

CALTRANS DISTRICT 3



U.S. Highway 50 Corridor System Management Plan

WORKING PAPER 1

“Corridor Definition”

DRAFT

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Chapter 1 Introduction

1.1 Overview:

Corridor System Management Plans (CSMPs) provide for the integrated management of travel modes and roadways so as to facilitate the efficient and effective mobility of people and goods within our most congested transportation corridors. Each CSMP presents an analysis of existing and future traffic conditions and proposes traffic management strategies and capital improvements to maintain and enhance mobility within each corridor. The corridor management planning strategy is based on the integration of system planning and system management. Each CSMP will address State Highways, local parallel roadways, regional transit services, and other regional modes pertinent to corridor mobility.

Each CSMP is developed in concert with, and in consideration of, State, local and regional goals, including, but not limited to, local and regional mobility, transportation system connectivity, regional blueprint planning, context sensitive transportation solutions, and encouraging the use of alternative transportation modes to the single occupant vehicle. The CSMPs function in an extremely dynamic environment within which growth is inevitable. However, the CSMPs provide the mechanism through which the State and its local partners can accommodate this growth and still realize their unique and shared goals and objectives.

CSMPs are being developed throughout the State for corridors within which funding is being used from the Corridor Mobility Improvement Account and Highway 99 Bond Programs created by the passage of the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B on November 7, 2006. The intent is to eventually develop CSMPs for all congested urban corridors. Figure 1.1 depicts the location of the corridors for the CSMPs currently under development in District 3.

The precise limits of each CSMP will be determined through a collaborative cooperative process involving the major transportation planning organizations and service providers functioning within the corridor. The “transportation corridor concept reports” developed through the Caltrans System Planning Program will be used to develop CSMPs for corridors including rural segments for which Proposition 1B bond funding is being used

The *U.S. 50 Corridor System Management Plan (U.S. 50 CSMP)* addresses the portion of U.S. 50 that begins at the start of U.S. 50 at the Interstate 80 merge in West Sacramento line and extends east through Sacramento and El Dorado Counties and ends at the Carson Road interchange in the Community of Camino.

Development of each CSMP involves a six-step process:

- Defining the corridor system management plan transportation network including, but not limited to, State Highways, major local streets and roads, intercity rail service, regional rail service, regional transit service, and regional bicycle facilities.
- Summarizing existing travel conditions along the corridor.
- Evaluating existing system management practices along the corridor.
- Forecasting future travel conditions along the corridor.
- Preparing a corridor management strategy, , including proposed detection and monitoring strategies, needed capital improvement projects, and the roles and responsibilities of each jurisdiction in the corridor management process.

In order to expedite the development of this five-step CSMP process, five Working Papers will be developed over the 27-month development timeframe of the CSMP. Each Working Paper will correspond with each of the five CSMP development steps and will be circulated for the review and comment of major stakeholders. Once comments are received back for each Working Paper, the Working Papers will be revised and, eventually, combined into a complete draft *U.S. 50 CSMP*, which will then be circulated for review and comments. After receiving back comments on the draft CSMP, the final U.S. 50 CSMP will be prepared for acceptance by the applicable regional transportation planning agency. The following is an outline of the Working Papers and what issues will be addressed in each:

Working Paper 1 provides an overview of the corridor system management planning process and a definition of the U.S. 50 corridor, including a rationale for the selection of the specific corridor limits, modes to be included in the corridor planning process, and improvement projects in the corridor, which are already programmed, planned, or conceptual.

Working Paper 2 will define the current services being provided by the CSMP transportation network defined in working paper 1, propose performance measures for the corridor, and provide baseline data regarding the current CSMP transportation network for the proposed performance measures.

Working Paper 3 will describe existing corridor management activities, including the status of current detection capabilities and needed detection improvements. Traffic control devices such as ramp metering and traffic signals as well as incident management devices, maintenance and construction plans and programs, and detection devices are analyzed to assess the current management.

Working Paper 4 will provide projections of future mobility in terms of travel times and delay that will consider planned and programmed improvements. As part of these projections, alternative improvement scenarios will be tested. Following the forecast and testing of alternatives, goals and objectives will be identified that will improve the performance to a desired outcome.

Working Paper 5 will present the overall corridor management implementation strategy that can reduce traffic congestion caused by increased travel demand, bottlenecks and hotspots that have been and will be defined within the corridor. This management strategy will include methods of measuring and reporting corridor performance on an on-going basis, identify a variety of needed corridor improvements and cost estimates (including PID resource needs and timing) that will be prioritized by the anticipated level of performance and by out-come, contain a work plan schedule and financial strategy, identify the roles and responsibilities of key agencies, and incorporate a process to continuously update the CSMP itself.

1.2 Background:

1.2.1 Need and Purpose of Corridor System Management Plan:

The **need** for preparing CSMPs is based on the necessity to efficiently and effectively use all transportation modes and facilities in congested corridors so as to maximize mobility and reduce delay costs.

The immediate **purpose** of preparing CSMPs is to satisfy the requirements to quality for funding for highway improvements under the Corridor Mobility Improvement Account (CMIA) program. The CMIA program was established following the passage of the transportation bond propositions in the November 2006 election. The California Transportation Commission (CTC) has since adopted guidelines and adopted a program of projects for funding.

On March 15, 2007, the CTC adopted *Resolution CMIA-P-0607-02*. In Sections 2.12 and 2.13 of this resolution, the CTC resolved that "...the Commission expects Caltrans and regional agencies to preserve the mobility gains of urban corridor capacity improvements over time that will be described in CSMPs, which may include the installation of traffic detection equipment, the use of ramp metering, operational improvements, and other traffic management elements as appropriate..." and "...the nominating agencies shall report the status of development and implementation of the corridor system management plans, including the installation of detection equipment and other supporting elements, to the project delivery council on a semiannual basis...".

1.2.2 Corridor System Management Planning Strategy:

The corridor system management strategy exhibited in each CSMP is based on the integration of system planning and system management.

System Planning is the long-range transportation planning process of Caltrans that evaluates the current and future operating conditions and deficiencies on the State transportation system. Improvements are recommended to maintain mobility by minimizing or alleviating the identified deficiencies. The process considers the entire transportation system on and off the State Highway System (SHS), including the highways and local arterials, inter- and intra-city transit services, railroads, airports, seaports, non-motorized modes of transportation such as bicycling and walking, goods movement, intelligent transportation systems (ITS), and local land use and environmental issues.

System Management is the process of maximizing the efficiency and effectiveness of the existing transportation infrastructure through use of proven methods and

technologies, which generally involve low capital or no cost activities. A few examples include ramp metering, traffic information collection and dissemination, incident management, high occupancy vehicle lanes, use of local arterial roadways that are parallel with the highway corridor, and demand management strategies, such as transit and rideshare marketing, flexible work hour schedules, and telecommuting.

The strategy of this CSMP requires a commitment by Caltrans and applicable regional and local agencies to develop and implement the CSMP. This partnership is described further in Working Paper 5.

1.2.3 Consistency with the Governor's Strategic Growth Plan:

The Governor's *Strategic Growth Plan* is committed to improving congestion. The key steps are shown in Figure 1.2 on the next page and further described below.

System Monitoring and Evaluation is the foundation of this CSMP strategy. In order to reduce congestion and implement traffic management strategies, we must have precise knowledge of when and where congestion occurs. In order to identify when and where congestion occurs, improved detection is needed, the existing detection system needs to be maintained, and gaps in the detection network need to be filled.

Maintenance and Preservation strategies are designed to protect the enormous public investment in the existing transportation system and to ensure a full return on system investments as well as reduce future maintenance and replacement costs. Smart Land Use, Demand Management, and Value Pricing strategies reduce travel demand, reduce delay, and increase transportation through sustainable and integrated land use decisions and innovative concepts to change traveler behavior. Smart land use and demand management has to do with reducing congestion by developing land uses that support shorter trips, increase the use of transit and alternative transportation modes, and improved pedestrian access. Value pricing has to do with managing trips and collecting revenue. Tolls in high occupancy toll (HOT) lanes can be established with a variable rate based on the level of congestion that exists at a particular time. Additionally, value pricing can be implemented on an existing facility as a demand management strategy to avoid the need to add capacity.

Intelligent Transportation Systems (ITS), Traveler Information, Traffic Control, and Incident Management reduces delay through innovative use of traffic control, traveler information, and improved incident management. Real time traveler information allows travelers to make more effective decisions regarding trip timing, route choices, and mode selection. Traffic control reduces congestion through the use of technologies such as system ramp metering, collision warning systems, and advanced traffic management systems. Incidents are the primary cause of unexpected and variable delay. Improved incident management reduces congestion and traveler delay.

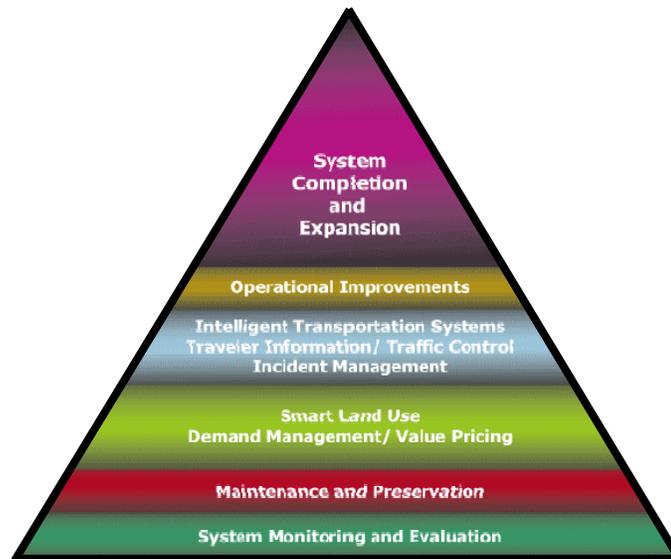


Figure 1.2 Strategic Growth Plan Strategy

Operational Improvements such as the use of auxiliary lanes, ramp improvements, improved signs and lights, and other system refinements reduce delay, preserve and enhance existing services, and improve safety.

System Completion and Expansion provides the connectivity originally envisioned for the SHS and expands the overall capacity of the transportation system to accommodate growing demands.

1.3 Relationship to Other Plans:

There are a number of system planning and system management documents that have been used as the foundation for the preparation of this CSMP. The system planning documents prepared by Caltrans include the *2005 California Transportation Plan (CTP)*, the *1998 Interregional Transportation Strategic Plan (ITSP)*, and several District 3 plans that include the draft *2006 District System Management Plan (DSMP)*, the draft *2007 Transportation System Development Plan (TSDP)*, and the draft *2007 U.S. 50 Transportation Concept Report (TCR)*, which is currently under development.

System and regional planning documents prepared by other agencies include the *2006 Metropolitan Transportation Plan (MTP)* and background information for the *2007 (2035) MTP* prepared by the Sacramento Area Council of Governments (SACOG), the *2050 Blue Print Plan* prepared by SACOG, the *2006 Regional Goods Movement Study, Phase 1* prepared by SACOG, and the *2005 (2025) Regional Transportation Plan (RTP)* prepared by the El Dorado County Transportation Commission (EDCTC).

In addition to the above-described planning documents, there are also a number of system management documents that have been utilized in the development of this CSMP. These documents include the 2006 *Strategic Growth Plan*, the *TOS Element Plan*, 2004 *Transportation Management System Master Plan (TMSMP)*, the *Traffic Management System (TMS) Plan*, 2006 *Ramp Meter Development Plan*, the 2006 *State Highway Congestion Monitoring Report (HICOMP)*, and the 2006 *Traffic Monitoring Station (TMS) Summary Report*.

1.4 Stakeholder Participation:

The development and successful implementation of CSMPs is dependant upon the close participation and cooperation of all critical stakeholders.

In the case of the *U.S. 50 CSMP*, both internal and external stakeholders were identified and have been invited to participate in the development of this CSMP. A project development team of key stakeholders has been formed and will meet periodically to review and comment on the CSMP working papers, and to provide direct technical assistance, as needed. The major internal and external stakeholders have been identified as follows:

Internal stakeholders include Caltrans Headquarters Traffic Operations (System Management Planning, Intelligent Transportation Systems, Traffic Safety, and System Management Operations), Transportation Planning, and Mass Transportation as well as Caltrans District 3 Traffic Operations (Traffic Management Center, Freeway Operations), Maintenance, and Transportation Planning (Travel Forecasting and Modeling, System and Regional).

External stakeholders include the Counties of Sacramento and El Dorado, the Cities of Sacramento, West Sacramento, Rancho Cordova, Folsom and Placerville as well as the El Dorado County Transportation Commission, the Sacramento Area Council of Governments, the Yolo Traffic Management Association, the El Dorado Transit, Folsom Stage Lines, the Sacramento Regional Transit District, the Yolo County Transportation District, the California Highway Patrol, the Port of Sacramento, Amtrak and the Capital Corridor JPA, the Sacramento Area Bicyclists Advocacy, and the Sacramento Metropolitan Chamber of Commerce.

Chapter 2 Corridor Definition and Description

2.1 U.S. 50 Corridor Limits and Rationale:

Defining the baseline transportation network is critical to the success of the CSMP. Improvements to the elements of this network, as well as the integration of each element into a coordinated management system, are the basic objectives of the CSMP. U.S. 50 is a transcontinental highway that originates in West Sacramento, California and terminates in Ocean City, Maryland. U.S. 50 is the key transportation artery – the “Main Street” – of Sacramento County and western El Dorado County. This vital sub-region, that also includes the cities of Rancho Cordova and Folsom, is one of the most dynamic growth areas in the State of California, registering phenomenal population, jobs, and housing gains in the past decade.

The corridor for the *U.S. 50 CSMP* begins at the start of U.S. 50 at the Interstate 80 merge in West Sacramento line and extends east through Sacramento and El Dorado Counties and ends at the intersection of Carson Road in the Community of Camino. The CSMP termini points were selected after reviewing traffic and commute patterns, level of service calculations, and consultation with major stakeholders, relative to the need and purpose of the CSMP.

2.2 U.S. 50 Corridor Transportation Modes:

All State Highways in the corridor are proposed for inclusion in the CSMP transportation network based on the critical role of the State Highway System in providing interregional mobility for the majority of traffic between major activity centers. Additional modes and roadways proposed for inclusion into the CSMP transportation network must satisfy at least three of the following criteria:

- Provide for mobility within or through the boundaries of this I-80 CSMP corridor,
- Major arterial roadways, which:
 - Provide roadway capacity roughly parallel to the State Highway,
 - Provide for vehicle trips, which would predominantly use the State Highway were the roadway not available,
 - Connect major arterials included as part of the CSMP network with the State Highway, and

- Primarily provide mobility between major activity centers,
- Public transit and rail routes, which provide regularly scheduled service between major activity centers,
- Bicycle routes and facilities, which provide for biking opportunities roughly parallel to the State Highway and key crossings of freeways, and
- The transportation mode or roadway could potentially be integrated into the coordinated corridor management system.

The proposed boundaries and transportation modes network for the *U.S. 50 CSMP* are delineated on page 14 in Figure 2.1 and summarized on pages 15 through 16 in Table 2.1.

2.2.1 State Highway System

The portion of the State Highway System to be included in this CSMP is U.S. Highway 50, beginning at the U.S. 50 / Interstate 80 merge in West Sacramento at Yolo County post mile 0.000 to SR 49 in the City of Placerville at post mile (25.68). The highway traverses 54 miles through 3 counties: Yolo (2.81 miles), Sacramento (25.65 miles) and El Dorado (25.68 miles).

2.2.2 CSMP Major Local Arterials:

Freeway congestion causes some drivers to select alternatives, which often include parallel roadways. In some instances, the neighborhood context or function of the roadway is not compatible with its use as a parallel facility. The integration of select parallel roadways as part of the CSMP transportation network will allow for the better management of the entire system, including greater control over the use of parallel roadways by drivers in concert with local needs.

Based on the criteria listed above, and with consideration of the need to consider the integrated system and local needs, the following major local arterials on page 17 in Table 2.2 are proposed for inclusion in the CSMP transportation network:

Figure 2.1 U.S. 50 CSMP Transportation Network Map

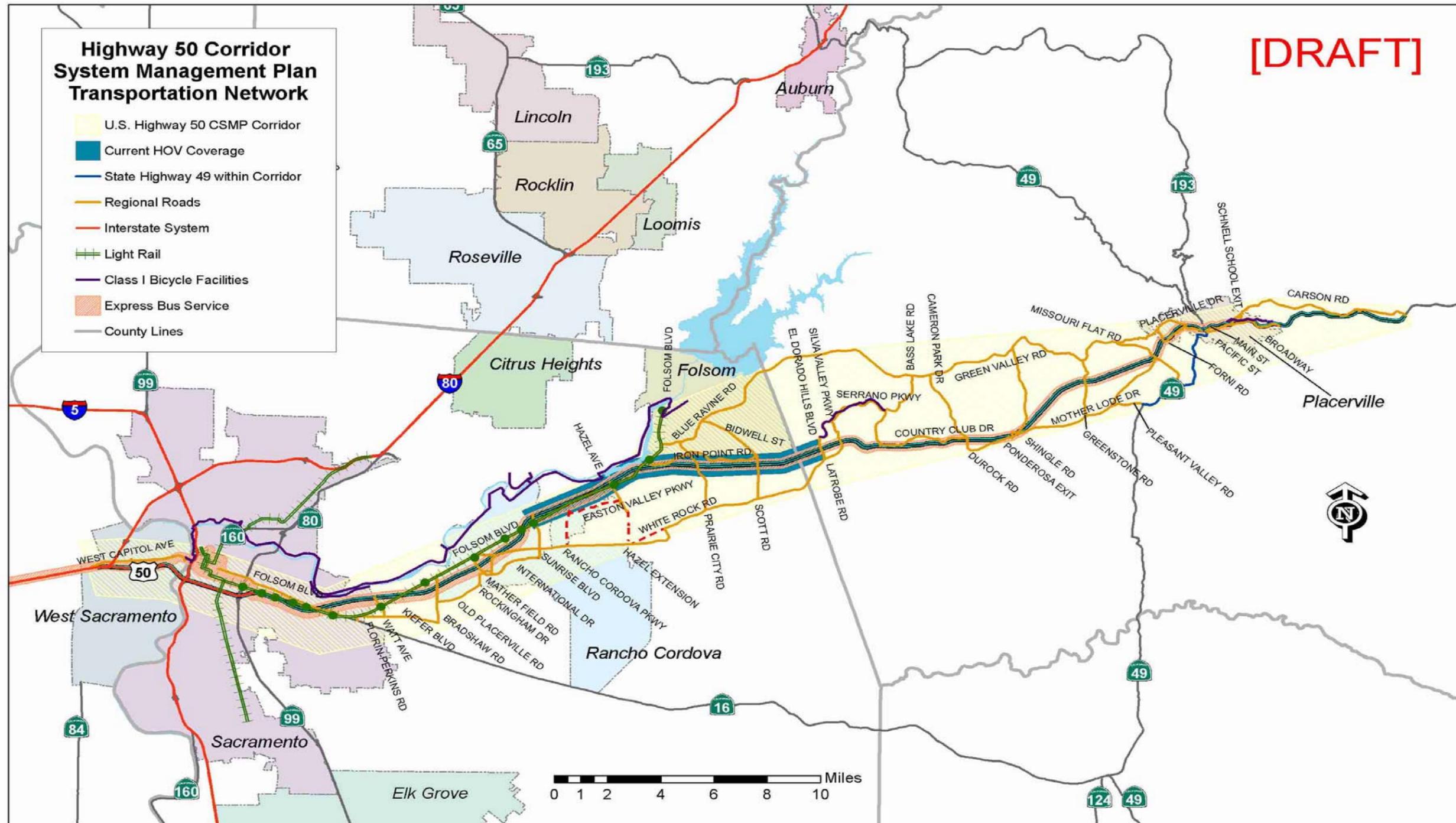


Figure 2.2 U.S. 50 CSMP Transportation Network Map (Sacramento Insert)

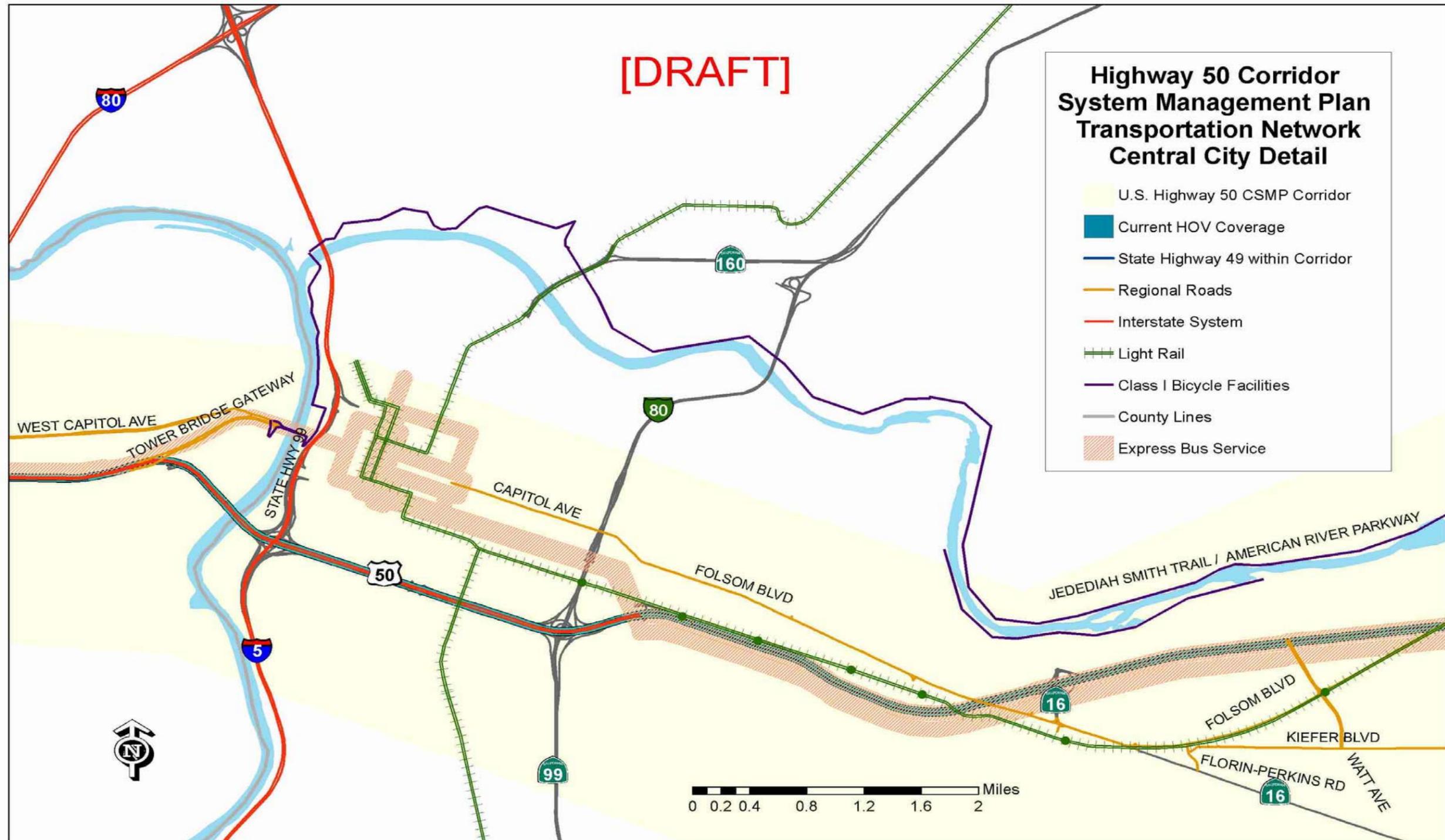


Table 2.2 U.S. 50 CSMP Major Local Arterials

County	City	Roadway	From	To
YOL	W. Sac.	West Capitol Ave.	Enterprise Blvd. ¹	Jefferson Blvd. ¹
		Industrial Blvd.	I-80	Harbor Blvd. ¹
SAC	Sac.	Broadway	5 th St. ¹	Stockton Blvd.
		Folsom Blvd.	65 th St. ¹	Watt Ave.
SAC	County	Folsom Blvd. ¹	Watt Ave. ¹	U.S. 50 IC
		White Rock Rd.	Hazel (planned extension)	Latrobe Rd (EDC) ¹
		Watt Ave. ¹	U.S. 50	Kiefer Blvd.
SAC	Rancho Cordova	Old Placerville Rd.	Bradshaw Rd. ¹	Rockingham Dr.
		International Dr.	Mather Field Rd. ¹	Kilgore Rd.
		Easton Valley Pkwy. (planned)	Rancho Cordova Pkwy.	Hazel Ave. ¹
		Rancho Cordova Pkwy.	Sunrise Blvd. ¹	Hazel Ave. ¹
		Sunrise Blvd. ¹	U.S. 50 IC	White Rock Rd.
SAC	Folsom	Prairie City Rd. ¹	Blue Ravine Rd.	White Rock Rd.
		Bidwell St. / Scott Rd. ¹	Blue Ravine Rd.	White Rock Rd.
		Iron Point Rd.	Folsom Blvd.	Bidwell St. ¹
ED	County	El Dorado Hills Blvd.	Green Valley Rd.	Latrobe Rd. ¹
		Bass Lake Rd. ¹	Green Valley Rd.	U.S. 50 IC
		Cameron Park Dr. ¹	Green Valley Rd.	U.S. 50 IC
		Ponderosa Rd. ¹	Green Valley Rd.	U.S. 50 IC
		Mother Load Dr.	Ponderosa Rd. ¹	Missouri Flat Rd. ¹
ED	Placerville	Missouri Flat Rd. ¹	Green Valley Rd.	U.S. 50 IC
		State Highway 49	U.S. 50 IC	Mother Load Dr.
		Forni Road	Placerville Dr. ¹	Main St.
		Broadway	Main St.	Schnell School Rd. ¹
ED	County	Carson Rd.	Schnell School Rd. ¹	U.S. 50 IC

Footnote: ¹ Connecting Roadway that connects a Parallel Road to a U.S. 50 Interchange

2.2.3 Rail and Public Transit:

Encouraging the use of alternatives to the single occupant vehicle (SOV), including ridesharing and transit, is a critical component of the CSMP. Where and when feasible as an alternative, corridor management activities will give priority to, and take action to encourage, operational strategies and capital projects which facilitate the use of SOV alternatives.

The following rail and transit services are proposed for inclusion in the CSMP transportation network:

The **Amtrak Capital Corridor (CC)** operates intercity commuter train service from the City of Auburn to the City of San Jose. The Capital Corridor is subsidized by Caltrans, administered by the CC Joint Powers Authority (CCJPA), sponsored by SACOG and the Metropolitan Transportation Commission (MTC) and governed by a Board of Directors from transit agencies from each County along the corridor. The CC provides feeder bus service from Placerville to the Amtrak station in downtown Sacramento.



The **University of California, Davis (UCD)** in conjunction with the UCD Medical Center (UCDMC) in Sacramento operates a shuttle bus service between UCD and UCDMC along I-80 and U.S. 50.

The **Sacramento Regional Transit District (SRTD)** provides local fixed-route, shuttle, and commuter bus services, and light rail services through urban Sacramento County, including the Cities of Sacramento, Elk Grove, Rancho Cordova, and Citrus Heights, including numerous other fixed-route bus routes that run parallel or perpendicular to U.S. 50 and transport riders from Sacramento County to various light rail stations along the U.S. 50 corridor, or to downtown Sacramento. The light rail that is located near or parallel to U.S. 50 extends from downtown Sacramento along 8th Street to the City of Folsom. Both light rail cars and buses include bicycle racks.



The **El Dorado County Transit Agency** provides commuter express, fixed-route, and dial-a-ride services that use U.S. 50 for a portion of their route, including service from

Placerville to the Iron Point Light Rail Station as well as services tailored for commuters to Downtown Sacramento is served during peak periods. There is also a “Reverse Commuter” route serving the business parks in the El Dorado Hills area and an Iron Point Connector serving the businesses located in the Iron Point area.

El Dorado Transit operates five Park and Ride facilities located in close proximity to U.S. 50. These lots are located in El Dorado Hills, Cambridge, Ponderosa, Missouri Flats and El Dorado County Fairgrounds. Paratransit services focused on addressing the needs of the general public in low ridership areas, senior citizens and individuals with disabilities or other limitations, which prevent use of fixed-route transit.

Folsom Stage Lines operates a fixed-route bus service within the City of Folsom, and also provides a Dial-A-Ride curb-to-curb service for Folsom residents who have a physical, developmental, or mental disability. Senior citizens over 55 years old also qualify for the Dial-A-Ride service. Additional bus service includes light rail and Folsom to downtown commuter services. Buses are wheelchair accessible, and have front-mounted bicycle racks. Local service connects with light rail at stations in the city of Folsom.

2.2.4 Park and Ride Facilities:

Park and Ride lots provide a place for drivers to park their cars and rendezvous with carpools, vanpools, and transit for work and other trips. Most are near major interchanges and many have bike lockers. There are seventeen Park and Ride lots located adjacent to or nearby the *U.S. 50 CSMP* corridor, all of which are proposed for inclusion in the CSMP transportation network. These facilities are identified in Table 2.3.

Table 2.3 U.S. 50 CSMP Park and Ride Lots

County	Post-mile	Facility Name and Location	Owner**	No. of Spaces*	Open Date	Callbox (yes or no)	Bike Locker (no.)	Public Phone (no.)	Transit (yes/no Route#)	ADA Facilities & Compliance
YOL	9.2	South West corner of Enterprise Drive interchange near West Sacramento	S	84	1984	no	no	no	no	no
YOL	9.2	North West corner of Enterprise Drive interchange near West Sacramento	S	123	2002	no	16	no	Yolo Bus Route 42A	4
SAC	15.8	Hazel	S	33	7/1/1980	no	no	no	no	1
SAC	17.1	Folsom Blvd South of Iron Point Road next to North of 50	C	70	Mar-02	no	no	no	no	no
ELD	2	El Dorado Hills	C	120	?	no	no	10	yes	4
ELD	5	Cambridge Drive	C	33	9/1/1979	no	16	no	no	no
ELD	8.6	Ponderosa Road North East	S/C	28	9/1/1979	no	no	no	no	no
ELD	8.6	Ponderosa Road North West	S	111	12/20/1983	no	no	no	no	no
ELD	8.6	Durock Road	C/S	57	9/1/1980	no	no	no	no	no
ELD	14.9	Shingle Springs Drive	C/S	19	9/1/1980	no	no	no	no	no
ELD	12.2	Greenstone Road	C/S	22	6/1/1980	no	no	no	no	no
ELD	15	Missouri Flat Road	C	70	9/1/1980	no	no	no	no	no
ELD	28.8	Camino Heights	C	24	?	no	yes	no	no	no

** Owner: P: Private C: County S: State R: Rail T: Transit

2.2.5 Non-Motorized Facilities:

Non-motorized facilities contribute to the connectivity of the various modes of transportation within the CSMP corridor. Bicycle facilities along the U.S. 50 corridor include bicycle routes adjacent to U.S. 50. The portion of I-80 along the Yolo Bypass, which is located between the Cities of Davis and West Sacramento, is a Class 1 bike path that serves both bicyclists and pedestrians, and is the only Caltrans Class 1 bike path along a State Highway in District 3. Where portions of the State freeway are prohibited to bicycles and pedestrian traffic, alternative routes have been identified.

In addition to utilizing Caltrans highway data to identify bicycle facilities on U.S. 50, local bicycle master plans from the cities, counties, RTPAs, and MPOs were used to identify Existing and Planned Class 1 Off-Street Bike Paths, Class 2 On-Street Bike Lanes, and Class 3 On-Street Shared Bike Routes.

The **Class I Bike Path** is a separate paved bike path that is separated from the State highway or local streets. Because the availability of uninterrupted rights-of-way are limited, this type of facility is difficult to locate and expensive to build. Also, the position of bike paths may not serve large numbers of bicycle commuters. Prime locations for the bike path are areas such as power-line easements, utility easements, canal banks, river levees, drainage easements, railroad or highway rights-of-way, or regional community parks.

The **Class II Bike Lane** is the preferential use by bicycles, and is established within the paved area of the roadway. Bike lanes are intended to promote an orderly flow of bicycle and vehicle traffic. This type of facility is established by using the appropriate striping, legends, and signs.

The **Class III Bike Route** is a facility that is shared with motor vehicle traffic. Bike routes must be of benefit to the bicyclist and offer a higher degree of service than adjacent streets. They provide for specific bicycle demand and may be used to connect discontinuous segments of bike lane streets.

Primary bicycle facilities proposed for inclusion in the CSMP transportation network are described below:

Table 2.4 U.S. 50 CSMP Bicycle Facilities

Route Name	From	To	Jurisdictions	Class
West Capitol	Yolo Causeway	Tower Bridge	West Sacramento	Class II
American River Bike Trail	Old Sacramento	Beals Point (Placer County)	City of Sacramento to Placer County	Class I
V Street	5th Street	28th Street	City of Sacramento	Class II
T Street	3rd Street	58th Street	City of Sacramento	Class II
Folsom Blvd	30th Street	Folsom-Auburn Blvd	City of Sacramento	Class II
H Street	16th Street	Elvas Avenue	City of Sacramento	Class II
E Street/Elvas Avenue	7th Street	Elvas and H Street	City of Sacramento	Class II
M Street	15th Street	Folsom Blvd	City of Sacramento	Class II
2nd Avenue	Riverside Blvd	Broadway	City of Sacramento	Class II
La Riviera	Folsom Blvd	Folsom Blvd	City and County of Sacramento	Class II
American River Blvd	Howe Avenue	Arden Way	City and County of Sacramento	Class II
Folsom South Canal	Sunrise Blvd	Hazel Avenue	Sacramento County and Rancho Cordova	Class I
Iron Point	Folsom Blvd	Empire Ranch	City of Folsom	Class II
Blue Ravine	Folsom Blvd	Green Valley Road	City of Folsom	Class II
Green Valley Road	Blue Ravine	El Dorado County Line	City of Folsom	Class II
Placerville Drive	Ray Lawyer Drive	Canal Street	El Dorado County and City of Placerville	Class II
Ray Lawyer Drive	Placerville Drive	Forni Road	El Dorado County and City of Placerville	Class II
Placerville Bike Trail	Mosquito Road	Parkway Drive	City of Placerville and El Dorado County	Class I
Other Bicycle Routes will be determined in consultation with local agencies and stakeholders				

Chapter 3 Programmed, Planned, and Conceptual Projects

The CSMP is being developed in a dynamic environment wherein many improvements directly or indirectly impacting the proposed CSMP transportation network are already planned under project development or in construction..

3.1 Programmed Projects:

“Programmed” improvements are those projects with guaranteed funding for either all or part of the total project costs.

Utilizing the above selection criteria, numerous projects were identified. Key projects include HOV lanes from the El Dorado County line to the Bass Lake Road interchange, HOV lanes from Sunrise Boulevard to downtown Sacramento , auxiliary lanes from Sunrise to Folsom Boulevard, and improving White Rock Road to 4 lanes from Grant Line Road to Prairie City Road. Development of transit services is also a significant element in CSMP corridor management for U.S. 50 which includes bus acquisitions, new transit routes and transit stations upgrades. These improvements will enhance transit connectivity and further integrate multimodal options into corridor management strategies. Other priority projects include major rehabilitation to various sections of U.S. 50, traffic operations system projects such as placement of ramp meters and traffic monitoring stations, transit projects such as the purchase of additional commuter buses, and light rail projects.

3.2 Planned Projects:

“Planned” improvements are those projects included in the applicable metropolitan or regional transportation plans (MTP or RTP), **or** the 2007 Ten-Year State Highways Operation and Protection Program (SHOPP) Plan.

3.3 Conceptual Projects:

“Conceptual” improvements are those projects included in a planning document other than a MTP, RTP or the Ten-Year SHOPP.

Programmed, planned, and conceptual transportation projects are identified on the following pages in Tables 3.1, 3.2, and 3.3.

Table 3.1 Programmed Projects

County/ Lead Agency	Post Miles	From	To	Project Description	Project or Service Type	Project Source	Funding Source	EA / RTP- FTIP I.D.	Total Cost Estimate (X \$1,000)	Comp Year (FFY)
FREEWAYS										
El Dorado, ED County DOT	0.2/2.9	El Dorado Hills Blvd	Bass Lake Grade	U.S. 50 HOV Lanes (Ph.1)	HOV Lanes	MTP/MTIP	Local Developer, CMAQ, CMIA, Local Developer	3A711 ELD19211	\$40,891	2010
El Dorado, Caltrans		West of Bass Lake Rd	Ponderosa Rd	U.S. 50 HOV Lanes (Ph.2)	HOV Lanes	MTP/MTIP	Local Developer	3A712 CAL18818	\$55,000	2012
El Dorado, ED County DOT		Ponderosa Rd	Greenstone Rd	U.S. 50 HOV Lanes (Ph.3)	HOV Lanes	MTP/MTIP	Local Developer	E.A.? ELD19213	\$19,057	2013
El Dorado, ED County DOT		U.S. 50	Cambridge Rd	U.S. 50/Cambridge Rd Interchange Improvements (Ph.1); add new WB on-ramp; reconstruct local intersection to provide for additional capacity, both turning and through; install traffic signals	Interchange Improvements	MTP/MTIP	Local Developer	E.A.? ELD19181	\$7,480	2015
El Dorado, ED County DOT		U.S. 50	Bass Lake Rd	U.S.50/Bass Lake Rd Interchange Improvements (Ph.1); Study	Interchange Improvements	MTP/MTIP	Local Developer	E.A.? ELD19182	\$16,514	2014
El Dorado, ED County DOT		U.S. 50	El Dorado Hills	U.S. 50 Mainline Widening at El Dorado Hills; construct new lanes within the median; add WB lane on U.S. 50 from proposed Silva Valley IC to proposed Empire Ranch IC	Freeway	MTP/MTIP	Local Developer	ELD19215	\$19,366	2012
El Dorado, Caltrans	R17.6/R18.7	U.S. 50	Shingle Springs Rancheria	U.S. 50/Shingle Springs Rancheria Interchange	New Interchange	MTP/MTIP	Private Funds, Local Developer	0C890 IRR38300	\$23,000	2009

County/ Lead Agency	Post Miles	From	To	Project Description	Project or Service Type	Project Source	Funding Source	EA / RTP- FTIP I.D.	Total Cost Estimate (X \$1,000)	Comp Year (FFY)
El Dorado, Caltrans	20.8/25.8	U.S. 50	Smith Flat and Cedar Grove	U.S. 50 Upgrade to full freeway, with one interchange and one overpass, between Smith Flat and Cedar Grove; eliminate all at-grade access to U.S.50	Freeway Upgrade	MTP/MTIP	STIP, State, Local	367400 CAL18190	\$54,900	2017
El Dorado, ED County DOT		U.S. 50	Silva Valley Parkway	U.S. 50/Silva Valley Parkway Interchange (Ph.1); .25 mile of new 4-lane Silva Valley Parkway south of Entrada Dr and .5 mile of new Country Club Dr with intersection at Silva Valley Parkway	New Interchange	MTP/MTIP	Local Developer	E.A.? ELD19216	\$15,020	2009
El Dorado, ED County DOT		U.S. 50	Silva Valley Parkway	U.S. 50/Silva Valley Parkway Interchange (Ph.2)	New Interchange	MTP/MTIP	Local Developer	1E2900 ELD15610	\$64,776	2010
El Dorado, ED County DOT	0.2/1.6	U.S. 50	El Dorado Hills Blvd	U.S. 50/El Dorado Hills Blvd Interchange Improvements	Interchange	MTP/MTIP	Local Developer	434100 ELD15630	\$26,878	2013
El Dorado, ED County DOT		U.S. 50	Cameron Park Dr	U.S. 50/Cameron Park Dr Interchange Alternatives Study	Planning Study	MTP/MTIP	Local Developer	ELD19214	\$250	2008
El Dorado, ED County DOT		U.S.50	Various	ITS Improvements along U.S. 50 and other corridors in the County	ITS Improvements	MTP/MTIP	Local Developer	No E.A. ELD19239	\$5,000	2012
El Dorado, ED County DOT		U.S. 50	Camino	New Interchange Study at U.S. 50/Camino Alternate Route	Study for New Interchange	MTP/MTIP	Local Developer	No E.A. ELD19210	\$2,000	2008
El Dorado, ED County DOT		U.S. 50	Missouri Flat Rd	Interchange Improvements at U.S. 50/Missouri Flat Rd (Phase 1A); widen Missouri Flat Rd from Mother Lode Dr to prospector's Plaza Dr; replace O/C at U.S. 50, other improvements	Interchange Improvements	MTP/MTIP	Local Agency Local Developer	370000 ELD15690	\$41,204	2008

County/ Lead Agency	Post Miles	From	To	Project Description	Project or Service Type	Project Source	Funding Source	EA / RTP-FTIP I.D.	Total Cost Estimate (X \$1,000)	Comp Year (FFY)
El Dorado, ED County DOT		U.S. 50	Missouri Flat Rd	Interchange Improvements at U.S. 50/Missouri Flat Rd (Phase 1B); reconfigure IC to a 4-lane diamond, construct Auxiliary Lanes between the IC and the Forni Rd/Western Placerville Dr IC; widen and seismic retrofit Weber Creek Bridges on U.S. 50	Interchange Improvements	MTP/MTIP	Local Agency Local Developer	E.A. ? ELD19193	\$32,575	2011
El Dorado, ED County DOT		U.S. 50	El Dorado Hills Blvd	U.S.50/El Dorado Hills Blvd Pedestrian Overcrossing	Bicycle/ Pedestrian	MTP/MTIP	Local Developer, State, Local TEA	ELD19173	\$4,824	2009
Sacramento, Caltrans	R5.3/12.8	Downtown Sacramento	Sunrise Blvd	U.S. 50 HOV Lanes	HOV Lanes	MTP/MTIP	STIP, CMIA, Local	44161 CAL16790	\$165,000	2012
Sacramento, Caltrans		Downtown Sacramento	Elk Grove Blvd	I-5 HOV Lanes from Downtown to Elk Grove Blvd	HOV Lanes	MTP/MTIP	Measure A, CMAQ, Local	3C000 CAL17840	\$200,000	2013
Sacramento, City of Rancho Cordova		U.S. 50	Rancho Cordova Parkway	U.S. 50 / Rancho Cordova Parkway Interchange, including auxiliary lanes on U.S. 50 between Hazel Ave & Sunrise Blvd	Interchange	MTP/MTIP	Local Developer, Other (undefined)	No E.A. SAC24220	\$104,000	2014
Sacramento, Sacramento County DOT		U.S. 50	Watt Ave	Interchange Modification at U.S. 50/Watt Ave	Interchange	MTP/MTIP	Federal Demo, Measure A, TCRP	E.A. ? SAC19350	\$38,170	2012
Sacramento, Sacramento County DOT		U.S. 50	Madison	Hazel Avenue Widening from U.S.50 to Madison from 4 to 6 lanes; Widen American River Bridge and approaches from 4 to 6 lanes	Widening of Regional Arterial	MTP/MTIP	Local Developer, Measure A, Federal Demo, RSTP, STIP, Local	E.A.? SAC21500	\$85,190	2014
Sacramento, Caltrans	32.0/40.0	U.S. 50 U.S. 49	Various	Placerville U.S. 50 Culvert Rehab	Operational Improvements	MTP/MTIP	SHOPP	3C760 CAL18773	\$3,023	2012
Sacramento, Caltrans	20.0/59.0	U.S. 50, Placerville	U.S. 50, Strawberry	U.S. 50 Wildlife Crossings between Placerville & Strawberry	Safety Improvements	MTP/MTIP	SHOPP	2E040 CAL18786	\$1,480	2012

County/ Lead Agency	Post Miles	From	To	Project Description	Project or Service Type	Project Source	Funding Source	EA / RTP-FTIP I.D.	Total Cost Estimate (X \$1,000)	Comp Year (FFY)
Sacramento, Caltrans	15.4	U.S. 50	Weber Creek Bridge	Placerville U.S. 50 Bridge Rail	Bridge Repair	MTP/MTIP	SHOPP	2E170 CAL18770	\$3,615	2009
Sacramento, Caltrans	7.1/8/1	SR 49, Ore Court Rd	China Hill Rd	SR 49 Near El Dorado, from Ore Court Rd to China Hill Rd, Widen Shoulders	Safety Improvements	MTP/MTIP	SHOPP	4C090 CAL18741	\$13,807	2009
Sacramento, Caltrans	39.7/71.5	U.S. 50, So.Fork American River Bridge	Pioneer Trail Rd	U.S. 50, Near Riverton, Pavement Preservation	Pavement Rehabilitation	MTP/MTIP	SHOPP	1A710 CAL18772	\$10,579	2011
Sacramento, City of Folsom	22.1/23.1	U.S. 50	Empire Ranch Rd	U.S. 50 / Empire Ranch Rd: Construct 4-Lane Interchange	Interchange	MTP/MTIP	Local, State, STIP, Federal Demonstration	1C9501 SAC19890	\$25,512	2009
Sacramento, City of Rancho Cordova		U.S. 50	Mather Field Rd	U.S. 50/Mather Field Rd IC Landscaping	Landscaping Transp. Enhancement Activities	MTP/MTIP	State, STIP, SHOPP, Local, Measure A	SAC22180	\$2,359	2008
Yolo, Caltrans	0.3/2.0	U.S. 50	Harbor Blvd	U.S. 50 Harbor Blvd Interchange, Widen to 6 lanes, revise ramps and add auxiliary lanes	Interchange Widening	MTP/MTIP	STIP, Federal Demo, RSTP, State, Local	388000 YOL15880	\$46,000	2011
PARALLEL LOCAL ROADS / OTHER										
El Dorado, ED County DOT	15.1/17.0	Forni Rd	Placerville Rd	Interchange Reconstruction; convert Ray Lawyer Dr Overcrossing to full IC; Auxiliary Lanes	Reconstruct IC	MTP/MTIP	Federal Demo, STIP, Local	372800 ELD16060	\$37,335	2012
El Dorado, ED County DOT		Bass Lake Rd	Green Valley Rd	Construct new Silver Springs Parkway and connect to Bass Lake Rd realignment	Construct new Parkway	MTP/MTIP	Local Developer	No E.A. ELD19221	\$3,946	2009
El Dorado, ED County DOT		Various	Various	El Dorado County Road Rehabilitation at various locations	Pavement Rehabilitation	MTP/MTIP	RSTP, Local	No. E.A. ELD12000	\$2,400	2008
El Dorado, ED County DOT		Bass Lake Rd	Silver Dove Rd	On Country Club Dr, from Bass Lake Rd to Silver Dove Rd, Construct new 2-lane extension	Local Roads	MTP/MTIP	Local Developer	No. E.A. ELD19227	\$1,107	2008
El Dorado, ED County DOT		Bass Lake Rd	East Bass Lake Hills	Realign Country Club Dr from Bass Lake Rd to East Bass Lake Hills boundary	Regional Arterials	MTP/MTIP	Local Developer	No E.A. ELD19229	\$4,244	2012
El Dorado, ED County DOT		Cameron Park Dr	Oxford Lane	Intersection Improvements	Regional Arterial / Intersection	MTP/MTIP	Local Developer	No. E.A. ELD19189	\$1,713	2007

County/ Lead Agency	Post Miles	From	To	Project Description	Project or Service Type	Project Source	Funding Source	EA / RTP-FTIP I.D.	Total Cost Estimate (X \$1,000)	Comp Year (FFY)
El Dorado, ED County DOT		Cameron Park Dr	La Canada Dr	Intersection Improvements, signalization and other improvements	Regional Arterial / Intersection	MTP/MTIP	Local Developer	No. E.A. ELD19190	\$3,423	2008
El Dorado, ED County DOT		Cameron Park Dr	Green Valley Rd	Intersection Improvements to include new signals with alignment improvements; widen Cameron Park Dr to accommodate two-way left turn lane; sidewalks and drainage	Regional Arterial / Intersection	MTP/MTIP	Local Developer	No E.A. ELD19191	\$4,800	2011
El Dorado, ED County DOT		Durock Rd	Business Center Dr	Intersection Signalization; add turn pockets on Durock Rd	Intersection Signalization	MTP/MTIP	Local Developer	No E.A. ELD19230	\$1,008	2008
El Dorado, ED County DOT		Francisco Dr	East of Francisco Dr	Construct north half of 4-lane section of Green Valley Road with curb, gutter, sidewalk, median, right-turn lane, and two traffic signals	Road Construction	MTP/MTIP	Local Developer	No. E.A. ELD19231	\$2,200	2007
El Dorado, ED County DOT		White Rock Rd	Town Center Blvd	Latrobe Rd Widening, restripe to 3 NB and 3 SB lanes; add NB lane from White Rock Rd to Town Center Blvd; Intersection Improvements at White Rock Rd	Road Widening	MTP/MTIP	Local Developer	No. E.A. ELD15980	\$3,751	2008
El Dorado, ED County DOT		El Dorado Hills Blvd	Francisco Dr	Intersection of El Dorado Hills Blvd/ Francisco Dr: Realignment and signalization; requires construction of new approaches to new intersection location	Intersection Realignment	MTP/MTIP	Developer Traffic Impact Fees	No E.A. ELD19168	\$5,033	2008
El Dorado, ED County DOT		Missouri Flat	Pleasant Valley Rd/ SR49	Pleasant Valley (SR49)/ Missouri Flat Connector; Construct new 2-lane divided roadway, which involves realignment of Missouri Flat Rd and SR49 north of Pleasant Valley Rd	New Local Road	MTP/MTIP	Developer Traffic Impact Fees	0E9600 ELD15990	\$27,700	2009

County/ Lead Agency	Post Miles	From	To	Project Description	Project or Service Type	Project Source	Funding Source	EA / RTP-FTIP I.D.	Total Cost Estimate (X \$1,000)	Comp Year (FFY)
El Dorado, ED County DOT		Sophia Parkway	Francisco Dr	Green Valley Road Widening; Complete second EB lane, with traffic signal installation at Green Valley/Brown's Ravine/ Miller Rd Intersection; add WB lane from Brown's Ravine to Sophia Pkwy	Road Widening	MTP/MTIP	Local Developer, State Bike Lane Acct, RSTP	No E.A. ELD15150	\$10,419	2008
El Dorado, ED County DOT		Green Valley Rd	Cameron Park Dr	Class 2 Bike Lane on Green Valley Rd from Pleasant Grove Middle School to Cameron Park Dr	Class 2 Bicycle Lane	MTP/MTIP	State Bicycle Transp. Acct., Local Developer, RSTP	No E.A. ELD19242	\$100	2007
El Dorado, ED County DOT		Cool Township	SR49/ SR193	Class 1 Bike path along the west side of SR49 from Northside Elementary School to Intersection of SR49 and SR193; Class 2 Bike Lane on SR193 from SR49 to the community of Auburn Lake Trails	Class 1 Bike Path; and Class 2 Bike Lane	MTP/MTIP	RSTP, Local STP Enhancement, Local	No. E.A. ELD19186	\$1,067	2009
El Dorado, ED County DOT		Cameron Park Dr/ Country Club Dr	Cameron Park Dr / Palmer Dr	Intersection at Cameron Park Dr / Country Club Dr / Palmer Dr	Regional Arterials	MTP/MTIP	Local-Developer	No. E.A. ELD19226	\$2,354	2008
El Dorado, ED County DOT		Palmer Dr	Green Valley Rd	Cameron Park Dr Operational Improvements	Operational Improvements	MTP/MTIP	RSTP	No. E.A. ELD15010	\$715	2008
El Dorado, ED County DOT		U.S. 50	Hollow Oak Rd	Widen and reconstruct Bass Lake Rd, from U.S.50 to Hollow Oak Rd	Regional Arterials	MTP/MTIP	Local-Developer Fees	No E.A. ELD19224	\$7,831	2009
El Dorado, City of Placerville		Main/Cedar Ravine	Main/ Cedar Ravine	Clay Street Realignment to a 4-way roundabout at Main/Cedar Ravine; reconstruct Clay St Bridge and Ivy House parking lot	Operational Improvements	MTP/MTIP	CMAQ, RSTP, Local	No E.A. ELD14090	\$1,291	2009
El Dorado, City of Placerville		Various	Various	Placerville Road Rehabilitation, various locations	Pavement Rehabilitation	MTP/MTIP	RSTP, Local	No. E.A. ELD12100	\$2,450	2007
El Dorado, City of Placerville		Broadway	Smith Flat Rd	Point View Dr extension from Broadway to Smith Flat Rd	New Local Road	MTP/MTIP	Local, Developer Fees	No. E.A. ELD19100	\$1,300	2007

County/ Lead Agency	Post Miles	From	To	Project Description	Project or Service Type	Project Source	Funding Source	EA / RTP- FTIP I.D.	Total Cost Estimate (X \$1,000)	Comp Year (FFY)
El Dorado, City of Placerville		Washington St	Washington St	Widen and realign Washington St to Turner St from Cedar Ravine Rd to Main St	Local Road	MTP/MTIP	Local-Developer Fees	No. E.A. ELD15900	\$1,300	2009
El Dorado, City of Placerville		Bikeway El Dorado Western Extension	Bikeway El Dorado Western Extension	El Dorado Trail Western Extension: a Class 1 bikeway/trail from approximately Canal and main St. to Ray Lawyer Dr. and Forni Rd	Class 1 Bike Path	MTP/MTIP	Local	No. E.A. ELD15910	\$1,850	2010
Sacramento, City of Rancho Cordova		U.S. 50	White Rock Rd	Construct Rancho Cordova Parkway (Ph.1): 6-Lanes, including south-only Interchange with U.S. 50 and Ped/Bike facilities.	New Road	MTP/MTIP	Local Developer Fees	No. E.A. SAC22980	\$9,548	2015
Sacramento, City of Folsom		Various	Various	Folsom Historic District Parking (bounded by Leidesdorff St, Sutter St, Riley St, Folsom Blvd	Park-n-Ride Lot	MTP/MTIP	STIP, Local, State	No. E.A. SAC20220	\$555	2009
Sacramento, City of Folsom		Various	Various	Road Rehab at various locations within the City of Folsom	Pavement Rehabilitation	MTP/MTIP	RSTP, Local	No E.A. SAC24148	\$742	2008
Sacramento, City of Folsom		Historic Truss Bridge	Green Valley Rd	Class 1 Bike Path along the Folsom Lake Trail Corridor	Non-Motorized	MTP/MTIP	Local	No E.A. SAC24324	\$2,500	2010
Sacramento, City of Folsom		U.S. 50	White Rock Rd	Scott Road Widening from 2 to 6 lanes between U.S. 50 and White Rock Rd	Regional Arterials	MTP/MTIP	Local Developer	No E.A. SAC24328	\$10,000	2012
Sacramento, City of Rancho Cordova		Grant Line Rd	White Rock Rd	Rancho Cordova Parkway II: New 6-lane expressway, including intersection improvements at Keifer Blvd	Regional Arterials	MTP/MTIP	Local Developer, Other (Undefined)	No E.A. SAC24295	\$54,518	2015
Sacramento, City of Rancho Cordova		U.S. 50	Olson Dr	Feasibility Study for Pedestrian Promenade over Hwy 50 near Olson Dr	Feasibility Study, Pedestrian Promenade	MTP/MTIP	Local Agency	No E.A. SAC24157	\$350	2009
Sacramento, City of Rancho Cordova		U.S. 50	Olson Dr	Construction of Ped/Bike/Transit Promenade over U.S. 50 near Olson Dr.	Non-Motorized	MTP/MTIP	Local Agency	No E.A. SAC24180	\$15,000	2012

County/ Lead Agency	Post Miles	From	To	Project Description	Project or Service Type	Project Source	Funding Source	EA / RTP- FTIP I.D.	Total Cost Estimate (X \$1,000)	Comp Year (FFY)
Sacramento, City of Sacramento DOT		Sacramento Intermodal Transportation Facility	Sac Intermodal Transportation Facility	Develop intermodal transportation terminal for heavy rail, light rail and bus service	Bus LRT Capital	MTP/MTIP	Federal Demonstration, Local, RSTP, Other Federal, Measure A	SAC20350	\$331,445	2012
Sacramento, Sacramento County DOT		Antelope Rd	Capital City Freeway (SR 51)	Watt Avenue Enhancements Ph.1; install landscaping, streetscape, ADA frontage, sidewalks, lighting, Bike facilities	Operational Improvements	MTP/MTIP	Measure A, State TEA	No E.A. SAC22720	\$2,810	2011
Sacramento, Sacramento County DOT		Watt Ave Corridor	Watt Ave Corridor	Watt Avenue Ph.3 ITS mobility enhancement demonstration project	ITS	MTP/MTIP	Federal Demo, Measure A	No E.A. SAC22070	\$2,725	2008
Sacramento, Sacramento County DOT		Grant Line Rd	Prairie City Rd	White Rock Rd Widening; from 2 to 4 lanes; realign near Nike and Nimbus Rds. And connect with existing alignment west of Prairie City Rd; Realign Grant Line Rd to intersect with realigned White Rock Rd.	Widening of Regional Arterial	MTP/MTIP	CMIA, Local	E.A.? SAC24249	\$26,600	2013
Sacramento, City of Sacramento		Hornet Dr	65th St	Folsom Blvd Widening to 4 lanes from Hornet Dr to 65th St, and extend Ramona Ave to the north to connect to Folsom Blvd	Road Widening	MTP/MTIP	Federal Demo, Measure A, Local	SAC22610	\$53,973	2011
Sacramento, Sacramento County DOT		American River Bridge	American River Bridge	Widen American River Bridge and approaches from 4 to 6 lanes; Widen Hazel Avenue from A.R. Bridge to Madison from 4 to 6 lanes with Bike Lanes/Signals	Road/Bridge Widening	MTP/MTIP	Developer Capital, Federal Demo, Measure A, Local, RSTP,	SAC21500	\$86,190	2011
El Dorado & Sacramento Counties, SACOG		Connector: Elk Grove, Rancho Cordova and El Dorado Hills	Connector: Elk Grove, Rancho Cordova and El Dorado Hills	Study a multi-modal connector between Elk Grove, Rancho Cordova and El Dorado Hills	Planning Study	MTP/MTIP	CMAQ, Local	VAR10300	\$1,863	2007

County/ Lead Agency	Post Miles	From	To	Project Description	Project or Service Type	Project Source	Funding Source	EA / RTP-FTIP I.D.	Total Cost Estimate (X \$1,000)	Comp Year (FFY)
El Dorado & Sacramento Counties, SACOG		Various	Various	Sacramento Metropolitan Area Rideshare Program, including coordination with Hwy 50 outreach effort; provides funding for 11 TMAs in Region through grants	Transportation Demand Management	MTP/MTIP	CMAQ, Local	SAC20400	\$4,882	2007
Yolo, City of West Sacramento		Tower Bridge	Tower Bridge	Tower Bridge Gateway/Garden St Intersection: Lower existing roadway to become an at-grade Blvd at the Tower Bridge Gateway	Transportation Enhancement Activities	MTP/MTIP	RSTP, Local	YOL19211	\$6,100	2008
TRANSIT										
El Dorado, El Dorado County Transit		Various	Various	Bus Acquisition and Preventive Maintenance; acquisition of one gas-electric hybrid commuter bus to replace commuter	Bus Acquisition	MTP/MTIP	FTA Sect.5307 TDA	ELD19164	\$532	2009
Sacramento, City of Folsom Dept of Public Works		City of Folsom	City of Folsom	Folsom Railroad Block (Ph.3); Construct pedestrian areas within Folsom Railroad Block, including landscape & lighting	Transit Station	MTP/MTIP	Redevelopment, State TEA	SAC20570	\$6,074	2009
Sacramento, Cal State University Sacramento		CSUS Campus	CSUS Campus	Sac State Tram adjoining City streets and SRTD 65th Street light rail/bus transfer station; Bus Rapid Transit System	Transit	MTP/MTIP	University Fees	SAC24159	\$24,100	2010
Sacramento, City of Folsom Dept of Public Works		Various	Various	Folsom Transit Preventive Maintenance for Folsom State Lines	Folsom Transit Preventive Maintenance	MTP/MTIP	FTA Sect. 5307, TDA	SAC24061	\$1,162	2007
Sacramento, City of Rancho Cordova		Various	Various	Rancho Cordova Pilot Transit Shuttle System; new transit service for connection to RT's Gold Line	New Transit Service	MTP/MTIP	Local	SAC24233	\$13,050	2014
Sacramento, Sacramento Regional Transit District (SRTD)		Various	Various	Bus Stop Improvements to provide better accessibility, improved aesthetics and additional amenities	Bus Stop Improvement Program	MTP/MTIP	FTA Sect. 5307	REG17807	\$388	2010

County/ Lead Agency	Post Miles	From	To	Project Description	Project or Service Type	Project Source	Funding Source	EA / RTP- FTIP I.D.	Total Cost Estimate (X \$1,000)	Comp Year (FFY)
Sacramento, SRTD		Various	Various	CNG Bus Replacement - 95 CNG Replacement Buses	Bus Acquisitions	MTP/MTIP	CMAQ, State PTA, TCRP	REG17782	\$40,465	2008
Sacramento, City of Sacramento DOT		Hornet Dr.	65th St.	Folsom Blvd Widening to 4 lanes from Hornet Dr. to 65th St, and extend Ramona Ave to north	Local Road Widening	MTP/MTIP	Measure A, Local	SAC22610	\$53,973	2011
Sacramento, City of Sacramento DOT		Capitol Avenue	O Street	Bridging I-5; Construct connection over I-5 between Capitol Ave and "O" Street	Bicycle Pedestrian	MTP/MTIP	Local, State, Federal Demonstration, Other Federal	SAC22530	\$41,432	2015
Sacramento, City of Sacramento DOT		Tower Bridge	Tower Bridge	On Tower Bridge, construct a wider pedestrian and bike path across Sacramento River	Bicycle Pedestrian	MTP/MTIP	STIP, SHOPP, CMAQ, Local, Federal Discretionary	SAC17990	\$11,790	2008
Sacramento, City of Sacramento DOT		Swanston Light Rail Station	Swanston Light Rail Station	Swanston Light Rail Station: Perform pre-development planning to identify circulation, drainage and utility infrastructure improvements necessary to support transit-oriented development in the area	Transit	MTP/MTIP	State, RSTP, Local, Measure A	SAC17785	\$848	2008
Yolo, Yolo County Transportation District		West Sacramento	Sacramento	Light Rail or Streetcar Service between West Sacramento and Downtown Sacramento	Transit	MTP/MTIP	STIP, Local	YCT18089	\$92,500	2025
RAIL										
Sacramento, Sacramento County DOT		South of Folsom Blvd	Watt Ave	Regional Transit Light Rail tracks south of Folsom Blvd on Watt Avenue, grade separate the rail tracks over Watt Ave	Light Rail Tracks, Grade Separation	MTP/MTIP	Measure A	SAC18080	\$25,149	2008
Sacramento, Sacramento Regional Transit District		13th St. Station	16th St. Station	Construct improved pedestrian access, lighting and signage at the 13th and 16th Street Light Rail Stations (SRTD portion)	Light Rail Station Improvements	MTP/MTIP	State TEA, Other State	REG17786 (also see SAC17784)	\$988	2008

County/ Lead Agency	Post Miles	From	To	Project Description	Project or Service Type	Project Source	Funding Source	EA / RTP- FTIP I.D.	Total Cost Estimate (X \$1,000)	Comp Year (FFY)
Sacramento, City of Sacramento DOT		13th St. Station	16th St. Station	Construct improved pedestrian access, lighting and signage at the 13th and 16th Street Light Rail Stations (City of Sacramento)	Light Rail Station Improvements	MTP/MTIP	State TEA, Other State	SAC17784 (also see REG17786)	\$885	2008

Table 3.2 Planned Projects

County	Post Miles	From	To	Project Description	Project or Service Type	Project Source	EA / RTP-FTIP I.D.	Total Cost Estimate (X \$1,000)	Completion Year
FREEWAYS									
SAC				US 50, EB Aux lane: US 50 from Sunrise Blvd. to east of Folsom Blvd.	Aux. Lanes	2035 MTP	CAL 18814	\$20,000	2014
SAC				US 50 widen: new EB Aux lanes from east of Folsom Blvd to Scott/E. Bidwell Rd. and WB Aux lanes from Sunrise Blvd to Scott/East Bidwell Rd.	Roadway Widening	2035 MTP	CAL 18817	\$30,000	?
SAC				US 50 / Hwy 99: revise Oak Park Interchange.	Interchange Improvements	2035 MTP	CAL18807	\$150,000	2014
SAC				U.S.50/ I-5 Riverfront Interchange	Interchange Improvements	2035 MTP	CAL18801	\$200,000	2016
SAC				Us 50 / Oak Ave. interchange; Oak Ave. interchange: 4 lanes.	Interchange Improvements	2035 MTP	SAC19880	\$30,000	2019
SAC				US 50 / Bradshaw Rd. Interchange modification.	Interchange Improvements	2035 MTP	SAC24218	\$27,254	2030
SAC				U.S. 50 / Sunrise Interchange Modification	Interchange Improvements	2035 MTP	SAC24217	\$12,000	2030
SAC				Mather Blvd, widen existing roadway to 4 lanes and construct new 4 lanes from Rockingham Rd. to Zinfandel Dr.	Roadway Widening	2035 MTP	SAC24202	\$8,617	2030
SAC				US 50 / Mather Field Rd. Interchange modifications.	Interchange Improvements	2035 MTP	SAC24219	\$350,000	2030
PARALLEL LOCAL ROADS / OTHER									
ED				Bass Lake Road Widening - US 50 to Silver Springs Parkway, Phase 1B	Road Widening	2007 MTP	ELD19225	\$11,200	2015
ED				Widen Cameron Park Drive two-lane undivided roadway to a four lane divided road, from Palmer Dr. to Oxford Ln.	Road Widening	2007 MTP	ELD15930	\$14,831	2018
ED				Bass Lake Rd. Full Improvements (Phase 1A)	Road Widening	2035 MTP	ELD19225	\$11,200	2015

County	Post Miles	From	To	Project Description	Project or Service Type	Project Source	EA / RTP-FTIP I.D.	Total Cost Estimate (X \$1,000)	Completion Year
ED				Widen Cameron Park Dr. from two-lane undivided to 4-lane divided from Palmer Dr. to Oxford Ln.	Road Widening	2035 MTP	ELD15930	\$17,056	2018
ED				Widen Cameron Park Dr. 3 to 4 lanes, divided from Durock Rd to Coach Rd.	Road Widening	2035 MTP	ELD19243	\$1,310	2015
ED				Country Club Dr. extend, 2 lanes from Silver Dove Rd. to west end of Bass Lake Hills Spec. Plan boundary	Road Extension	2035 MTP	ELD19228	\$4,213	2012
ED				Durock Rd., widen from Robin Ln. to So. Shingle Rd.	Road Widening	2035 MTP	ELD19246	\$9,333	2015
ED				El Dorado Hill Blvd. widen 4 to 5 lanes from Lassen Ln. to Park Dr.	Road Widening	2035 MTP	ELD15960	\$1,730	2015
ED				Green Valley Rd. widen 2 to 4 lanes, undivided, from Salmon Falls Rd. east to Deer Valley Rd.	Road Widening	2035 MTP	ELD15970	\$16,762	2025
ED				Green Valley Rd. widen from Deer Valley Rd east to Lotus Rd.	Road Widening	2035 MTP	ELD19233	\$4,884	2015
ED				Green Valley Rd, widen 2 to 4 lanes, undivided, from Francisco Dr. to Salmon Falls Rd.	Road Widening	2035 MTP	ELD19253	\$3,335	2015
ED				Deployment of various ITS improvements along US 50 and regionally significant corridors in the County.	ITS	2035 MTP	ELD19240	\$5,000	2017
ED				Latrobe Rd. widen 2 lanes undivided to 4 lanes divided from Investment Blvd. to Golden Foothill Parkway.	Road Widening	2035 MTP	ELD19236	\$9,252	2015
ED				Latrobe Rd. widen 4 to 6 lanes from Carson Creek to White Rock Rd.	Road Widening	2035 MTP	ELD19237	\$12,643	2025
ED				Missouri Flat Rd. widen 2 lane undivided to 4 lane divided from Mother Load Dr. to China Garden Rd.	Road Widening	2035 MTP	ELD19247	\$8,556	2025
ED				Missouri Flat Rd. widen 2 to 4 lanes divided from Missouri Flat Rd to SR 49.	Road Widening	2035 MTP	ELD19203	\$6,948	2025

County	Post Miles	From	To	Project Description	Project or Service Type	Project Source	EA / RTP-FTIP I.D.	Total Cost Estimate (X \$1,000)	Completion Year
ED				Mother Load Dr. widen from Greenstone Rd. to Pleasant Valley Rd.	Road Widening	2035 MTP	ELD19238	\$5,884	2015
ED				Pleasant Valley Rd. widen from El Dorado Rd. to SR 49.	Road Widening	2035 MTP	ELD16000	\$1,506	2015
ED				Pleasant Valley Rd. widen from Pearl Pl. to Big Cut Rd. in Diamond Springs.	Road Widening	2035 MTP	ELD19248	\$4,214	2015
ED				Pleasant Valley Rd. widen from Big Cut Rd. to Cedar Ravine Rd.	Road Widening	2035 MTP	ELD19249	\$2,550	2015
ED				Ponderosa Rd. widen from No. Shingle Rd. to Meder Rd.	Road Widening	2035 MTP	ELD19250	\$4,273	2015
ED				Saratoga Wy. Widen 2 to 4 lanes from the Sac./ED County line to EDHills Blvd.	Road Widening	2035 MTP	ELD19234	\$5,807	2020
ED				Sophia Pkwy. Widen to 2 to 4 lanes from Alexandria Rd. to Empire Ranch Rd.	Road Widening	2035 MTP	ELD19179	\$5,208	2015
ED				SR49 widen from Pleasant Valley Rd. to Missouri Flat Rd.	Road Widening	2040 MTP	ELD19251	\$9,419	2015
ED				SR49 widen: add two passing lanes from SR 193 in Cool to the northern county line.	Road Widening	2035 MTP	ELD19252	\$4,326	2015
ED				U.S. 50 / Bass Lake Rd. Phase 2- interchange improvements including aux. lane between Bass Lake Rd. and Cambridge Rd. interchanges.	Interchange Improvements	2035 MTP	ELD19217	\$6,902	2020
ED				US50 / Cambridge Rd. (Phase 1), includes widening existing US50 EB and WB on-off ramps.	Interchange Improvements	2035 MTP	ELD19218	\$16,430	2025
ED				US50 / Cameron Pk. Dr. (Phase 1) - includes EB and WB Aux. lanes between Cambridge Rd. and Ponderosa Rd.	Interchange Improvements	2035 MTP	ELD19219	\$12,780	2018
ED				US50 / Ponderosa Rd (Phase 4) - interchange improvements includes EB and WB Aux lanes between Ponderosa Rd. and Cameron Pk Dr. interchanges.	Interchange Improvements	2035MTP	ELD19220	\$4,910	2015

County	Post Miles	From	To	Project Description	Project or Service Type	Project Source	EA / RTP-FTIP I.D.	Total Cost Estimate (X \$1,000)	Completion Year
ED				White Rock Rd. widen 4 to 6 lanes, divided, from Latrobe Rd. to US 50 / Silva Valley Pkwy. Interchange.	Road Widening	2035 MTP	ELD19235	\$10,614	2020
SAC				65th Street widen 6 lanes from US50 to Broadway	Road Widening	2035 MTP	SAC23630	\$4,000	2025
SAC				Easton Valley Pkwy. construct new 4 lane road between Prairie City Rd. and Empire Ranch Rd. extension south of US50	New Road	2035 MTP	SAC24331	\$45,000	2020
SAC				Folsom Blvd, Watt Ave. to Bradshaw Rd. multi-modal improvements.	Improvements	2035 MTP	SAC24252	\$40,698	2022
SAC				Hazel Ave. extension, new road: 4 lane limited access Rd. through Aerojet prop. (between Easton Valley Pkwy. and Grant Line Rd. /White Rock Rd.	Road Extension	2035 MTP	SAC 23160	\$18,000	2018
SAC				Kiefer Blvd., new road: 4 lanes from Bradshaw Rd. to Sunrise Blvd (includes bike-ped facilities)	New Road	2035 MTP	SAC22320	\$51,200	2025
SAC				White Rock Rd. realign from Prairie City to ED County line.	Realignment	2035 MTP	SACC23220	\$20,000	2013
SAC				White Rock Rd. widen 4 lanes from Prairie City Rd. to ED County line.	Road Widening	2035 MTP	SAC24250	\$73,103	?
SAC				Kiefer Blvd., widen 4 lanes from Florin-Perkins Rd to S. Watt Ave.	Road Widening	2035 MTP	SAC23410	\$21,010	2020
SAC				Green Valley Rd, widen 4 lanes from E. Natoma to Sacramento/EDCounty line.	Road Widening	2035 MTP	SAC21280	\$3,000	2018
SAC				Complete Bicycle Network, Class I & II; construct Class I off-street bike trail system including grade seps in existing and planned neighborhoods.	Bicycle Plan	2035 MTP	SAC24315	\$30,500	2020

County	Post Miles	From	To	Project Description	Project or Service Type	Project Source	EA / RTP-FTIP I.D.	Total Cost Estimate (X \$1,000)	Completion Year
SAC				Easton Valley Pkwy. Widen 6 lanes from Rancho Cordova Pkwy. To Hazel Ave. (includes intersection improvements at Rancho Cordova Pkwy and Hazel Ave) Phase II.	Road Widening	2035 MTP	SAC24372	\$47,000	2020
SAC				At grade intersection improvements: locations include: Douglas and Sunrise, International Dr. and Sunrise, White Rock Rd. and Sunrise, Folsom Blvd and Sunrise Blvd., Rancho Cordova Pkwy and White Rock Rd.	Intersection Upgrades	2035 MTP	SAC24335	\$119,560	2035
SAC				Reconstruct two-way couplet from Mather Blvd. to Rockingham Rd.	Roadway Reconstruction	2035 MTP	SAC24203	\$1,884	2030
SAC				Routier Rd.; Widen Routier Rd. from Old Placerville Rd to Folsom Blvd, including structure over US 50.	Road Widening	2035 MTP	SAC24221	\$13,706	2030
SAC				Zinfandel Dr., widen 6 lanes from International Dr. to Folsom Blvd.	Road Widening	2035 MTP	SAC24214	\$12,000	2020
SAC				U.S. 50 ped. Crossing at Mather Field Rd. : build bike and ped facility crossing US 50 along the Mather Airport RR Spur alignment.	Pedestrian Crossing	2035 MTP	SAC24299	\$820	2015
SAC				Iron Point Road from Black Diamond Dr to Clarksville Rd; widen remaining 4-lane sections to 6 lanes	Road Widening	2035 MTP	SAC21210	\$5,000	2018

Table 3.3 Conceptual Projects

County	Post Miles	From	To	Project Description	Project or Service Type	Project Source	Total Cost Estimate (X \$1,000)	Completion Year
Sac / Yolo	0.350/016	Enterprise	Downtown Sacramento	U.S. 50 HOV	Capacity Enhancement	TSDP	\$100,000	2020
Sac	0.962/5.336	Downtown	Watt Avenue	U.S. 50 HOV	Capacity Enhancement	TSDP	\$100,000	2013
Sac	12.5/23.1	Sunrise Blvd	Empire Ranch Road	U.S. 50 Auxiliary Lanes	Operational Improvements	TSDP	\$50,000	UNK
Sac	12.5/?	Sunrise Blvd	Prairie City Road	White Rock Road - Widen to 4 Lanes	Capacity Enhancement	TSDP	\$63,600	2011
ED	R10.5/.05	Ponderosa Road	Shingle Springs Road	U.S. 50 Interchange Widening	Operational Improvements	TSDP	\$17,276	2015
Sac/Yolo		Downtown Sacramento	Harbor Blvd.	Light Rail Extension from Sacramento to Harbor Blvd in West Sacramento	LRT Extension	TSDP	\$55,000	UNK
Sac		Stockton Blvd	65th Street	Add Bus Rapid Transit	Bus Rapid Transit	TSDP	\$14,000	UNK
Sac		Watt Avenue	Folsom Blvd - Elkhorn	Add Bus Rapid Transit	Bus Rapid Transit	TSDP	\$20,000	UNK
Sac		Sunrise Blvd	Folsom Blvd - Roseville	Add Bus Rapid Transit	Bus Rapid Transit	TSDP	\$20,000	UNK
Sac		Watt Avenue	Rancho Cordova (via Kiefer)	Extend Bus Rapid Transit	Bus Rapid Transit	TSDP	\$15,000	UNK