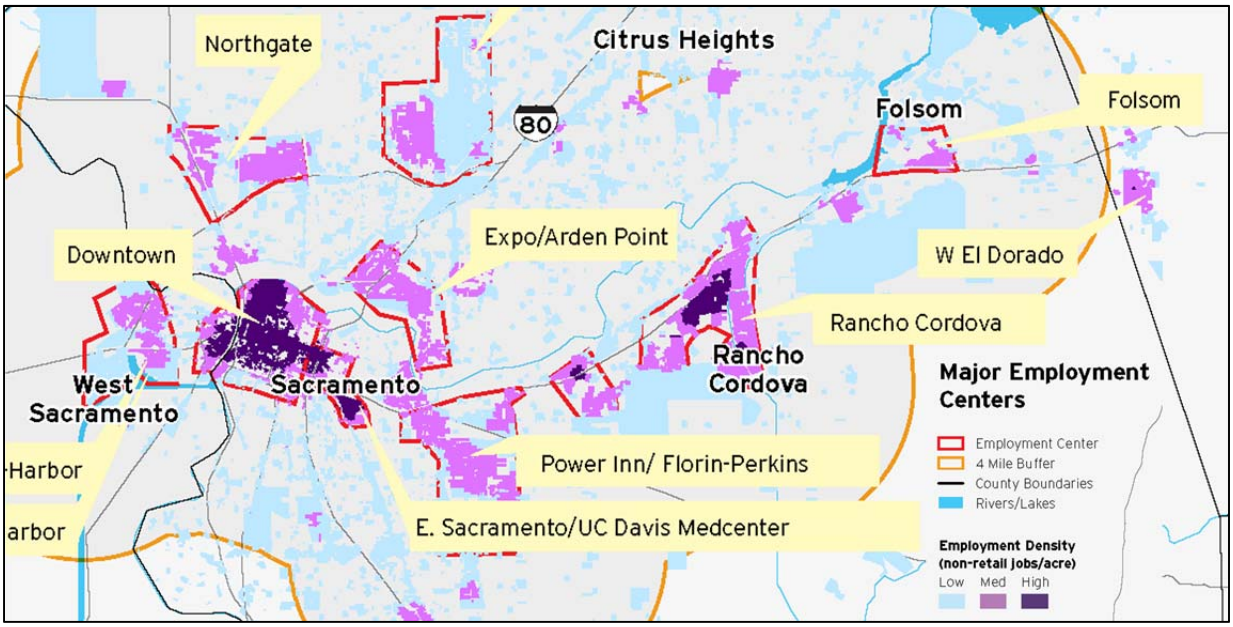

Figure 16 – Commercial Areas (Non-Retail)

The concentration of retail activities will also be found within these mapped hot spots. Areas with a high concentration of retail stores are important for the development of traffic management strategies, as these areas will often generate a high concentration of trips during weeknights, weekday days, and around holidays. Major regional shopping malls labeled in **Figure 17** include:

- **Old Town Sacramento –** The 28 acres on the Sacramento's historic waterfront were the site of the raising of the Streets, the founding of the Transcontinental Railroad, the terminus of the Pony Express, and the home of California's first business district, fueled by gold, agriculture and the river. Old Sacramento is a shopping and entertainment district as well as a tourist destination.
- **Pavillions –** An outdoor 77,711 sq. ft. shopping center with a village atmosphere along Fair Oaks Blvd. between Howe Ave. and Watt Ave.
- **Loehmann's Plaza Shopping Center –** This 135,500 sq. ft. outdoor shopping center is east of downtown Sacramento between Howe Ave. and Watt Ave.
- **Broadstone Plaza –** A regional center with over 532,000 sq. ft. of regional "Big Box" retailers, restaurants, and shop tenants at East Bidwell St. and Broadstone Parkway in Folsom.
- **Palladio at Broadstone –** More than 50 stores, entertainment, and restaurants at East Bidwell St. and Broadstone Parkway in Folsom.

- **Folsom Premium Outlets –** An 80 store outdoor shopping mall located off US 50 at the Folsom Blvd. exit.
- **Folsom's Historic Sutter St. –** Folsom's Sutter St. has over 80 businesses and hosts community events. It is accessible by the Sacramento RT Gold Line at the Historic Folsom Station and is about five miles north of US 50.
- **El Dorado Hills Town Center –** El Dorado Hills Town Center is in the downtown district of El Dorado Hills and western El Dorado County, 20 miles east of Sacramento. Occupying 100 acres of land and, at completion, one million square feet of buildings, is a new mixed-use development. The Market Place at Town Center is a center for groceries, dining, services, and shopping.
- **Cameron Park Commercial Area –** Cameron Park is a community of more than 15,000 residents located in El Dorado County, California, approximately 30 miles east of Sacramento and 70 miles west of South Lake Tahoe. Today, it is a rural mix of large ranches, residential, and business properties that are growing.

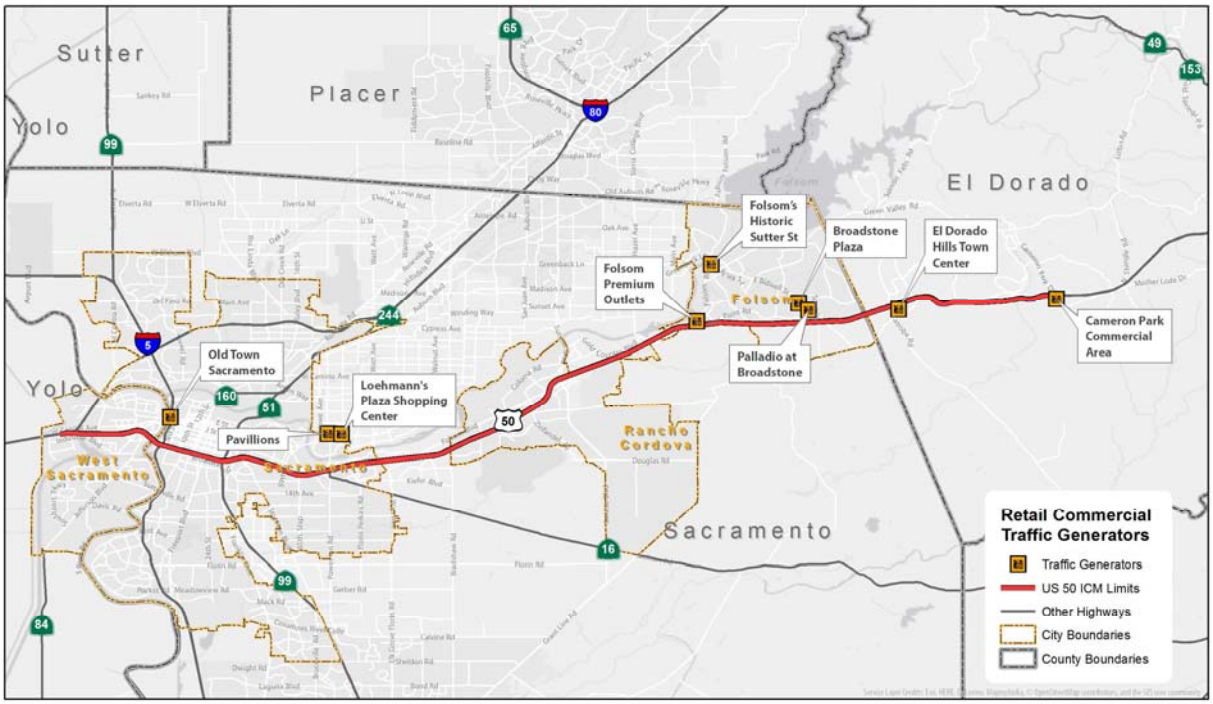

Figure 17 – Retail Commercial Traffic Generators

5.2. INDUSTRIAL AREAS

Warehouse and distribution centers are few along the US 50 corridor. The most significant traffic generators are:

- **Port of West Sacramento –** is the leading export facility for rice in California. It opened in 1963 and remains an important infrastructure asset to the City of West Sacramento and the greater region. It admits international ocean-going vessels through a deep-water channel connecting it in West Sacramento with San Francisco Bay. The port's specialty is handling rice (bagged and bulk), as well as general bulk and project cargo. The port could see a large potential for cargo growth with cement imports, but it must overcome financial and structural challenges to do so.
- **Florin/Fruitridge Industrial Park –** the Florin/Fruitridge Industrial Park lies about two miles south of US 50 on Florin Perkins Rd.
- **Sacramento Mather Airport (MHR) –** Just 14-miles east of downtown Sacramento off of US 50, Mather Airport is the designated airport to capture regional air cargo growth. Currently, United Parcel Service (UPS) operates out of a 20,000 square foot facility. It also has additional warehouse, office, auto parking and trucking operations area that comprise 23 acres and has a 43-acre campus designated for future cargo growth. It is also home to the California Capital Air Show that attracts 100,000 attendees each fall.

5.3. EDUCATIONAL INSTITUTIONS

Universities and colleges can generate significant traffic to and from their campuses, particularly early in the morning and early evening, when multiple classes often start at the same time, and late afternoon and late evening, when classes end. There are several universities and community colleges in the area, but three stand out as traffic generators.

- **California State University, Sacramento (CSUS) –** is a four-year public university in the city of Sacramento. There are seven academic colleges offering 58 undergraduate majors. The campus is located on 300 acres with 3,500 trees; designated a Tree Campus USA. Enrollment in 2014 was 29,349.
- **Folsom Lake College –** is a comprehensive, public community college providing exceptional educational opportunities to the communities of eastern Sacramento and western El Dorado counties. The college serves approximately 8,700 students. The Master Plan calls for the college to grow to accommodate 15,000-20,000 students. In 2011, the Folsom Lake College Visual and Performing Arts Center opened to the public. The Harris Center includes an 850-seat main theater, a 200-seat city stage, and a 100-seat recital hall.
- **Sacramento City College –** is an accredited community college with located less than two miles away from US 50. Approximately, 24,000 students were enrolled in 2013 with over 800 faculty and staff as well. The main campus sprawls across 73 acres while the Davis and West Sacramento Centers cover only 9.5 additional acres.

There are many public and private elementary, middle and high schools within the study area, in addition to universities and community colleges. While large educational institutions can account for a significant portion of trips within the corridor, elementary, middle and high schools also generate a certain amount of trips. While the number of trips generated is smaller than large institutions, these trips tend to all occur at the same time (i.e., when school starts and ends). Depending on local conditions, such a sudden surge in traffic, coupled with crossing guards periodically stopping traffic to

let students cross arterials, schools may significantly affect traffic operations on streets and arterials near each school. These often, though, are not located specifically on the major arterials.

5.4. MEDICAL CENTERS

While medical centers do not typically generate a large rush of traffic, the coming and going of employees, patients and visitors may generate noticeable traffic, particularly around the larger centers. Ambulances equipped with devices enabling them to preempt traffic signals may also cause significant disruptions to traffic patterns. As shown in **Figure 18**, major medical centers within the US 50 corridor include the following:

- **Sutter Medical Center –** of Sutter Health, Northern California's largest health network with 29 acute care hospitals, has more than 3,500 employees and specializes in primary care physicians and specialists, home health, occupational health, psychiatric care and more. The downtown Sacramento medical center consists of several facilities that include Ose Adams Medical Pavilion, Anderson Lucchetti Women's & Children's Center, and Sutter Center for Psychiatry. The Ose Adams Medical Pavilion provides emergency services that includes 54 beds, all fully equipped for extremely critically ill patients. They also offer a Pediatric Emergency Department with a separate waiting area and nurses and physicians specially trained in caring for children. Sutter Medical Center Sacramento is a teaching hospital for new physicians.
- **Mercy General Hospital –** is a not-for-profit hospital founded by the Sisters of Mercy, and has been at its current site in the heart of East Sacramento since 1925. The hospital has 342 beds and nearly 400 doctors. The Mercy Heart Institute and the Mercy Stroke Center are key features of the hospital.
- **UC Davis Medical Center –** is an academic medical center offering primary care for all ages, specialty care in 150 fields, and the latest treatment options and expertise for the most complex health conditions. The 619-bed acute-care teaching hospital maintains an annual budget of roughly $1.7 billion. The Center is located on Broadway south of US 50 near downtown Sacramento.
- **Sacramento VA Medical Center –** is a 60-bed inpatient facility offering comprehensive health care services including medical, surgical, primary and mental health care. The medical center, which is comprised of 24 medical-surgical beds, 16 TCU beds, 10 ICU beds, 16 BHICU, and a four-room operating suite, also houses a cardiac catheterization lab, a gastrointestinal & endoscopy suite, angiography capability and 16,000 square-feet of research laboratory. The Center is located south of US 50 using the Mather Field/Rancho Cordova exit.
- **Mercy Hospital of Folsom –** Mercy Hospital of Folsom is a growing general acute care hospital providing medical surgical, intensive care, emergency, obstetrics and rehabilitation services to the vibrant communities of Folsom, El Dorado Hills, Cameron Park, Shingle Springs and Rescue. There are 106 licensed acute-care beds and 25 Emergency department beds. The hospital is located on E. Bidwell St. in central Folsom.

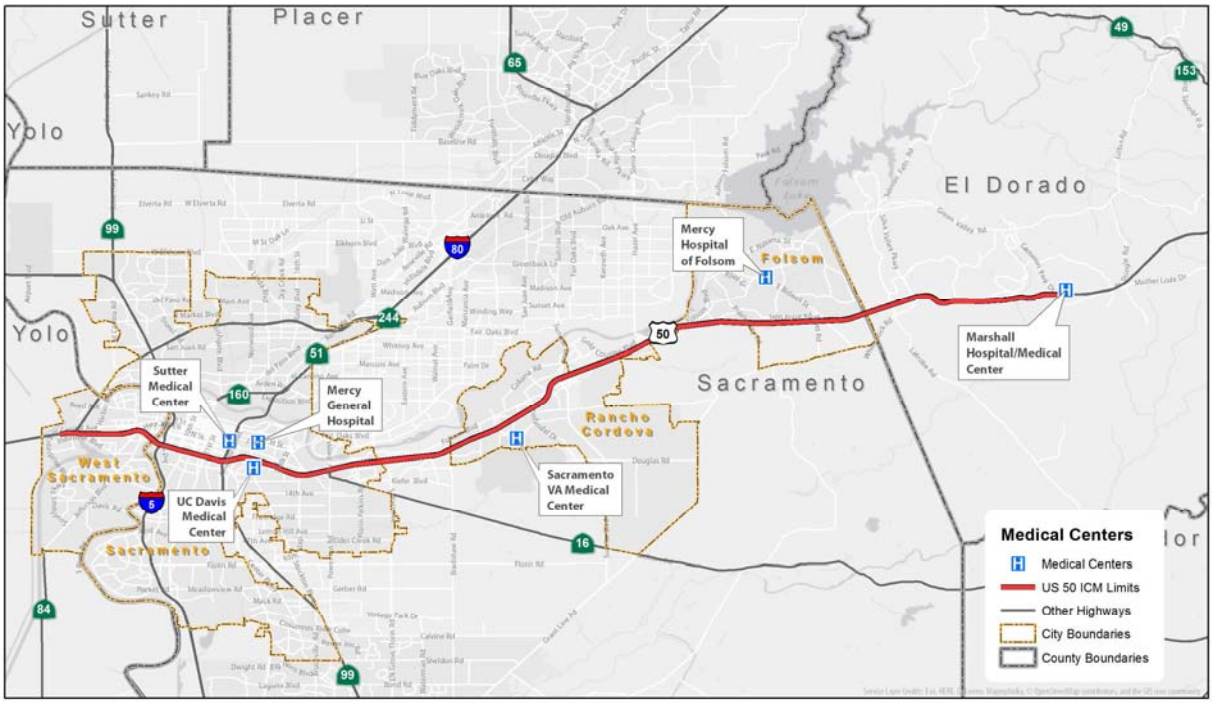

Figure 18 – Medical Centers

5.5. EVENT VENUES

Figure 19 – Event Venuesmaps major event centers and facilities that can on occasion generate unusual traffic or large traffic surges. The mapped facilities include:

- **[Future] Golden 1 Center –** The arena will host concerts, conventions and other sporting and entertainment events. Upon completion, it will replace Sleep Train Arena as the home of the Sacramento Kings of the NBA. The arena's capacity will be expandable to about 19,000 patrons, compared to Sleep Train Arena's 17,300. It sits partially on the site of the former Downtown Plaza shopping center. The $477 million arena is expected to open for the 2016-17 season.
- **Sacramento Convention Center –** The complex is located in downtown Sacramento and consists of the Sacramento Convention Center, the Community Center Theater, the Memorial Auditorium, and the Jean Runyon Little Theater at the Memorial Auditorium.
- **California Capital Air Show –** Established in 2004, the annual California Capital Airshow averages 100,000 attendees per year and is held at Mather Airport located 10 miles from downtown Sacramento and adjacent to Rancho Cordova south of the US 50 ICM corridor.
- **Harris Center –** A performing arts venue comprised of three stages and located on the campus of Folsom Lake College at 10 College Parkway in Folsom, California. The facility operates as a $50 million, 80,000 square foot regional arts center with theatre and music performances open

to the public. It brings local and international artists, and is home to Folsom Lake College's visual and performing arts instructional offerings for the broader community.

- **Raley Field –** Located in West Sacramento, Raley Field is home to the Sacramento River Cats minor league baseball team in the Pacific Coast League. The stadium opened in 2000 and capacity is roughly 24,600 people.

Figure 19 – Event Venues

6. TRANSPORTATION MANAGEMENT ASSETS

This section describes existing transportation management assets and Intelligent Transportation Systems (ITS) assets supporting the operation of transportation systems and management of transportation activities within the study corridor. Elements reviewed in this section include:

- Traffic management centers
- Traffic monitoring systems
- Freeway ramp metering systems
- Arterial traffic management systems
- Incident/event management systems
- Transit management systems
- Traveler information systems

6.1. TRAFFIC MANAGEMENT CENTERS

Several traffic management centers currently support the management of traffic operations within the US 50 ICM corridor:

- Sacramento Regional Transportation Management Center (SACRTMC)
- Sacramento County Traffic Operations Center
- City of Sacramento Traffic Operations Center
- City of Folsom Traffic Operations Center
- City of West Sacramento Traffic Operations Center
- City of Rancho Cordova (Future System)

6.1.1. SACRAMENTO REGIONAL TRANSPORTATION MANAGEMENT CENTER (SACRTMC)

The Sacramento Regional Transportation Management Center (SACRTMC) is a facility jointly operated by Caltrans and the California Highway Patrol (CHP) and co-located with the CHP Sacramento Communication Center. Located near White Rock Rd. and Sunrise Blvd. and staffed 24 hours a day, seven days a week, this center is designed to help Caltrans staff manage traffic within the highly congested Sacramento metropolitan region and mountainous areas on I-80 and US 50. The focus is primarily state and Interstate highways in District 3 using an extensive network of sensors, cameras, changeable message signs (CMS), highway advisory radio (HAR), and Road Weather Information

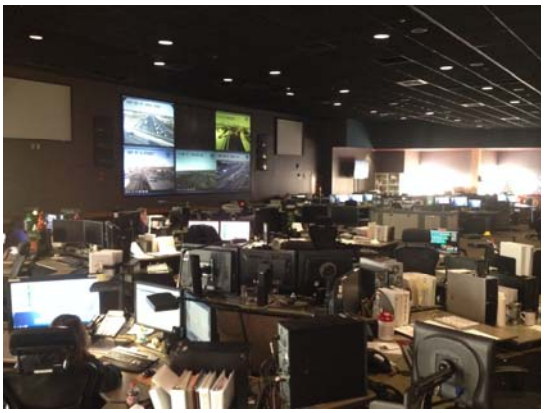

Figure 20 – Sacramento Regional Transportation Management Center

System (RWIS). The SACRTMC provides traveler information through media and provides dispatch for Caltrans resources.

At the heart of the SACRTMC is an Advanced Traffic Management System (ATMS) that enables system operators to monitor traffic conditions on regional freeways and to control various traffic management devices through a high-level, graphical user interface. Key functionalities supported by the SACRTMC ATMS include the ability to:

- Collect and process traffic data from inductive loop and microwave detectors
- Display traffic sensor data on electronic video map displays
- Access to video feeds from Closed-Circuit Television (CCTV) cameras
- Manage messages displayed on CMS
- Manage messages broadcast on HAR stations
- Link to Caltrans' lane closure tracking system
- Access CHP's Computer-Aided Dispatch (CAD) system

6.1.2. SACRAMENTO COUNTY TRAFFIC OPERATIONS CENTER (TOC)

Sacramento County has monitored their traffic signals for close to 40 years. The Sacramento County Traffic Operations Center (TOC) has been located in Rancho Cordova since 2001. The TOC houses the staff and equipment needed to operate, manage, and maintain traffic signals along the major arterials in Sacramento County.

Figure 21 – Sacramento County Traffic Operations Center

The TOC can monitor and control remotely the operation of traffic signals connected to the Econolite Centracs ATMS system. This system, which was initially deployed in 2001 and gradually expanded since then, now enables county staff to manage over 200 signalized intersections across the county areas and within cities for which a maintenance agreement has been made with the County. Within the US 50 corridor, this includes the city of Rancho Cordova.

In addition to the traffic signals connected to the Centracs system, Sacramento County has approximately 100 traffic signals controllers under the control of an older Multisonics Vehicle Management System (VMS) traffic signal control system. This system, while quite advanced for its installation in the 1970's, lacks the capabilities available with modern software-based traffic control systems. In the future, over 450 signals are envisioned to be connected to the Centracs system. The TOC also has access to video feeds from 109 CCTV cameras and new sites are being added.

Five individuals from the Sacramento County Transportation Department (SACDOT) are assigned to the TOC. The facility is staffed from 6:30 a.m. to 6:00 p.m. during weekdays, as well as during special events. While the TOC has been predominantly used to support traditional traffic signal operations, there has been growing interest in enhancing its ability, including developing abilities to support more adaptive signal operations and to provide video images to travelers.

6.1.3. CITY OF SACRAMENTO TRAFFIC OPERATIONS CENTER (TOC)

The City of Sacramento Traffic Operations Center (TOC) was launched around 1996 and is located in City Hall in downtown Sacramento. The TOC utilizes a computer-based traffic signal control system (TransSuite) that monitors traffic conditions and system performance. The system can actively select appropriate signal timing and staff can change timing manually, if required. Sensors can also detect the passage of vehicles, vehicle speed, and the level of congestion on local Streets. To supplement this information, CCTV surveillance equipment is being deployed at critical locations throughout the City with 110 locations already deployed and new sites being added.

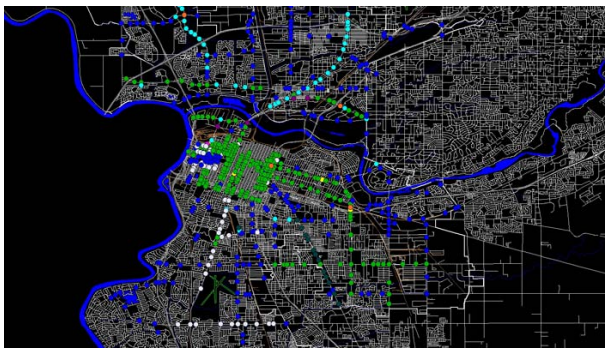

Figure 22 – City of Sacramento Traffic Operations Center

The City currently operates over 700 signalized intersections, of which approximately 300 are currently connected to the City's TOC. The facility is staffed from 7:00 a.m. to 9:00 a.m. and from 4:00 p.m. to 6:00 p.m. during weekdays, as well as during special events. While the TOC has been predominantly used to support traditional traffic signal operations, there has been growing interest in enhancing its ability, including developing abilities to support more adaptive signal operations and to provide video images to travelers.

6.1.4. CITY OF FOLSOM TRAFFIC OPERATIONS CENTER (TOC)

The City of Folsom Traffic Operations Center is located in City Hall. This center consists of three workstations connected to display monitors mounted on the wall for viewing of video and intersection data. Key functionalities of this TOC include the ability to monitor and control remotely the operation of traffic signals connected to the Econolite Centracs ATMS system.

In addition to the traffic signals connected to the Centracs system, Folsom has older 820A Series traffic controllers that interface with Peek Traffic Multisonics OSAM 32 On-Street Arterial Masters. The 820A OSAM also provides remote operations through an RS-232 port. Multisonics 820A controllers are networked into a regional traffic system using the Multisonics PC Central software package. This system, while it was quite advanced for its time, lacks the capabilities available with modern software-

based traffic control systems. In the future, all signals are envisioned to be connected to the Centracs system, with approximately 80% of the City's signals are currently networked. The TOC can also access and manage video feeds from a network of 10 CCTV cameras with new sites being added.

Folsom Public Works has a Traffic Management Section Chief and a Traffic Control and Lighting Supervisor as staff assigned. The facility is staffed from 7:00 AM to 3:30 PM during weekdays, as well as during special events.

6.1.5. CITY OF WEST SACRAMENTO TRAFFIC OPERATIONS CENTER (TOC)

The City of West Sacramento Traffic Operations Center is located in City Hall. This center consists of a workstation and computer monitor for data management. Wall monitors exist to monitor their CCTV system. Staff has the ability to monitor and control the operations of their Naztec and 170 signal controllers. Staff access and manage video feeds from a network of 16 CCTV cameras.

West Sacramento Public Works has a Traffic Management Section Chief and an Engineering Assistant as staff assigned. The facility is staffed from 8:00 AM to 5:00 PM as well as during special events.

6.1.6. CITY OF RANCHO CORDOVA TRAFFIC OPERATIONS CENTER (TOC)

The City of Rancho Cordova is in the process of advertising for their own traffic control system. Their signals are being managed by Sacramento County through a maintenance agreement since City incorporation in 2003. Within the City of Rancho Cordova there are a mix of approximately 20 Naztec signal controllers and 13 Econolite traffic signals connected to the County's Centracs system along the designated alternate routes. In addition, Rancho Cordova currently has approximately 40 traffic signal controllers under the control of an older Sacramento County Multisonics Vehicle Management System (VMS) traffic signal control system. This system, while quite advanced for its installation in the 1970's, lacks the capabilities available with modern software-based traffic control systems. Sacramento County manages video feeds from approximately 30 CCTV cameras owned by the City.

6.1.7. EL DORADO COUNTY TRAFFIC OPERATIONS CENTER (TOC)

The County of El Dorado is in the process of completing installation of their traffic control system (Trafficware ATMS.NOW) and establishing communications with their signal controllers in the field. This center consists of a workstation and computer monitor for data management. . Staff will ultimately have the ability to monitor and control the operations of their Naztec, 2070, and 170 signal controllers.

6.2. TRAFFIC MONITORING SYSTEMS

This section provides a summary of systems that have been deployed along the US 50 corridor to monitor traffic demand and roadway conditions. These systems include:

- Freeway traffic detectors
- Arterial traffic detectors
- Travel-time monitoring
- CCTV cameras
- Performance Measurement System (PeMS)

6.2.1. FREEWAY TRAFFIC DETECTORS

Caltrans currently maintains an extensive network of traffic detectors on freeways. The following summarizes deployed field elements within the US 50 corridor:

Freeway mainline detectors shown in **Figure 23** maps the mainline detection stations maintained by Caltrans on US 50. Caltrans maintains 40 detection stations in the eastbound and westbound direction combined between Enterprise Rd. in West Sacramento and Cameron Park Dr. interchange in El Dorado County. Mainline detection stations are typically located just upstream of an on-ramp. Spacing between successive mainline detection stations varies between 300 feet to 1.3 mile, with an average of 0.5 mile. Single-loop in-pavement detectors are used at all detection stations. There are dual-loop locations, but not currently terminated to the controller to directly measure speeds. Consequently, all traffic detection stations only directly measure vehicle counts and loop occupancy. Speed estimates are provided for all mainline detectors from the vehicle counts and loop occupancy data.

- **HOV lane detectors –** in each direction, traffic detectors are deployed along the existing HOV lanes at the same locations as along the freeway mainline. Similar to the mainline detectors, these devices are used to obtain vehicle counts, loop occupancy data, and vehicle speed estimates.
- **On-ramp detectors –** all on-ramps along US 50 westbound, between Silva Valley Parkway and 15th St. in downtown Sacramento, are equipped with traffic detectors. From 15th St. west to the I-80 interchange, only Harbor Blvd. is instrumented. In the eastbound direction, Harbor Blvd. on-ramp in Yolo County is instrumented for on-ramp data collection. In Sacramento County to the El Dorado County line, Watt Ave. remains without eastbound on-ramp detection. In both directions, this is done using the passage detectors of the ramp metering system along US 50.
- **Off-ramp detectors –** off-ramps along US 50 from Harbor Blvd. in Yolo County to the El Dorado County line are equipped with traffic detectors. These are typically single-loops providing vehicle flow and loop occupancy data. They are primarily used to count the number of vehicles taking the ramps. The collected occupancy data may also be used to assess traffic conditions on the ramps. However, since the detectors are not currently linked to the traffic signals that may control traffic at the bottom of a ramp, the information they provide cannot currently be used

to manage queues of vehicles that may threaten to spill onto the freeway mainline. Similar to the on-ramps, vehicle speeds are not estimated for these detectors.

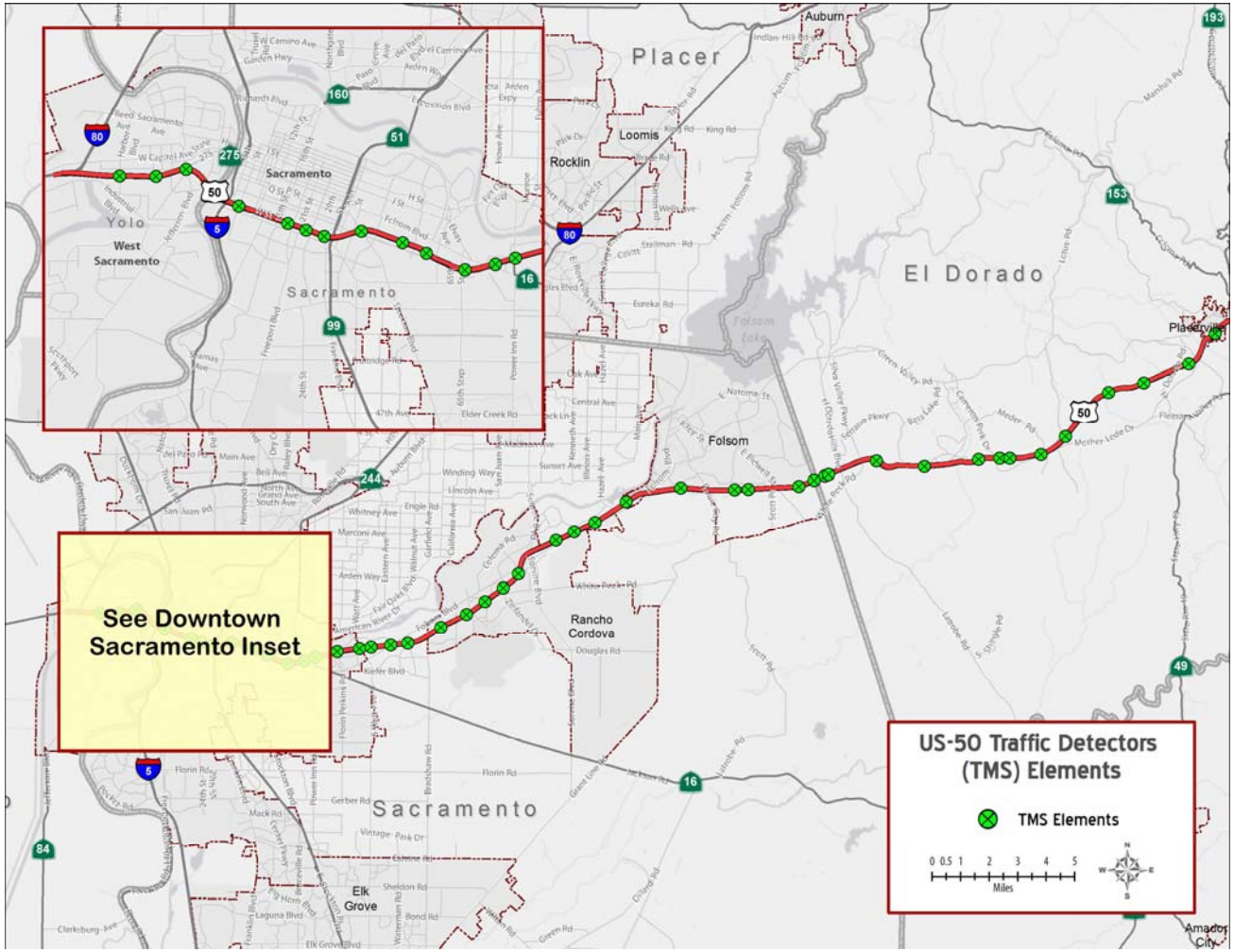

Figure 23 – Caltrans Mainline Freeway Traffic Detection Stations

6.2.2. ARTERIAL TRAFFIC DETECTORS

Signalized intersections under the control of Sacramento County and the City of Folsom have traffic detectors installed on some of their approaches. These are traditional inductive loop detectors and some video detection systems used to support vehicle-actuated functionalities. Within the City of Sacramento, the downtown grid system of streets (I-5 to 35th St. east/west and C St. to Broadway north/south) are local Time-of-Day (TOD) operation with no detectors. Outside of the downtown area along the US 50 corridor, loop detectors are predominant, with approximately 30 intersections equipped with video detection in addition to loops; three intersections currently use only video detection. A growing number of intersections are being equipped with video detection systems.

Depending on the location, one or two of the following types of detectors may be present on the intersection approaches:

- **Stop line detectors –** detectors used to sense the presence of vehicles near the intersection stop line. Use of these detectors depends on their operational setting. When set in the "presence" mode, they are used to place calls to the signal controller for the display of a specific green phase whenever a vehicle is in the zone of detectors. When set in "passage" or "gap" time, they are used to monitor the interval between successive vehicles and to determine when to terminate an active green phase.
- **Advanced passage detectors –** detectors located some distance upstream of the stop line to sense approaching vehicles. These detectors are typically placed at a distance of three to five seconds behind the stop line and are used in actuated systems to place calls for an extension of the green signal each time a new vehicle is sensed to pass through the detection zone.

While most intersections are equipped with detectors, the availability of sensor data to conduct operational analyses depends on whether the generated data is forwarded to a central location. Depending on the system setup, individual detectors may be defined as local or system detectors. Local detectors strictly send their data to the local signal controller, whereas system detectors are also set to send information to a central traffic control system. In the former case, the collected data is typically dumped by the signal controller after use. In the latter, data may be available for retrieval from a central database.

The following provides a summary of the traffic flow data currently being collected by each agency:

- **Caltrans –** Caltrans-operated intersections along US 50 typically have detectors on most of their approaches to support actuated signal control. This includes both advanced and stop line detectors. Unfortunately, the information collected by these detectors is not currently forwarded to the regional TMC. Exception exists for Caltrans intersections operated by several of the local agencies. Historical data from the Caltrans intersections operated by the City of Sacramento (with the exception of Stockton Blvd) may be available through the TransSuite traffic control system. Caltrans intersections operated by Sacramento County communicate to

the VMS system for traffic responsive operation in the County TOC, but no historical data is available. While a TransSuite traffic control system is currently being procured by Caltrans to support uniform statewide traffic signal operations, there is uncertainty as to when the intersections within the US 50 corridor will be connected to a system installed at the SACRTMC.

- **Sacramento County –** because of the age of the original traffic control system, legacy detection impairs data collection - many generations of hardware have been put in place. Speed is not measured and volume data is limited. Turning counts are not possible with existing detection configuration. With firmware upgrades to controllers, Centracs can retrieve more extensive volume counts. Video detection has been evaluated and used for years for intersection control, particularly to substitute for bad loop locations, for bridge deck installations, and for specific needs of red-light enforcement. Presently there are approximately 24 intersections countywide with video detection. Video detection can operate the controller, but supplementary programming is necessary to layout count lines to count cars for volume collection.
- **City of Sacramento –** with the exception of intersections within the City's downtown street grid system, there is some type of vehicle detection. Loop detectors are predominant. Approximately 30 intersections are equipped with video detection in addition to loops. The City's primary setup is to use video only at the stop bar and loops for mid- and advanced-detection. The City's traffic signal control equipment has the capability to retrieve usable volume data and send to the TransSuite ATMS, but not obtained at this time. It would take additional setup and processing to get into a usable format whether coming from the loops or from video. Demand from within the City has been minimal.
- **City of Folsom –** the signalized intersections along US 50 operated by the city are equipped with traffic detectors for fully-actuated control. The City's traffic signal control equipment has the capability to retrieve usable volume and occupancy data and send to the Centracs ATMS, but is only captured as needed for specific projects or studies. An example would be to monitor traffic response for a group of coordinated signals. Turning volume counts are not possible with existing detection configuration. Video detection is not currently used in the City.
- **West Sacramento –** most of the intersections along arterials of interest within the city are equipped with traffic detectors. Detection is performed through inductive loops at the intersections. Video detection is minimally used – at a couple of locations for side street monitoring. Generated detector data is not currently forwarded to a central location - is strictly used in a local control capacity. Further evaluation is needed of newer technology before implementing more widely.

6.2.3. TRAVEL TIME MONITORING SYSTEMS

Within the US 50 corridor Caltrans has plans to install 23 Bluetooth devices to measure travel times and travel patterns between specific points. **Figure 24** maps the proposed location of the devices. One device is currently in operation at Prairie City interchange.

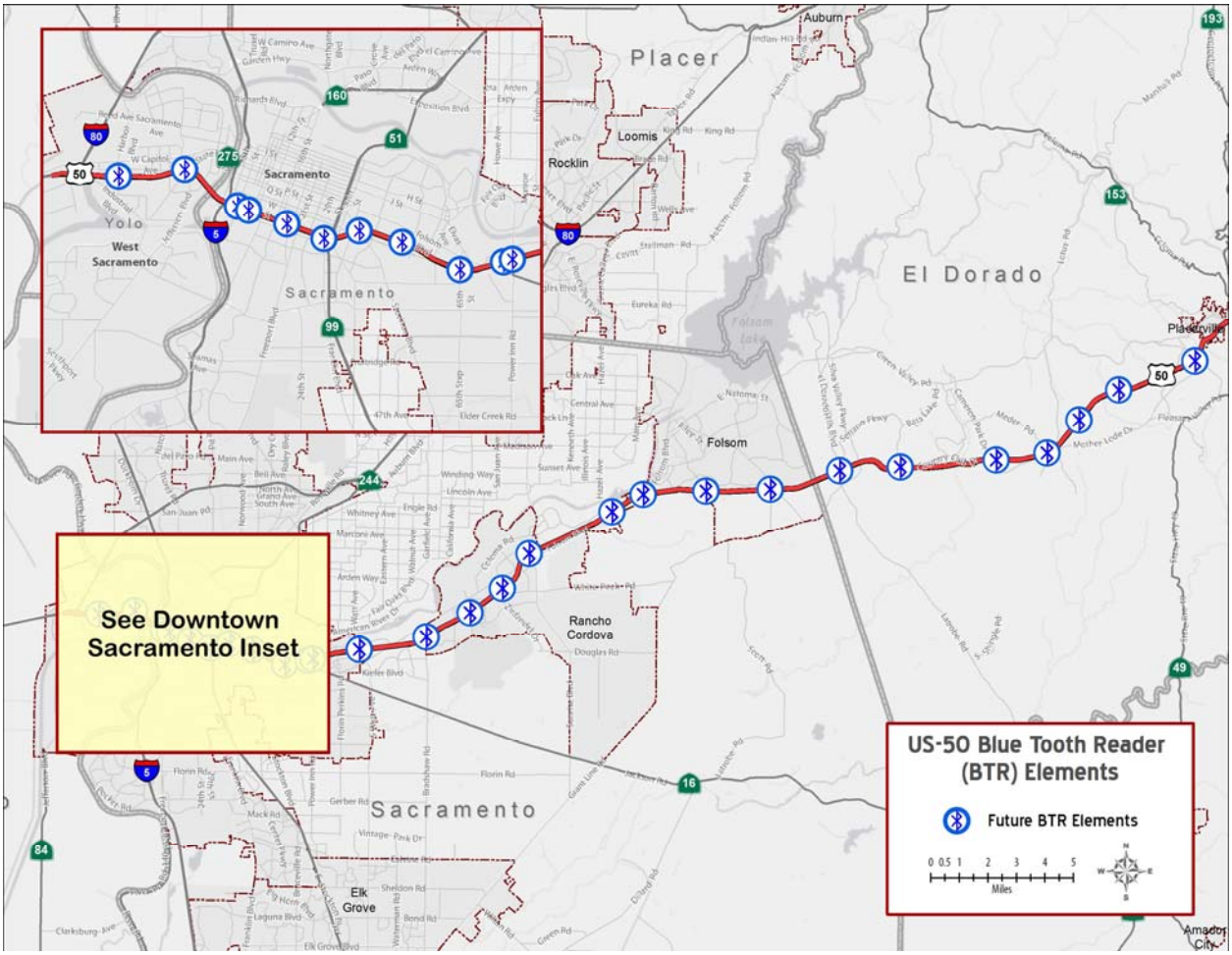

Figure 24 – Future Bluetooth Devices by Caltrans along US 50

Installation of these detectors typically involves installing field-processing units in existing traffic signal cabinets and establishing communication lines with a host data processing software. No additional communication infrastructure or poles would be required.

Sacramento County is starting to use Bluetooth devices at temporary locations – considering travel time studies along Watt Ave. between Jackson Hwy and Fair Oaks Blvd. No other agencies along the US 50 corridor are using Bluetooth devices.

6.2.4. CLOSED-CIRCUIT TELEVISION (CCTV) CAMERAS

Figure 25 maps the 19 CCTV cameras currently operated by Caltrans between Harbor Blvd. in West Sacramento and Cameron Park Dr. in El Dorado County along the US 50 freeway. Nine additional cameras are proposed within these limits for future installation.

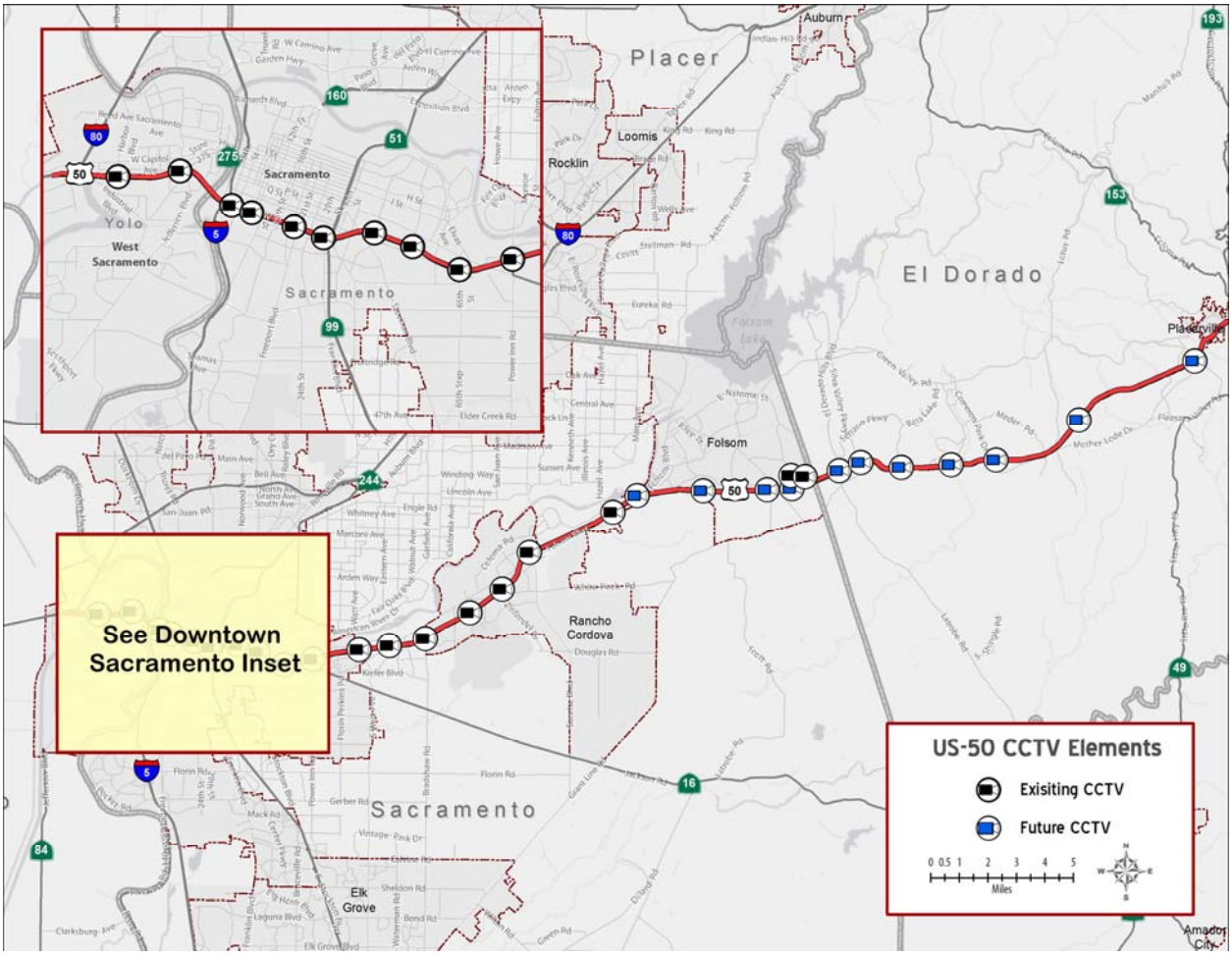

Figure 25 – Caltrans CCTV Camera Location

These cameras are available to the public through a feed accessible on a public website or shared with information service providers. As indicated, existing cameras provide a relatively good coverage (considering potential blockage by bridge peers, signs, etc.) of the freeway. Each camera has pan, tilt, and zoom capabilities and can be operated remotely from the SACRTMC.

In addition to the Caltrans-operated cameras, local jurisdictions also operate CCTV cameras to support their traffic management tasks. **Figure 26** maps the location of the local agency cameras along the US 50 corridor.

- **City of Sacramento –** currently operates 110 CCTV cameras citywide. They are aggressively adding more as funding allows. Along the suggested alternate routes within the US 50 corridor the city operates 23 CCTV cameras. The older cameras are analog with an encoder to convert to digital format. Newer cameras purchased are all digital. Video feeds from deployed cameras

are available for display in the city's TOC. None is available to the public. Proprietary software provided by the camera vendors further allows panning, tilting, and zooming each camera.

- **Sacramento County –** currently operates 109 CCTV cameras to monitor traffic along key arterials. All are digital technology. Along the suggested alternate routes of US 50 the County operates 29 CCTV cameras, most owned by the City of Rancho Cordova. For all locations, the County's TOC can access the video feed directly. None is available to the public. Proprietary software provided by the camera vendors further allows panning, tilting, and zooming each camera.
- **City of Folsom –** currently operates 10 CCTV cameras, three along the suggested alternate routes within the US 50 corridor. All are digital technology. For all locations, the City's TOC can access the video feed directly. None is available to the public. Proprietary software provided by the camera vendors further allows panning, tilting, and zooming each camera.
- **City of West Sacramento –** currently operates 16 CCTV cameras. All are digital technology. For all locations, the City's TOC can access the video feed directly. None is available to the public. Proprietary software provided by the camera vendors further allows panning, tilting, and zooming each camera.

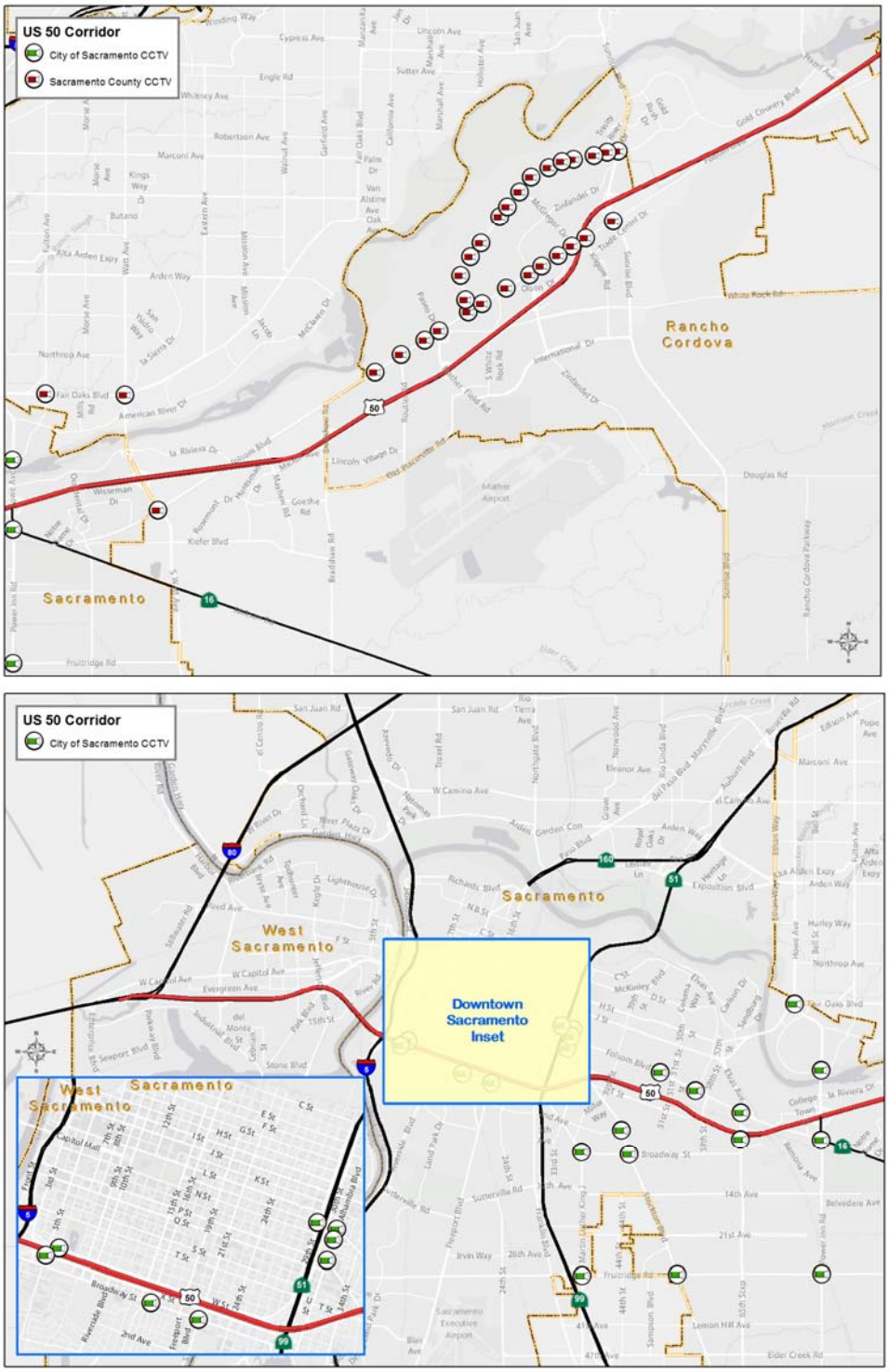

Figure 26 - CCTV Cameras Operated by the Local Jurisdictions

6.2.5. PERFORMANCE MEASUREMENT SYSTEM (PEMS)

The Caltrans Performance Measurement System (PeMS) is a web-based tool that was developed by Caltrans and the University of California at Berkeley to retrieve, process, analyze and store data collected by traffic monitoring systems. A screenshot is shown in **Figure 27.** In operation since 1999, the system currently allows users to retrieve and analyze data from the following sources:

- Traffic detectors operated by Caltrans on freeway mainlines and ramps
- Caltrans' Lane Closure System
- Incident reports logged by the California Highway Patrol (CHP)

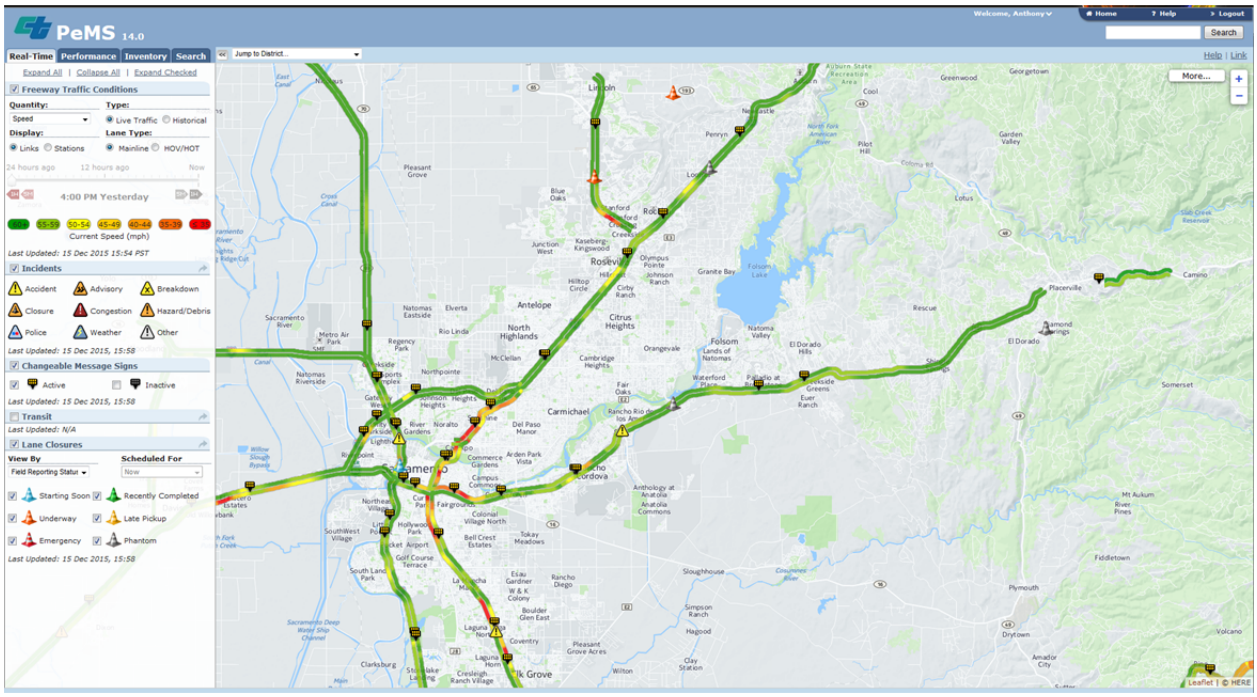

Figure 27 – PeMS Information System

In addition to providing access to real-time traffic sensor data, PeMS provides access to over ten years of historical data. The data analysis tools within PeMS further allow users to perform a wide range of investigations related to freeway operations. Among other things, the system may be used to retrieve information about the quality of data collected from traffic detectors; compile performance measures such as vehicle-miles traveled or delays for specific roadway segments, geographical areas, or periods; or develop regional aggregated traffic performance trends. It integrates a wide variety of information from Caltrans and other local agency systems including: traffic detectors, incidents, lane closures, toll tags, census traffic counts, vehicle classification, weight-in-motion and roadway inventory which are useful data for traffic analysis.

6.3. FREEWAY RAMP METERING SYSTEM

Ramp metering uses traffic signals at freeway entrances and freeway-to-freeway connectors to regulate the volume of traffic entering a freeway, as well as the spacing between entering vehicles. A long operational history has demonstrated that ramp metering has the potential to prevent freeway congestion, or at least delay its onset and reduce its severity, by eliminating problems associated with the entry of platoons of vehicles at freeway on-ramps. The result is increased freeway throughput, increased operating speeds, reduced delays and improved overall operations. Ramp metering also initiates smoother and safer merging operations, which, in turn, improves safety by reducing rear-end and sideswipe collisions.

Ramp meters are shown in Error! Reference source not found.**.** The US 50 on-ramps between Enterprise Rd. in West Sacramento and Silva Valley Rd. in El Dorado County are currently equipped with ramp meters in both the eastbound and westbound direction, with only three exceptions. Those exceptions are Jefferson Blvd. EB in West Sacramento before crossing the Sacramento River, 5th St. WB in downtown Sacramento before crossing the Sacramento River, and Folsom Blvd. EB loop near the city of Folsom. Planning for future installations include interchanges east of Silva Valley Parkway out to Cameron Park Dr. as traffic volumes dictate.

HOV lanes at metered ramps along US 50 are not metered. These lanes allow vehicles with two or more passengers to bypass the ramp meters completely.

Ramp metering on US 50 is deployed as traffic-responsive. In this mode of operation 3 to 4 fixed-time plans are available to implement within a control period, determined based on traffic flow data collected from the mainline traffic detectors.

On ramps where a single car is allowed to pass per green signal, the ramp meters can be programmed to allow between 240 and 900 vehicles/hour/lane. Where two or three vehicles are allowed per green signal, between 480 and 1320 vehicles/hour/lane can be allowed to enter the freeway mainline.

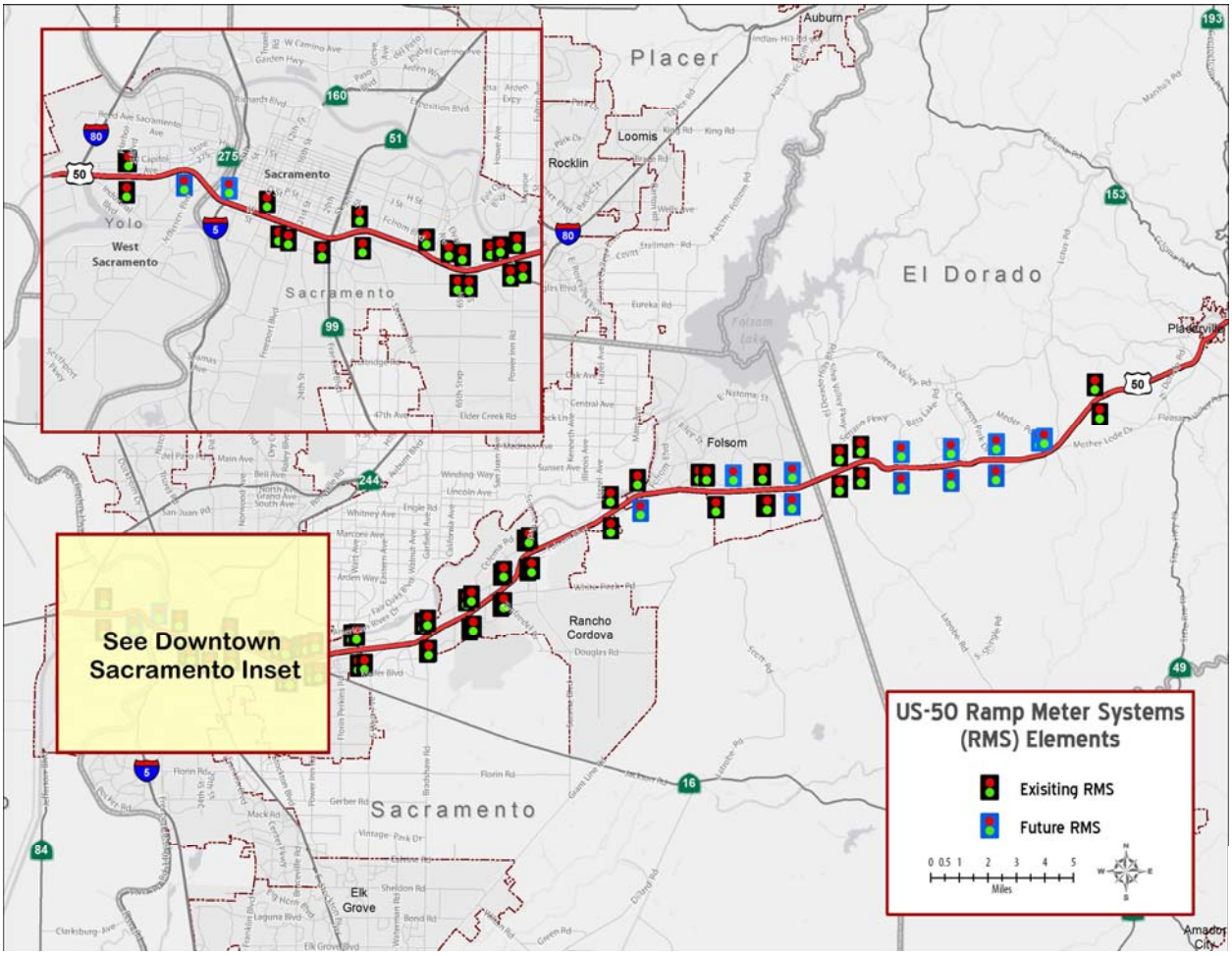

Figure 28 – Deployed Ramp Meters

6.4. ARTERIAL TRAFFIC MANAGEMENT SYSTEMS

Figure 29, Figure 30, and **Figure 31** map the location, operational ownership, and type of control and system of the signalized intersections along key arterials within the US 50 corridor. A few stop-controlled intersections, pedestrian crossings, and railroad crossings are also mapped to help assess constraints to traffic management options.

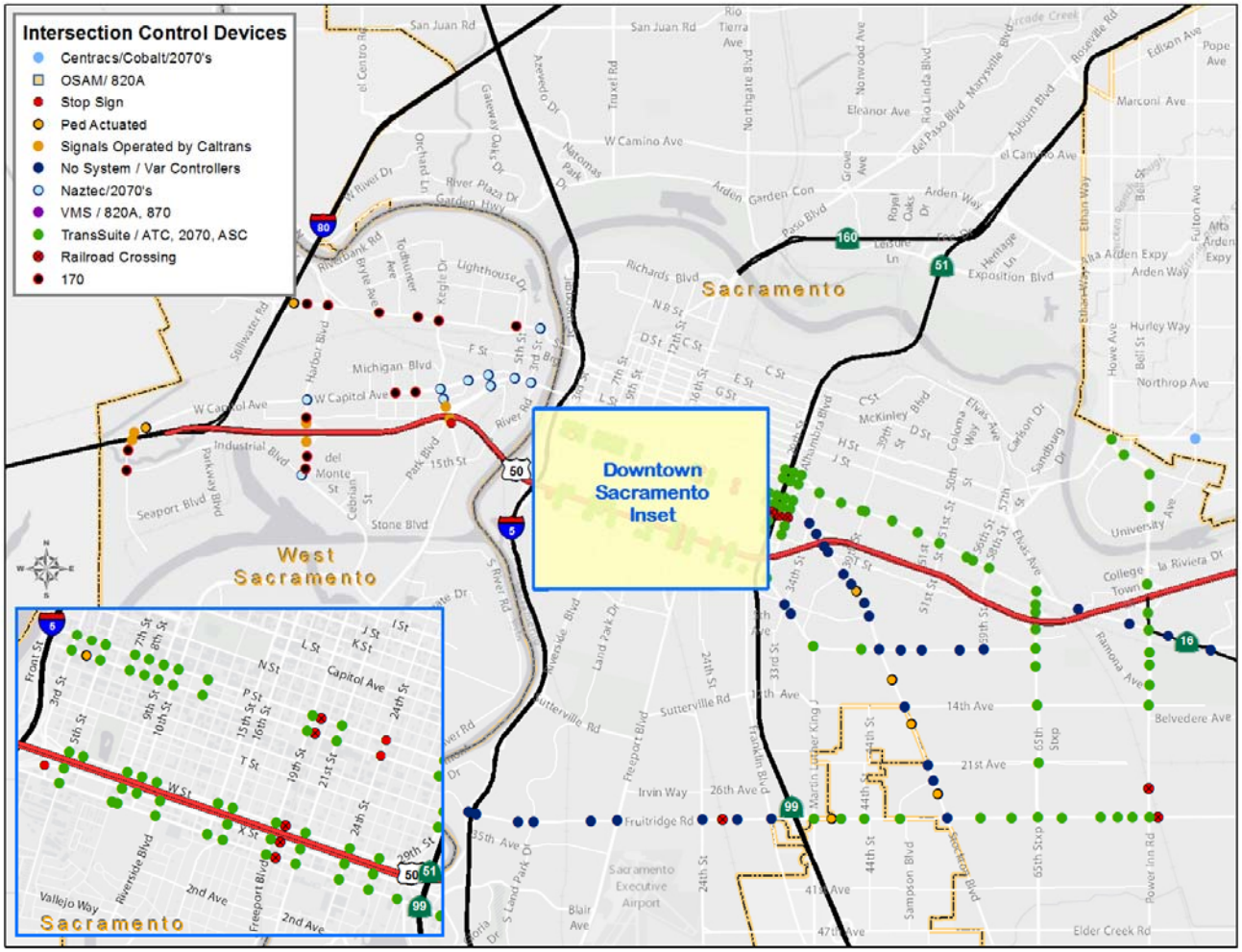

Figure 29 – Intersection Control within West Sacramento and Sacramento

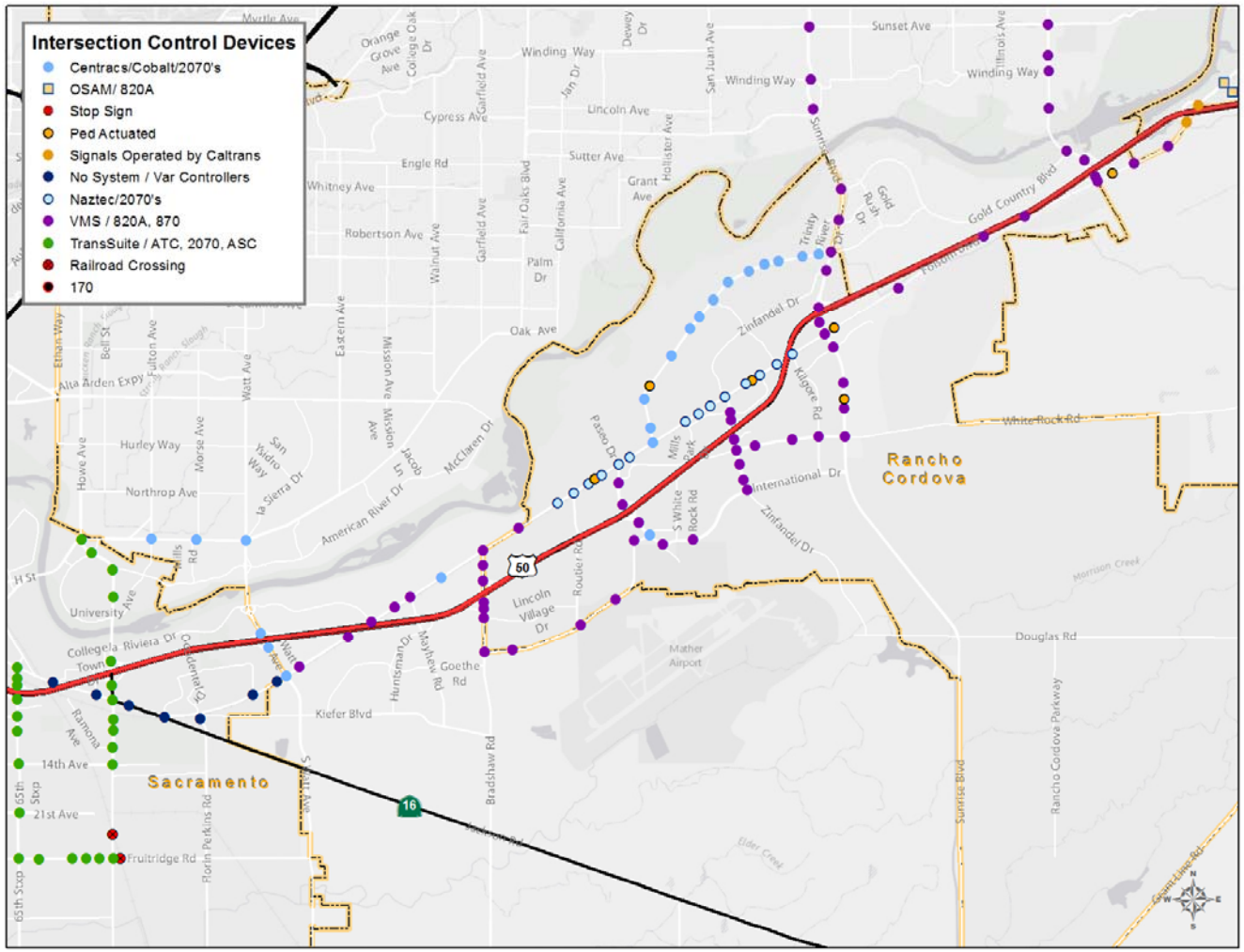

Figure 30 – Intersection Control within Sacramento County

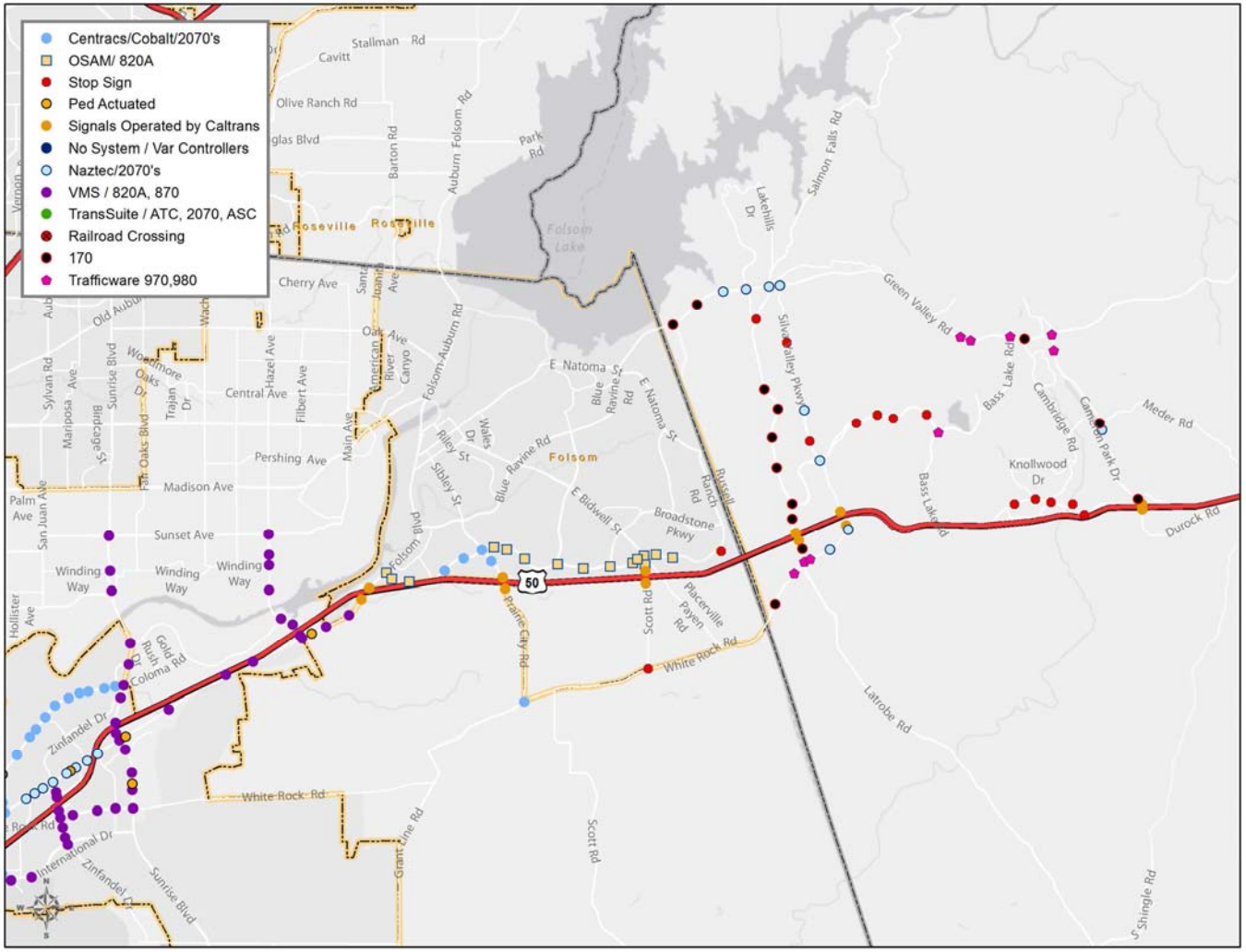

Figure 31 – Intersection Control within Folsom and El Dorado County

To understand fully the operational context of the US 50, it is not sufficient to know simply where traffic signals are located. It is equally important to understand how these signals operate and what the capabilities are. To answer these questions, the following aspects of traffic signal control are discussed in more detail in the subsections that follow:

- Types of traffic signal control
- Multi-intersection signal synchronization
- Signal controllers
- Centralized control and monitoring capabilities

6.4.1. TYPES OF TRAFFIC SIGNAL CONTROL

Depending on the location, time of day and operating agency, individual traffic signals within the US 50 corridor may be operated according to one or more of the following modes:

- **Fixed-time or pre-time control –** mode of operation in which the signals cycle through the green, yellow and red indications following a predetermined sequence, without adjustment of the duration of each signal indication to the actual traffic demand in each cycle. Average historical traffic conditions are typically used to determine each signal duration.
- **Fully actuated control –** control using vehicle detection to trigger the display or determine the duration of specific phases. In this case, all approaches to an intersection are typically equipped with traffic detectors, either at the stop line, at some distance upstream from the stop line to provide detection three to five seconds before arrival, or at both the stop line and upstream location. The green signal is passed from one movement to next based on received detection calls, subject to maximum green constraints. Since phases without demand can be skipped, the phase sequence and phase duration can be entirely determined by the traffic demand.
- **Semi-actuated control –** type of actuated control using vehicle detection only for the minor movements. In typical setups, detectors may only be installed on the minor cross street and left-turn bays along the major street. The green signal is then programmed to dwell on the main traffic movement and is only transferred to a minor movement after a call for service is received. This again results in an operation in which the cycle length is variable.
- **Coordinated-actuated control –** variation of semi-actuated control in which a fixed cycle and a coordination reference point (offset) is imposed on the signal operation to promote synchronized operation with adjacent intersections. Similar to semi-actuated control, the duration of phases serving minor traffic movements is based on detection calls received. However, any unused green within the allotted time to minor phases is in this case transferred to the main phase.
- **Traffic-responsive control –** mode of operation in which the fixed-time plans to implement within a control period is determined based on traffic flow data collected from traffic detectors. Plan selection may be based on measured traffic volumes, observed traffic speeds, the directional distribution of traffic, time of day, special detection, and/or other inputs.

Along the corridor, fully-actuated and coordinated-actuated are the dominant modes of operation during peak periods. Traffic-responsive control is used by Sacramento County along specific arterials and at critical intersections. Most of the intersections along major arterials are equipped with detectors allowing the signal controllers to adjust the duration of each phase to the actual traffic demand. During periods of low demand, the signals typically cycle through a set of phases without any defined cycle length. However, to enable synchronized operations with other signals, a specific cycle and offset is typically imposed at key intersections during peak periods. Only a few intersections may still operate in a fully actuated mode during this period.

6.4.2. MULTI-INTERSECTION SIGNAL SYNCHRONIZATION

To facilitate smooth progression across successive intersections, groups of signals along arterials often have their operation synchronized. This practice typically results in the imposition of a common cycle length to all intersections in the group, and in the establishment of fixed time points, or offsets, at which a reference phase must start at each intersection.

Several key arterials within the US 50 corridor have segments where signals are synchronized. Synchronization is planned in other segments as controllers are upgraded and communications is improved. While efforts have been devoted to coordinate traffic signals along key arterials, significant breaks in synchronization still exist, largely because of distance between signalized intersections and adjacent street parking and driveway friction. This is particularly true for segments of Folsom Blvd. in the City of Sacramento and Sacramento County, Stockton Blvd. and Fruitridge Blvd. in the City of Sacramento, and Capital Ave. in West Sacramento. Caltrans-owned intersections within the boundaries of Sacramento City and County are not obstacles to synchronization since operations have been released to each jurisdiction. In other jurisdictions along the US 50 corridor, Caltrans typically operates its signals independently from nearby city-controlled signals. Since most of these are operated in a vehicle-actuated mode throughout the day, they may not always operate with the same cycle as nearby signals. However, while no formal synchronization may exist, some indirect synchronization may still result from the implementation of signal timings designed to accommodate the cyclic traffic patterns that are normally produced by the nearby signals.

6.4.3. SIGNAL CONTROLLERS

There are two dominant types of signal controller used along the US 50 corridor. They include the newer Type 2070 used by all the agencies communicating to ATMS in their TOC's, and the Multisonics 820A controller tied to the antiquated VMS in Sacramento County and City of Folsom. Additionally, Folsom has several newer Cobalt family advanced transportation controllers in operation. Cobalt is designed to provide a combination of ATC controller open architecture functionality with the latest handheld technology and applications. The City of Sacramento is dealing with older controller technology within downtown street grid system in a time-of-day operations. Along the US 50 alternate routes within the City there are a mix of Traconex 390's, Econolite ASC2's, BiTrans 170's, as well as 2070's.

6.4.4. CENTRALIZED CONTROL AND MONITORING CAPABILITIES

Figure 32 inventories the traffic management systems currently used by individual jurisdictions to control the traffic signals under their jurisdiction. The following key observations can be made from the data:

- A variety of commercial traffic control systems are used to support traffic signal operations. Systems in operation currently include systems developed by TransCore (TransSuite), Econolite (Centracs), and the Multisonics VMS traffic control system.
- Not all systems are currently set up to forward traffic detection data to the associated traffic operations center.
- While Caltrans does not currently operate a centralized traffic signal control system, the agency has recently procured a TransSuite system from TransCore for the monitoring and management of at all traffic signals operated by the agency within California. While the system is currently operational at the City of Sacramento, it is still unknown when all Caltrans-operated intersections within the US 50 corridor will be connected to the centralized system.

Jurisdiction	Econolite Centracs	TransCore TransSuite	Multisonics VMS	Trafficware ATMS.NOW
Caltrans		●		
City of Sacramento		●		
Sacramento County	●		●	
City of Folsom	●		●	
City of West Sacramento				●
El Dorado County				●

Figure 32 – Local Jurisdiction Central Traffic Management Systems

6.5. INCIDENT/EVENT MANAGEMENT SYSTEMS

Assets used to assist with the management of incidents and events within the US 50 corridor include:

- Caltrans Planned Lane Closure System

- California Highway Patrol (CHP) Computer-Aided Dispatch (CAD) system
- Freeway Service Patrol (FSP)
- Transportation Management Teams (TMT)

6.5.1. CALTRANS PLANNED LANE CLOSURE SYSTEM

Caltrans' Lane Closure System (LCS), shown in **Figure 33**, allows Caltrans traffic managers to track lane, ramp, and road closures due to incidents, construction and maintenance. This statewide system tracks active closures as well as all planned closures for the next seven days from any given day. District TMCs throughout the state can utilize this information to monitor both their own closures as well as those planned on highways in adjacent districts, as well as to coordinate closures with neighboring districts.

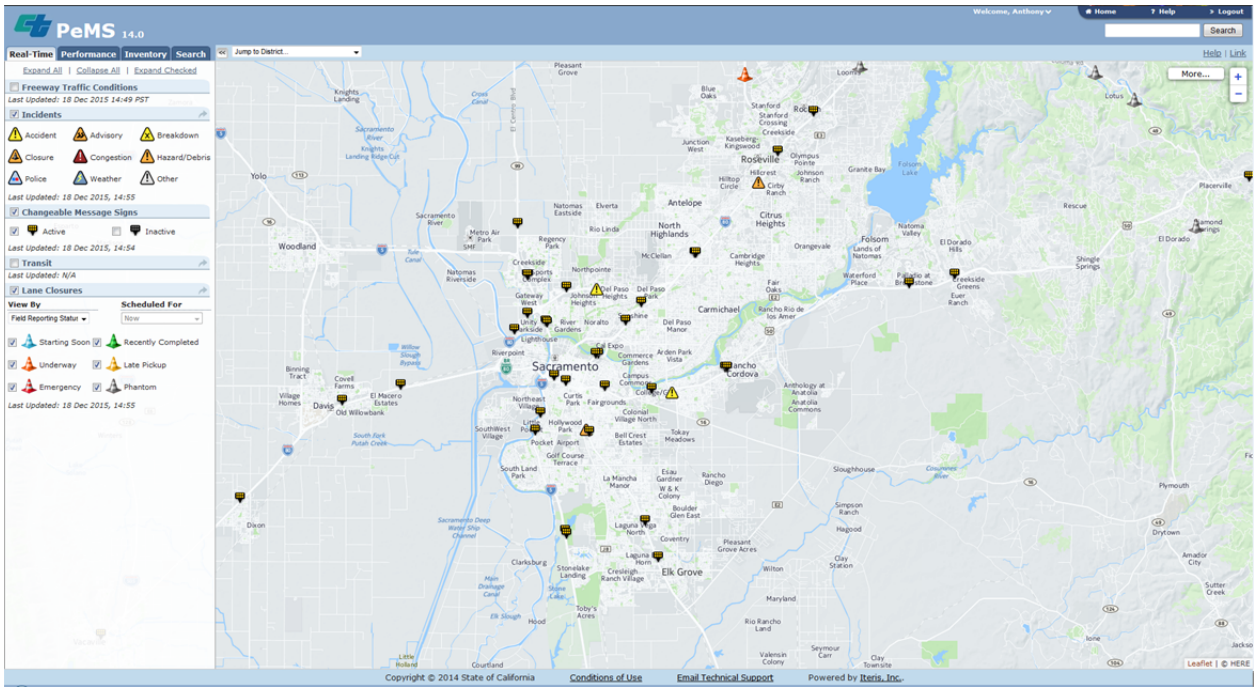

Figure 33 – Caltrans Planned Lane Closure System

6.5.2. CALIFORNIA HIGHWAY PATROL (CHP) COMPUTER-AIDED DISPATCH (CAD) SYSTEM

The CHP CAD system is a secure system used by the CHP to support dispatch and response functions. It links all dispatcher workstations, provides reliable and accurate incident information, and both standardizes operational procedures and decreases incident response times by eliminating previously used manual processes. Although not a Caltrans system nor originally intended for Caltrans use, this system has become one of the primary methods for disseminating incident information within TMCs as it is often the point of first notification for an incident and because it provides regular updates as a situation progresses.

6.5.3. FREEWAY SERVICE PATROL (FSP)

The FSP is service supported by the Sacramento Transportation Authority, Caltrans, and the California Highway Patrol, with major funding assistance provided by SACOG as a component of its freeway call box program. It consists of privately owned tow trucks that patrol designated routes on congested urban California freeways and offer free help to stranded motorists. FSP services include changing flat tires, jump-starting dead batteries, refilling radiators and temporarily repairing leaking hoses, or providing a gallon of fuel. If the FSP cannot get a stranded car running within ten minutes, it will tow the vehicle to a nearby CHP designated Safe Zone. The FSP also assists emergency responders in clearing traffic accidents. The goal of the FSP is to maximize the effectiveness of the freeway transportation system by promptly removing disabled/stranded vehicles from the freeway.
The FSP program operates on the following Sacramento Freeways:

- SR 99 – Grant Line Rd. north to the SR 99/US 50 Interchange
- SR 51 – SR 99/US 50 Interchange norteast to the I-80 Interchange
- I-5 – Elk Grove Blvd. to the Highway 99 Interchange north of downtown Sacramento
- US 50 – I-80 in Yolo County east to Scott Road
- I-80 – Mace Blvd. in Yolo County to the Placer County Line

FSP typically operates Monday through Friday from 6:00 a.m. to 9:00 a.m. and from 3:00 p.m. to 6:30 p.m., except holidays.

6.5.4. TRANSPORTATION MANAGEMENT TEAMS (TMT)

A TMT is a group of Caltrans employees that can be dispatched from the SACRTMC 24 hours a day, to assist the CHP with emergency lane closures and entire freeway closures following an accident or emergency incidents such as spilled cargo or natural disasters that may obstruct the roadways. The TMT assists by monitoring freeway back-ups, performing traffic analyses, providing detour recommendations, helping with the cleanup of incident scenes. The TMT also communicates vital information to the SACRTMC and may use portable changeable signs to inform motorists of expected delays or recommend detour information.

6.6. TRANSIT MANAGEMENT SYSTEMS

This section provides a summary of the transit management systems currently deployed within the US 50 corridor. These types of management systems typically include:

- Automated vehicle locations (AVL) systems
- Automated passenger counting (APC) system
- Transit signal priority (TSP) systems

6.6.1. AUTOMATED VEHICLE LOCATIONS (AVL) SYSTEMS

All three major transit providers along the US 50 corridor utilize AVL systems on fixed route buses. The different systems employed are summarized below.

The Sacramento RT full-size bus fleet is fully equipped with Clever Devices AVL. Currently, the RT trains do not have AVL, but are expected to implement them by late 2016, depending on funding availability. Sacramento RT full-size coaches are also equipped with the Clever Devices stop announcement feature implemented to meet ADA requirements. The system also collects real-time location data that is used to provide traveler information via the RTTracker website or Mobile Web App (www.sacrt.com/tracker1.stm) as shown in **Figure 34**. The time and location data is also used by RT for on-time performance evaluations and other planning purposes.

RT is demonstrating the Clear Devices IVN-4S driver control/on board computers in four Light-Rail Vehicles (LRVs). The development of a Train Time website is currently under development that will allow RT riders to obtain predictive train arrival information on the RTTracker website.

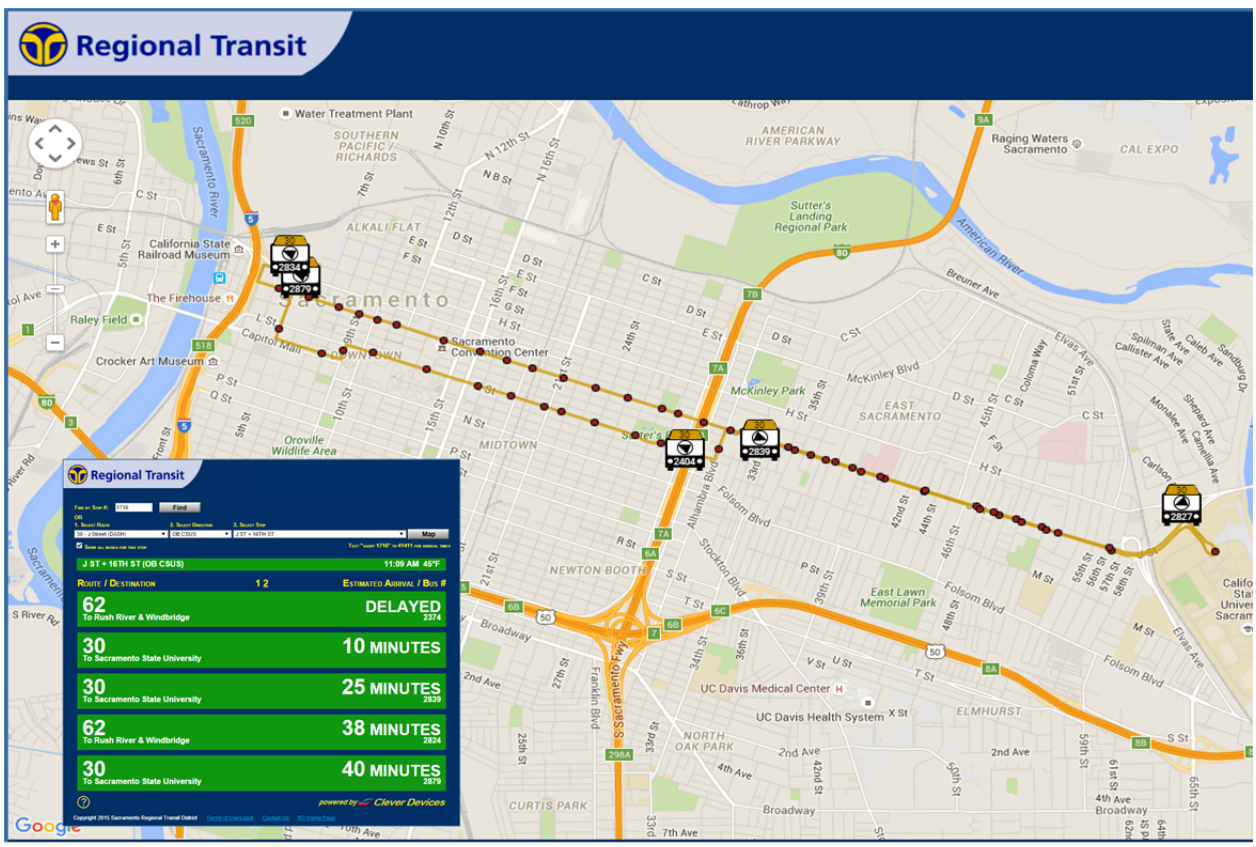

Figure 34 – Sacramento RT RTTracker Real-Time Bus Information

Yolobus has used AVL technologies on its bus fleet since 2007. The current Ranger AVL technology allows transit operations staff to monitor the location, on-time performance and activity of buses as well as provide data for stop annunciators, in-vehicle LED signs, bus stop electronic signs and the Yolobus real-time trip-planning web site (avl.yctd.org/), illustrated in **Figure 35**.

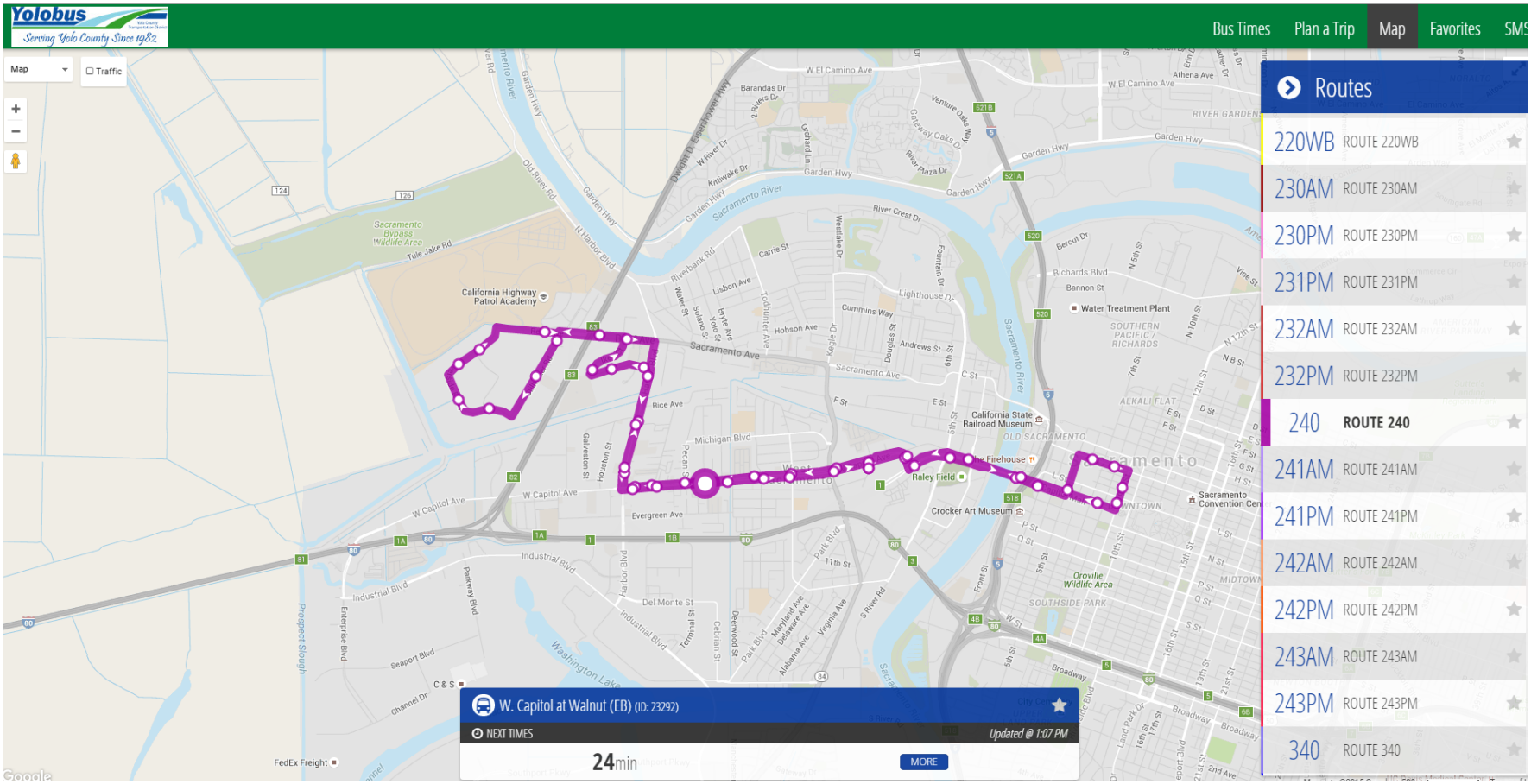

Figure 35 – Yolobus Real-Time Trip Planner

El Dorado Transit has AVL technologies on all buses. This system provides passenger notifications via the *Routematch* system that allows users to text the bus stop number to the service and real-time bus arrival will be provided. El Dorado Transit uses the *RouteShout* web-based app (www.routeshout.com) as shown in **Figure 36**, below, to provide real-time information to travelers.

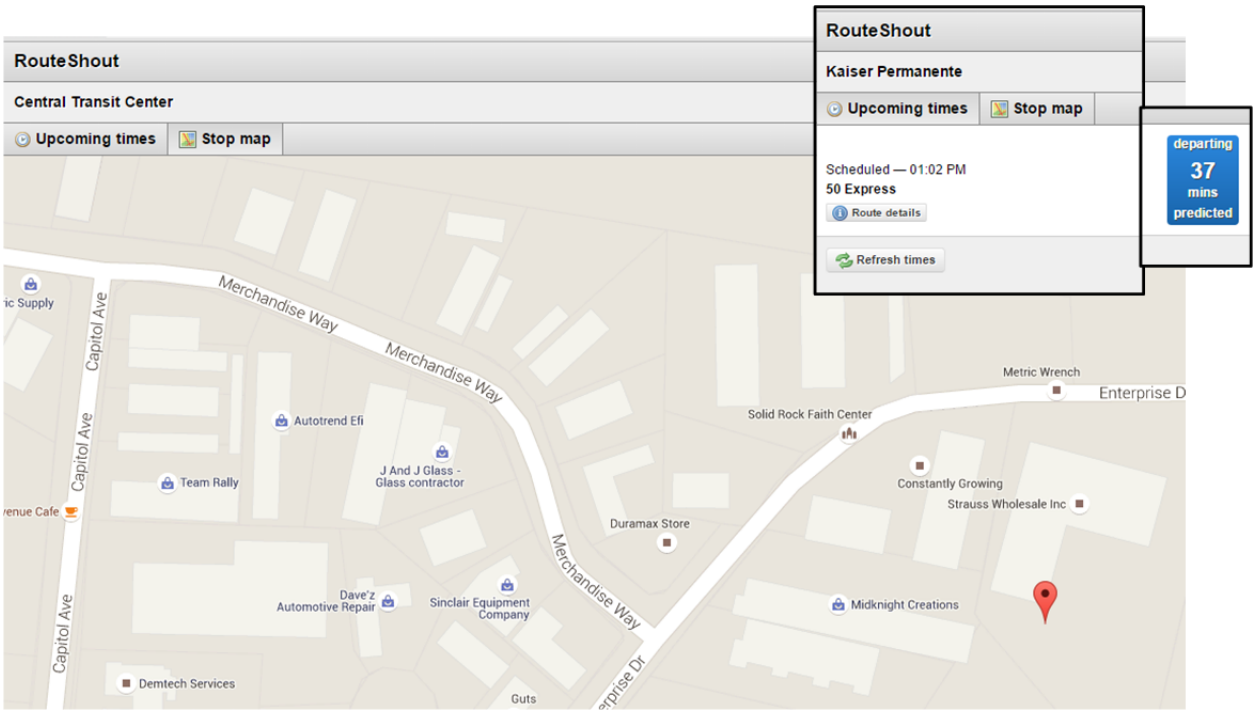

Figure 36 – El Dorado Transit *RouteShout* Real-Time Traveler Information

6.6.2. AUTOMATED PASSENGER COUNTING (APC) SYSTEM

Sacramento RT's full-size bus fleet is fully equipped with APCs that provide boarding and alighting data by time-of-day and location. An in-house system was developed to process data that had been collected using this system. RT does not utilized real-time passenger counts at this time. The RT trains do not have the APC system but are expected to implement them by late 2016, depending on funding availability.

Yolobus does not utilize APC technologies as of this date. Plans could change depending on funding availability.

El Dorado Transit does not currently have APC systems installed, but long-range planning documents has stated that APC systems will be investigated should funding become available.

6.6.3. TRANSIT SIGNAL PRIORITY (TSP) SYSTEMS

Sacramento RT has not fully implemented TSP systems, but a 2006 transit priority demonstration project evaluation along Watt Avenue reported a four percent reduction in travel times for buses using the TSP, but did not show an overall improvement in travel time reliability for buses along that route. However, for RT trains all intersections have train as priority except downtown I Street and J Street.

Yolobus has not implemented TSP systems. Plans could change depending on funding availability.

El Dorado Transit has not implemented TSP systems, but planning documents indicate a desire for future implementation.

6.7. TRAVELER INFORMATION SYSTEMS

Information systems currently in operation along the US 50 corridor include the following:

- Changeable message signs (CMS)
- Highway advisory radios (HAR)
- STARNET / 511 traveler information services

6.7.1. CHANGEABLE MESSAGE SIGNS (CMS)

Caltrans TMC operators use CMS to inform motorists about traffic advisories, delays, and emergency conditions. Some CMS are also used to display estimated travel times to specific locations along the current freeway, as well as comparative travel times to a specific destination along the current freeway and an alternate freeway.

Figure 37 maps the location of Caltrans CMS's near the US 50 corridor. Only seven signs are located along the study section of US 50 – four westbound signs, three eastbound. There are plans for two future installations – one eastbound sign west of the I-5/US 50 interchange, one westbound sign east of Cameron Park Blvd.

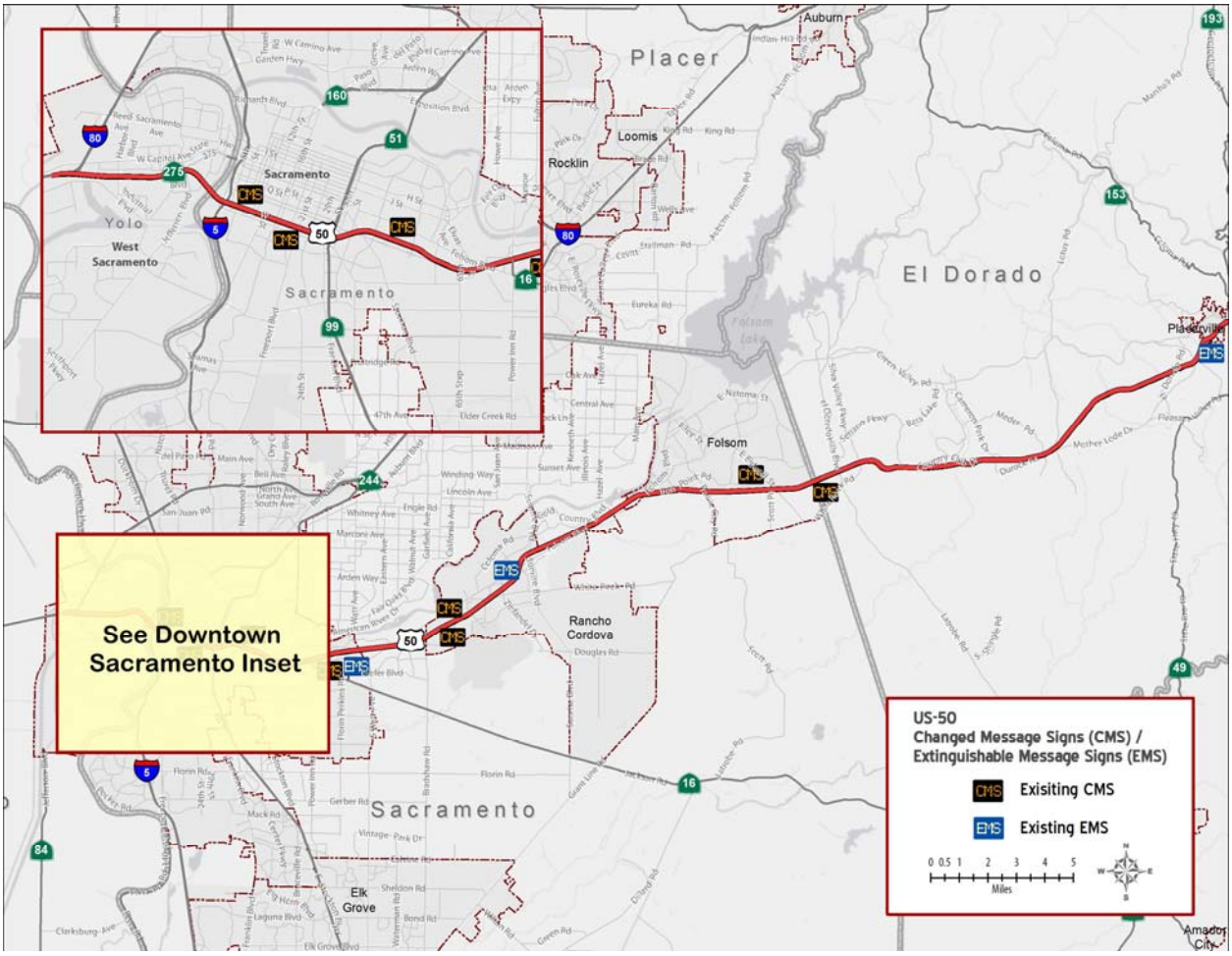

Figure 37 – Caltrans Changeable Message Signs

As shown in **Figure 38**, CMS's are full matrix display signs capable of displaying a variety of character heights and up to three lines of text. CMS's display text messages in all capital letters, while the number of characters per line varies from 9 to 16, depending on need. Some situations require messages that are longer than a sign is capable of displaying at one time. These situations require sequenced messages (also known as extended mode messages), which means the message is spilt into two or more parts that are sequenced on the CMS. However, this option is not always favored as it increases the time required to read the displayed message.

Figure 38 – Typical Freeway Changeable Message Sign (Xenon)

Within District 3, individual CMS's are controlled through the ATMS application installed at the SACRTMC. This application allows the operator to use a map-based display to view which signs have been activated and what messages are currently being displayed. Additionally, automated CMS systems are utilized on various routes to provide estimated travel times to commuters.

In addition to CMS, District 3 has two Extinguishable Message Signs (EMS) in operation on US 50 – one eastbound approaching Watt Ave., one westbound approaching Zinfandel Ave. EMS are designed to have one or more messages that can be displayed or deleted as required. Such a sign can be changed manually, by remote control, or by automatic controls that can "sense" the conditions that require special sign messages. These are typically used in conjunction with HAR transmitters and can display a fixed message such as "TUNE RADIO TO 1610 AM".

On the arterial street network, Sacramento County TOC operates four CMS at three locations –

- Northbound Sunrise Blvd. just south of Folsom Blvd.
- Madison Ave. just west of Auburn Blvd. - two sided and located in the median**. (Figure 39)**
- Westbound Madison Ave. just east of Sunrise Blvd.

Figure 39 – Changeable Message Sign (2-sided) Operated by Sacramento County

6.7.2. HIGHWAY ADVISORY RADIO (HAR)

One HAR transmitter is in operation by Caltrans along the US 50 corridor located near Bradshaw Rd., and one is planned for the future near Bass Lake Rd. in El Dorado County. These are low-powered AM radio stations capable of broadcasting pre-recorded traffic information bulletins in a range of four to six miles.

While HAR stations are frequently used in rural areas to inform motorists of traffic-related situations, they are rarely used within the metropolitan Sacramento area. This is due to the many commercial radios within the area broadcasting traffic bulletins every few minutes, particularly during the morning and afternoon peak periods. Since traffic information is already being propagated on mediums accessible by a large proportion of travelers, Caltrans has found little value in using the existing HAR stations to broadcast messages that would not enable travelers to gain more information than what is currently available. In addition, there were some difficulties in determining whether recorded messages were being broadcast as planned, and whether the flashing lights installed on the roadside signs to inform travelers of a message being broadcast were operating correctly. Another detriment to using the HAR stations was the fact that the solar panels used to power the flashing lights were on occasion vandalized or stolen

6.7.3. STARNET / 511 TRAVELER INFORMATION SYSTEM

The Sacramento Transportation Area Network, or STARNET, is an information exchange network and operations coordination framework that is used by the operators of transportation facilities and emergency responders in the Sacramento region. STARNET enables the real-time sharing of data and live video. It also provides more information for travelers through data extension to a more robust 511 website and interactive telephone service.

511, shown in **Figure 40**, provides access to information about all modes of travel - traffic conditions for commuters, bus and light-rail information, paratransit services for the elderly and disabled, ridesharing information, and information on commuting by bike in both English and Spanish. The web-based service is available at www.sacregion511.org. In conjunction with the phone service, the website helps users plan their daily commute, access transit providers, find a carpool partner, and learn about bicycling as a commute option.

The main emphasis into the future will be fine-tuning Apps, smart phone services, and continuous improvements of web services, including integration of Caltrans Chain Control XML feeds. There is interest in the Sacramento region to review and consider integration of current traveler information, for example CMS, into a Connected Vehicles (V2I) application. STARNET and 511 are well positioned to integrate into future ICM developments.

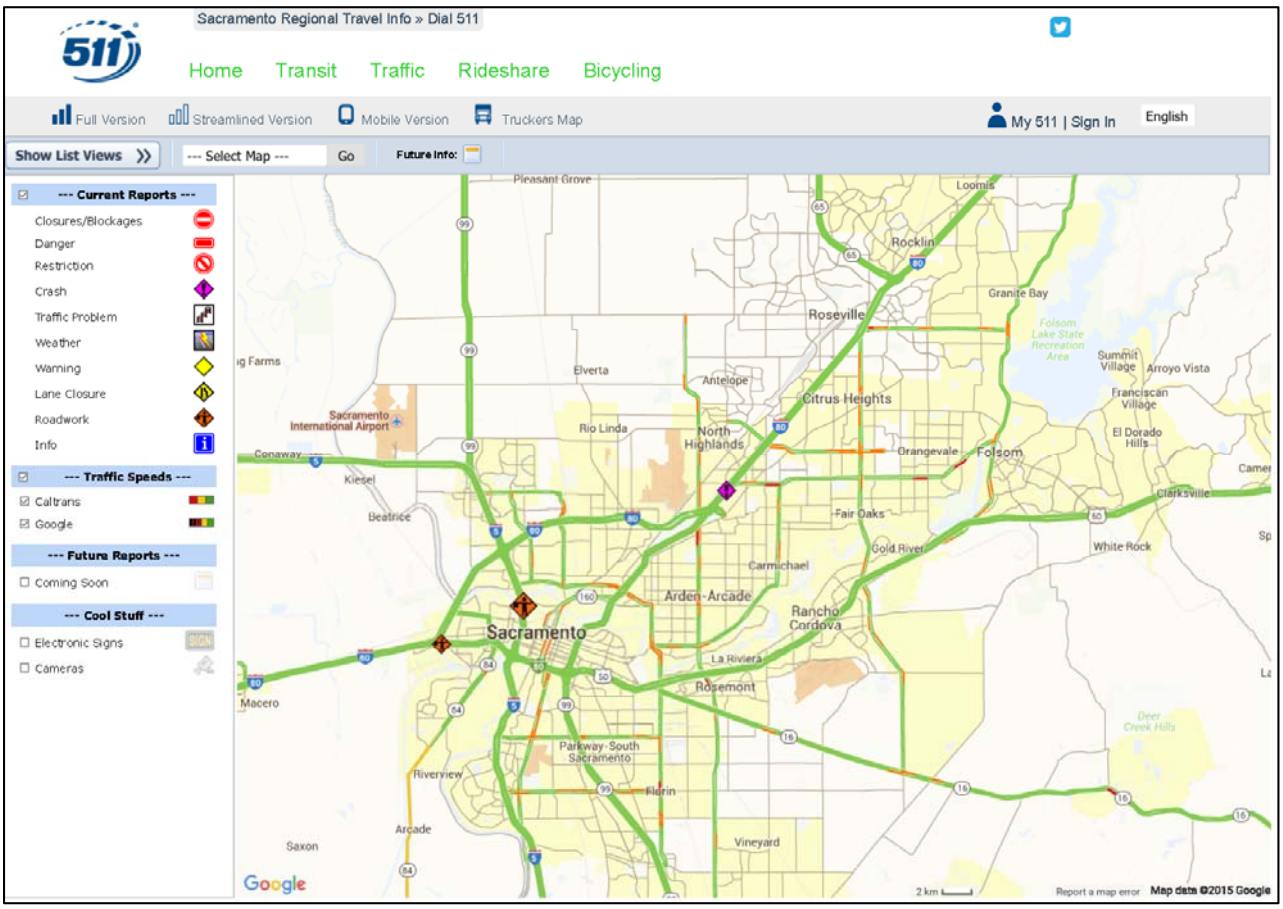

Figure 40 – Sacramento Area 511

APPENDIX A - ACRONYMS

The following acronyms and abbreviations are used in this document.

APC	Automated Passenger Counter
ATMS	Advanced Traffic Management System
AVL	Automated Vehicle Location
CAD	Computer-Aided Dispatch
Caltrans	California Department of Transportation
CCTV	Closed-Circuit Television
CHP	California Highway Patrol
CMS	Changeable Message Sign
CNG	Compressed Natural Gas
CSMP	Corridor System Management Plan
CSUS	California State University Sacramento
EMS	Extinguishable Message Sign
FSP	Freeway Service Patrol
GPS	Global Positional System
HAR	Highway Advisory Radio
HOV	High-Occupancy Vehicle
ICM	Integrated Corridor Management
ITS	Intelligent Transportation System
LCS	Lane Closure System
LRT	Light-Rail Transit
LRV	Light-Rail Vehicle
MHR	Sacramento Mather Airport
MPO	Metropolitan Planning Organization
PeMS	Performance Measurement System (Caltrans)
RT	Sacramento Regional Transit District
RTMC	Regional Transportation Management Center
RTPA	Regional Transportation Planning Authority
RWIS	Road Weather Information System
SACDOT	Sacramento County Transportation Department
SACOG	Sacramento Area Council of Governments
SACRTMC	Sacramento Regional Transportation Management Center
STARNET	Sacramento Transportation Area Network
STEM	Science, Technology, Engineering and Mathematics
TASAS	Traffic Accident Surveillance and Analysis System
TMC	Traffic Management Center
TMT	Traffic Management Team
TOC	Traffic Operations Center
TOD	Time of Day
TSP	Transit Signal Priority

V21	Connected Vehicles Application
VMS	Variable Message Sign or Vehicle Management System
YCTD	Yolo County Transportation District

APPENDIX B - CALTRANS INFRASTRUCTURE INVENTORY

County	Route	Prefix	PM	DIR	Locations	Element	Elem-SUB	COMM	Phase	EA	Data-ID	IMMS#	Project Year
ED	50		19	na	Schnell School Rd	AVC		Cellular	Future		2337		AVC
Sac	50		20.8	na	Scott Rd	AVC		Cellular	Future		2336		AVC
ED	50	R	30.5	EB	Sly Park Rd	BTR		Cellular	Existing	1C112	2240		10/11
ED	50		58.8	EB	Twin Bridges	BTR		DSL	Existing	1C112	2242		10/11
ED	50		47.2	EB	Sand Flats Chain-on Area	BTR		Cellular	Existing	1C112	2245		10/11
ED	50				Prairie City	BTR			Existing		2477		
ED	50				Al Tahoe	BTR			Existing		2478		
ED	50		0.9	na	El Dorado Hills Blvd	BTR		Cellular	Future		2285		ED ITS
ED	50	R	3.2	na	Bass Lake Road	BTR		Cellular	Future		2286		ED ITS
ED	50		6.6	na	Cameron Park	BTR		Cellular	Future		2287		ED ITS
ED	50	R	8.7	na	Ponderosa	BTR		Cellular	Future		2288		ED ITS
ED	50		10.3	na	Shingle Springs	BTR		Cellular	Future		2289		ED ITS
ED	50		12.1	na	Greenstone Rd	BTR		Cellular	Future		2290		ED ITS
ED	50	R	15	na	Missouri Flat	BTR		Cellular	Future		2291		ED ITS
ED	50		18	na	Bedford	BTR		Cellular	Future		2292		ED ITS
ED	50		20.7	na	Newton Rd	BTR		Cellular	Future		2293		ED ITS
ED	50		24	na	Carson Road (Apple Hill)	BTR		Cellular	Future		2294		ED ITS
ED	50	R	25.9	na	East Camino UC (Apple Hill)	BTR		Cellular	Future		2295		ED ITS
ED	50	R	28.8	na	Sawmill	BTR		Cellular	Future		2296		SIERRA ITS
ED	50		31.3		Sly Park	BTR		Cellular	Future		2297		SIERRA ITS
ED	50		34.4		Fresh Pond	BTR		Cellular	Future		2298		SIERRA ITS
ED	50		35.6		Peavine Ridge / Hazel Valley	BTR		Cellular	Future		2299		SIERRA ITS
ED	50		39.7		Ice House Road	BTR		Cellular	Future		2300		SIERRA ITS
ED	50		48.8		Kyburz	BTR		Cellular	Future		2301		SIERRA ITS
ED	50		54.3		Wright's Lake Road	BTR		Cellular	Future		2302		SIERRA ITS
ED	50		59.5		Twin Bridges	BTR		Cellular	Future		2303		SIERRA ITS
Sac	50	L	0.43		5th St.	BTR		DSL	Future		2388		TT
Sac	50	L	0.839		8th St	BTR		DSL	Future		2389		TT
Sac	50	L	1.575		18th St	BTR		DSL	Future		2390		TT
Sac	50	L	2.385		28th St.	BTR		DSL	Future		2391		TT
Sac	50	R	0.595		Stockton Blvd.	BTR		DSL	Future		2392		TT
Sac	50	R	1.42		48th St	BTR		DSL	Future		2393		TT
Sac	50	R	2.426		65th St. (SB)	BTR		Cellular	Future		2394		TT
Sac	50	R	3.226		Hornet Dr.	BTR		Cellular	Future		2395		TT
Sac	50	R	4.262		Howe Ave	BTR		DSL	Future		2396		TT
Sac	50	R	5.3		Watt Ave.	BTR		Non-Leased Wireless	Future		2397		TT
Sac	50	R	7.745		Bradshaw Rd	BTR		DSL	Future		2398		TT

Sac	50	R	9.36		Mather Field	BTR		DSL	Future		2399		TT
Sac	50	R	10.9		Zinfandel Dr.	BTR		Cellular	Future		2400		TT
Sac	50		12.8		Sunrise Blvd.	BTR		Fiber	Future		2401		TT
Sac	50		15.8		Hazel Ave	BTR		DSL	Future		2402		TT
Sac	50		16.8		Folsom Blvd.	BTR		DSL	Future		2403		TT
Sac	50		19.15		Prairie City Rd.	BTR		DSL	Future		2404		TT
Sac	50		20.82		Scott Rd	BTR		Cellular	Future		2405		TT
Yol	50		1.2		Harbor Blvd.	BTR		DSL	Future		2406		TT
Yol	50		2.4		Jefferson Blvd	BTR		Cellular	Future		2407		TT
Sac	50	L	0.3	na	EB 50 to I-5 Connector (Pioneer Bridge)	CCTV	PTZ	DSL	Decom	37680	1043	TV001	Op. 9/96
ED	50		17.641	na	Spring Street (Rte 49/50 Junction)	CCTV	PTZ	DSL	Existing		2229		
ED	50		59.5	na	Twin Bridges	CCTV	PTZ	DSL	Existing	1C112	2243		10/11
ED	50		63.7	EB	Sierra at Tahoe Rd.	CCTV	PTZ	Non-Leased Wireless	Existing	1C112	1115		10/11
ED	50		63.7	WB	Sierra at Tahoe Rd.	CCTV	PTZ	Non-Leased Wireless	Existing	1C112	2462		10/11
ED	50		66.7	na	Echo Summit	CCTV	PTZ	Non-Leased Wireless	Existing	1C111	1006		07/08
ED	50		70.6	na	Meyers/ Rte 89 So Jct	CCTV	PTZ	DSL	Existing		1007	TV055	04/05
ED	50		75.454	na	Mays Jct @ 89 /50	CCTV	PTZ	DSL	Existing	1C111	1008		07/08
ED	50		79.28	na	Ski Run Blvd	CCTV	PTZ	DSL	Existing		1009	TV054	04/05
Sac	50	L	0.52	na	4th Street (4th_50)	CCTV	PTZ	DSL	Existing	37680	1044	TV021	Op. 9/96
Sac	50	L	0.886	na	9th St. UC	CCTV	PTZ	DSL	Existing	37680	1045	TV022	Op. 9/96
Sac	50	L	1.76	na	20th St.	CCTV	PTZ	DSL	Existing	37680	1047	TV023	Op. 9/96
Sac	50	L	2.385	na	28th St.	CCTV	PTZ	DSL	Existing	37680	1049	TV024	Op. 9/96
Sac	50	R	0.9	na	39th St.	CCTV	PTZ	DSL	Existing	43010	1046	TV041	Op. 9/02
Sac	50	R	1.8	na	51st St.	CCTV	PTZ	DSL	Existing		1048	TV032	
Sac	50	R	3	na	65th Street	CCTV	PTZ	DSL	Existing	43010	1050	TV033	Op. 9/02
Sac	50	R	5.3	na	Watt Ave.	CCTV	PTZ	Fiber	Existing	43010	1052	TV035	Op. 9/02
Sac	50	R	6.371	na	E. of Mayhew OH	CCTV	PTZ	Fiber	Existing	43010	1053	TV052	Op. 9/02
Sac	50	R	7.745	na	Bradshaw Rd	CCTV	PTZ	Fiber	Existing	43010	1054	TV031	Op. 9/02
Sac	50	R	9.36	na	Mather Field	CCTV	PTZ	DSL	Existing	43010	1055	TV038	Op. 9/02
Sac	50	R	10.92	na	Zinfandel	CCTV	PTZ	Fiber	Existing	43010	1056	TV039	Op. 9/02
Sac	50		12.8	na	Sunrise Blvd.	CCTV	PTZ	Fiber	Existing	43010	1057	TV040	
Sac	50		15.8	na	Hazel Ave	CCTV	PTZ	DSL	Existing	43010	1058		Op. 9/02
Sac	50		22.3	na	Carpenter Peak (Scott Rd/E Bidwell) 1	CCTV	PTZ	Non-Leased Wireless	Existing		2253		
Sac	50		22.3	na	Carpenter Peak (Scott Rd/E Bidwell) 2	CCTV	PTZ	Non-Leased Wireless	Existing		2443		
Sac	50	R	3.7	na	Howe Ave.	CCTV	PTZ	Non-Leased Wireless	Existing	43010	1051	TV034	Op. 9/02
Yol	50		1.203	na	Harbor Blvd.	CCTV	PTZ	DSL	Existing	43010	1087	TV043	Op. 9/02
Yol	50		2.5	na	Jefferson Blvd.	CCTV	PTZ	DSL	Existing	43010	1088	TV036	Op. 9/02
ED	50		0.9	na	El Dorado Hills Blvd.	CCTV	PTZ	DSL	Future		1109		ED ITS

ED	50	R	1.7	na	Silva Valley Parkway	CCTV	PTZ	DSL	Future		1110		ED ITS
ED	50	R	3.2	na	Bass Lake Rd.	CCTV	PTZ	DSL	Future		1111		ED ITS
ED	50		5	na	Cambridge Rd.	CCTV	PTZ	DSL	Future		1112		ED ITS
ED	50		51.6	na	Fred's Place	CCTV	PTZ	Cellular	Future		1113		SIERRA ITS
ED	50		54.5	na	Wright's Lake Rd.	CCTV	PTZ	Cellular	Future		1114		SIERRA ITS
ED	50		71.4	na	Pioneer Trail	CCTV	PTZ	Cellular	Future		1108		SIERRA ITS
ED	50		6.604	na	Cameron Park Dr.	CCTV	LP	DSL	Future		2222		ED ITS
ED	50	R	10.3	na	Shingle Springs	CCTV	PTZ	DSL	Future		2305		ED ITS
ED	50	R	15	na	Missouri Flat	CCTV	PTZ	DSL	Future		2306		ED ITS
ED	50		18	na	Bedford	CCTV	PTZ	DSL	Future		2307		ED ITS
ED	50		23.3	na	Camino Heights (Apple Hill)	CCTV	PTZ	DSL	Future		2308		ED ITS
ED	50		24	na	Carson Road (Apple Hill)	CCTV	PTZ	DSL	Future		2309		ED ITS
ED	50	R	25.9	na	East Camino UC (Apple Hill)	CCTV	PTZ	DSL	Future		2310		ED ITS
ED	50	R	31.3	na	Sly Park	CCTV	PTZ	DSL	Future		2311		SIERRA ITS
Sac	50		16.8	na	Folsom Blvd.	CCTV	PTZ	DSL	Future		1139		FOLSOM RM
Sac	50		19.15	na	Prairie City Rd.	CCTV	PTZ	DSL	Future		1140		CCTV OA
Sac	50		21.4	na	Scott Rd.	CCTV	PTZ	DSL	Future		1141		CCTV OA
Sac	50		22.3	na	Empire Ranch Road	CCTV	PTZ	DSL	Future		1142		CCTV OA
Yol	50		2.4	EB	Jefferson Blvd	CMS	LED	Cellular	Decom		1164		
ED	50		0.442	EB	El Dorado Hills	CMS	Xenon	POTS	Existing		1228	CM002	07/72
ED	50		19.849	EB	Pt View Dr/Pla	CMS	Xenon	Cellular	Existing		1229	CM001	1/91
ED	50	R	30.429	EB	Sly Park	CMS	Xenon	Cellular	Existing	2A800	1230	CM018	01/99
ED	50		58.882	EB	Twin Bridges	CMS	Xenon	Cellular	Existing	40170	1231	CM007	7/96
ED	50		70.585	WB	Meyers	CMS	Xenon	DSL	Existing	16052	1232	CM010	03/73
ED	50		75.593	WB	50/89 Jct	CMS	LED	DSL	Existing		1233	CM030	11/91
ED	50		79.897	WB	Midway Rd	CMS	LED	Cellular	Existing	1C111	1234	CM088	07/08
Sac	50	L	0.839	WB	8th St	CMS	Xenon	DSL	Existing	43010	1255	CM021	5/02
Sac	50	L	1.575	EB	18th St	CMS	Xenon	POTS	Existing	43010	1257	CM022	5/02
Sac	50	R	1.42	WB	48th St	CMS	Xenon	POTS	Existing	37680	1256	CM008	9/96
Sac	50	R	4.262	EB	Howe Ave	CMS	Xenon	DSL	Existing	43010	1258	CM023	5/02
Sac	50	R	8.677	WB	Bradshaw	CMS	LED	Fiber	Existing	44161	1215	CM108	08/09
Sac	50	R	8.809	EB	Mather Field Rd	CMS	LED	Fiber	Existing	44161	1216	CM109	08/09
Sac	50		20.82	WB	Scott Rd	CMS	Xenon	Cellular	Existing	43010	1259	CM024	00/01
ED	50		40	EB	Ice House Rd.	CMS	LED	POTS	Future		1187		SIERRA ITS
ED	50		47	EB	Sand Flat	CMS	LED	POTS	Future		1188		SIERRA ITS
ED	50		51.5	EB	Fred's Place	CMS	LED	Cellular	Future		1189		SIERRA ITS
ED	50		54.25	EB	Wright's Lake Rd.	CMS	LED	Cellular	Future		1190		SIERRA ITS
ED	50		12	EB	Greenstone Rd, W/O	CMS	LED	Cellular	Future		2281		ED ITS

ED	50		7.2	WB	0.5 miles E/O Cameron Park	CMS	LED	DSL	Future	0C282	2440		
ED	50		24.5	WB	0.5 miles E/O Carson Road	CMS	LED	DSL	Future	0C282	2441		
Yol	50		1.8	EB	2.2 miles W. of 50/5 IC	CMS	LED	Cellular	Future	0C282	1225		
ED	50		79.88	na	W/Pioneer Trail No- SLT Lake Tahoe Bl	EMS	4Har	POTS	Decom		1279	EX012	
ED	50		80.1	WB	State Line	EMS	4Har	POTS	Decom		1280		
ED	50		15.9	EB	Forni Rd	EMS	4Har	POTS	Existing		1290	EX020	
ED	50		21	WB	Newton Rd	EMS	4Har	POTS	Existing		1291	EX021	
ED	50		27.6	WB	Camino Scales	EMS	LED		Existing	0F580	2230		10/11
ED	50	R	27.934	EB	Camino (Sandhouse)	EMS	4Har	Cellular	Existing	2A800	1274	EX001	99/00
ED	50		47.2	EB	Sand Flat	EMS	4Har	Cellular	Existing	1C112	2463	EX064	10/11
ED	50		50.5	WB	Private road	EMS	4Har	Cellular	Existing	1C112	2246	EX065	10/11
ED	50		59.6	WB	Twin Bridges	EMS	4Har	DSL	Existing		1276	EX066	
ED	50		71.4	WB	Pioneer Trail	EMS	4Har	POTS	Existing		1277		
ED	50		71.4	EB	Pioneer Trail	EMS	4Har	POTS	Existing		1278		
Sac	50	R	5.8	EB	Watt	EMS	4Har	Fiber	Existing	43010	1321	EX033	
Sac	50	r	11.1	WB	Zinfandel	EMS	4Har	Fiber	Existing		1323		
ED	50		51.6	na	Fred's Place	EMS	4Har	POTS	Future		1332		SIERRA ITS
ED	50		66.7	WB	Echo Summit	ETR		Cellular	Decom	1C111	1345		07/08
ED	50		79.2	EB	Ski Run Blvd	ETR		Cellular	Decom	1C111	1349		07/08
ED	50		74.75	EB	F St @ 50	ETR		Cellular	Decom	1C111	1348		07/08
ED	50		71.48	EB	Pioneer Trail	ETR		Cellular	Decom	1C111	1347		07/08
ED	50		79.82	WB	Midway Rd (CMS #44)	ETR		Cellular	Decom	1C111	1350		07/08
ED	50		70.5	WB	Meyers	ETR		Cellular	Decom	1C111	1346		07/08
Sac	50	R	5.347		Hwy 50 at Sunrise	Fiber		Fiber	Existing		2471		
ED	50		18	na	Placerville	HAR		POTS	Existing		1377	HR001	
ED	50	R	28.9	na	Camino	HAR		POTS	Existing	2A800	1378	HR002	6/02
ED	50		49	na	Kyburz	HAR		Non-Leased Wireless	Existing	1C112	1406		10/11
ED	50		59.6	na	Twin Bridges	HAR		DSL	Existing	40170	1379	HR003	Op. 7/96
ED	50		70.6	WB	Meyers	HAR		POTS	Existing	1C111	1380	HR004	07/08
ED	50		77.5	na	Rufus Allen	HAR		POTS	Existing		1381	HR005	Op. 7/96
Sac	50	R	7.8	na	Bradshaw Rd	HAR		POTS	Existing	43010	1396	HR019	8/02
ED	50		39.7	na	Riverton	HAR		POTS	Future		1405		SIERRA ITS
ED	50		63.8	na	Sierra at Tahoe Rd.	HAR		POTS	Future		1407		SIERRA ITS
ED	50	R	3.3	na	Bass Lake Road	HAR		POTS	Future		2226		ED ITS
ED	50		11.16	WB	Red Hawk	RMS	LP	Cellular	Existing		2233		
ED	50		11.35	EB	Red Hawk	RMS	LP	Cellular	Existing		2234		
Sac	50	R	0.595	WB	Stockton Blvd.	RMS	LP	DSL	Existing	22600	1462		Op. 3/83
Sac	50	R	0.616	EB	Stockton Blvd.	RMS	LP	DSL	Existing	1C12U	1652		10/11

Sac	50	L	1.193	WB	15th St.	RMS	LP	Cellular	Existing	37680	1463		Op. 9/96
Sac	50	L	1.427	EB	11th St.	RMS	LP	DSL	Existing	37680	1464		Op. 9/96
Sac	50	L	1.636	EB	16th St.	RMS	LP	DSL	Existing	37680	1465		Op. 9/96
Sac	50	R	1.934	WB	59th St.	RMS	LP	Cellular	Existing	22600	1466		Op. 5/96
Sac	50	L	2.385	EB	28th St.	RMS	LP	DSL	Existing	37680	1467		Op. 9/96
Sac	50	R	2.426	WB	65th St. (SB)	RMS	LP	Cellular	Existing	22600	1468		Op. 4/83
Sac	50	R	2.61	EB	65th St. (SB)	RMS	LP	DSL	Existing	1C12U	1570		10/11
Sac	50	R	2.68	WB	65th St. (NB)	RMS	LP	Cellular	Existing	22600	1469		Op. 4/83
Sac	50	R	2.81	EB	65th St. (NB)	RMS	LP	DSL	Existing	1C12U	1653		10/11
Sac	50	R	3.226	WB	Hornet Dr.	RMS	LP	Cellular	Existing	22600	1470		Op. 4/83
Sac	50	R	3.426	WB	Howe Ave. (SB)	RMS	LP	DSL	Existing	22600	1471		Op. 5/83
Sac	50	R	3.63	EB	Howe Ave. (SB)	RMS	LP	Non-Leased Wireless	Existing	37080	1472		02/03
Sac	50	R	3.759	WB	Howe Ave. (NB)	RMS	LP	Cellular	Existing	22600	1473		Op. 5/83
Sac	50	R	3.88	EB	Howe Ave. (NB)	RMS	LP	Cellular	Existing	37080	1474		02/03
Sac	50	R	5.055	WB	Watt Ave. (SB)	RMS	LP	Cellular	Existing	22600	1475		Op. 7/83
Sac	50	R	5.249	WB	Watt Ave. (NB)	RMS	LP	Cellular	Existing	22600	1476		Op. 6/83
Sac	50	R	7.62	WB	Bradshaw Road (SB)	RMS	LP	Cellular	Existing	22600	1477		Op. 12/87
Sac	50	R	7.8	EB	Bradshaw Rd (SB)	RMS	LP	DSL	Existing	33160	1478		
Sac	50	R	7.807	WB	Bradshaw Rd (NB)	RMS	LP	Cellular	Existing	22600	1479		Op. 12/87
Sac	50	R	7.855	EB	Bradshaw Rd (NB)	RMS	LP	DSL	Existing	33160	1480		
Sac	50	R	9.348	WB	Mather Field Rd (SB)	RMS	LP	DSL	Existing	22600	1481		Op. 12/87
Sac	50	R	9.47	EB	Mather Field Rd. (SB)	RMS	LP	Fiber	Existing	1C12U	1573		10/11
Sac	50	R	9.553	WB	Mather Field Rd. (NB)	RMS	LP	DSL	Existing	22600	1482		Op. 1/87
Sac	50	R	9.63	EB	Mather Field Rd. (NB)	RMS	LP	Fiber	Existing	1C12U	1574		10/11
Sac	50	R	10.85	EB	Zinfandel Drive (SB)	RMS	LP	Fiber	Existing	1C12U	1575		10/11
Sac	50	R	10.862	WB	Zinfandel Drive (SB)	RMS	LP	Cellular	Existing	30070	1483		Op. 1/88
Sac	50	R	10.98	EB	Zinfandel Drive (NB)	RMS	LP	Fiber	Existing	1C12U	1576		10/11
Sac	50	R	10.989	WB	Zinfandel Drive (NB)	RMS	LP	DSL	Existing	30070	1484		Op. 6/92
Sac	50		12.35	WB	Sunrise Blvd. (SB)	RMS	LP	Fiber	Existing	3727U	1485		
Sac	50		12.45	EB	Sunrise Blvd. (SB)	RMS	LP	Fiber	Existing	3727U	1486		
Sac	50		12.5	WB	Sunrise Blvd. (NB)	RMS	LP	Fiber	Existing	3727U	1487		
Sac	50		12.6	EB	Sunrise Blvd. (NB)	RMS	LP	Fiber	Existing	3727U	1488		
Sac	50		15.668	WB	Hazel Ave. (SB)	RMS	LP	DSL	Existing	38080	1489		Op. 8/94
Sac	50		15.702	WB	Hazel Ave. (NB)	RMS	LP	DSL	Existing	38080	1490		Op. 8/94
Sac	50		15.704	EB	Hazel Ave. (NB)	RMS	LP	DSL	Existing	1C12U	1491		10/11
Sac	50		16.805	WB	Folsom Blvd.	RMS	LP	DSL	Existing	3696U	1492		
Sac	50		18.99	WB	Prairie City Rd. (SB)	RMS	LP	Cellular	Existing	39450	1493		
Sac	50		19.26	WB	Prairie City Rd. (NB)	RMS	LP	Cellular	Existing	39450	1494		

Sac	50		19.58	EB	Prairie City Rd. (SB)	RMS	LP	Cellular	Existing	39450	1495		
Sac	50		19.59	EB	Prairie City Rd. (NB)	RMS	LP	Cellular	Existing	39450	1496		
Sac	50		21.2	WB	East Bidwell St. (SB)	RMS	LP	Cellular	Existing	42880	1497		
Sac	50		21.25	WB	Scott Rd. (NB)	RMS	LP	Cellular	Existing	42880	1498		
Sac	50		21.3	EB	East Bidwell St. (SB)	RMS	LP	Cellular	Existing	42880	1499		
Sac	50		21.4	EB	Scott Rd. (NB)	RMS	LP	Cellular	Existing	42880	1500		
Yol	50		1.35	WB	Harbor Blvd. (SB)	RMS	LP	DSL	Existing	38800	1577		
Yol	50		1.363	EB	Harbor Blvd.	RMS	LP	DSL	Existing	38800	1578		
Yol	50		1.4	WB	Harbor Blvd. (NB)	RMS	LP	DSL	Existing	38800	1579		
ED	50		0.902	WB	El Dorado Hills Blvd (SB)	RMS	LP	Cellular	Funded	43410	1588	ERC02	
ED	50		0.904	EB	El Dorado Hills Blvd (SB)	RMS	LP	Cellular	Funded	43410	1589		
ED	50		1.702	WB	Silva Valley Parkway	RMS	LP	DSL	Funded	33390	1592		
ED	50		1.704	EB	Silva Valley Parkway	RMS	LP	DSL	Funded	33390	1593		
Sac	50	R	5.29	EB	Watt Ave. (SB)	RMS	LP	Fiber	Funded	1C12U	1571		10/11
Sac	50	R	5.52	EB	Watt Ave. (NB)	RMS	LP	Fiber	Funded	1C12U	1572		10/11
ED	50	R	3.202	WB	Bass Lake Rd.	RMS	LP	DSL	Future		1594		ED ITS
ED	50	R	3.204	EB	Bass Lake Rd.	RMS	LP	Cellular	Future		1595		RM FUTURE
ED	50		5.002	WB	Cambridge Rd.	RMS	LP	DSL	Future		1596		ED ITS
ED	50		5.004	EB	Cambridge Rd.	RMS	LP	Cellular	Future		1597		RM FUTURE
ED	50		6.602	WB	Cameron Park Dr. (SB)	RMS	LP	DSL	Future		1598		ED ITS
ED	50		6.61	WB	Cameron Park Dr. (NB)	RMS	LP	DSL	Future		1600		ED ITS
ED	50		6.604	EB	Cameron Park Dr.	RMS	LP	DSL	Future		1599		RM FUTURE
ED	50	R	8.4	WB	Ponderosa Rd. (SB)	RMS	LP	DSL	Future	2E550	1601		LOCAL FUNDED
ED	50	R	8.6	WB	Ponderosa Rd. (NB)	RMS	LP	DSL	Future	2E550	1602		LOCAL FUNDED
Sac	50	L	0.43	WB	5th St.	RMS	LP	DSL	Future		1651		RM80
Sac	50		16.91	EB	Folsom Blvd.	RMS	LP	DSL	Future		1654		FOLSOM RM
Sac	50		20.2	WB	Oak Avenue Parkway	RMS	LP	Cellular	Future		1655		LOCAL FUNDED
Sac	50		20.21	WB	Oak Avenue Parkway	RMS	LP	Cellular	Future		1656		LOCAL FUNDED
Sac	50		22.302	WB	Empire Ranch Road (NB)	RMS	LP	Cellular	Future		1657		LOCAL FUNDED
Sac	50		22.31	WB	Empire Ranch Road (SB)	RMS	LP	Cellular	Future	1C950	1659		LOCAL FUNDED
Sac	50		22.304	EB	Empire Ranch Road (SB)	RMS	LP	Cellular	Future	1C950	1658		LOCAL FUNDED
Yol	50		2.49	EB	Jefferson Blvd	RMS	LP	DSL	Future	2E600	1718		RM80
ED	50		0.93	WB	Latrobe RD IC (El Dorado Hills Blvd.)	RWIS	VS	Cellular	Decom	0C830	1754		01/02
ED	50		3.45	EB	Bass Lake Rd/Marble Valley Rd., E/O	RWIS	VS	Cellular	Decom	0C830	1755		01/02
Sac	50		20.67	WB	Between Scott Rd and Prairie City Rd.	RWIS	VS	Cellular	Decom	0C830	1764		01/02
Yol	50		2.4	EB	Jefferson Blvd @ Pioneer Bridge	RWIS		Cellular	Decom	38570	1744	RW015	
ED	50		66.8	na	Echo Summit	RWIS		Non-Leased Wireless	Existing		1728	RW004	
ED	50		38.7	na	Riverton Bridge	RWIS		POTS	Future		1747		SIERRA ITS

ED	50		0.9	na	El Dorado Hills Blvd.	TMS	LP	Cellular	Decom	4C030	1924		
ED	50		0.5	na	El Dorado Hills	TMS	WVD	Cellular	Existing	4E110	1969	V0001	07/08
ED	50		1.5	EB	Latrobe Rd UC	TMS	WVD	Cellular	Existing	4E110	2070	V0002	07/08
ED	50		2.2	EB	Bass Lake Rd	TMS	WVD	Cellular	Existing	4E110	2072	V0003	07/08
ED	50		5.5	EB	E.O Bass Lake Rd	TMS	WVD	Cellular	Existing	4E110	2073	V0004	07/08
ED	50		6	EB	Cambridge Rd, E/O	TMS	WVD	Cellular	Existing	4E110	2074		07/08
ED	50		6.7	EB	Cameron Park Dr, E/O	TMS	WVD	Cellular	Existing	4E110	2075	V0006	07/08
ED	50		7.05	EB	Cameron Park Dr, E/O	TMS	WVD	Cellular	Existing	4E110	2076	V0007	07/08
ED	50		8.2	EB	Shingle Springs, E/O	TMS	WVD	Cellular	Existing	4E110	2077	V0008	07/08
ED	50		9.5	EB	Shingle Springs Rd, E/O	TMS	WVD	Cellular	Existing	4E110	2078	V0009	07/08
ED	50		11.7	EB	Greenstone Rd, W/O	TMS	WVD	Cellular	Existing	4E110	2079	V0010	07/08
ED	50		13	EB	Greenstone Rd, W/O	TMS	WVD	Cellular	Existing	4E110	2080	V0011	07/08
ED	50	R	14.7	WB	Missouri Flat Rd. (WB)	TMS	WVD	Cellular	Existing	4E110	2081	V0012	07/08
ED	50		16.2	EB	Fairgrounds, W/O	TMS	WVD	Cellular	Existing	4E110	2082	V0013	07/08
ED	50		63	na	Sierra at Tahoe Rd.	TMS	WVD	DSL	Existing	1C112	1973		10/11
ED	50		72.7	WB	Sawmill Road	TMS	MVDS	Cellular	Existing	1C111	2013		07/08
ED	50		73.7	na	Tahoe Airport	TMS	MVDS	DSL	Existing	1C111	1926		07/08
ED	50		77.61	WB	Bigler Ave	TMS	MVDS	Cellular	Existing	1C111	2016		07/08
ED	50		76.55	na	Lodi Ave.	TMS	MVDS	Cellular	Existing	1C111	2015		07/08
ED	50		74.75	EB	F St @ 89	TMS	MVDS	Cellular	Existing	1C111	2014		07/08
ED	50		79.82	WB	Midway Rd	TMS	MVDS	Cellular	Existing	1C111	2017		07/08
ED	50		66.7	WB	Echo Summit	TMS	MVDS	Non-Leased Wireless	Existing	1C111	2012		07/08
ED	50		39.7	EB	Ice House	TMS	WVD	Cellular	Existing	1C112	2244		10/11
ED	50		53.1	EB	Wrights Lake Road	TMS	WVD	Cellular	Existing	1C112	2247		10/11
Sac	50	L	0.6	na	EB 50 On-Ramp from I-5 (6th Street)	TMS	LP	Cellular	Existing	37680	1864		Op. 9/96
Sac	50	R	0.6	na	Stockton Blvd.	TMS	MVDS	DSL	Existing	43010	2029		99/00
Sac	50	R	1.4	na	48th St.	TMS	LP	Cellular	Existing	37680	1865	ETA04	Op. 9/96
Sac	50	L	1.6	WB	16th St.	TMS	LP	DSL	Existing	37680	1866		Op. 9/96
Sac	50	R	1.9		59th St.	TMS	MVDS	Cellular	Existing	43010	2030		99/00
Sac	50	L	2.166	na	25th St.	TMS	LP	Cellular	Existing	37680	1867		Op. 9/96
Sac	50	L	2.4	na	SB 51/WB 50 Connector	TMS	LP	Cellular	Existing	37680	1869		Op. 9/96
Sac	50	R	2.7		65th St.	TMS	MVDS	Cellular	Existing	43010	2031		99/00
Sac	50	R	3.3	na	Hornet Dr.	TMS	MVDS	Cellular	Existing	43010	2032		99/00
Sac	50	R	3.7	na	Howe Ave.	TMS	MVDS	Cellular	Existing	43010	2033		99/00
Sac	50	R	4.5	na	Occidental Dr. OC	TMS	MVDS	Cellular	Existing	43010	2034	ETA05	99/00
Sac	50	R	5.3	na	Watt Ave.	TMS	MVDS	Cellular	Existing	43010	2035		99/00
Sac	50	R	5.7	WB	Manlove POC	TMS	LP	Cellular	Existing	43010	2036	ETA31	00/01
Sac	50	R	6.4	na	W. of Mayhew OH	TMS	LP	Fiber	Existing	43010	2037		00/01

Sac	50	R	7	na	Mayhew Rd. OC	TMS	MVDS	Non-Leased Wireless	Existing	43010	2038		00/01
Sac	50	R	8.3	na	Bradshaw Rd, E/O	TMS	MVDS	Fiber	Existing	43010	2039		00/01
Sac	50	R	9.3	na	Mather Field Rd	TMS	MVDS	Cellular	Existing	43010	2041		00/01
Sac	50	R	10.1	na	White Rock POC	TMS	MVDS	Cellular	Existing	43010	2042		00/01
Sac	50	R	10.9	na	Zinfandel Dr.	TMS	MVDS	Cellular	Existing	43010	2043	ETA07	00/01
Sac	50	R	11.674	na	E. of Zinfandel Dr	TMS	WVD	Fiber	Existing	44161	2044		00/12
Sac	50		13.5	na	Pyrites	TMS	MVDS	Cellular	Existing	43010	2045		00/01
Sac	50		14.2	na	Gold Canal	TMS	MVDS	Cellular	Existing	43010	2046		00/01
Sac	50		15	na	West of Hazel	TMS	MVDS	Cellular	Existing	43010	2047		00/01
Sac	50		16.3	na	Aerojet Rd.	TMS	LP	Cellular	Existing	4416U	1870	ETA72	00/01
Sac	50		18.3	na	Iron Point	TMS	MVDS	Cellular	Existing	43010	2048		00/01
Sac	50		20.204	EB	Prairie City Rd, E/O	TMS	WVD	Cellular	Existing	4E110	2102		07/08
Sac	50		20.7	na	na	TMS	LP	Cellular	Existing	4C030	1941		09/10
Sac	50		22.504	EB	Scott Rd, E/O	TMS	WVD	Cellular	Existing	4E110	2103		07/08
Sac	50		23.1	na	Sac/ED County Line	TMS	WVD	Cellular	Existing	4E110	1999		07/08
Sac	50		23.2	EB	Scott Rd, E/O	TMS	WVD	Cellular	Existing	4E110	2104		07/08
Yol	50		1.2	na	Harbor Blvd.	TMS	MVDS	DSL	Existing	43010	2060		99/00
Yol	50		1.9	na	Harbor Blvd, E/O	TMS	MVDS	Cellular	Existing	43010	2061		99/00
Yol	50		2.5	na	Jefferson Blvd.	TMS	MVDS	Cellular	Existing	43010	2062		99/00
ED	50		24	na	Apple Hill	TMS	LP	Cellular	Future		1971		ED ITS
ED	50		70.9	na	Ag Station	TMS	LP	Cellular	Future		1974		SIERRA ITS
ED	50		35.6	na	Peavine Ridge / Hazel Valley	TMS	WVD	Cellular	Future		2312		SIERRA ITS
ED	50		34.4	na	Fresh Pond	TMS	WVD	Cellular	Future		2313		SIERRA ITS
ED	50	R	31.3	na	Sly Park	TMS	WVD	Cellular	Future		2314		SIERRA ITS
ED	50	R	28.8	na	Sawmill	TMS	WVD	Cellular	Future		2315		SIERRA ITS
ED	50	R	27.8	na	Camino Salt House	TMS	WVD	Cellular	Future		2316		ED ITS
ED	50	R	25.9	na	East Camino UC (Apple Hill)	TMS	WVD	Cellular	Future		2317		ED ITS
ED	50		25.2	na	Snows Rd UC	TMS	WVD	Cellular	Future		2318		ED ITS
ED	50		24	na	Carson Road (Apple Hill)	TMS	WVD	Cellular	Future		2319		ED ITS
ED	50		23.3	na	Camino Heights (Apple Hill)	TMS	WVD	Cellular	Future		2320		ED ITS
ED	50		20.7	na	Newton Rd	TMS	WVD	Cellular	Future		2321		ED ITS
Sac	50		20.202	na	Prairie City Rd	TMS	LP		Future		1940		
Sac	50		22.502	na	Scott Rd,	TMS	LP		Future		1942		
ED	50		6.6	EB	Cameron Park	TT		Cellular	Future		2282		ED ITS
ED	50	R	31.3	EB	Sly Park	TT		Cellular	Future		2283		SIERRA ITS
ED	50		23.3	WB	Camino Heights (Apple Hill)	TT		Cellular	Future		2284		ED ITS

APPENDIX C – TRAFFIC SIGNAL INVENTORY

Jurisdictional Boundary	Location		Ownership		Signal Controller						Communication		Traffic Signal Control Characteristics		Detection Type	CCTV Camera
	Main Street	Cross Street	Ownership	Maintenance	Cabinet Type	Controller	Firmware	Manufacturer	Traffic Control System	Controller / System upgrade funded for install in next 12 months	TMC Connection	TMC Communication Type	Type of Operation	Transit Signal Priority		
West Sac	Reed Av	I-80 NB	Caltrans	Caltrans										N	Loops	
West Sac	Reed Av	Ikea Ct	West Sac	West Sac	332	170					N			N	Loops	
West Sac	Reed Av	Harbor Bl	West Sac	West Sac	332	170					Y	TWP		N	Loops	Y
West Sac	Sacramento Av	Bryte Av	West Sac	West Sac	332	170					N			N	Loops	
West Sac	Sacramento Av	TodHunter Av	West Sac	West Sac	332	170					N			N	Loops	
West Sac	Sacramento Av	Kegle Dr	West Sac	West Sac	332	170					N			N	Loops	
West Sac	C St	5th St	West Sac	West Sac	332	170					N			N	Loops	
West Sac	C St	3rd St	West Sac	West Sac	332	2070		Naztec			Y	Radio		N	Loops	Y
West Sac	Enterprise Bl	US50 EB	Caltrans	Caltrans										N	Loops	
West Sac	Enterprise Bl	Lake Rd	West Sac	West Sac	332	170					N			N	Loops	
West Sac	Enterprise Bl	Industrial Bl	West Sac	West Sac	332	170					N			N	Loops	
West Sac	Industrial Bl	Harbor Bl	West Sac	West Sac	332	2070		Naztec			Y	TWP		N	Loops	Y
West Sac	Harbor Bl	Del Monte St	West Sac	West Sac	332	170					Y	TWP		N	Loops	
West Sac	Harbor Bl	Beacon Bl	West Sac	West Sac	332	170					Y	TWP		N	Loops	
West Sac	Harbor Bl	US50 EB	Caltrans		332									N	Loops	
West Sac	**Harbor Bl**	**US50 WB**	Caltrans		332									N	Loops	
West Sac	**Harbor Bl**	**Evergreen Av**	West Sac	West Sac	332	170					Y	TWP		N	Loops	
West Sac	W Capitol Av	US50 WB	Caltrans		332									N	Loops	
West Sac	W Capitol Av	Granada Inn	West Sac	West Sac									Ped Act	N	Loops	
West Sac	W Capitol Av	Harbor Bl	West Sac	West Sac	332	2070		Naztec			Y	Radio		N	Loops	Y
West Sac	W Capitol Av	Poplar Av	West Sac	West Sac	332	170								N	Loops	
West Sac	W Capitol Av	Westacre Rd	West Sac	West Sac	332	170								N	Loops	
West Sac	W Capitol Av	Jefferson Bl	West Sac	West Sac	332	2070		Naztec			Y	Fiber		N	Loops	Y
West Sac	W Capitol Av	Merkley Av	West Sac	West Sac	332	2070		Naztec			Y	Fiber		N	Video/Loops	
West Sac	W Capitol Av	Grand St	West Sac	West Sac	332	2070		Naztec			Y	Fiber		N	Loops	
West Sac	Grand St	Tower Br Gateway	West Sac	West Sac	332	2070		Naztec			Y	Fiber		N	Loops	Y
West Sac	Tower Br Gateway	5th Av	West Sac	West Sac	332	2070		Naztec			Y	Fiber		N	Loops	Y
West Sac	Tower Br Gateway	Riverfront St	West Sac	West Sac	332	2070		Naztec			Y	Fiber		N	Loops	Y
West Sac	Jefferson Bl	Merkley Av	West Sac	West Sac	332	2070		Naztec			N			N	Loops	
West Sac	Jefferson Bl	Tower Br Gtwy WB Of	West Sac	West Sac									Lt Turn Stop	N	Loops	
West Sac	Jefferson Bl	US50 EB	Caltrans		332									N	Loops	
West Sac	Jefferson Bl	Park Bl/US50 WB	Caltrans		332									N	Loops	
Sac City	Capitol Av	30th St	Sac City	Sac City	G	390	MOD	Traconex	Transsuite		Yes	copper	Local TOD	No	None	
Sac City	Capitol Av	29th St	Sac City	Sac City	G	ASC3	2.58	Econolite	Transsuite		Yes	copper	Local TOD	No	None	analog/digital
Sac City	29th St	N St	Caltrans	Sac City	332	170	222P	Bi Trans	Transsuite		Yes	copper	Local TOD	No	None	
Sac City	30th St	P St	Sac City	Sac City	332	170	222P	Bi Trans	Transsuite		Yes	copper	Local TOD	No	None	
Sac City	29th St	P St	Caltrans	Sac City	332	170	222P	Bi Trans	Transsuite		Yes	copper	Local TOD	No	None	
Sac City	29th St	Q St	Sac City	Sac City	G	390	MOD	Traconex	Transsuite		Yes	copper	Local TOD	No	None	
Sac City	29th St	R St / RR Line	Sac City	Sac City	-	-	-	-	Transsuite		Yes	copper	**RR Act**	No		
Sac City	29th St	S St	Sac City	Sac City	G	390	MOD	Traconex	Transsuite		Yes	copper	Local TOD	No	None	
Sac City	29th St	T St / SR99 SB	Caltrans	Sac City	332	170	222P	Bi Trans	Transsuite		Yes	copper	Local TOD	No	None	
Sac City	30th St	T St / SR51 NB	Caltrans	Sac City	332	170	222P	Bi Trans	Transsuite		Yes	copper	Local TOD	No	None	
Sac City	30th St	S St	Sac City	Sac City	G	390	MOC	Traconex	Transsuite		Yes	copper	Local TOD	No	None	
Sac City	30th St	R St / RR Line	Sac City	Sac City	-	-	-	-	Transsuite		Yes	copper	**RR Act**			
Sac City	30th St	Q St	Sac City	Sac City	G	390	MOC	Traconex	Transsuite		Yes	copper	Local TOD	No	None	
Sac City	30th St	N St / SR51 NB	Caltrans	Sac City	332	170	222P	Bi Trans	Transsuite		Yes	copper	Local TOD	No	None	
Sac City	30th St	N St / SR51 NB	Caltrans	Sac City	332	170	222P	Bi Trans	Transsuite		Yes	copper	Local TOD	No	None	
Sac City	P St	24th St	Sac City	Sac City	-	-	-	-	-	-	-	-	**Stop Sign**			
Sac City	P St	21st St	Sac City	Sac City	G	390	MOD	Traconex	Transsuite		Yes	copper	Local TOD	No	None	
Sac City	P St	RR Line	Sac City	Sac City	-	-	-	-	Transsuite		Yes	copper	**RR Act**			
Sac City	P St	19th St	Sac City	Sac City	G	390	MOD	Traconex	Transsuite		Yes	copper	Local TOD	No	None	
Sac City	P St	16th St	Sac City	Sac City	332	2070	D4	McCain	Transsuite		Yes	copper	Local TOD	No	None	
Sac City	P St	15th St	Sac City	Sac City	332	2070	D4	McCain	Transsuite		Yes	copper	Local TOD	No	None	
Sac City	P St	12th St/RR Line	Sac City	Sac City	G			McCain	Transsuite		Yes	copper	Local TOD	No	None	
Sac City	P St	10th St	Sac City	Sac City	G	ASC2		Econolite	Transsuite		Yes	copper	Local TOD	No	None	
Sac City	P St	9th St	Sac City	Sac City	G	ASC2		Econolite	Transsuite		Yes	copper	Local TOD	No	None	
Sac City	P St	8th St	Sac City	Sac City	G	ASC2		Econolite	Transsuite		Yes	copper	Local TOD	No	None	
Sac City	P St	7th St	Sac City	Sac City	G	ASC2		Econolite	Transsuite		Yes	copper	Local TOD	No	None	
Sac City	P St	5th St	Sac City	Sac City	G	390		Traconex	Transsuite		Yes	copper	Local TOD	No	None	
Sac City	P St	4th St	Sac City	Sac City	G	390		Traconex	Transsuite		Yes	copper	Local TOD	No	None	
Sac City	P St	3rd St	Sac City	Sac City	G	390		Traconex	Transsuite		Yes	copper	Local TOD	No	None	
Sac City	Q St	3rd St	Sac City	Sac City	G	390	MOD	Traconex	Transsuite		Yes	copper	Local TOD	No	None	
Sac City	Q St	4th St	Sac City	Sac City	G	390		Traconex	Transsuite		Yes	copper	**Ped Act**	No	None	
Sac City	Q St	5th St	Sac City	Sac City	G	390	MOD	Traconex	Transsuite		Yes	copper	Local TOD	No	None	
Sac City	Q St	7th St	Sac City	Sac City	G	390	MOD	Traconex	Transsuite		Yes	copper	Local TOD	No	None	
Sac City	Q St	8th St	Sac City	Sac City	G	ASC2		Econolite	Transsuite		Yes	copper	Local TOD	No	None	
Sac City	Q St	9th St	Sac City	Sac City	G	ASC2		Econolite	Transsuite		Yes	copper	Local TOD	No	None	
Sac City	Q St	10th St	Sac City	Sac City	G	ASC2		Econolite	Transsuite		Yes	copper	Local TOD	No	None	
Sac City	Q St	12th St/RR Line	Sac City	Sac City	332	2070	D4	McCain	Transsuite		Yes	copper	Local TOD	No	None	
Sac City	Q St	15th St	Sac City	Sac City	332	2070	D4	McCain	Transsuite		Yes	copper	Local TOD	No	None	
Sac City	Q St	16th St	Sac City	Sac City	332	2070	D4	McCain	Transsuite		Yes	copper	Local TOD	No	None	
Sac City	Q St	19th St	Sac City	Sac City	G	390	MOD	Traconex	Transsuite		Yes	copper	Local TOD	No	None	
Sac City	Q St	RR Line	Sac City	Sac City	-	-	-	-	Transsuite		Yes	copper	**RR Act**			
Sac City	Q St	21st St	Sac City	Sac City	G	390	MOD	Traconex	Transsuite		Yes	copper	Local TOD	No	None	
Sac City	Q St	24th St	Sac City	Sac City	-	-	-	-	-	-	-	-	**Stop Sign**			
Sac City	Q St	28th St	Sac City	Sac City	G	390	MOC	Traconex	Transsuite		Yes	copper	Local TOD	No	None	
Sac City	W St	26th St	Sac City	Sac City	G	390	MOC	Traconex	Transsuite		Yes	copper	Local TOD	No	None	
Sac City	W St	24th St	Sac City	Sac City	G	390	MOD	Traconex	Transsuite		Yes	copper	Local TOD	No	None	
Sac City	W St	21st St	Sac City	Sac City	G	390	MOD	Traconex	Transsuite		Yes	copper	Local TOD	No	None	
Sac City	W St	RR Line	Sac City	Sac City	-	-	-	-	Transsuite		Yes	copper	**RR Act**			
Sac City	W St	19th St	Sac City	Sac City	G	390	MOD	Traconex	Transsuite		Yes	copper	Local TOD	No	None	
Sac City	W St	16th St/US50 WB	Caltrans	Sac City	332	2070	D4	McCain	Transsuite		Yes	copper	Local TOD	No	None	
Sac City	W St	15th St/US50 WB	Caltrans	Sac City	332	170	222P	Bi Trans	Transsuite		Yes	copper	Local TOD	No	None	

Jurisdictional Boundary	Location		Ownership		Signal Controller						Communication		Traffic Signal Control Characteristics		Detection Type	CCTV Camera
	Main Street	Cross Street	Ownership	Maintenance	Cabinet Type	Controller	Firmware	Manufacturer	Traffic Control System	Controller / System upgrade funded for install in next 12 months	TMC Connection	TMC Communication Type	Type of Operation	Transit Signal Priority		
Sac City	W St	11th St/Riverside Bl	Sac City	Sac City	G	390	MOD	Traconex	Transsuite		Yes	copper	Local TOD	No	None	
Sac City	W St	10th St	Sac City	Sac City	G	390	MOD	Traconex	Transsuite		Yes	copper	Local TOD	No	None	
Sac City	W St	9th St	Sac City	Sac City	G	390	MOD	Traconex	Transsuite		Yes	copper	Local TOD	No	None	
Sac City	W St	6th St	Sac City	Sac City	332	2070	D4	McCain	Transsuite		Yes	fiber	Local TOD	No	None	analog/digital
Sac City	W St	5th St/I-5 NB	Caltrans	Sac City	332	2070	D4	McCain	Transsuite		Yes	fiber	Local TOD	No	None	
Sac City	I-5 SB / X St	3rd St	Sac City	Sac City	-	-	-	-	-	-	-	-	Stop Sign			
Sac City	X St	5th St	Caltrans	Sac City	332	2070	D4	McCain	Transsuite		Yes	fiber	Local TOD	No	None	digital
Sac City	X St	9th St	Sac City	Sac City	332	2070	D4	McCain	Transsuite		Yes	copper	Local TOD	No	None	
Sac City	X St	10th St	Sac City	Sac City	G	390	MOD	Traconex	Transsuite		Yes	copper	Local TOD	No	None	
Sac City	X St	Riverside Bl	Sac City	Sac City	G	390	MOD	Traconex	Transsuite		Yes	copper	Local TOD	No	None	
Sac City	X St	15th St/US50 EB	Caltrans	Sac City	332	170	222P	Bi Trans	Transsuite		Yes	copper	Local TOD	No	None	
Sac City	X St	16th St/US50 EB	Caltrans	Sac City	332	170	222P	Bi Trans	Transsuite		Yes	copper	Local TOD	No	None	
Sac City	X St	19th St	Sac City	Sac City	G	390	MOD	Traconex	Transsuite		Yes	copper	Local TOD	No	None	
Sac City	X St	RR Line	Sac City	Sac City	-	-	-	-	Transsuite		Yes	copper	RR Act			
Sac City	X St	21st St	Sac City	Sac City	G	390	MOD	Traconex	Transsuite		Yes	copper	Local TOD	No	None	
Sac City	X St	24th St	Sac City	Sac City	G	390	MOD	Traconex	Transsuite		Yes	copper	Local TOD	No	None	
Sac City	X St	26th St	Sac City	Sac City	G	390	MOC	Traconex	Transsuite		Yes	copper	Local TOD	No	None	
Sac City	X St	Alhambra Bl	Sac City	Sac City	-	-	-	-	-	-	-	-	Stop Sign			
Sac City	Broadway	5th St	Sac City	Sac City	G	390	MOD	Traconex	Transsuite		Yes	trunk fiber a	Local TOD	No	None	
Sac City	Broadway	Muir Wy	Sac City	Sac City	R	390	MOD	Traconex	Transsuite		Yes	trunk fiber a	Local TOD	No	None	
Sac City	Broadway	9th St	Sac City	Sac City	R	390	MOD	Traconex	Transsuite		Yes	trunk fiber a	Local TOD	No	None	
Sac City	Broadway	Riverside Bl	Sac City	Sac City	R	390	MOD	Traconex	Transsuite		Yes	trunk fiber a	Local TOD	No	None	
Sac City	Broadway	15th St	Sac City	Sac City	332	170	222P	Bi Trans	Transsuite		Yes	trunk fiber a	Local TOD	No	None	
Sac City	Broadway	16th St	Sac City	Sac City	332	170	222P	Bi Trans	Transsuite		Yes	trunk fiber a	Local TOD	No	None	offline/analog
Sac City	Broadway	19th St	Sac City	Sac City	332	170	222P	Bi Trans	Transsuite		Yes	trunk fiber a	Local TOD	No	None	
Sac City	Broadway	RR Line	Sac City	Sac City	-	-	-	-	-	-	-	-	RR Act			
Sac City	Broadway	21st St	Sac City	Sac City	332	170	222P	Bi Trans	Transsuite		Yes	trunk fiber a	Local TOD	No	None	offline/analog
Sac City	Broadway	24th St	Sac City	Sac City	M	390	MOD	Traconex	Transsuite		Yes	trunk fiber a	Local TOD	No	None	
Sac City	Broadway	26th St	Sac City	Sac City	G	390	MOD	Traconex	Transsuite		Yes	trunk fiber a	Local TOD	No	None	
Sac City	Broadway	Franklin Bl	Sac City	Sac City	G	390	MOD	Traconex	Transsuite		Yes	trunk fiber a	Local TOD	No	None	
Sac City	Broadway	Alhambra Bl	Sac City	Sac City	R	390	MOD	Traconex	Transsuite		Yes	trunk fiber a	Local TOD	No	None	
Sac City	Broadway	34th St	Sac City	Sac City	R	390	RvJ	Traconex			No	copper	Local TOD	No	None	
Sac City	Broadway	35th St	Sac City	Sac City	R	390	CJ	Traconex			No	copper	Local TOD	No	None	
Sac City	Broadway	Martin Luther King Jr	Sac City	Sac City	332	2070	D4	McCain	Transsuite		Yes	fiber	Fully Act	No	Video/Loop	analog/digital
Sac City	Broadway	42nd St	Sac City	Sac City	R	ASC3		Econolite	Transsuite		Yes	fiber	Fully Act	No	Video/Loop	
Sac City	Broadway	49th St	Sac City	Sac City	R	390	MOD	Traconex			No	trunk fiber a	Fully Act	No	Loop	
Sac City	Broadway	50th St	Sac City	Sac City	R	390	MOD	Traconex			No	trunk fiber a	Fully Act	No	Loop	
Sac City	Broadway	Fairgrounds Dr	Sac City	Sac City	R	390	MOD	Traconex			No	trunk fiber a	Semi Act	No	Loop	
Sac City	Broadway	59th St	Sac City	Sac City	R	390	MOD	Traconex			No	trunk fiber a	Fully Act	No	Loop	
Sac City	Broadway	65th St	Sac City	Sac City	R	ATCeX	D4	McCain	Transsuite		Yes	fiber	Fully Act	No	Loop	
Sac City	Alhambra Bl	T St	Sac City	Sac City	R	390	MOD	Traconex	Transsuite		Yes	copper	Local TOD	No	None	
Sac City	Alhambra Bl	S St	Sac City	Sac City	G	390	MOC	Traconex	Transsuite		Yes	copper	Local TOD	No	None	
Sac City	Alhambra Bl	RR Line	Sac City	Sac City	-	-	-	-	Transsuite		Yes	copper	RR Act			
Sac City	Alhambra Bl	Q St	Sac City	Sac City	G	ATCeX	D4	McCain	Transsuite		Yes	fiber	Semi Act	No	Loop	
Sac City	Alhambra Bl	Stockton Bl / P St	Sac City	Sac City	332	2070	D4	McCain	Transsuite		Yes	fiber	Fully Act	No	Video/Loop	digital
Sac City	Alhambra Bl	O St	Sac City	Sac City	-	-	-	-	-	-	-	-	Stop Sign			
Sac City	Alhambra Bl	N St	Sac City	Sac City	G	390	MOD	Traconex	Transsuite		Yes	copper	Local TOD	No	None	offline/analog
Sac City	Alhambra Bl	Folsom Bl	Sac City	Sac City	332	2070	D4	McCain	Transsuite		Yes	fiber	Fully Act	No	Video	digital
Sac City	Stockton Bl	34th St	Sac City	Sac City	R	390	CJ	Traconex			No	k fiber avail	Semi Act		Loop	
Sac City	Stockton Bl	US50 WB/35th St	Caltrans	Sac City	R	390	CJ	Traconex			No	k fiber avail	Fully Act		Loop	
Sac City	Stockton Bl	US50 EB	-	-	-	-	-	-	-	-	No	k fiber avail	No Controls			offline/analog
Sac City	Stockton Bl	T St	Sac City	Sac City	R	ASC3		Econolite			No	k fiber avail	Semi Act		Loop	
Sac City	Stockton Bl	Miller Wy	Sac City	Sac City	G	ATCeX	D4	McCain			No	k fiber avail	Semi Act		Loop	
Sac City	Stockton Bl	Colonial Wy	Sac City	Sac City	G	390	CJ	Traconex			No	k fiber avail	Semi Act		Loop	
Sac City	Stockton Bl	Sherman Wy	Sac City	Sac City			SIMA	Spot Devices			No	k fiber avail	PHB	No		
Sac City	Stockton Bl	X St	Sac City	Sac City	R	ASC3		Econolite			No	k fiber avail	Fully Act		Video/Loop	offline/analog
Sac City	Stockton Bl	2nd Av	Sac City	Sac City	R	ASC3		Econolite			No	k fiber avail	Fully Act		Video/Loop	
Sac City	Stockton Bl	Broadway	Sac City	Sac City	R	ASC2		Econolite			No	k fiber avail	Fully Act		Video/Loop	offline/analog
Sac City	Stockton Bl	10th Av Ped Xing	Sac City	Sac City	G	390	MOD	Traconex			No	k fiber avail	Ped Act			
Sac City	Stockton Bl	14th Av	Sac City	Sac City	R	ASC2		Econolite			No	k fiber avail	Fully Act		Loop	
Sac City	Stockton Bl	17th Av Ped Xing	Sac City	Sac City	G	390	MOD	Traconex			No	k fiber avail	Ped Act			
Sac City	Stockton Bl	21st Av	Sac City	Sac City	R	ASC2		Econolite			No	k fiber avail	Fully Act		Loop	
Sac City	Stockton Bl	Lawrence Dr	Sac City	Sac City	R	ASC2		Econolite			No	k fiber avail	Fully Act		Loop	
Sac City	Stockton Bl	Ped Xing	Sac City	Sac City	G	390	MOD	Traconex			No	k fiber avail	Ped Act			
Sac City	Stockton Bl	Fruitridge Rd	Sac City	Sac City	R	ATCeX	D4	McCain	Transsuite		Yes	fiber	Fully Act		Video/Loop	offline/analog
Sac City	65th St	RR Line / Q St	Sac City	Sac City	R	ATCeX	D4	McCain	Transsuite		Yes	fiber	Fully Act	No	Loop	
Sac City	65th St	US50 WB	Caltrans	Sac City	R	ATCeX	D4	McCain	Transsuite		Yes	fiber	Fully Act	No	Loop	
Sac City	65th St	US50 EB	Caltrans	Sac City	332	2070	D4	McCain	Transsuite		Yes	fiber	Fully Act	No	Video/Loop	analog/digital
Sac City	65th St	4th Av	Sac City	Sac City	R	ATCeX	D4	McCain	Transsuite		Yes	fiber	Fully Act	No	Loop	
Sac City	65th St	14th Av	Sac City	Sac City	R	ATCeX	D4	McCain	Transsuite		Yes	fiber	Fully Act	No	Video/Loop	
Sac City	65th St	21st Av	Sac City	Sac City	R	ATCeX	D4	McCain	Transsuite		Yes	fiber	Fully Act	No	Video/Loop	
Sac City	65th St	Fruitridge Rd	Sac City	Sac City	R	ATCeX	D4	McCain	Transsuite		Yes	copper	Fully Act	No	Loop	
Sac City	Howe Ave	Fair Oaks Bl	Sac City	Sac City	R	ASC3	2.54	Econolite	Transsuite		Yes	copper	Fully Act	No	Video	digital
Sac City	Howe Ave	University Av	Sac City	Sac City	R-TS2	ASC3	2.58	Econolite	Transsuite		Yes	copper	Fully Act	No	Loops	
Sac City	Howe Ave	American River Dr	Sac City	Sac City	R-TS2	ASC3	2.62	Econolite	Transsuite		Yes	copper	Fully Act	No	Loops	
Sac City	Howe Ave	Swathmore Dr	Sac City	Sac City	R	ASC2		Econolite	Transsuite		Yes	copper	Fully Act	No	Loops	digital
Sac City	Howe Ave	US50 WB/College Tw	Caltrans	Sac City	R	ASC2		Econolite	Transsuite		Yes	copper	Fully Act	No	Loops	
Sac City	Howe Ave	US 50 EB	Caltrans	Sac City	R	ASC2		Econolite	Transsuite		Yes	copper	Fully Act	No	Loops	
Sac City	Power Inn Rd	RT Driveway	Sac City	Sac City	R	ASC2		Econolite	Transsuite		Yes		Fully Act	No	Loops	
Sac City	Power Inn Rd	Cucamonga Av	Sac City	Sac City	R	ASC2		Econolite	Transsuite		Yes		Fully Act	No	Loops	
Sac City	Power Inn Rd	Ramona Av	Sac City	Sac City	R	ASC2		Econolite	Transsuite		Yes		Fully Act	No	Video/Loop	
Sac City	Power Inn Rd	14th Av	Sac City	Sac City	R	ASC2		Econolite	Transsuite		Yes		Fully Act	No	Video/Loop	
Sac City	Power Inn Rd	RR Line	Sac City	Sac City	-	-	-	-	Transsuite		Yes		RR Act			

Jurisdictional Boundary	Location		Ownership		Signal Controller						Communication		Traffic Signal Control Characteristics			
	Main Street	Cross Street	Ownership	Maintenance	Cabinet Type	Controller	Firmware	Manufacturer	Traffic Control System	Controller / System upgrade funded for install in next 12 months	TMC Connection	TMC Communication Type	Type of Operation	Transit Signal Priority	Detection Type	CCTV Camera
Sac City	Power Inn Rd	Fruitridge Rd	Sac City	Sac City	R-TS2	ATCeX	D4	McCain	Transsuite		Yes		Fully Act	No	Video/Loop	analog/digital
Sac City	Florin Perkins Rd	Kiefer Bl	Sac City	Sac City	R	390	CJ	Traconex			No	copper	Fully Act	No		
Sac City	Florin Perkins Rd	Jackson Rd	Sac City	Sac City	R	390	RvJ	Traconex			No	copper	Fully Act	No	Loop	
Sac City	Florin Perkins Rd	Belvedere Av	Sac City	Sac City	R-TS2	ATCeX	D4	McCain			No	copper	Fully Act	No	Loop	
Sac City	Florin Perkins Rd	23rd Av	Sac City	Sac City	R	ASC2		Econolite			No	copper	Fully Act	No	Loop	
Sac City	Florin Perkins Rd	RR Line	Sac City	Sac City	-	-	-	-	-	-	No	copper	**RR Act**			
Sac City	Florin Perkins Rd	Fruitridge Rd	Sac City	Sac City	R	ATCeX	D4	McCain	Transsuite		Yes	fiber	Fully Act	No	Video/Loop	analog/digital
Sac City	Seamas Av	I-5 SB	Caltrans	Sac City	M	390	CJ	Traconex			No		Fully Act	No	Loop	
Sac City	Seamas Av	I-5 NB	Caltrans	Sac City	M	ASC2		Econolite			No		Fully Act	No	Loop	
Sac City	Seamas Av	Lonsdale Dr	Sac City	Sac City	M	390	MOD	Traconex			No		Semi Act	No	Loop	
Sac City	Seamas/Fruitridge	S.Land Park Dr	Sac City	Sac City	R	ASC3		Econolite			No		Fully Act	No	Video/Loop	
Sac City	Fruitridge Rd	Monterey Wy	Sac City	Sac City	R	390	CJ	Traconex			No		Semi Act	No	Loop	
Sac City	Fruitridge Rd	Freeport Bl	Sac City	Sac City	332	2070	D4	McCain			No	fiber	Fully Act	No	Loop	
Sac City	Fruitridge Rd	Helen Wy	Sac City	Sac City	332	2070	D4	McCain			No		Semi Act	No	Loop	
Sac City	Fruitridge Rd	24th St	Sac City	Sac City	R	390	MOD	Traconex			No	k fiber avail	Fully Act	No	Loop	
Sac City	Fruitridge Rd	RR Line	Sac City	Sac City	R-TS2	ASC3		Econolite			No	k fiber avail	Fully Act	No	Loop	
Sac City	Fruitridge Rd	28th St	Sac City	Sac City	R	ASC2		Econolite			No	k fiber avail	Semi Act	No	Loop	
Sac City	Fruitridge Rd	Franklin Bl	Sac City	Sac City	R	390	MOD	Traconex			No	k fiber avail	Fully Act	No	op/Microwave	
Sac City	Fruitridge Rd	MLK Jr Bl	Sac County	Sac City	R	ATCeX	D4	McCain	Transsuite		Yes	copper	Fully Act	No	Loop	digital/offline
Sac City	Fruitridge Rd	Enrico Ped Xing	Sac County	Sac City	G	ASC2		Econolite					**Ped Act**	No	Ped	
Sac City	Fruitridge Rd	Del Norte Bl	Sac County	Sac City	M	ATCeX	D4	McCain	Transsuite		Yes	copper	Fully Act	No	Loop	
Sac City	Fruitridge Rd	44th St	Sac County	Sac City	M	ATCeX	D4	McCain	Transsuite		Yes	copper	Fully Act	No	Loop	
Sac City	Fruitridge Rd	Lawrence Dr	Sac City	Sac City	R	ATCeX	D4	McCain	Transsuite		Yes	fiber	Fully Act	No	Loop	
Sac City	Fruitridge Rd	58th St	Sac City	Sac City	R	ASC3	2.58	Econolite	Transsuite		Yes	fiber	Fully Act	No	Video/Loop	
Sac City	Fruitridge Rd	62nd St	Sac City	Sac City	R	ATCeX	D4	McCain	Transsuite		Yes	fiber	Semi Act	No	Loop	
Sac City	Fruitridge Rd	65th St Expy	Sac City	Sac City	R	ATCeX	D4	McCain	Transsuite		Yes	fiber	Fully Act	No	Loop	
Sac City	Fruitridge Rd	71st St	Sac City	Sac City	R	ATCeX	D4	McCain	Transsuite		Yes	fiber	Fully Act	No	Loop	
Sac City	Fruitridge Rd	Wallace Av	Sac City	Sac City	R	070 NEM	D4	McCain	Transsuite		Yes	fiber	Fully Act	No	Loop	
Sac City	Fruitridge Rd	Bradford Dr	Sac City	Sac City	R	ATCeX	D4	McCain	Transsuite		Yes	fiber	Fully Act	No	Video	
Sac City	Fruitridge Rd	79th St	Sac City	Sac City	R	ATCeX	D4	McCain	Transsuite		Yes	fiber	Fully Act	No	Loop	
Sac City	Fruitridge Rd	RR Line	Sac City	Sac City	-	-	-	-	Transsuite		Yes	fiber	**RR Act**			
Sac City	Fruitridge Rd	Foodlink St	Sac City	Sac City	R	ATCeX	D4	McCain	Transsuite		Yes	fiber	Fully Act	No	Video/Loop	
Sac City	Fruitridge Rd	84th St	Sac City	Sac City	R	ATCeX	D4	McCain	Transsuite		Yes	fiber	Fully Act	No	Video/Loop	
Sac City	Folsom Bl	34th St	Sac City	Sac City	332	2070	D4	McCain	Transsuite		Yes	fiber	Semi Act	No	Loop	
Sac City	Folsom Bl	36th St	Sac City	Sac City	332	2070	D4	McCain	Transsuite		Yes	fiber	Semi Act	No	Loop	
Sac City	Folsom Bl	39th St SB	Sac City	Sac City	332	2070	D4	McCain	Transsuite		Yes	fiber	Semi Act	No	Loop	
Sac City	Folsom Bl	43rd St/Cemetery Rd	Sac City	Sac City	332	2070	D4	McCain	Transsuite		Yes	fiber	Semi Act	No	Loop	
Sac City	Folsom Bl	47th St	Sac City	Sac City	332	2070	D4	McCain	Transsuite		Yes	fiber	Semi Act	No	Loop	
Sac City	Folsom Bl	51st St	Sac City	Sac City	332	2070	D4	McCain	Transsuite		Yes	fiber	Semi Act	No	Loop	analog/digital
Sac City	Folsom Bl	55th St	Sac City	Sac City	332	2070	D4	McCain	Transsuite		Yes	fiber	Semi Act	No	Loop	
Sac City	Folsom Bl	56th St	Sac City	Sac City	R	070 NEM	D4	McCain	Transsuite		Yes	fiber	Fully Act	No	Loop	analog/digital
Sac City	Folsom Bl	59th St	Sac City	Sac City	332	2070	D4	McCain	Transsuite		Yes	fiber	Fully Act	No	Loop	
Sac City	Folsom Bl	65th St	Sac City	Sac City	R	ATCeX	D4	McCain	Transsuite		Yes	fiber	Fully Act	No	Loop	analog/digital
Sac City	Folsom Bl	State University Dr	Sac City	Sac City	R	ASC2		Econolite				fiber	Fully Act	No	Loop	
Sac City	Folsom Bl	Hornet Dr	Sac City	Sac City	R	390	RvJ	Traconex				copper	Fully Act	No	Video/Loop	
Sac City	Folsom Bl	Power Inn Rd	Sac City	Sac City	R	ASC2		Econolite	Transsuite		Yes	copper	Fully Act	No	Loop	offline/analog
Sac City	Folsom Bl	Bicenntenial Cir	Sac City	Sac City	332	2070	D4	McCain				copper	Fully Act	No	Loop	
Sac City	Folsom Bl	Jackson Hwy	Sac City	Sac City	R	ATCeX	D4	McCain				copper	Fully Act	No	Loop	
Sac City	Folsom Bl	Florin Perkins Rd	Sac City	Sac City	R	390	CJ	Traconex				copper	Fully Act	No	Loop	
Sac City	Folsom Bl	Wissemann Dr	Sac City	Sac City	R	390	CJ	Traconex					Fully Act	No	Loop	
Sac City	Folsom Bl	Comm. Ctr w/o Watt	Sac City	Sac City	R	391	CJ	Traconex					Fully Act	No	Loop	
Sac County	Fair Oaks Bl	Munroe St	Sac County	Sac County	M	2070	22.58.10	Econolite	Centracs		Y	TWP	Fully Act	No	Loops	Y
Sac County	Fair Oaks Bl	Morse Ave	Sac County	Sac County	M	2070	22.58.10	Econolite	Centracs		Y	TWP	Fully Act	No	Loops	N
Sac County	Fair Oaks Bl	Watt Av	Sac County	Sac County	M	2070	22.58.10	Econolite	Centracs		Y	Fiber	Fully Act	No	Video	Y
Sac County	Watt Av	US50 WB	Caltrans	Sac County	M	2071	22.58.11	Econolite	Centracs		Y	Fiber	Traf Responsive	No	Video	N
Sac County	Watt Av	US50 EB	Caltrans	Sac County	M	2072	22.58.12	Econolite	Centracs		Y	Fiber	Traf Responsive	No	Video	N
Sac County	Folsom Bl	Watt Av	Sac County	Sac County	P	2070	22.58.10	Econolite	Centracs		Y	Fiber	Fully Act	No	Video	Y
Sac County	Folsom Bl	Manlove Rd	Sac County	Sac County	M	820A	Rev. X	Multisonics	VMS		N	-	Fully Act	No	Loops	N
Sac County	Folsom Bl	Norcade/Starfire	Sac County	Sac County	M	820	Rev. X	Multisonics	VMS		N	-	Fully Act	No	Loops	N
Sac County	Folsom Bl	La Riviera Dr	Sac County	Sac County	M	820A	Rev. X	Multisonics	VMS		N	-	Fully Act	No	Loops	N
Sac County	Folsom Bl	Tiber Dr	Sac County	Sac County	M	820	Rev. X	Multisonics	VMS		N	-	Fully Act	No	Loops	N
Sac County	Folsom Bl	Mayhew Rd	Sac County	Sac County	M	820A	Rev. X	Multisonics	VMS		N	-	Fully Act	No	Loops	N
Sac County	Folsom Bl	Butterfield Wy	Sac County	Sac County	M	2070	22.58.10	Econolite	Centracs		N	-	Fully Act	No	Loops	N
Sac County	Folsom Bl	Bradshaw Rd	Sac County	Sac County	M	820A	Rev. X	Multisonics	VMS		Y	TWP	Fully Act	No	Loops	N
Rancho Cordova	Folsom Bl	Paseo Rio/Horn	Rancho Cordova	Sac County	M	820A	Rev. X	Multisonics	VMS		N	-	Fully Act	No	Loops	N
Rancho Cordova	Folsom Bl	Rod Beaudry Dr	Rancho Cordova	Sac County	M	2070	65.0T	Naztec	-		N	-	Fully Act	No	Loops	Y
Rancho Cordova	Folsom Bl	Routier Rd	Rancho Cordova	Sac County	M	2070	65.0T	Naztec	-		Y	TWP	Fully Act	No	Loops	Y
Rancho Cordova	Folsom Bl	Bravado Dr	Rancho Cordova	Sac County	P	2070	65.0T	Naztec	-		Y	TWP	Fully Act	No	Loops	N
Rancho Cordova	Folsom Bl	La Loma Dr	Rancho Cordova	Sac County	M	2070	65.0T	Naztec	-		Y	TWP	Fully Act	No	Loops	Y
Rancho Cordova	Folsom Bl	Mather/Mills Station (F	Rancho Cordova	Sac County	M	2070	65.0T	Naztec	-		Y	TWP	**Ped Act**	No	Loops	N
Rancho Cordova	Folsom Bl	Mather Field Rd	Rancho Cordova	Sac County	M	2070	65.0T	Naztec	-		Y	TWP	Fully Act	No	Loops	Y
Rancho Cordova	Folsom Bl	Dawes St	Rancho Cordova	Sac County	M	2070	65.0T	Naztec	-		Y	TWP	Fully Act	No	Loops	N
Rancho Cordova	Folsom Bl	Coloma Rd	Rancho Cordova	Sac County	P	2070	22.58.10	Econolite	Centracs		Y	Fiber	Fully Act	No	Loops	Y
Rancho Cordova	Folsom Bl	Mills Park Dr	Rancho Cordova	Sac County	M	2070	65.0T	Naztec	-		Y	TWP	Fully Act	No	Loops	Y
Rancho Cordova	Folsom Bl	Metro Fire Sta 51	Rancho Cordova	Sac County	FSCAB	EMD	-	-	-		N	-	**Fire Act**	No	None	N
Rancho Cordova	Folsom Bl	Aramon Dr	Rancho Cordova	Sac County	P	2070	65.0T	Naztec	-		Y	TWP	Fully Act	No	Loops	Y
Rancho Cordova	Folsom Bl	Village Ln	Rancho Cordova	Sac County	M	2070	65.0T	Naztec	-		Y	TWP	Fully Act	No	Loops	N
Rancho Cordova	Folsom Bl	Zinfandel Dr	Rancho Cordova	Sac County	M	2070	65.0T	Naztec	-		Y	TWP	Fully Act	No	Loops	Y
Rancho Cordova	Folsom Bl	Don Juan Dr	Rancho Cordova	Sac County	P	2070	65.0T	Naztec	-		Y	TWP	Fully Act	No	Loops	Y
Rancho Cordova	Folsom Bl	Cordova Twn Ctr Sta (	Rancho Cordova	Sac County	P	2070	65.0T	Naztec	-		Y	TWP	**Ped Act**	No	Loops	N
Rancho Cordova	Folsom Bl	Cordova Ln	Rancho Cordova	Sac County	P	2070	65.0T	Naztec	-		Y	TWP	Fully Act	No	Loops	Y
Rancho Cordova	Folsom Bl	McGregor Dr	Rancho Cordova	Sac County	M	2070	65.0T	Naztec	-		Y	TWP	Fully Act	No	Loops	Y
Rancho Cordova	Folsom Bl	Kilgore Rd	Rancho Cordova	Sac County	M	2070	65.0T	Naztec	-		Y	TWP	Fully Act	No	Loops	Y

Jurisdictional Boundary	Location		Ownership		Signal Controller						Communication		Traffic Signal Control Characteristics		Detection Type	CCTV Camera
	Main Street	Cross Street	Ownership	Maintenance	Cabinet Type	Controller	Firmware	Manufacturer	Traffic Control System	Controller / System upgrade funded for install in next 12 months	TMC Connection	TMC Communication Type	Type of Operation	Transit Signal Priority		
Rancho Cordova	Folsom Bl	Sunrise Bl	Rancho Cordova	Sac County	M	820A	Rev. X	Multisonics	VMS		Y	TWP	Fully Act	No	Loops	Y
Rancho Cordova	Coloma Rd	Malaga Wy	Rancho Cordova	Sac County	R	2070	22.58.10	Econolite	Centracs		Y	Fiber	Fully Act	No	Loops	Y
Rancho Cordova	Coloma Rd	Chase Dr	Rancho Cordova	Sac County	R	2070	22.58.10	Econolite	Centracs		Y	Fiber	Fully Act	No	Loops	Y
Rancho Cordova	Coloma Rd	Mills Jr High School (F	Rancho Cordova	Sac County	P	2070	22.58.10	Econolite	Centracs		Y	Fiber	Fully Act	No	Loops	Y
Rancho Cordova	Coloma Rd	Chardonay Dr	Rancho Cordova	Sac County	R	2070	22.58.10	Econolite	Centracs		Y	Fiber	Fully Act	No	Loops	Y
Rancho Cordova	Coloma Rd	Aramon Dr / Studarus	Rancho Cordova	Sac County	P	2070	22.58.10	Econolite	Centracs		Y	Fiber	Fully Act	No	Loops	Y
Rancho Cordova	Coloma Rd	Cordova Ln	Rancho Cordova	Sac County	P	2070	22.58.10	Econolite	Centracs		Y	Fiber	Fully Act	No	Loops	Y
Rancho Cordova	Coloma Rd	McGregor Dr	Rancho Cordova	Sac County	R	2070	22.58.10	Econolite	Centracs		Y	Fiber	Fully Act	No	Loops	Y
Rancho Cordova	Coloma Rd	Benita Dr	Rancho Cordova	Sac County	P	2070	22.58.10	Econolite	Centracs		Y	Fiber	Fully Act	No	Loops	Y
Rancho Cordova	Coloma Rd	Elmanto Dr	Rancho Cordova	Sac County	R	2070	22.58.10	Econolite	Centracs		Y	Fiber	Fully Act	No	Loops	Y
Rancho Cordova	Coloma Rd	Elmanto Dr	Rancho Cordova	Sac County	M	2070	22.58.10	Econolite	Centracs		Y	Fiber	Fully Act	No	Loops	Y
Rancho Cordova	Coloma Rd	Vehicle Dr	Rancho Cordova	Sac County	P	2070	22.58.10	Econolite	Centracs		Y	Fiber	Fully Act	No	Loops	Y
Rancho Cordova	Coloma Rd	Trinity River Dr	Rancho Cordova	Sac County	M	2070	22.58.10	Econolite	Centracs		Y	Fiber	Fully Act	No	Loops	Y
Rancho Cordova	Coloma Rd	Sunrise Blvd	Rancho Cordova	Sac County	M	820A	Rev. X	Multisonics	VMS		Y	TWP	Fully Act	No	Loops	Y
Rancho Cordova	Bradshaw Rd	Oats Dr / Gore	Rancho Cordova	Sac County	M	820A	Rev. X	Multisonics	VMS		Y	TWP	Traf Responsive	No	Loops	N
Rancho Cordova	Bradshaw Rd	US50 EB	Caltrans	Sac County	332	870	Rev. X	Multisonics	VMS		Y	TWP	Traf Responsive	No	Loops	N
Rancho Cordova	Bradshaw Rd	US50 WB	Caltrans	Sac County	332	870	Rev. X	Multisonics	VMS		Y	TWP	Traf Responsive	No	Loops	N
Rancho Cordova	Bradshaw Rd SB	Micron Av	Rancho Cordova	Sac County	M	820A	Rev. X	Multisonics	VMS		Y	TWP	Traf Responsive	No	Loops	N
Rancho Cordova	Bradshaw Rd	Lincoln Village Dr	Rancho Cordova	Sac County	M	820A	Rev. X	Multisonics	VMS		Y	TWP	Traf Responsive	No	Loops	N
Rancho Cordova	Bradshaw Rd	Old Placerville Rd	Rancho Cordova	Sac County	M	820A	Rev. X	Multisonics	VMS		Y	TWP	Traf Responsive	No	Loops	N
Rancho Cordova	Old Placerville Rd	Granby Dr	Rancho Cordova	Sac County	M	820A	Rev. X	Multisonics	VMS		N	-	Fully Act	No	Loops	N
Rancho Cordova	Old Placerville Rd	Routier Rd	Rancho Cordova	Sac County	M	820A	Rev. X	Multisonics	VMS		N	-	Fully Act	No	Loops	N
Rancho Cordova	Old Placerville Rd	Systems Pkwy	Rancho Cordova	Sac County	M	820A	Rev. X	Multisonics	VMS		N	-	Fully Act	No	Loops	N
Rancho Cordova	Old Placerville Rd	Rockingham Dr	Rancho Cordova	Sac County	M	820A	Rev. X	Multisonics	VMS		N	-	Fully Act	No	Loops	N
Rancho Cordova	Rockingham Dr	Mather Field Rd	Rancho Cordova	Sac County	M	2070	22.58.10	Econolite	Centracs		N	-	Fully Act	No	Loops	N
Rancho Cordova	Mather Field Rd	US50 WB	Caltrans	Sac County	332	870	Rev. X	Multisonics	VMS		N	-	Fully Act	No	Loops	N
Rancho Cordova	Mather Field Rd	US50 EB	Caltrans	Sac County	332	870	Rev. X	Multisonics	VMS		N	-	Fully Act	No	Loops	N
Rancho Cordova	Mather Field Rd	Mills Station Rd	Rancho Cordova	Sac County	M	820A	Rev. X	Multisonics	VMS		Y	TWP	Fully Act	No	Loops	N
Rancho Cordova	International Dr	Mather Field Rd	Rancho Cordova	Sac County	M	820	Rev. X	Multisonics	VMS		N	-	Fully Act	No	Loops	N
Rancho Cordova	International Dr	Data Dr	Rancho Cordova	Sac County	P	820A	Rev. X	Multisonics	VMS		N	-	Fully Act	No	Loops	N
Rancho Cordova	International Dr	Zinfandel Dr	Rancho Cordova	Sac County	M	820A	Rev. X	Multisonics	VMS		Y	TWP	Fully Act	No	Loops	N
Rancho Cordova	Zinfandel Dr	Capital Village Ln	Rancho Cordova	Sac County	P	820A	Rev. X	Multisonics	VMS		Y	TWP	Traf Responsive	No	Loops	N
Rancho Cordova	Zinfandel Dr	Data Dr	Rancho Cordova	Sac County	P	820A	Rev. X	Multisonics	VMS		Y	TWP	Traf Responsive	No	Loops	N
Rancho Cordova	Zinfandel Dr	White Rock Rd	Rancho Cordova	Sac County	M	820A	Rev. X	Multisonics	VMS		Y	TWP	Traf Responsive	No	Loops	N
Rancho Cordova	Zinfandel Dr	US50 EB/Gold Ctr Dr	Caltrans	Sac County	332	870	Rev. X	Multisonics	VMS		Y	TWP	Traf Responsive	No	Loops	N
Rancho Cordova	Zinfandel Dr	US50 WB	Caltrans	Sac County	332	870	Rev. X	Multisonics	VMS		Y	TWP	Traf Responsive	No	Loops	N
Rancho Cordova	Zinfandel Dr	Olson Dr	Rancho Cordova	Sac County	M	820A	Rev. X	Multisonics	VMS		Y	TWP	Traf Responsive	No	Loops	N
Rancho Cordova	White Rock Rd	Prospect Park Dr (eas	Rancho Cordova	Sac County	M	820A	Rev. X	Multisonics	VMS		Y	TWP	Fully Act	No	Loops	N
Rancho Cordova	White Rock Rd	Prospect Park Dr / Da	Rancho Cordova	Sac County	M	820A	Rev. X	Multisonics	VMS		Y	TWP	Fully Act	No	Loops	N
Rancho Cordova	White Rock Rd	Kilgore Rd	Rancho Cordova	Sac County	M	820A	Rev. X	Multisonics	VMS		Y	TWP	Fully Act	No	Loops	N
Rancho Cordova	White Rock Rd	Sunrise Bl	Rancho Cordova	Sac County	M	820	Rev. X	Multisonics	VMS		Y	TWP	Fully Act	No	Loops	N
Rancho Cordova	Sunrise Bl	Sunrise Park Dr	Rancho Cordova	Sac County	M	820A	Rev. X	Multisonics	VMS		Y	TWP	Traf Responsive	No	Loops	N
Rancho Cordova	Sunrise Bl	Folsom So Canal	Rancho Cordova	Sac County	P	820A	Rev. X	Multisonics	VMS		N	-	**Ped Act**	No	Loops	N
Rancho Cordova	Sunrise Bl	Sunrise Gold Cir / Sur	Rancho Cordova	Sac County	M	820	Rev. X	Multisonics	VMS		Y	TWP	Traf Responsive	No	Loops	N
Rancho Cordova	Sunrise Bl	Trade Center Dr	Rancho Cordova	Sac County	M	820A	Rev. X	Multisonics	VMS		Y	TWP	Traf Responsive	No	Loops	N
Rancho Cordova	Sunrise Bl	US50 EB	Caltrans	Sac County	332	870	Rev. X	Multisonics	VMS		Y	TWP	Traf Responsive	No	Loops	N
Rancho Cordova	Sunrise Bl	US50 WB	Caltrans	Sac County	332	870	Rev. X	Multisonics	VMS		Y	TWP	Traf Responsive	No	Loops	N
Rancho Cordova	Sunrise Bl	Zinfandel Dr	Rancho Cordova	Sac County	332	870	Rev. X	Multisonics	VMS		Y	TWP	Traf Responsive	No	Loops	N
Rancho Cordova	Sunrise Bl	Trinity River Dr	Rancho Cordova	Sac County	332	870	Rev. X	Multisonics	VMS							
Rancho Cordova	Sunrise Bl	Gold Country Bl	Rancho Cordova	Sac County	332	870	Rev. X	Multisonics	VMS							
Sac County	Sunrise Bl	Fair Oaks Bl	Sac County	Sac County	332	870	Rev. X	Multisonics	VMS							
Sac County	Sunrise Bl	Winding Way	Sac County	Sac County	332	870	Rev. X	Multisonics	VMS							
Sac County	Sunrise Bl	Sunset Av	Sac County	Sac County	332	870	Rev. X	Multisonics	VMS							
Sac County	White Rock Rd	Sunrise Park Dr	Sac County	Sac County	-	-	-	-	-		-	-	**Stop Sign**	-	None	N
Sac County	White Rock Rd	Grant Line Rd	Sac County	Sac County	P	2070	22.58.10	Econolite	Centracs		N	-	Fully Act	No	Loops	N
Sac County	White Rock Rd	Prairie City Rd	Sac County	Sac County	P	2070	22.58.10	Econolite	Centracs		N	-	Fully Act	No	Loops	N
Sac County	White Rock Rd	Scott Rd	Sac County	Sac County	-	-	-	-	-	-	-	-	**Stop Sign**			
Rancho Cordova	Folsom Bl	Sunrise Station (PED)	Rancho Cordova	Sac County	PED	820	Rev. X	Multisonics	VMS		N	-	**Ped Act**	No	None	N
Rancho Cordova	Folsom Bl	Mercantile Dr	Rancho Cordova	Sac County	M	820A	Rev. X	Multisonics	VMS		N	-	Fully Act	No	Loops	N
Rancho Cordova	Folsom Bl	Nimbus Lake Vlge	Rancho Cordova	Sac County	M	820A	Rev. X	Multisonics	VMS		N	-	Fully Act	No	Loops	N
Rancho Cordova	Folsom Bl	Marketplace Ln	Rancho Cordova	Sac County	M	820A	Rev. X	Multisonics	VMS		N	-	Fully Act	No	Loops	N
Sac County	Hazel Av	US 50 EB	Caltrans	Sac County	332	870	Rev. X	Multisonics	VMS							
Sac County	Hazel Av	US 50 WB	Caltrans	Sac County	332	870	Rev. X	Multisonics	VMS							
Sac County	Hazel Av	Gold Country Bl	Sac County	Sac County	M	820A	Rev. X	Multisonics	VMS							
Sac County	Hazel Av	Curragh Downs Dr	Sac County	Sac County	M	820A	Rev. X	Multisonics	VMS							
Sac County	Hazel Av	Winding Way	Sac County	Sac County	M	820A	Rev. X	Multisonics	VMS							
Sac County	Hazel Av	La Serana Dr	Sac County	Sac County	M	820A	Rev. X	Multisonics	VMS							
Sac County	Hazel Av	Sunset Av	Sac County	Sac County	M	820A	Rev. X	Multisonics	VMS							
Sac County	Folsom Bl	Hazel Av	Sac County	Sac County	M	820A	Rev. X	Multisonics	VMS		Y	TWP	Fully Act	No	Loops	N
Sac County	Folsom Bl	Hazel Station (PED)	Sac County	Sac County	M	820A	Rev. X	Multisonics	VMS		N	-	**Ped Act**	No	Loops	N
Sac County	Folsom Bl	Aerojet Dr	Sac County	Sac County	M	820A	Rev. X	Multisonics	VMS		N	-	Fully Act	No	Loops	N
Sac County	Folsom Bl	Birkmont/Auto Mall	Sac County	Sac County	M	820A	Rev. X	Multisonics	VMS		N	-	Fully Act	No	Loops	N
Folsom	Folsom Bl	US50 EB	Caltrans	Caltrans												
Folsom	Folsom Bl	US50 WB	Caltrans	Caltrans												
Folsom	Folsom Bl	Iron Point Rd	Folsom	Folsom	M	820A	K	Multisonics	OSAM	Yes	Y	Fiber	Fully Act	No	Loops	IP
Folsom	Iron Point Rd	Folsom Outlets	Folsom	Folsom	M	820A	K	Multisonics	OSAM	Yes	Y	Fiber	Fully Act	No	Loops	No
Folsom	Iron Point Rd	Ingersoll Wy	Folsom	Folsom	M	820A	K	Multisonics	OSAM		Y	Fiber	Fully Act	No	Loops	No
Folsom	Iron Point Rd	Intel West	Folsom	Folsom	M	Cobalt	32.64	Econolite	Centracs		Y	Fiber	Fully Act	No	Loops	No
Folsom	Iron Point Rd	Willard Dr	Folsom	Folsom	M	Cobalt	32.64	Econolite	Centracs		Y	Fiber	Fully Act	No	Loops	No
Folsom	Iron Point Rd	Prairie City Rd	Folsom	Folsom	M	Cobalt	32.64	Econolite	Centracs		Y	Fiber	Fully Act	No	Loops	IP
Folsom	Iron Point Rd	Grover Rd	Folsom	Folsom	M	820A	K	Multisonics	OSAM		Y	Fiber	Fully Act	No	Loops	No
Folsom	Iron Point Rd	McAdoo Dr	Folsom	Folsom	M	820A	K	Multisonics	OSAM		Y	Fiber	Fully Act	No	Loops	No
Folsom	Iron Point Rd	Outcropping Wy	Folsom	Folsom	M	820A	K	Multisonics	OSAM		Y	Fiber	Fully Act	No	Loops	No

Jurisdictional Boundary	Location		Ownership		Signal Controller						Communication		Traffic Signal Control Characteristics		Detection Type	CCTV Camera
	Main Street	Cross Street	Ownership	Maintenance	Cabinet Type	Controller	Firmware	Manufacturer	Traffic Control System	Controller / System upgrade funded for install in next 12 months	TMC Connection	TMC Communication Type	Type of Operation	Transit Signal Priority		
Folsom	Iron Point Rd	Oak Ave Pkwy	Folsom	Folsom	M	820A	K	Multisonics	OSAM		Y	Fiber	Fully Act	No	Loops	No
Folsom	Iron Point Rd	Rowberry Dr	Folsom	Folsom	M	820A	K	Multisonics	OSAM		Y	Fiber	Fully Act	No	Loops	No
Folsom	Iron Point Rd	Broadstone Pkwy	Folsom	Folsom	M	820A	K	Multisonics	OSAM		Y	Fiber	Fully Act	No	Loops	No
Folsom	Iron Point Rd	Folsom Gateway	Folsom	Folsom	M	820A	K	Multisonics	OSAM		Y	Fiber	Fully Act	No	Loops	No
Folsom	Iron Point Rd	Palladio Pkwy	Folsom	Folsom	M	820A	K	Multisonics	OSAM		Y	Fiber	Fully Act	No	Loops	No
Folsom	Iron Point Rd	E Bidwell/Scott Rd	Folsom	Folsom	M	820A	K	Multisonics	OSAM		Y	Fiber	Fully Act	No	Loops	IP
Folsom	Iron Point Rd	Cavitt Dr	Folsom	Folsom	M	820A	K	Multisonics	OSAM		Y	Fiber	Fully Act	No	Loops	No
Folsom	Iron Point Rd	Serpa Wy	Folsom	Folsom	M	820A	K	Multisonics	OSAM		Y	Fiber	Fully Act	No	Loops	No
Folsom	Iron Point Rd	Empire Ranch Rd	Folsom	Folsom	-	-	-	-	-	-	-	-	**Stop Sign**			
Folsom	E Bidwell/Scott Rd NB	Placerville Rd	Folsom	Folsom	M	820A	K	Multisonics	OSAM		Y	Fiber	Fully Act	No	Loops	No
Folsom	E Bidwell/Scott Rd NB	US50 WB	Caltrans	Caltrans												
Folsom	E Bidwell/Scott Rd NB	US50 EB	Caltrans	Caltrans												
Folsom	Prairie City Rd	Am Aggregate Rd	Folsom	Folsom	M	Cobalt	32.64	Econolite	Centracs		Y	Fiber	Fully Act	No	Loops	No
Folsom	Prairie City Rd	US50 WB	Caltrans	Caltrans												
Folsom	Prairie City Rd	US50 EB	Caltrans	Caltrans												
El Dorado Co	Green Valley Rd	Sophia Pkwy	El Dorado Co	El Dorado Co	332	170	C8V4	McCain	ATMS.now	No	No	None	Fully Act	No	Loops	No
El Dorado Co	Green Valley Rd	Mormon Island Dr	El Dorado Co	El Dorado Co	332	170	C8V4	McCain	ATMS.now	No	No	None	Fully Act	No	Loops	No
El Dorado Co	Green Valley Rd	Miller Rd	El Dorado Co	El Dorado Co	332	2070	ztec v76.	Trafficware	ATMS.now	No	No	None	Fully Act	No	Loops	
El Dorado Co	Green Valley Rd	Francisco Dr	El Dorado Co	El Dorado Co	332	2070	ztec v76.	Trafficware	ATMS.now	No	No	None	Fully Act	No	Loops	
El Dorado Co	Green Valley Rd	El Dorado Hills Bl	El Dorado Co	El Dorado Co	332	2070	ztec v76.	Trafficware	ATMS.now	No	No	None	Fully Act	No	Loops	
El Dorado Co	Green Valley Rd	Silva Valley Rd	El Dorado Co	El Dorado Co	332	2070	ztec v76.	Trafficware	ATMS.now	No	No	None	Fully Act	No	Loops	
El Dorado Co	Green Valley Rd	Pleasant Grove Mid S	El Dorado Co	El Dorado Co	332	970	CIP v61.	Trafficware	ATMS.now	No	No	None	Fully Act	No	Loops	
El Dorado Co	Green Valley Rd	Silver Springs Rd	El Dorado Co	El Dorado Co	P	980	CIP v61.	Trafficware	ATMS.now	No	No	None	Fully Act	No	Loops	
El Dorado Co	Green Valley Rd	Bass Lake Rd	El Dorado Co	El Dorado Co	332	970	CIP v61.	Trafficware	ATMS.now	No	No	None	Fully Act	No	Loops	
El Dorado Co	Green Valley Rd	Peridot Dr	El Dorado Co	El Dorado Co	332	170	C8V4	McCain	ATMS.now	No	No	None	Fully Act	No	Loops	
El Dorado Co	Green Valley Rd	Cameron Park Dr	El Dorado Co	El Dorado Co	P	980	CIP v61.	Trafficware	ATMS.now	No	No	None	Fully Act	No	Loops	
El Dorado Co	White Rock Rd	4 Seasons Dr	El Dorado Co	El Dorado Co	332	170	C8V4	McCain	ATMS.now	No	No	None	Fully Act	No	Loops	
El Dorado Co	White Rock Rd	Winfield Way	El Dorado Co	El Dorado Co	332	980	CIP v61.	Trafficware	ATMS.now	No	No	None	Fully Act	No	Loops	
El Dorado Co	White Rock Rd	Latrobe Rd	El Dorado Co	El Dorado Co	332	980	CIP v61.	Trafficware	ATMS.now	No	No	None	Fully Act	No	Loops	
El Dorado Co	White Rock Rd	Post St	El Dorado Co	El Dorado Co	332	980	CIP v61.	Trafficware	ATMS.now	No	No	None	Fully Act	No	Loops	
El Dorado Co	White Rock Rd	Vine St	El Dorado Co	El Dorado Co	332	2070	ztec v76.	Trafficware	ATMS.now	No	No	None	Fully Act	No	Loops	
El Dorado Co	Silva Valley Pkwy	US50 EB	Caltrans	Caltrans												
El Dorado Co	Silva Valley Pkwy	US50 WB	Caltrans	Caltrans												
El Dorado Co	Silva Valley Pkwy	Serrano Pkwy	El Dorado Co	El Dorado Co	332	2070	ztec v76.	Trafficware	ATMS.now	No	No	None	Fully Act	No	Loops	
El Dorado Co	Silva Valley Pkwy	Golden Eagle Lane	El Dorado Co	El Dorado Co		-	-			No			**Stop Sign**			
El Dorado Co	Silva Valley Pkwy	Harvard Way	El Dorado Co	El Dorado Co	332	2070	ztec v76.	Trafficware	ATMS.now	No	No	None	Fully Act	No	Loops	
El Dorado Co	Silva Valley Pkwy	Appian Way	El Dorado Co	El Dorado Co		-	-			No			**Stop Sign**			
El Dorado Co	Latrobe Rd	Town Center Bl	El Dorado Co	El Dorado Co	332	170	C8V4	McCain	ATMS.now	No	No	None	Fully Act	No	Loops	
El Dorado Co	Latrobe Rd	US50 EB	Caltrans	Caltrans												
El Dorado Co	El Dorado Hill Bl	US50 WB	Caltrans	Caltrans												
El Dorado Co	El Dorado Hill Bl	Park Dr/Saratoga Wy	El Dorado Co	El Dorado Co	332	170	C8V4	DTS	ATMS.now	No	No	None	Fully Act	No	Loops	
El Dorado Co	El Dorado Hill Bl	Serrano Pkwy	El Dorado Co	El Dorado Co	332	170	C8V4	DTS	ATMS.now	No	No	None	Fully Act	No	Loops	
El Dorado Co	Serrano Pkwy	Terracina Dr	El Dorado Co	El Dorado Co	-	-	-	-	-	-	-	-	**Stop Sign**			
El Dorado Co	Serrano Pkwy	Villagio Dr	El Dorado Co	El Dorado Co	-	-	-	-	-	-	-	-	**Stop Sign**			
El Dorado Co	Serrano Pkwy	Collingtree Dr	El Dorado Co	El Dorado Co	-	-	-	-	-	-	-	-	**Stop Sign**			
El Dorado Co	Serrano Pkwy	Greenview Dr	El Dorado Co	El Dorado Co	-	-	-	-	-	-	-	-	**Stop Sign**			
El Dorado Co	Serrano Pkwy	Bass Lake Rd	El Dorado Co	El Dorado Co	P	980	CIP v61.	Trafficware	ATMS.now	No	No	None	Fully Act	No	Loops	
Caltrans			Caltrans	Sac County	332	2070	SCP 2.1	Caltrans	TransSuite	Type	No	Fiber	Local TOD	Yes	Loop	No
West sac			West sac	West sac	337	170	C8V3	McCain	Series 2000	Yes	Yes	Microwave	Adaptive	No	Video	Digital
Sac City			Sac City	Sac City		170C	LACO-4	BiTran	QuickNet Pro	No		TWP	Free	Plan	Video/Loop	HD
Sac County			Sac County	Sac County		820VMS	Omni eX	Multisonics	SCATS			Telephone	Fully Act	Single-Camera		Analog
Rancho Cordova			Rancho Cordova	Rancho Cordova		170ATC	D4	Econolite	Centracs				Semi Act	Magnetometer		
Folsom			Folsom	Folsom	P	390		Traconex	i2tms				Traf Responsive		None	
El Dorado County					M	980		Naztec	KITS				Ped Act	Loop/Microwave		
						3000e		Peek					Stop Sign			