STATE ROUTE 50 TRANSPORTATION CONCEPT REPORT

50

Caltrans
District 3

April, 1998

STATE ROUTE 50

TRANSPORTATION CONCEPT REPORT

BY
CALTRANS
District 3

April 1998

APPROVAL RECOMMENDED:

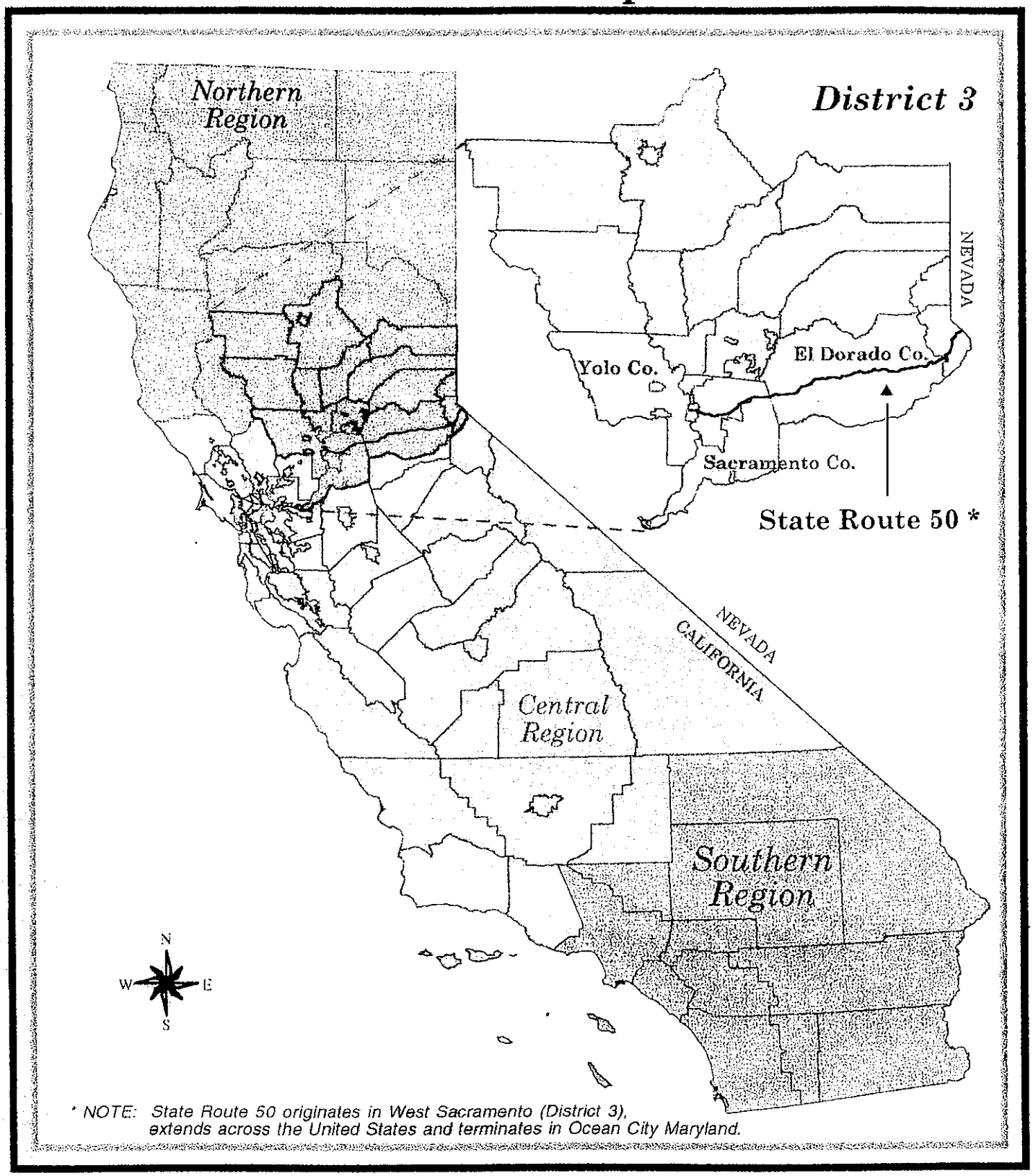
Jody E. Lonergan
JODY E. LONERGAN
North Region Environmental &
District 3 Planning Division Chief

4/3/98
DATE

Irene T. Itamura
IRENE T. ITAMURA
District Director

4/6/98
DATE

STATE ROUTE 50
Location Map



* NOTE: State Route 50 originates in West Sacramento (District 3), extends across the United States and terminates in Ocean City Maryland.

STATE ROUTE 50
TRANSPORTATION CONCEPT REPORT SUMMARY

Table 1- Concept Summary

Segment/ County/	Post Kilometer	Postmile	Current Facility	Current LOS	Concept Facility	①	Concept LOS	Ultimate Transportation Corridor	①
1 YOL	0.00/5.07	0.0/3.15	6/8F	D	8F		E	8F	
2 SAC	0.00/3.88	0.0/2.41	8/10F	E	10/12F		F	10/12F	
3 SAC	3.88/20.10	2.41/12.49	8F	E	10F		F	10F	
4 SAC	20.10/25.34	12.49/15.75	6F	E	8F	②	F	8F	
5 SAC	25.34/37.22	15.75/23.13	4F	F	6F	②③	F	8F	
6 ED	0.00/27.75	0.0/17.25	4F	D	6F	③④	E	6F to 8F	③
7 ED	27.75/31.54	17.25.0/19.60	4F/4E	D	4F/E	⑤	E	4F/E	
8 ED	31.54/63.84	19.60.7/39.67	4E	D	4E		E	4E	
9 ED	63.84/106.97	39.67/66.48	2C	F	2C	⑥	F	2C	⑥
10 ED	106.97/120.23	66.48/74.72	2C	F	2C		F	2C	
11 ED	120.23/129.42	74.72/80.44	5C	F	5C		F	5C	

① In addition to the Concept and Ultimate improvements identified above, light rail transit extensions, TSM/TDM measures, and the addition of new high capacity parallel arterials or expansion of existing local parallel arterials should be implemented.

② HOV lanes (one per direction).

③ Consideration of additional mixed flow lanes by the year 2015 where feasible.

④ Phase 1: HOV lanes to El Dorado Hills; Phase 2: HOV lanes from El Dorado Hills to Placerville

⑤ A project to improve Route 50 in the Placerville area is programmed in the 1996 STIP. A PSR was completed in 1996 for operational improvements only. The final concept facility, beyond expressway, has not been determined at this time.

⑥ Add passing lanes

Concept Rationale

There are four primary areas with diverse characteristics governing the variations in proposed levels of service. The first area is the greater Metroplitan Sacramento area which includes portions of State Route 50 Corridor in Yolo and Sacramento Counties and a portion of El Dorado County Placerville west. Commuter traffic volumes in this area are extremely high. The concept level of service is E. The Concept LOS E will be difficult to maintain especially in Metro Sacramento County. The second area in and near Placerville, serves relatively high commute and interregional traffic volumes. Three at-grade signalized intersections often cause interuptions to traffic flow and extended traffic delays caused from ques of traffic backed up on mainline SR 50. Improvements for this segment of SR 50 are programmed in the 1996 STIP and include operational improvements from Ray Lawyer Drive to Bedford Avenue. Studies to improve this segment to freeway standards have been rejected. Until significant capacity improvements can be made to this portion of SR 50, it will be difficult to maintain the concept LOS E during the latter portion of the 20-year planning period.

The third area lies between Placerville and the Tahoe Basin. The construction constraints through the more mountainous segments preclude major capacity Concept improvements for the 20-year planning period, therefore, the concept is limited to LOS E. The fourth area, is the environmentally sensitive area of South Lake Tahoe Basin. The Tahoe Regional Transportation Planning Agency (TRPA) is the responsible agency for development of highway improvements in the Tahoe Basin. Due primarily to the significant environmental issues, with the exception of intersection improvements, no major capacity increasing improvements have been programmed. The concept remains LOS F.

STATE ROUTE 50 SEGMENT FACT SHEET

PKm Ahead: 0.000
PKm Back: 5.078
Distance KM: 5.078

SEGMENT: 1

FROM THE I-80/50 (I-305) JUNCTION TO THE YOLO/SACRAMENTO COUNTY LINE

Ahead PM: 0.000
Back PM: 3.156
Miles: 3.156

Present Facility 8-lane Freeway 1st 2.2 mi., 6 lane freeway to Yolo/Sac Co. line

Concept Facility 8-lane Freeway

Ultimate Facility 8-lane Freeway

Levels of Service

Present LOS	D
20-Year LOS No Build	F
20-Year Concept LOS (Improved):	F

General Plan LOS Standard

Plan Name	LOS
YOLO COUNTY GENERAL PLAN	E

Transportation Concept Improvements

Expand six-lane portion to 8-lanes when economically and operationally feasible.

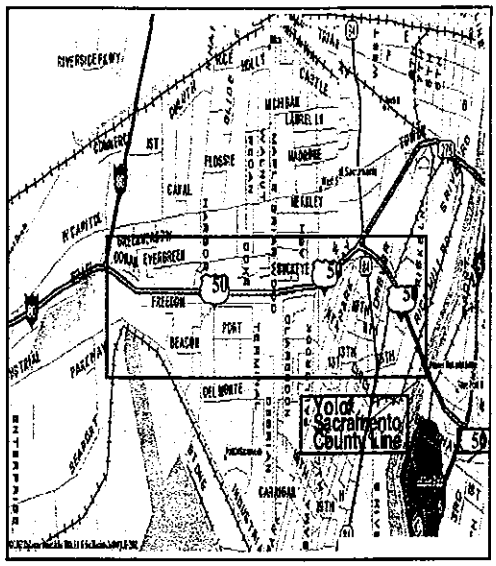
Improve access the port via improvements to the Harbor Interchange (also improvements to the Enterprise IC on I-80).

Promote express bus service. Implement new or enhance existing TSM/TDM strategies, including the Traffic Operations System.

A minimum median width of 6.7m (22') should be maintained where possible.

Ultimately, consideration should be given to extending light rail into West Sacramento.

Safety and rehabilitation improvements along with normal maintenance and rehabilitation will occur as needed.



Description - Rationale - General Comments

This first portion is an eight-lane divided freeway from the I-80/State Route 50 Separation (Federally Designated as I-305) in Yolo County to the on-ramp from the Tower Bridge (PM 0.0 to 2.1). The facility is a six-lane divided freeway for one mile to the end of the segment at the Yolo/Sacramento County line at the Pioneer Memorial Bridge over the Sacramento River.

This segment of SR 50 serves high volumes of truck, interregional, commute, and recreational traffic. Truck volumes are extremely high (10,000 to 15,000 per day). A direct influence on the high truck volumes is the industrial development that is enveloping this area consisting of distribution centers, approximately 110 trucking terminals, and the Port of Sacramento. Access to the Port of Sacramento is provided by the Enterprise Interchange off I-80 and the Harbor Interchange via U.S. 50. The Port of Sacramento has plans to expand services, such as deepening the Sacramento Deep Water Channel to accommodate a greater number of the world's ships and replace the existing slow, low-capacity forklift type operation of transferring containerized cargo from trucks to ships with a more efficient, high capacity, automated transfer system. These improvements, when implemented, will increase the Port's capabilities and will create higher truck densities on SR 50 and particularly on the Harbor Boulevard Interchange. Widening of the Harbor Boulevard Interchange overcrossing to six lanes, including ramp improvements, is programmed in the SACOG 1996 Metropolitan Transportation Plan.

This segment of SR 50 is currently operating overall at LOS D. However, during peak commute periods, levels of service can fluctuate to LOS E near F, with 15 minutes to one hour of delay (AADT 135000). Due to the high truck volumes and the high rate of growth anticipated within the next 10 years, delays are expected to increase to two hours during peak periods by the year 2017 (AADT of 257900) if significant improvements are not made.

STATUS OF PROJECTS:

Harbor Boulevard Interchange Improvements - Preliminary project engineering and environmental evaluations on the interchange project are under way. Construction is estimated to begin in 1999 and be completed by 2001.

Projects Programmed (RTIP/STIP/SHOPP)
Projects Listed in Local Long-Range Planning Documents

1996 SACOG MTP	Jefferson Blvd. IC - Install traffic signal on SR 84 at SR 275 - Modify signal at SR 84 and SR 50, other minor geometric changes. Safety project. Program year 1996, $450,000	1996 SACOG MTP	Harbor Blvd. Interchange - Widen overcrossing from 4 to 6 lanes and revise ramps. Program. year 1999, $14.412 mil.	1996 SACOG MTP (Caltrans)	From I-80 to Sac. Co. Line - install traffic operations system (TOS) (message signs, ramp metering, CCTV). Program. year 2015 $500,000
1996 SACOG MTP (Caltrans)	SR 50 Various loc: Yolo Co. portion of SR 50 TOS: program. year 2000, $800,000	1996 SACOG MTP	Install ramp metering and modify ramp design at South River Road Interchange. Program. year 2005, $3.5 mil.	1996 SACOG MTP (Caltrans)	Widen from Jefferson Blvd. to the Pioneer Bridge. Program. year 2015, $10.0 mil.

LOCAL PLANNING JURISDICTIONS

RTPA/ MPO Sacramento Area Council of Governments (SACOG)
3000 S Street, STE 300,
SAC, CA 95816, (916) 457-2264

Air Quality District Yolo/Solano Air Pollution Control District.
1947 Galielo Ct. #103, DAVIS, CA 95616
LARRY GREEN 757-3650

Air Quality

The following information is a brief overview only. For specific environmental information, contact the Caltrans District 3 Environmental Offices.

Air Basin: Sacramento Valley Air Basin

Federal Air Quality Non-Attainment Designations:
CO: NON-ATTAINMENT **OZONE:** NON-ATTAINMENT **PM10:** NON-ATTAINMENT

Land Use

Land use along this segment consists primarily of commercial/office uses and industrial/heavy commercial uses. These uses include truck distribution centers and the Port of Sacramento. Development proposed for the West Sacramento area could result in significant impacts on SR 50. Proposed development identified in the West Sacramento General Plan, i.e., South Port Development to be located south of SR 50, includes a mixture of residential densities, industrial parks, commercial uses, and water dependent recreational uses. Southport Industrial Park covers just over 670 acres along the banks of the deep water channel and will impact both SR 50 and SR 84 and will include light industrial, water-related industrial, heavy industrial, commercial and service areas.

Modal options

YOLO BUS - (YOLO COUNTY TRANSIT AUTHORITY) Provides fixed-route, wheelchair-accessible service to Woodland, West Sacramento, Broderick, Bryte, and downtown Sacramento with connections in downtown Sacramento (via transfer agreement) to the Sacramento Regional Transit bus and light rail system.

MINITRANS serves rural Yolo County centering its service in Woodland. Although a fixed route service, Minitrans allows a certain flexibility depending on the age and disability of the riders. It can deviate up to one-half mile or operate door-to-door in West Sacramento.

Highway Log Right of Way Information

Average Median Width: 8.53 Meters **Average Lane Widths:** 3.66 Meters **Average Shoulder Widths:** 3.05 Meters **No. Lanes:** 8

General Comments:

Functional Classification and Highway Designation

Functional Classification: Principal Arterial/other Fwys Or Expressways, Urban

NHS	1	0= Non NHS, 1= Interstate, 2= High Priority Route, 3 & 4 STRAHNET , 5= Other NHS, 6= High Priority & STRAHNET, 7= NHS Connector	**Freeway/ Expressway**	1	0= Non F&E, 1= F&E, 2= F&E Unconstructed
Scenic	0	0=Non Scenic, 1 =Officially Designated, 2= Eligible	**Nat'l Truck Network**	2	0=Non NTN, 1 =NTN STAA Trucks, 2= Terminal Access Rte.
Life Line	0	0=Non Life Line, 1=Life Line Route	**IRRS**	0	0=Non IRRS, 1 =IRRS, 2= IRRS Unconst, 3=Non IRRS, unconst

Traffic Analysis and Highway Information

Year	AADT	PeakHourly Volumes	V/C Ratio	LOS
1997	135,000	12,400	.85	D
2007	196,425	15,620	.99	E
2017	257,900	18,830	1.13	F

Traffic Analysis Comments

% Traffic Growth/Yr: 5% **Land Use:** IND/COM/MIXRES **Future 20-Year Land Use:** IND/COM/MIXRES

Terrain: Level **Peak Period Dir Split:** 60% **Daily Truck %:** 9%

Total Accident Rate vs Statewide Average: 106% **Fatalities + Injuries Acc Rate vs Statewide Avg:** 96% **Peak Period Truck %:** 6%

STATE ROUTE 50 SEGMENT FACT SHEET

PKm Ahead: 0.000
PKm Back: 3.884
Distance KM: 3.884

SEGMENT: 2

YOLO/SACRAMENTO COUNTY LINE TO SR 50/ 51/ 99
JCT. IN SACRAMENTO COUNTY

Ahead PM: 0.000
Back PM: 2.414
Miles: 2.414

Present Facility 8 to 10 lane freeway, plus aux. lanes

Concept Facility 10 to 12 lane freeway, plus aux. lanes - (includes 2 HOV lanes,

Ultimate Facility 10 to 12 lane freeway, plus aux. lanes, (2 HOV lanes, 1 per dir.).

Levels of Service

Present LOS	E
20-Year LOS No Build	F
20-Year Concept LOS (Improved):	F

General Plan LOS Standard

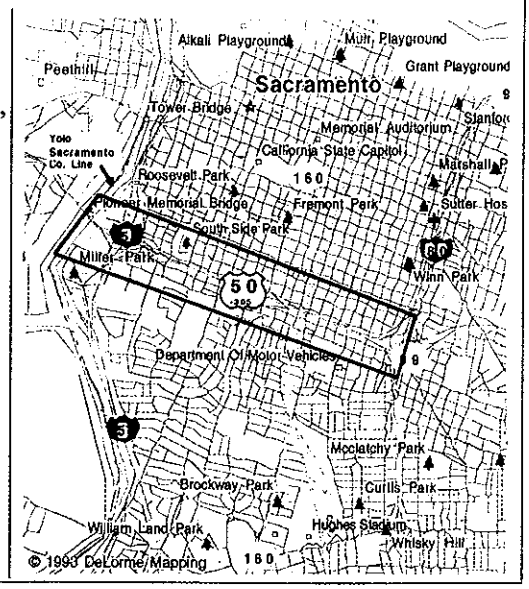
Plan Name	LOS
1993 Sacramento County General Plan	E

Transportation Concept Improvements

Add two HOV lanes 1 per direction.

Implement or enhance TSM/TDM strategies, including the Traffic Operations System.

Safety and rehabilitation projects as needed.



Description - Rationale - General Comments

This portion of SR 50 (Federal Designated as I-305 from the I-80/50 Separation to the end of this segment) is an eight-lane divided freeway, with auxiliary lanes for weaving and merging, stretching from the Yolo/Sacramento County line across an elevated bridge structure in the downtown Sacramento area to the SR 50/99/51 junction.

Currently, this segment currently carries 193,000 AADT at LOS E nearing F. By the year 2017, travel demand is anticipated to increase to 310,730 AADT with a LOS F and two or more hours of delay. Compounded by ever increasing population densities along the SR 50 corridor, the capacity of the facility will soon be overwhelmed. As freeway improvements alone cannot fully mitigate the impacts, it is essential that an even higher emphasis be placed on public transportation.

Sacramento Area Council of Governments (SACOG) U.S. 50 Major Investment Study::

On December 18, 1997, the SACOG Board adopted the strategies identified in the the Investment Strategy for the U.S. 50 Corridor Major Investment Study. The study evaluated long-term investment strategies including light-rail extensions, alternative phasing strategies for carpool lanes and transportation management strategies within the SR 50 Corridor from downtown Sacramento to El Dorado Hills in El Dorado County.

Relative to this segment, the findings of the study included, as a Tier 2 strategy, (strategies with a lower priority) a project to add HOV lanes between Downtown Sacramento and Mayhew Road ($38.8 million), Tier 2 Strategy projects although a lower priority than Tier 1 address mobility issues and would be desirable to build sooner if funding can be identified. Three PSRs for the construction of HOV lanes on the three segment of U.S. 50 from downtown Sacramento to the Prairie City Interchange were completed on February 10, 1998 by the firm of Parsons Brinkerhoff, for SACOG.

Projects Programmed (RTIP/STIP/SHOPP)
Projects Listed in Local Long-Range Planning Documents

1996 SACOG MTP (Also Caltrans list)	HOV 15th/16th to Mayhew Program. Year 2010 $54.3 mil.

LOCAL PLANNING JURISDICTIONS		Air Quality
RTPA/ MPO	Sacramento Area Council of Governments (SACOG) 3000 S Street, STE 300, SAC, CA 95816, (916) 457-2264	The following information is a brief overview only. For specific environmental information, contact the Caltrans District 3 Environmental Offices. **Air Basin:** Sacramento Valley Air Basin
Air Quality District	Sacramento Metropolitan Air Quality Management District (SMAQMD) 8411 JACKSON ROAD, SAC, CA 95026 (916) 386-6183	Federal Air Quality Non-Attainment Designations: **CO:** MODERATE(efforts are underway to reclassify to attainment, maint.) **OZONE:** Severe **PM10:** Non-attainment

Land Use

The Sacramento County portion of this segment passes through the downtown Sacramento urban core and extends into the older low-density residential area. Land use decisions in this area, i.e. the proposed Railyard Specific Plan, will play a major role in the operation of State Route 50. Continued high-density commercial development will result in increased travel demand on an already deficient metropolitan freeway system.

The SACOG 1995 Regional Housing, Population & Employment Projections Documentation & Analysis - February 1996, estimates that employment in the downtown Sacramento core area will increase from 96,731 jobs to 133,856 by the year 2020. Although these projections are lower than was previously projected for 2020, the downtown Sacramento core will remain the largest employment center within the SR 50 Corridor.

Modal options

SACRAMENTO REGIONAL TRANSIT DISTRICT (RT) -- Operates a fixed schedule bus network and two light rail transit (LRT) lines. The current SR 50 (Folsom Boulevard Corridor) light rail transit line runs from downtown Sacramento to Butterfield Way. The Folsom Boulevard Corridor light rail line converges with the second line, the Interstate 80 corridor line, in downtown Sacramento. Sacramento Regional Transit has Transfer Agreements with the following local transit operators along the Route 50 Corridor:

- Yolo County Transit Authority - YOLO BUS
- Folsom Stage Lines
- Folsom Commuter Lines

FOLSOM STAGE LINES - Operates a fixed-route, wheelchair accessible service within the Folsom City limits on weekdays and Saturdays. Transfer connections are provided between Folsom Stage Lines and Sacramento Regional Transit.

FOLSOM COMMUTER SERVICE - Operated by Grey Lines under contract with the City of Folsom, the Folsom Commuter Service currently has a fleet of three buses providing a commuter service between Folsom and the downtown Sacramento employment area.

Highway Log Right of Way Information

Average Median Width: 10.97 Meters **Average Lane Widths:** 3.66 Meters **Average Shoulder Widths:** 3.05 Meters **No. Lanes:** 8

General Comments:

Functional Classification and Highway Designation

Functional Classification: Principal Arterial/other Fwys Or Expressways, Urban

NHS	1	0= Non NHS, 1= Interstate, 2= High Priority Route, 3 & 4 STRAHNET, 5= Other NHS, 6= High Priority & STRAHNET, 7= NHS Connector	**Freeway/ Expressway**	1	0= Non F&E, 1= F&E, 2= F&E Unconstructed
Scenic	0	0=Non Scenic, 1 =Officially Designated, 2= Eligible	**Nat'l Truck Network**	2	0=Non NTN, 1 =NTN STAA Trucks, 2= Terminal Access Rte.
Life Line	0	0=Non Life Line, 1=Life Line Route	**IRRS**	0	0=Non IRRS, 1 =IRRS, 2= IRRS Unconst, 3=Non IRRS, unconst

Traffic Analysis and Highway Information

Year	AADT	PeakHourly Volumes	V/C Ratio	LOS
1997	193,000	18,500	.97	E
2007	251,900	20,600	1.02	F
2017	310,730	22,700	1.06	F

Traffic Analysis Comments

Calculations are based on mainline through-put volumes from the 1996 SACMET Land Use set. Weave, merge and ramp operations decline significantly.

% Traffic Growth/Yr:	7%	**Land Use:**	URB/MIXRES/COM	**Future 20-Year Land Use:**	URB/COM/MIXRES
Terrain:	Level	**Peak Period Dir Split:**	60%	**Daily Truck %:**	9%
Total Accident Rate vs Statewide Average:	106%	**Fatalities + Injuries Acc Rate vs Statewide Avg:**	96%	**Peak Period Truck %:**	6%

STATE ROUTE 50 SEGMENT FACT SHEET

PKm Ahead: 3.884
PKm Back: 20.106
Distance KM: 16.222

SEGMENT: SAC 3

SR 50/51/99 JUNCTION TO SUNRISE BOULEVARD

Ahead PM: 2.414
Back PM: 12.496
Miles: 10.082

Present Facility 8 to 10 lane freeway

Concept Facility 10 to 12 lane freeway

Ultimate Facility 10 to 12 lane freeway

Levels of Service

Present LOS	F
20-Year LOS No Build	F
20-Year Concept LOS (Improved):	F

General Plan LOS Standard

Plan Name	LOS
1993 Sacramento County General Plan	E

Transportation Concept Improvements

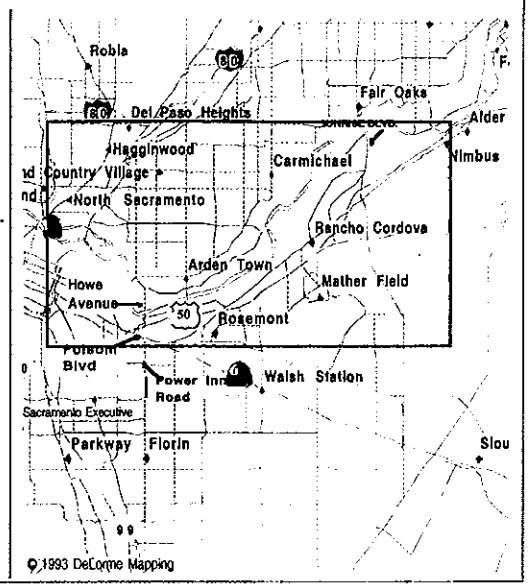
Support intersection improvements at Howe/Folsom/Power Inn; and Interchange improvements at Watt Avenue.

Promote TSM/TDM strategies. In particular, public transportation enhancements, such as the Folsom Corridor Light Rail extensions and implementation of the Traffic Operations System.

Add two HOV lanes to this segment, 1 per direction.

Safety and operational improvements along with normal maintenance and rehabilitation will occur as needed.

A minimum median width of 6.7m (22') should be maintained where possible.



Description - Rationale - General Comments

This segment is an eight-lane divided freeway, with auxiliary lanes for weaving and merging, and stretches from the 50/51/99 junction to the Sunrise Boulevard Interchange. This is the busiest segment of State Route 50, serving extremely high volumes of freight, interregional, commute, and recreational traffic volumes. Currently, this portion of SR 50 carries approximately 188,000 AADT and operates at a slightly over capacity LOS F. By the year 2017, estimates indicate that the AADT will increase to 270,720, at which time traffic demand will exceed capacity by 25%.

Sacramento Area Council of Governments (SACOG) U.S. 50 Major Investment Study:

On December 18, 1997, the SACOG Board adopted the strategies identified in the the Investment Strategy for the U.S. 50 Corridor Major Investment Study. The study evaluated long-term investment strategies including light-rail extensions, alternative phasing strategies for carpool lanes and transportation management strategies within the SR 50 Corridor from downtown Sacramento to El Dorado Hills in El Dorado County.

The study identifies the following strategies for this segment of SR 50. Under **Tier 1** (projects for early funding consideration from regional or discretionary sources - in priority order): **Priority 3** - Grade Separation over Light Rail Tracks at Watt Avenue ($6.0 million); **Priority 4** - Traffic Operations System on U.S. 50 including closed-circuit TV cameras, in-road monitoring stations, HAR, changeable message signs ($3.7 million); and **Priority 6** - Grade Separation between Folsom Boulevard and Howe Avenue/Power Inn Road ($30.0 million). Projects for this segment also listed in Tier 1, but receiving a slightly lower priority include: Bike lanes on Watt Avenue across American River Bridge; Bike lanes in the vicinity of the Goethe Park entrance; Asphalt overlay for the American River Parkway, Multimodal Undercrossing of the UP tracks, linking CSUS and the 65th Street LRT Station; and the M Street Traffic Calming Project.

Tier 2 Strategies receiving a lower priority than Tier 1 (not in priority order): 1. HOV lanes between Downtown Sacramento and Mayhew Road ($38.8 million - includes drop ramps; 2. HOV lanes between Mayhew Road and Sunrise Boulevard ($26.1 million); 3. Expansion of the Watt Avenue Interchange ($11.6 Million).

SOUTHEAST AREA TRANSPORTATION STUDY (SEATS): Under direction of the City of Sacramento, Department of Public Works, the consulting firms of Fehr and Peers Associates(lead) and Mark Thomas and Co. are in the process of conducting the SEATS Study which primarily focuses on systematic improvements to relieve congestion on the SR 50/Howe Ave./Folsom Blvd./Power Inn Road/SR 16 Interchanges and Intersections. Phase 1 of the study focuses on a specific improvement plan to alleviate congestion at the Howe Avenue/Power Inn Road/Folsom Boulevard intersections. Phase II will result in a 20-year master plan of transportation improvements in the area bounded by SR 50, 65th Street Expressway, Elder Creek and Watt Avenue. Phase III will include a funding plan and phasing schedule in five-year increments to implement the long-range transportation improvements. The study proposes several near-term improvements to relieve congestion at the SR 50 interchanges, including additional turn lanes at several intersections at a cost $1.5 million. The study also proposes several mid-term improvements which will include road realignments and could affect Highway 16.

The 1998 Regional Transportation Improvement Program, adopted by the SACOG Board of Directors on March 5, 1998 includes the following approved projects for this segment of SR 50:

1. Power Inn Road/RT Grade Separation project
2. Sunrise Light Rail Extension, Mather Field Road to Sunrise Boulevard.

PROJECT STUDY REPORT(S): PSRs for the construction of HOV lanes on the two segments of U.S. 50 from downtown Sacramento to the Prairie City Interchange were completed on February 10, 1998 by the firm of Parsons Brinkerhoff, for SACOG.

STATUS OF PROJECTS:

o Light Rail Extension from Butterfield to Mather Field Road, $34.0 million, under construction, due for completion in 1998.
o Folsom Corridor Light-Rail Double Tracking from Starfire to Butterfield (construction underway) and from 65th Street to Watt Avenue, $11.0 million.

Projects Programmed (RTIP/STIP/SHOPP)
Projects Listed in Local Long-Range Planning Documents

1996 SACOG MTP	Watt/Folsom @ 50 IC modification. Widen from Fair Oaks to No. of SR 50 to 8 lanes, modify ramps on so. side of SR 50. Provide associated widening for 3 lanes ea. direction n/s of the IC. Program Year: 2006, $11.6 mil.	1996 SACOG MTP	Modify and meter ramps, upgrade signals and striping at the Bradshaw US 50 IC. Program year: 1997, $5.2 mil.	1996 SACOG MTP	.6 mi. west to .2 miles east of Bradshaw Road IC: Widen Overcrossing from 4 to 6 lanes and auxiliary lanes. Program Year: 1997. $2.759 mil.
1996 SHOPP	65th Street UC To State College UC: Highway planting. Program year: 1/96 Base. const. $427,000 State College UC to .6 Mi. W. of Watt Ave. OC. Program year 1/96 base. Const. $553,000	1996 STIP	Mather Road to . Mi. East (PM 9.5/10.8) replace planting for voted soundwall project. Program year: 96/7, Const. $47,000	1996 STIP	.5 Mi. West to East of Bradshaw Road Interchange: Widen on and off ramps and construct new auxiliary lanes. Program year 1/96 base. Const. $1.068 Mil.

LOCAL PLANNING JURISDICTIONS

RTPA/ MPO Sacramento Area Council of Governments (SACOG)
3000 S Street, STE 300,
SAC, CA 95816, (916) 457-2264

Air Quality District Sacramento Metropolitan Air Quality Management District (SMAQMD)
8411 JACKSON ROAD, SAC, CA 95026
(916) 386-6183

Air Quality

The following information is a brief overview only. For specific environmental information, contact the Caltrans District 3 Environmental Offices.

Air Basin: Sacramento Valley Air Basin

Federal Air Quality Non-Attainment Designations:

CO: MODERATE(efforts are underway to reclassify to attainment, maint.) **OZONE:** SEVERE **PM10:** NON-ATTAINMENT

Land Use

Land use zoning for this segment is primarily industrial to the south of State Route 50 and a mixture of urban residential, and commercial to the north. Due to existing and proposed business park development, this portion along the State Route 50 corridor, particularly Rancho Cordova, the job market is expected to keep pace with population, from the existing job market of 65,169 to 99,517 by the year 2015.

Mather Air Force Base (AFB) lies along this segment and is accessed via the Mather Field Interchange. The Federal Government officially closed Mather AFB on September 30, 1993. Since closure of the base, the Sacramento County Board of Supervisors initiated a major reuse planning effort including, i.e., Sacramento County General Plan Amendments, the Mather Vision (1993), Mather Field Redevelopment Plan (1994), Draft Mather Field Specific Plan (1996) and the Mather Airport Comprehensive Land Use Plan (CLU), adopted 1997. In March 1993 the Air Force Base Disposal Agency (AFBDA) executed a Record of Decision (ROD) which determined the disposition of properties. In 1995 a Revised Supplemental Record of Decision (RSROD) was issued which identifies specific organizations and agencies (approximately 20 agencies) to receive base properties and facilities and the means of property conveyance. Existing uses include the Sacramento County operated airport, a hospital and golf course. Due to the many variable involved, environmental constraints, etc. final decision on the future uses are under study and not available at this time. Possible alternatives include the creation of an airport business complex oriented to parcel shipment, the revitalization of the Main Base area as the mixed use activity center for Mather with land uses including airport related businesses, offices, retail uses, large institutional uses and transitional housing, and the accommodation of a new commercial recreational attraction such as a theme park.

Another major development with possible significant impacts to both SR 50 and SR 16 has been proposed just south of both SR 16 and 50 between Power Inn Road and Florin/Perkins Road. This proposed project is a general plan amendment, rezoning, and planned unit development (PUD) for a midrise office complex, retail center and regional park. At buildout this proposed development is expected to employ more than 12,000 people and generate 4,000 or more peak hour trips. Impacts from such development would be realized from west of 65th Street to east of Watt Avenue and in particular, to the Howe Avenue Interchange. The SEAT Study being conducted by the City of Sacramento, will address impact and mitigation needs relative to this and other local development.

SR 50 plays an integral role in ground transportation circulation in the area. If future decisions include expanded uses, such as identified above, significant cumulative impacts to SR 50 would be realized. Transportation impacts to State Route 50 and appropriate mitigation measures should be included in all Environmental Impact Reports generated by such development.

Modal options

SACRAMENTO REGIONAL TRANSIT DISTRICT (RT) - Operates a fixed schedule bus network and two Light Rail Transit (LRT) lines. The current State Route 50 (Folsom Boulevard Corridor) light rail transit line runs from downtown Sacramento to Butterfield Way. The Folsom Boulevard Corridor light rail line converges with the second line, the Interstate 80 corridor line, in downtown Sacramento. Sacramento Regional Transit has transfer agreements with the following local transit operators along the State Route 50 Corridor:

FOLSOM STAGE LINES - Operates a fixed-route, wheelchair accessible service within the Folsom City limits on weekdays and Saturdays. Transfer connections are provided between Folsom Stage Lines and Sacramento Regional Transit.

FOLSOM COMMUTER SERVICE - Operated by Grey Lines under contract with the City of Folsom, the Folsom Commuter Service currently has a fleet of three buses providing a commuter service between Folsom and the downtown Sacramento employment area.

Highway Log Right of Way Information

Average Median Width: 14.02 Meters **Average Lane Widths:** 3.66 Meters **Average Shoulder Widths:** 2.44 Meters **No. Lanes:** 10

General Comments:

Functional Classification and Highway Designation

Functional Classification: Principal Arterial/other Fwys Or Expressways, Urban

NHS	1	0= Non NHS, 1= Interstate, 2= High Priority Route, 3 & 4 STRAHNET , 5= Other NHS, 6= High Priority & STRAHNET, 7= NHS Connector	**Freeway/ Expressway**	1	0= Non F&E, 1= F&E, 2= F&E Unconstructed
Scenic	0	0=Non Scenic, 1 =Officially Designated, 2= Eligible	**Nat'l Truck Network**	2	0=Non NTN, 1 =NTN STAA Trucks, 2= Terminal Access Rte.
Life Line	0	0=Non Life Line, 1=Life Line Route	**IRRS**	0	0=Non IRRS, 1 =IRRS, 2= IRRS Unconst, 3=Non IRRS, unconst

Traffic Analysis and Highway Information

Year	AADT	PeakHourly Volumes	V/C Ratio	LOS
1997	188,000	18,000	1.17	F
2007	229,400	19,300	1.27	F
2017	270,720	21,700	1.36	F

Traffic Analysis Comments

% Traffic Growth/Yr:	3%	**Land Use:**	IND/MIXRES/COM	**Future 20-Year Land Use:**	SFR/IND/COM
Terrain:	Level	**Peak Period Dir Split:**	59%	**Daily Truck %:**	6%
Total Accident Rate vs Statewide Average:	140%	**Fatalities + Injuries Acc Rate vs Statewide Avg:**	46%	**Peak Period Truck %:**	4%

STATE ROUTE 50 SEGMENT FACT SHEET

PKm Ahead: 20.106
PKm Back: 25.348
Distance KM: 5.242

SEGMENT: 4

SUNRISE BOULEVARD TO HAZEL AVENUE

Ahead PM: 12.496
Back PM: 15.754
Miles: 3.258

Present Facility Six lane freeway

Concept Facility Eight lane freeway - with added HOV lanes.

Ultimate Facility Eight lane freeway with HOV

Levels of Service

Present LOS	E
20-Year LOS No Build	F
20-Year Concept LOS (Improved):	F

General Plan LOS Standard

Plan Name	LOS
1993 Sacramento County General Plan	E

Transportation Concept Improvements

Develop new or expand existing high capacity local arterials parallel to SR 50.

Add two-HOV lanes (1 per direction).

Support the study of additional general purpose lanes on U.S. 50.

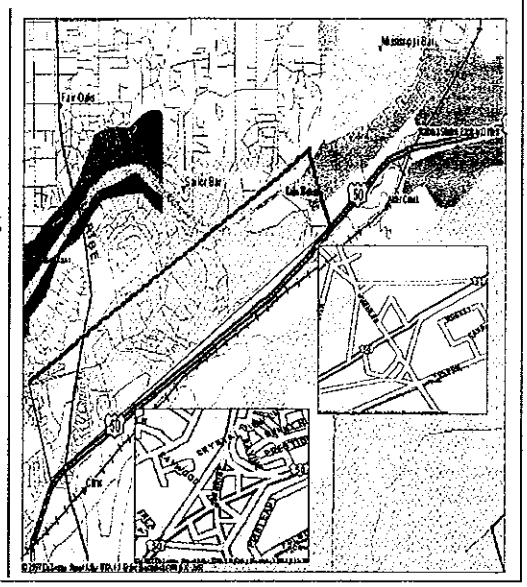
Support modifications to Sunrise Interchange.

Extend ramp metering further east of the existing systems on SR 50 concurrent with congestion.

Safety and operational improvements along with normal maintenance and rehabilitation to occur as needed.

A minimum median width of 6.7m (22') should be maintained where possible.

Implement or enhance TSM/TDM strategies, including the Traffic Operations System.



Description - Rationale - General Comments

Segment 4 is a six-lane freeway from Sunrise Boulevard to Hazel Avenue. This segment carries approximately 119,000 AADT and operates during peak periods at LOS F at 1.08 times the capacity of the facility. By the year 2017, the AADT is expected to increase to 188,000 at which time the demand for the facility will reach 1.47 times the capacity significantly extending the peak duration of LOS F to two hours or more.

Sacramento Area Council of Governments (SACOG) U.S. 50 Major Investment Study:

On December 18, 1997, the SACOG Board adopted the strategies identified in the the Investment Strategy for the U.S. 50 Corridor Major Investment Study. The study evaluated long-term investment strategies including light-rail extensions, alternative phasing strategies for carpool lanes and transportation management strategies within the SR 50 Corridor from downtown Sacramento to El Dorado Hills in El Dorado County.

Relative to this segment, the study identifies the following Tier 1 strategy projects (projects for early funding consideration from regional or discretionary sources - in priority order): **Priority 2a -** (Segments 4 and 5) Light-Rail extension from Sunrise Boulevard to the City of Folsom with new stations at Hazel Avenue, Iron Point Road, and downtown Folsom ($41.6 million); **Priority 2b** - Folsom Boulevard Widening, Sunrise Boulevard to Aerojet Road ($4.7 million); **Priority 4** - Traffic Operations System on U.S. 50 including closed-circuit TV cameras, in-road monitoring stations, HAR, changeable message signs ($3.7 million); **Priority 5** - Modification to Interchange on U.S. 50 at Sunrise Boulevard ($6.0 million); **Priority 7** HOV lanes between Sunrise and Prairie City Road (15.7 million) - spans Segment 4 and 5.

A project to add bike lanes on lower Sunrise Boulevard (1.3 million) is listed as a "Tier 2" strategy project (strategies receiving a lower priority).

The following projects were approved in the 1998 Regional Transportation Improvement Program , adopted by the SACOG Board of Directors on March 5, 1998 for this segment:
1. Folsom Light Rail Extension, Sunrise Boulevard to Iron Point Road; 2. Folsom Boulevard Widening
3. U.S. 50/Sunrise Boulevard Interchange

PROJECT STUDY REPORTS (PSR):
o Two PSRs for the construction of HOV lanes on the two segments of U.S. 50 from downtown Sacramento to the Prairie City Interchange were completed on February 10, 1998 by the firm of Parsons Brinkerhoff, under the direction of SACOG.
o The County of Sacramento is currently in the process of developing a PSR for improvements to the Sunrise Interchange.
STATUS OF PROJECTS:
o Sunrise Boulevard Interchange improvements: $5.1 expected to be completed by 2006. Engineering and design work to begin when project is closer to completion.
o Construction contract has been awarded for the new bridge in downtown Folsom connecting Folsom Boulevard and Auburn -Folsom Road

Projects Programmed (RTIP/STIP/SHOPP)
Projects Listed in Local Long-Range Planning Documents

1996 SACOG MTP	LRT Extensions: Mather Field Rd to Hazel Ave. (R/W) 1996, $8.2 mil.	1996 SACOG MTP	Widen the Sunrise Blvd. overcrossing to 3 through lanes with auxiliary lanes in each direction. Program Year 2006, $5.1 mil.
1996 SACOG MTP	LRT Extension - Continued: Butterfield to Mather Road - Construction only. 1997, $32.4 mil.	1996 SACOG MTP	HOV lane on SR 50 from Sunrise to Prairie City Road in Folsom. Program Year: 2010, $31.9 mil. (Traverses Segments 3 and 4)

LOCAL PLANNING JURISDICTIONS

RTPA/ MPO Sacramento Area Council of Governments (SACOG)
3000 S Street, STE 300,
SAC, CA 95816, (916) 457-2264

Air Quality District Sacramento Metropolitan Air Quality Management District (SMAQMD)
8411 JACKSON ROAD, SAC, CA 95026
(916) 386-6183

Air Quality

The following information is a brief overview only. For specific environmental information, contact the Caltrans District 3 Environmental Offices.

Air Basin: Sac Air Basin

Federal Air Quality Non-Attainment Designations:

CO: MODERATE(efforts are underway to reclassify to attainment, maint.) **OZONE:** Severe **PM10:** Non-Attainment

Land Use

As identified in the 1993 Sacramento County General Plan, south of SR 50 land use is predominantly industrial, both intensive and extensive uses with some hazardous waste designations in the area of the Aero Jet facility.

North of SR 50 to the American River land use is mainly low density residential, some urban transit oriented residential uses and to a lesser extent industrial.

Modal options

SACRAMENTO REGIONAL TRANSIT DISTRICT (RT) - Operates a fixed schedule bus network routes and two Light Rail Transit (LRT) lines. The current State Route 50 (Folsom Boulevard Corridor) light rail transit line runs from downtown Sacramento to Butterfield Way. The Folsom Boulevard Corridor light rail line converges with the second line, the Interstate 80 corridor line, in downtown Sacramento. Sacramento Regional Transit has transfer agreements with the following local transit operators along the State Route 50 Corridor:

- FOLSOM STAGE LINES - Operates a fixed-route, wheelchair accessible service within the Folsom City limits on weekdays and Saturdays. Transfer connections are provided between Folsom Stage Lines and Sacramento Regional Transit.

- FOLSOM COMMUTER SERVICE - Operated by Grey Lines under contract with the City of Folsom, the Folsom Commuter Service currently has a fleet of three buses providing a commuter service between Folsom and the downtown Sacramento employment area.

Highway Log Right of Way Information

Average Median Width: 21.34 Meters **Average Lane Widths:** 3.66 Meters **Average Shoulder Widths:** 2.44 Meters **No. Lanes:** 8

General Comments:

Functional Classification and Highway Designation

Functional Classification: Principal Arterial/other Fwys Or Expressways, Urban

NHS	1	0= Non NHS, 1= Interstate, 2= High Priority Route, 3 & 4 STRAHNET , 5= Other NHS, 6= High Priority & STRAHNET, 7= NHS Connector	**Freeway/ Expressway**	1	0= Non F&E, 1= F&E, 2= F&E Unconstructed
Scenic	0	0=Non Scenic, 1 =Officially Designated, 2= Eligible	**Nat'l Truck Network**	2	0=Non NTN, 1 =NTN STAA Trucks, 2= Terminal Access Rte.
Life Line	0	0=Non Life Line, 1=Life Line Route	**IRRS**	0	0=Non IRRS, 1 =IRRS, 2= IRRS Unconst, 3=Non IRRS, unconst

Traffic Analysis and Highway Information

Year	AADT	PeakHourly Volumes	V/C Ratio	LOS
1997	119,000	11,300	.93	E
2007	153,100	14,550	1.09	F
2017	188,000	17,860	1.31	F

Traffic Analysis Comments

% Traffic Growth/Yr:	3%	**Land Use:**	SFR/COM/IND	**Future 20-Year Land Use:**	SFR/COM/IND
Terrain:	Level	**Peak Period Dir Split:**	66%	**Daily Truck %:**	6%
Total Accident Rate vs Statewide Average:	125%	**Fatalities + Injuries Acc Rate vs Statewide Avg:**	126%	**Peak Period Truck %:**	4%

STATE ROUTE 50 SEGMENT FACT SHEET

PKm Ahead: 25.348
PKm Back: 37.226
Distance KM: 11.878

SEGMENT: 5

HAZEL AVENUE TO THE SACRAMENTO/ EL DORADO COUNTY LINE

Ahead PM: 15.754
Back PM: 23.136
Miles: 7.382

Present Facility Four lane freeway

Concept Facility Six lane freeway - with HOV lanes.

Ultimate Facility 8 lane freeway - with HOV

Levels of Service

Present LOS	F
20-Year LOS No Build	F
20-Year Concept LOS (Improved):	F

General Plan LOS Standard

Plan Name	LOS
1993 Sacramento County General Plan	E

Transportation Concept Improvements

Add two-HOV lanes (1 per direction) by 2007.

Development of new or expansion of existing high capacity local arterials parallel to SR 50, i.e., the widening of Folsom Blvd. and/or White Rock Road.

Support extension of Light Rail to Folsom

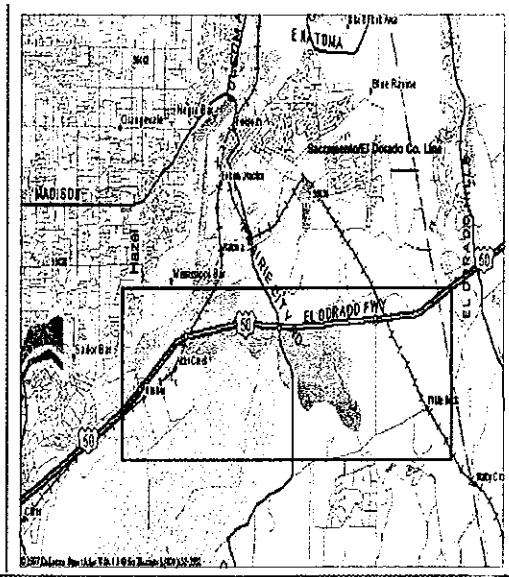
Support EB Offramp to Aerojet Road

Support the study of additional general purpose lanes on U.S. 50.

Implement or enhance TSM/TDM strategies, including the Traffic Operations System.

Safety and operational improvements along with normal maintenance and rehabilitation will occur as needed.

A minimum median width of 6.7m (22') should be maintained where possible. Add auxiliary lanes wherever feasible.



Description - Rationale - General Comments

Segment 5 of SR 50 consists of a four-lane divided freeway that passes from Hazel Avenue through the Folsom/Natoma Interchange (Folsom Exit) to the Sacramento/El Dorado County Line. Between the Hazel Interchange and the Folsom/Natoma Overhead, SR 50 currently carries 70,000 AADT and operates slightly over capacity at LOS F. By the year 2017, travel forecasts indicate that the AADT will increase to 151,900 and demand will increase to 1.72 times the capacity of the facility resulting in delays of two hours or more.

* The Concept for this Segment is LOS E. However, the above proposed improvements, i.e., six lane freeway with HOV, in conjunction with additional local parallel facilities, light-rail extensions, etc, will not provide this segment with LOS E the entire 20-Year period. It may be necessary to further expand this segment of SR 50 prior to the conclusion of the planning period rather than beyond the twenty-year period. A study for additional mixed-flow lanes should be considered within the next 10 years.

Sacramento Area Council of Governments (SACOG) U.S. 50 Major Investment Study:

On December 18, 1997, the SACOG Board adopted the strategies in SACOG's Investment Strategy for the U.S. 50 Corridor Major Investment Study. The study evaluated long-term investment strategies including light-rail extensions, alternative phasing strategies for carpool lanes and transportation management strategies within the SR 50 Corridor from downtown Sacramento to El Dorado Hills in El Dorado County.

Relative to Segment 5, the findings of the study identifies the following Tier 1 strategy projects (projects for early funding consideration from regional or discretionary sources - in priority order): **Priority 1** - Improvements to the Folsom Boulevard Interchange, including auxiliary lanes, on U.S. 50 between Folsom Boulevard and Hazel Avenue ($11.5 million); **Priority 2a** - (Segments 4 and 5) Light-Rail extension from Sunrise Boulevard to the City of Folsom with new stations at Hazel Avenue, Iron Point Road, and downtown Folsom ($41.6 million); **Priority 4** - Traffic Operations System on U.S. 50 including closed-circuit TV cameras, in-road monitoring stations, HAR, changeable message signs ($3.7 million); **Priority 7** -Segments 4 and 5: HOV lanes between Sunrise and Prairie City Road ($15.7 million); **Priority No. 8** (Segments 5 & 6): HOV lanes on U.S. 50 between Prairie City Road and El Dorado Hills Boulevard ($9.4 million). Also identified under Tier 1 are the following project strategies to be funded by local jurisdictions (not prioritized): Expansion of the U.S. 50 Bidwell/Scott Road Interchange $11.5 million (1998); and the widening of White Rock Road from U.S. 50 to .5 mile N. of the Sacramento/El Dorado County Line $2.7 million (2000).

Tier 2 Strategies (strategies receiving a lower priority) identified for this segment - not in priority: 1. White Rock Road Widening/Straightening from the El Dorado/Sacramento County line back to Sunrise Boulevard ($10 million); 2. Direct on and off-ramps for HOVs at appropriate locations. The study also recommends transportation management strategies and operational policies to be implemented or studied, such as the El Dorado Multimodal Center, study of the El Dorado Hills and the addition of general purpose lanes on U.S. 50. order although a lower priority than Tier 1, address mobility issues and would be desirable to build sooner if funding can be identified. Also Identified under Tier 2 are two projects scheduled to be funded and built by local jurisdictions by the year 2008: 1: New interchange on U.S. 50 at Russell Ranch Road ($11.5 million), and 2. New Interchange on U.S. 50 at Oak Avenue ($11.5 million).

El Dorado County was commissioned, on behalf of the Folsom-El Dorado County Joint Powers Authority (JPA), to conduct the Highway 50 corridor Capacity Study to consider: 1) the feasiblity of LRT expansion in this corridor based on existing information; and 2) broader transportation needs in U.S. 50 Corridor between Folsom and El Dorado County. The Phase I Report was completed on October 22, 1997.

PROJECT STUDY REPORTS (PSR):
Three PSRs for the construction of HOV lanes on the three segment of U.S. 50 from downtown Sacramento to the Prairie City Interchange were completed on February 10, 1998 by the firm of Parsons Brinkerhoff, for SACOG.

Under the direction of the El Dorado County Transportation Commission, the firm of Mark Thomas and Co. Inc. developed a PSR for the construction of HOV lanes between Sunrise Boulevard, in Sacramento County the El Dorado Hills Interchange, in El Dorado County. The PSR was completed December 1997.

STATUS OF PROJECTS:

- Prairie City Road Interchange improvements are currently under construction.
- Scott/East Bidwell Interchange $11.5 million - Environmental analysis underway; construction expected by 1998.
- Folsom Boulevard Interchange - $9.9 million - Phase 1 improvements nearly completed. The City of Folsom has submitted a preliminary application to SACOG for state funding to complete Phase 2.
- City of Folsom Rail Service - feeder train service $41.0 million (to be combined with Folsom Corridor Light-Rail Extension Project - see Segment 3) year 2006. Regional Transit has submitted a preliminary application to SACOG for state funding.

Projects Programmed (RTIP/STIP/SHOPP)
Projects Listed in Local Long-Range Planning Documents

1996 SACOG MTP (Regional Transit)	LRT Extension: Hazel Ave. to West. Folsom City Limit - East. Folsom City Limit to ED Co. Line, R/W only 1996, $200,000	1996 STIP	Prairie City Overcrossing: Interchange Modification Program
1996 SACOG MTP (Caltrans List)	HOV lane on SR 50 from Sunrise to Prairie City Road in Folsom. Program Year: 2010, $31.9 mil. (Traverses Segments 3 and 4)		

LOCAL PLANNING JURISDICTIONS

RTPA/ MPO	Sacramento Area Council of Governments (SACOG) 3000 S Street, STE 300, SAC, CA 95816, (916) 457-2264
Air Quality District	Sacramento Metropolitan Air Quality Management District (SMAQMD) 8411 JACKSON ROAD, SAC, CA 95026 (916) 386-6183

Air Quality

The following information is a brief overview only. For specific environmental information, contact the Caltrans District 3 Environmental Offices.

Air Basin: Sacramento Valley Air Basin

Federal Air Quality Non-Attainment Designations:

C0: MODERATE(efforts are underway to reclassify to attainment, maint.) **OZONE:** SEVERE **PM10:** NON-ATTAINMENT

Land Use

The 1993 Sacramento County General Plan identifies land use zoning along this portion of SR 50 as intensive industrial (hazardous waste) to the south, with transit oriented development and natural preserve to the north.

Amendments to the City of Folsom General Plan have changed blocks of land set aside for higher density residential development and industrial lands into low density residential developments, occurring both near Natoma Station and along the east side of Folsom. By the year 2015 retail employment will account for over 25% of the total jobs, with office work accounting for 30% of the total jobs market. The SACOG Projections document for 1995-2020 Housing, Population & Employment estimates that the City of Folsom will realize an increase of 17,946 jobs, 13,124 housing units and an increase in population of 34,345 between the years 1995 and 2020.

As with the two adjoining segments of SR 50 land use along this segment will have a major impact on the future operation of SR 50. The City of Folsom has recently requested that the Sacramento Local Agency Formation Commission (LAFCo) expand the existing City of Folsom Sphere of Influence (SOI) by approximately 4,000 acres south of the City's existing SOI boundary. This area is bounded by SR 50, Prairie City Road, White Rock Road and the Sacramento/El Dorado County Line. The amendment designates 2,000 acres to Open Space and 2,000 acres designated as Industrial/Office with support for commercial uses. No residential uses were included.

Cumulative impacts from the proposed development will greatly impact SR 50. The existing facility lacks adequate capacity and will not be able to accommodate future demand. Improvements both on and off SR 50 including light rail transit extensions will be necessary to provide adequate mobility. To provide for future demand, future interchanges should be constructed to ultimately span eight lanes with a minimum median width of 6.7m.

Modal options

Folsom Stage Line - Is a City operated fixed-route system which operates six days per week and provides connections to Sacramento Regional Transit.

FOLSOM COMMUTER SERVICE - Operated by Grey Lines under contract with the City of Folsom, the Folsom Commuter Service currently has a fleet of three buses providing a commuter service between Folsom and the downtown Sacramento employment area.

Greyhound Bus Lines: Provides service to Sacramento and South Lake Tahoe.

Southern Pacific Railroad Spur serves the southern portion of the City of Folsom and ends in Folsom's Historic Commercial District. The service is not presently in use for regularly scheduled commercial traffic. The City of Folsom's General Plan identifies this line as a potential link in the future to Regional Transit's light rail line along Folsom Boulevard.

Highway Log Right of Way Information

Average Median Width: 21.34 Meters **Average Lane Widths:** 3.66 Meters **Average Shoulder Widths:** 3.05 Meters **No. Lanes:** 4

General Comments:
Median widths vary from 14m between the lst 4.82 Km of the segment to just west of Prairie City Road and 21.3m on the remainder of the segment.

Functional Classification and Highway Designation

Functional Classification: Principal Arterial/other Fwys Or Expressways, Urban

NHS	1	0= Non NHS, 1= Interstate, 2= High Priority Route, 3 & 4 STRAHNET , 5= Other NHS, 6= High Priority & STRAHNET, 7= NHS Connector	**Freeway/ Expressway**	1	0= Non F&E, 1= F&E, 2= F&E Unconstructed
Scenic	0	0=Non Scenic, 1 =Officially Designated, 2= Eligible	**Nat'l Truck Network**	2	0=Non NTN, 1 =NTN STAA Trucks, 2= Terminal Access Rte.
Life Line	0	0=Non Life Line, 1=Life Line Route	**IRRS**	0	0=Non IRRS, 1 =IRRS, 2= IRRS Unconst, 3=Non IRRS, unconst

Traffic Analysis and Highway Information

Year	AADT	PeakHourly Volumes	V/C Ratio	LOS
1997	70,000	5,800	1.06	F
2007	111,000	9,750	1.43	F
2017	152,000	13,700	1.80	F

Traffic Analysis Comments

% Traffic Growth/Yr:	6%	**Land Use:**	IND/SFR/TOD/ PRESERVE	**Future 20-Year Land Use:**	URB/MIXRES/TOD
Terrain:	Level	**Peak Period Dir Split:**	66%	**Daily Truck %:**	5%
Total Accident Rate vs Statewide Average:	100%	**Fatalities + Injuries Acc Rate vs Statewide Avg:**	93%	**Peak Period Truck %:**	4%

STATE ROUTE 50
SEGMENT MAP

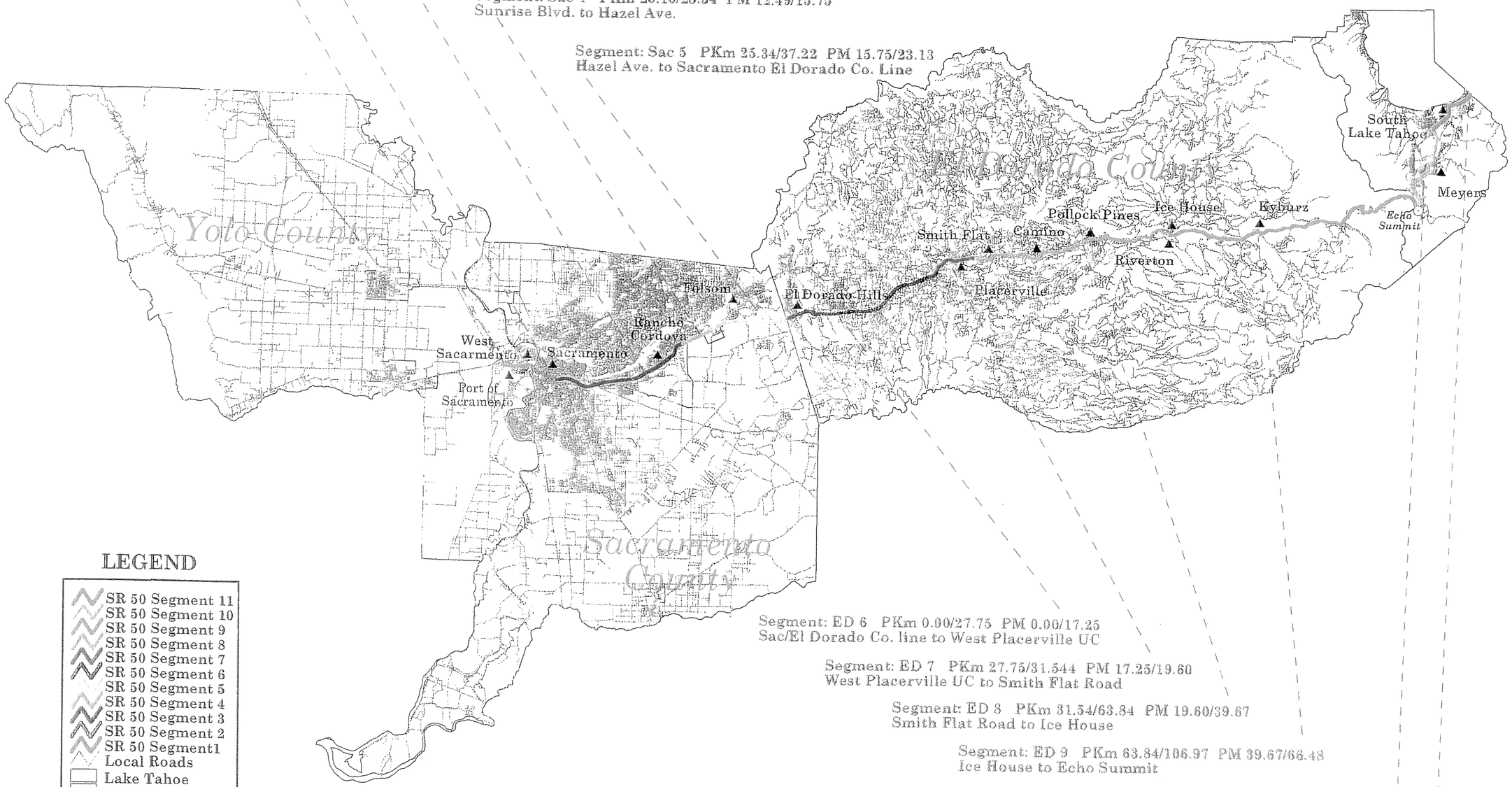


TABLE OF CONTENTS

TRANSPORTATION CONCEPT REPORTS SUMMARY ii

ROUTE CONCEPT RATIONALE ii

INTRODUCTION 1

SEGMENT FACT SHEETS 3

Segment 1 I-80/US 50 Junction to the Yolo/Sacramento County Line 3

Segment 2 Yolo/Sacramento County Line to the SR 50/51/99 Junction 6

Segment 3 SR 50/51/99 Junction to Sunrise Boulevard 9

Segment 4 Sunrise Boulevard to Hazel Avenue 12

Segment 5 Hazel Avenue to the El Dorado County Line 15

Segment 6 El Dorado County Line to the Placerville UC 18

Segment 7 Placerville UC to Smith Flat 21

Segment 8 Smith Flat to Ice House Road 24

Segment 9 Ice House Road to Echo Summit 27

Segment 10 Echo Summit to the SR 50/89 Wye 30

Segment 11 SR 50 Wye to the Nevada State Line 33

CALIFORNIA NATURAL DIVERSITY DATA BASE INFORMATION 37

GLOSSARY AND DEFINITION OF TERMS 43

FIGURES/TABLES

LOCATION MAP i

CONCEPT SUMMARY (TABLE 1) ii

SEGMENT MAP v

TRANSPORTATION CONCEPT REPORT

Introduction

Background:

The Transportation Concept Report (TCR) is a Caltrans long-term planning document that evaluates the conditions of a given state transportation corridor, and establishes a twenty (20) year planning concept. In addition to the 20 year concept, the TCR also looks at the ultimate transportation concept that examines the corridor needs beyond the 20 year planning period. Forecasting beyond a twenty year period is difficult for several reasons, i.e., unknown changes in future land use zoning (beyond 20-year general plan buildout) and unknown funding constraints. Therefore, any concept identified for the "Ultimate" period, must be considered somewhat speculative and should be used cautiously.

The TCR documents the planning strategies of the long range plans identified by the Regional Transportation Planning Agencies and Metropolitan Transportation Organizations within a given state highway route corridor. As state highway routes often pass through several regional planning agency jurisdictions, the TCR assimilates the regional strategies and consolidates these strategies into one corridor specific document.

Format:

The format for the TCR has changed from its previous fully narrative report format to a more concise database oriented format. This new format was designed to streamline information and to better provide a usable, up-to-date platform allowing for easy computerized access of Caltrans District 3 System Planning information. When completed, the Fact Sheet database will be made available to our transportation planning partners via the internet.

Included in this format is the California Natural Diversities Database (CNDDBS) information that identifies the status of habitats and species found within 300 meters of centerline of the existing highway facility. This CNDDBS information does not represent all environmental constraints within a given corridor. A complete assessment of environmental constraints can only be determined through a detailed environmental study, such as an Environmental Impact Report or Study.

STATE ROUTE 50 SEGMENT FACT SHEET

PKm Ahead: 0.000 PKm Back: 27.758 Distance KM: 27.758	**SEGMENT: ED 6** SACRAMENTO/EL DORADO CO. LINE TO JUST EAST OF THE W. PLACERVILLE UNDERCROSSING	Ahead PM: 0.000 Back PM: 17.252 Miles: 17.252

Present Facility Four lane freeway

Concept Facility Six lane freeway with HOV consideration to the Silva Valley IC, Four lane freeway remainder of segment + Bass Lake climbing lane.

Ultimate Facility Expansion to Eight-lane freeway, including HOV, to west of Placerville should be considered concurrent with demand. It may be necessary to widen before the end of the 20-year period.

Levels of Service

Present LOS	E
20-Year LOS No Build	F
20-Year Concept LOS (Improved):	F

General Plan LOS Standard

Plan Name	LOS
El Dorado County General Plan. * If	E*

Transportation Concept Improvements

Add two HOV lanes (one per direction) to the El Dorado Hills Interchange.

Add EB truck climbing lane from the Silva Valley IC to Bass Lake Road.

Support the study of additional general purpose lanes on U.S. 50 within the 20-year period.

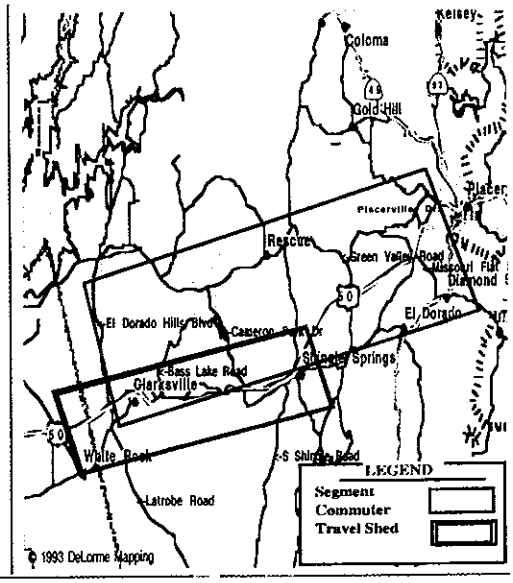
Support development of new or expansion of existing high capacity local arterials parallel to SR 50.

A minimum median width of 6.7m (22') should be maintained where possible. Auxiliary lanes between interchanges should also be added where possible.

Extend ramp metering concurrent with congestion.

Safety and operational improvements along with normal maintenance and rehabilitation will occur as needed.

Support El Dorado County's consideration of



Description - Rationale - General Comments

Segment 6 consists of a four-lane divided freeway from the Sacramento/El Dorado County line to the W. Placerville Undercrossing. The terrain is predominantly rolling (some steep grades).

This segment carries the greater share of commuter travel emanating from El Dorado County. Although this segment stretches to just west of Placerville, the primary focus for this segment is on the commuter travel shed which lies between the Sacramento/El Dorado County Line to Ponderosa, near Shingle Springs. The increases in commute travel volumes arise from the growing communities of El Dorado Hills, Bass Lake, Cameron Park and Shingle Springs which act as bedroom communities to employment centers in Sacramento County, i.e., Folsom, Rancho Cordova. The remainder of the segment carries relatively lower commute traffic volumes and travel patterns turn to mostly interregional and recreational in nature. This segment overall operates at an acceptable LOS E, however, the western portion of this segment often, during peak periods, falls to LOS F. The level of service for the entire segment is expected to drop to "F" by the year 2007. By the year 2017, it is estimated that demand will exceed the capacity of the facility by 1.63 times with two or more hours of delay.

* Implementation of the Concept Improvements i.e., six lane freeway with HOV, in conjunction with additional local parallel facilities, light-rail extensions, etc. will not provide this segment with LOS E the entire 20-Year period. It will be necessary, therefore, to examine the need to further expand this segment of SR 50 prior to the conclusion of the planning period rather than beyond the twenty-year period.

SACOG U.S. 50 CORRIDOR STUDY:

On December 18, 1997, the SACOG Board adopted the strategies in the Investment Strategy for the U.S. 50 Corridor Major Investment Study. The study evaluated long-term investment strategies including light-rail extensions, alternative phasing strategies for carpool lanes and transportation management strategies within the SR 50 Corridor from downtown Sacramento to El Dorado Hills in El Dorado County.

Relative to Segment 6, the findings of the study identified the following Tier 1 strategy project (projects for early funding consideration from regional or discretionary sources - in priority order): **Priority No. 8** - HOV lanes on U.S. 50 between Prairie City Road and El Dorado Hills Boulevard ($9.4 million). Under Tier 2 (projects to be considered for Regional or Discretionary Funds) the study also recommended transportation management strategies and operational policies to be implemented or studied.

PROJECT STUDY REPORT(S):

HDR Engineering, under the direction of the El Dorado County Transportation Commission, is in the process of completing a PSR/PR for the State Route 50/El Dorado Hills/Latrobe Road Interchange reconstruction. The project description includes reconstructing El Dorado Hills Blvd./Latrobe Road Interchange on SR 50 from KP 0.28 to 2.28. The ramp tapers with SR 50 will provide for the future widening of SR 50 and the future addition of proposed auxiliary lanes between the El Dorado Hills Blvd. interchange and the Silva Valley interchange to the east. Total cost $10.302 million for the Ultimate Phase and $7.122 million for the Interim Phase(100% local funding).

Under the direction of the El Dorado County Transportation Commission, the firm of Mark Thomas and Co. Inc. developed a PSR for the construction of HOV lanes between Sunrise Boulevard, in Sacramento County the El Dorado Hills Interchange, in El Dorado County. The PSR was completed December 1997.

STATUS OF PROJECTS:

o Silva Valley Parkway Interchange - $20.4 million. Local funds are committed to the project; construction expected to begin in 2007.

o El Dorado Hills Boulevard Interchange - $17.5 million. The project is currently in design review. Local funds are committed to the project and construction is expected to begin in 2001.

o Construction of Truck Climbing Lane between Silva Valley and Bass Lake Roads - $2.5 million. The El Dorado County Transportation Commission adopted a resolution on February 5, 1998 nominating this project to the California Transportation Commission for state funding.

Projects Programmed (RTIP/STIP/SHOPP)
Projects Listed in Local Long-Range Planning Documents

1996 SACOG MTP	El Dorado Hills Blvd. IC Modification - .8 mi. E. of Sac. Co. Line. Rev. IC and build EB off-ramp. Prog. year: 1999 $4 mil.	1996 SACOG MTP	El Dorado Hills at US 50 WB, widen off-ramp. Prog. year 2000 at $500,000.	1996 SACOG MTP	At El Dorado Hill Boulevard Interchange about .8 mi. east of Sacramento County line: Revise Interchange and build EB off-ramp. Program year: 1999, $4.0 mil. (100% local funding)
1996 SACOG MTP	New interchange at Silva Valley Road. Program Year 2000 , $18 mil.	1996 SACOG MTP (Caltrans)	Add truck climbing lane from Silva Valley Road to Bass Lake IC. Prog. year 1999 $1.0 mil.		

LOCAL PLANNING JURISDICTIONS

RTPA/ MPO
Matt Boyer, Executive Director
El Dorado County Transportation Commission
550 Main Street, Suite C
Placerville, CA 95667

Air Quality District
El Dorado County APCD
2850 Fairlaine Ct. Bldg. C
Placerville, CA 95667 - Ron Duncan 621-5300
APCO, Dennis Otani Program Mgr. 621-6662

Air Quality

The following information is a brief overview only. For specific environmental information, contact the Caltrans District 3 Environmental Offices.

Air Basin: Sacramento Valley Air Basin

Federal Air Quality Non-Attainment Designations:

CO: MODERATE(efforts are underway to reclassify to attainment, maint.) **OZONE:** Severe **PM10:** MODERATE(efforts are underway to reclassify to attainment, maint.)

Land Use

Most of the current growth in the segment is concentrated around El Dorado Hills, Bass Lake and Cameron Park. The current combined population withi these communities is approximately 40,650. Given an adequate water supply, development in these areas is expected to significantly increase the numbe of housing units to over 98,000 by the year 2020. The abundance of undeveloped land offering one acre and larger home sites near the Sacramento jo market makes this area attractive to bedroom community development. In an effort to provide a more diversified tax base and better jobs/housing balance El Dorado County is also encouraging industrial/commercial growth in this area. The proposed development from El Dorado Hills to east of Placervill would result in significant cumulative traffic impacts to Route 50.

The El Dorado County General Plan estimated that the primary changes in development patterns in this area will occur as large tracts of undeveloped lan are converted to urban land uses. Such changes will occur in the planned communities located within the El Dorado Hills and Bass Lake Road area Within these communities existing urban/suburban development patterns will intensify and expand.

The core area around the intersection of El Dorado Hills Boulevard and SR 50 is planned to be the future hub of economic development in western E Dorado County. Existing land uses in this area include golf courses, fire station, schools, limited commercial and several residential subdivisions nort of the El Dorado Hills Interchange. There is a commercial center which attracts numerous trips on the east side of El Dorado Hills Boulevard betwee Park Drive and SR 50. South of the El Dorado Hills Interchange, construction has begun on the planned commercial developments of the Corporat Center and the Town Center. The El Dorado Hills Business Park is located between Latrobe Road and the County line south of White Rock Road Currently, it is at 15% of buildout capacity.

The El Dorado Hills Specific Plan identifies growth in commercial, residential, recreational, community, and business developments. Planne developments in the area include the buildout of the 370 hectares El Dorado Hills Business Park located south of White Rock Road and west of Latrob Road.

On August 20, 1996, the El Dorado County Board of Supervisors adopted Resolution No. 202-96, a housing fee structure for state highway capacity an interchange traffic impact mitigation (State TIM) for the improvement of interchanges and mainline SR 50 and for curve improvement projects on Stat Routes 49 and 193 in the Western Slope of El Dorado County. Fees collected will be utilized to reduce the of traffic congestion caused by nev development and to finance State Highway projects. The State TIM fees were updated for inflation on February 24, 1998 by the Board of Supervisor adoption of Resolution 31-98.

Modal options

El Dorado Transit Provides:

- Dial-A-Ride Service - Utilized by senior workshops and other social services.
- Fixed Route Service - Provides service between outlying areas such as Cameron Park, El Dorado Hills, Shingle Springs, Pollock Pines and Camino.
- Commuter Service - Provides commuter service (14 trips per week) between the Placerville area and the major Sacramento employment areas. A 16-passenger van carries commuters to the 65th Street light rail station in Sacramento.

Highway Log Right of Way Information

Average Median Width: 21.34 Meters **Average Lane Widths:** 3.66 Meters **Average Shoulder Widths:** 3.05 Meters **No. Lanes:** 4

General Comments:
Median widths vary from 14m between the Clarksville UC to just east of the Bass Lake Interchange and 21.3m on the remainder of the segment.

Functional Classification and Highway Designation

Functional Classification: Principal Arterial/other Fwys Or Expressways, Urban

NHS	1	0= Non NHS, 1= Interstate, 2= High Priority Route, 3 & 4 STRAHNET , 5= Other NHS, 6= High Priority & STRAHNET, 7= NHS Connector	**Freeway/ Expressway**	1	0= Non F&E, 1= F&E, 2= F&E Unconstructed
Scenic	0	0=Non Scenic, 1 =Officially Designated, 2= Eligible	**Nat'l Truck Network**	2	0=Non NTN, 1 =NTN STAA Trucks, 2= Terminal Access Rte.
Life Line	0	0=Non Life Line, 1=Life Line Route	**IRRS**	0	0=Non IRRS, 1 =IRRS, 2= IRRS Unconst, 3=Non IRRS, unconst

Traffic Analysis and Highway Information

Year	AADT	PeakHourly Volumes	V/C Ratio	LOS
1997	47,500	4,750	.75	E
2007	75,300	7,530	1.19	F
2017	104,000	10,300	1.63	F

Traffic Analysis Comments

% Traffic Growth/Yr:	6%	**Land Use:**	Open land	**Future 20-Year Land Use:**	SFR
Terrain:	Rolling	**Peak Period Dir Split:**	62%	**Daily Truck %:**	6%
Total Accident Rate vs Statewide Average:	136%	**Fatalities + Injuries Acc Rate vs Statewide Avg:**	59%	**Peak Period Truck %:**	4%

STATE ROUTE 50 SEGMENT FACT SHEET

PKm Ahead: 27.758
PKm Back: 31.544
Distance KM: 3.786

SEGMENT: ED 7

JUST EAST OF THE W. PLACERVILLE UNDERCROSSING TO SMITH FLAT

Ahead PM: 17.252
Back PM: 19.605
Miles: 2.353

Present Facility Four lane expressway with three at-grade, signalized intersections

Concept Facility Four lane expressway - modified by proposed 1996 STIP project.

Ultimate Facility Four lane expressway

Levels of Service

Present LOS	D
20-Year LOS No Build	E
20-Year Concept LOS (Improved):	E

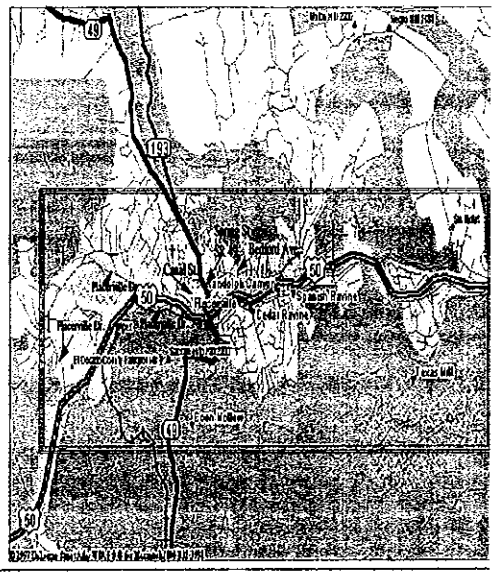
General Plan LOS Standard

Plan Name	LOS
El Dorado County General Plan. * If	E

Transportation Concept Improvements

Operational improvements through Placerville.

Safety and rehabilitation improvements along with normal maintenance and rehabilitation will occur as needed.



Description - Rationale - General Comments

Most of this segment is a four-lane divided expressway from the Placerville UC to Smith Flat Road. This segment serves predominantly interregional and recreational traffic volumes. The total accident rate on this segment is 1.14 times the statewide average for comparable locations. Minor "rear-end" accidents are common on this segment. Traffic is usually operates at LOS D, however, during peak commute and recreational periods the LOS often fluctuates between E and F. A direct influence on the deficient operation of SR 50, along this segment, are the periods of delay caused by the three, at-grade, signalized intersections located at Canal Street, Spring Street (SR 49) and Bedford Avenue.

Construction constraints on this segment of SR 50 are substantial. Any proposed improvements would have to be squeezed between steep terrain and existing homes on the north side of the highway and Hangtown/Creek and Southern Pacific Railroad right of way on the south.

Over the past years, several freeway alternative improvements for the subject segment of SR 50 have been studied, however, the rough terrain, high cost, environmental and aesthetic constraints were such that no full freeway design was considered by those involved in the review process.

Project Study Report(s):

A Project Study Report was completed on March 28, 1996 that studied various alternative improvement strategies to improve traffic flow and relieve congestion. The PSR lead to a 1996 STIP project for $16.356 million for operational improvements. The work consists of right turn lanes, extended left turn pockets, intersection improvements, local traffic reconfiguration, CMS's, bridge widenings, and aesthetic enhancements. The project is currently in design and is schedule to go to construction in 2000/2001.

Projects Programmed (RTIP/STIP/SHOPP)
Projects Listed in Local Long-Range Planning Documents

1996 STIP	Operational improvements in Placerville Lawyer Drive to Bedford Ave. Program Year: 2000/01, Const. $ 16.356 mil. (Unescalated $)		
1996 SACOG MTP	Right of Way .3 mi. E. of W. Placerville UC to Clay Street UC, at-grade intersection @ SR 49 and US 50, connect Main St. to Placerville Drive. Prog. year 2001, $15.639 mil.(Unescalated $)	1996 SACOG MTP (Caltrans)	Construct Improvements from Placerville Drive to Bedford St.; remove signal and grade separation at Canal Street, intersection improvements at Main St. / Placerville Drive, accel/ decel lanes, left turn pockets. Program Year: 2004, $43.0 mil.(Unescalated $)

LOCAL PLANNING JURISDICTIONS

RTPA/ MPO
Matt Boyer, Executive Director
El Dorado County Transportation Commission
550 Main Street, Suite C
Placerville, CA 95667

Air Quality District
El Dorado County APCD
2850 Fairlaine Ct. Bldg. C
Placerville, CA 95667 - Ron Duncan 621-5300
APCO, Dennis Otani Program Mgr 621-6662

Air Quality

The following information is a brief overview only. For specific environmental information, contact the Caltrans District 3 Environmental Offices.

Air Basin: Sacramento Valley Air Basin

Federal Air Quality Non-Attainment Designations:

CO: MODERATE(efforts are underway to reclassify to attainment, maint.) **OZONE:** Severe **PM10:** Non-attainment

Land Use

Land use surrounding State Route 50 in the Placerville area consists predominantly of low to medium density single-family residential uses and urban/mixed uses in the downtown central business district. Placerville is the County Seat for El Dorado County and is the major shopping focus for the County, as well as the location for both the City and the County government offices and facilities. South of SR 50 in the communities of El Dorado and Diamond Springs land uses include commercial, industrial, medium and high density development.

The El Dorado General Plan identified the average annual population growth for Placerville as 0.56% between the years of 1990 through 2010 Housing starts in the Placerville area are estimated at 20 per year over the twenty year period, with an increase of 400 housing units by the year 2010.

Modal options

El Dorado Transit Provides:

- Dial-A-Ride Service - Utilized by senior workshops and other social services.
- Fixed Route Service - Provides service between outlying areas such as Cameron Park, El Dorado Hills, Shingle Springs, Pollock Pines and Camino.
- Commuter Service - Provides commuter service (14 trips per week) between the Placerville area and the major Sacramento employment areas. A 16-passenger van carries commuters to the 65th Street light rail station.

Highway Log Right of Way Information

Average Median Width: 3.05 Meters **Average Lane Widths:** 3.66 Meters **Average Shoulder Widths:** 2.44 Meters **No. Lanes:** 4

General Comments:
Median widths vary greatly from the 6.7m for the 1st .2 of a mile, to 5.49m at PM 017.52 narrowing to 3.048m to just w. of the Carson Road OC, expanding again to 6.7m for the remainder of the segment.

Functional Classification and Highway Designation

Functional Classification: Principal Arterial/other Fwys Or Expressways, Urban

NHS	1	0= Non NHS, 1= Interstate, 2= High Priority Route, 3 & 4 STRAHNET , 5= Other NHS, 6= High Priority & STRAHNET, 7= NHS Connector	**Freeway/ Expressway**	1	0= Non F&E, 1= F&E, 2= F&E Unconstructed
Scenic	0	0=Non Scenic, 1 =Officially Designated, 2= Eligible	**Nat'l Truck Network**	2	0=Non NTN, 1 =NTN STAA Trucks, 2= Terminal Access Rte.
Life Line	0	0=Non Life Line, 1=Life Line Route	**IRRS**	0	0=Non IRRS, 1 =IRRS, 2= IRRS Unconst, 3=Non IRRS, unconst

Traffic Analysis and Highway Information

Year	AADT	PeakHourly Volumes	V/C Ratio	LOS
1997	51,000	4,000	.73	D
2007	58,400	4,600	.83	E
2017	66,800	5,160	0.97	E

Traffic Analysis Comments

% Traffic Growth/Yr: 1% **Land Use:** L.D.RES/FOREST **Future 20-Year Land Use:** URB/MIXRES

Terrain: Rolling **Peak Period Dir Split:** 63% **Daily Truck %:** 7%

Total Accident Rate vs Statewide Average: 84% **Fatalities + Injuries Acc Rate vs Statewide Avg:** 82% **Peak Period Truck %:** 5%

STATE ROUTE 50 SEGMENT FACT SHEET

PKm Ahead: 31.544
PKm Back: 63.842
Distance KM: 32.297

SEGMENT: ED 8

SMITH FLAT ROAD TO NEAR ICE HOUSE

Ahead PM: 19.605
Back PM: 39.678
Miles: 20.073

Present Facility Four-lane expressway to E. Camino UC, Four lane freeway to just E. of Sly Park turning to a four-lane conventional

Concept Facility Four-lane expressway to E. Camino UC, Four lane freeway to just E. of Sly Park turning to a four-lane conventional

Ultimate Facility Four-lane expressway to E. Camino UC, Four lane freeway to just E. of Sly Park turning to a four-lane conventional

Levels of Service

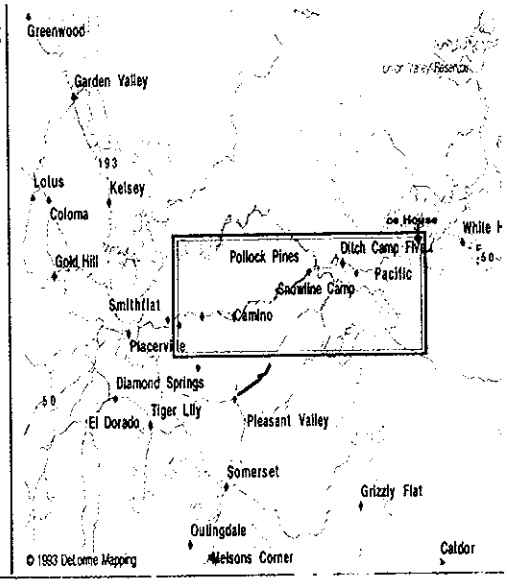
Present LOS	C
20-Year LOS No Build	E
20-Year Concept LOS (Improved):	E

General Plan LOS Standard

Plan Name	LOS
El Dorado County General Plan. * If	E

Transportation Concept Improvements

Safety and rehabilitation improvements along with normal maintenance and rehabilitation will occur as needed.



Description - Rationale - General Comments

Segment 8 consists primarily of a four-lane divided expressway from Smith Flat Road to Ice House Road. The small recreational oriented communities of Camino and Pollock Pines lie within this segment. Roadway and shoulder widths vary considerably due to the mountainous terrain. With the exception of passing lanes, most of the pavement on this segment is about 7.32 meters wide with little to no shoulders. The meandering nature of the American River forces the highway along a narrow, twisting alignment with poor site distance. The route concept level of service on this segment is LOS E.

Both interregional and recreational and truck traffic are served by this segment. The AADT is currently 19,400, 6% of which consists of trucks and buses. Overall, this segment of SR 50 is operating at LOS C, declining to LOS D and E during peak below concept at peak periods. The level of service is not expected to seriously decline within the 20-year planning period (LOS E by the year 2017), therefore no major capacity increasing improvements will be required.

Projects Programmed (RTIP/STIP/SHOPP)
Projects Listed in Local Long-Range Planning Documents

1996 SHOPP	.4 mi. W. of Camino Heights Dr. to Sawmill Undercrossing - rehabilitate roadway. Programming R/W 97/8 $46,000, 98/9 $ 104,000, Const. year 99/00 $10.996 Mil.	1996 SHOPP	Near Pollock Pines .9 Mi. W/O Mill Run Road to .4 Mi. W/O So. Fork of the American River Br. Base repair and AC overlay. Program year: 1996 base year identified R/W $10,000, Const. $2.3 Mil.
1996 SHOPP	1 Mi. E/O Camino Undercrossing to Sawmill Road Undercrossing: Pave median and add road barrier. Program Year: 1996 base year identified, Const. $315,000		

LOCAL PLANNING JURISDICTIONS

RTPA/ MPO
Matt Boyer, Executive Director
El Dorado County Transportation Commission
550 Main Street, Suite C
Placerville, CA 95667

Air Quality District
El Dorado County APCD
2850 Fairlaine Ct. Bldg. C
Placerville, CA 95667 - Ron Duncan 621-5300
APCO, Dennis Otani Program Mgr. 621-6662

Air Quality

The following information is a brief overview only. For specific environmental information, contact the Caltrans District 3 Environmental Offices.

Air Basin: Sacramento Valley Air Basin

Federal Air Quality Non-Attainment Designations:

C0: MODERATE(efforts are underway to reclassify to attainment, maint.) **OZONE:** Severe **PM10:** Non-attainment

Land Use

East of Placerville land use designation is primarily medium and low-density residential and forest related uses. Land becomes more sparsely settled due to the steeper topography and harsh climate. The communities of Camino and Pollock Pines provide services to the Apple Hill Area and the areas adjacent to the El Dorado National Forest. The economy in this area is primarily oriented to agricultural and timber operations. The El Dorado County General Plan identifies the expansion of 5-10 acre rural residential development in this area.

Modal options

El Dorado Transit Provides:

- Dial-A-Ride Service - Utilized by senior workshops and other social services.
- Fixed Route Service - Provides service between outlying areas such as Cameron Park, El Dorado Hills, Shingle Springs, Pollock Pines and Camino.
- Commuter Service - Provides commuter service (14 trips per week) between the Placerville area and the major Sacramento employment areas. A 16-passenger van carries commuters to the 65th Street light rail station.

Highway Log Right of Way Information

Average Median Width: 4.88 Meters **Average Lane Widths:** 3.66 Meters **Average Shoulder Widths:** 2.44 Meters **No. Lanes:** 4

General Comments:
Median width fluctuates from 1.22m 1st 3.2 kilometers, 3.35m to 4.88m for the next 6.4 kilometers and a range of 0.0 to 6.7m for the remainder of the segment.

Functional Classification and Highway Designation

Functional Classification: Other Principal Arterial, Rural

NHS	1	0= Non NHS, 1= Interstate, 2= High Priority Route, 3 & 4 STRAHNET , 5= Other NHS, 6= High Priority & STRAHNET, 7= NHS Connector	**Freeway/ Expressway**	1	0= Non F&E, 1= F&E, 2= F&E Unconstructed
Scenic	0	0=Non Scenic, 1 =Officially Designated, 2= Eligible	**Nat'l Truck Network**	2	0=Non NTN, 1 =NTN STAA Trucks, 2= Terminal Access Rte.
Life Line	0	0=Non Life Line, 1=Life Line Route	**IRRS**	0	0=Non IRRS, 1 =IRRS, 2= IRRS Unconst, 3=Non IRRS, unconst

Traffic Analysis and Highway Information

Year	AADT	PeakHourly Volumes	V/C Ratio	LOS
1997	20,600	3,200	.57	C
2007	25,900	4,020	.72	D
2017	31,100	4,832	0.87	E

Traffic Analysis Comments

% Traffic Growth/Yr: 3% **Land Use:** LDRES/FOREST **Future 20-Year Land Use:** LDRES/FOREST

Terrain: Rolling **Peak Period Dir Split:** 65% **Daily Truck %:** 4%

Total Accident Rate vs Statewide Average: 92% **Fatalities + Injuries Acc Rate vs Statewide Avg:** 81% **Peak Period Truck %:** 2%

STATE ROUTE 50 SEGMENT FACT SHEET

PKm Ahead: 63.842
PKm Back: 106.971
Distance KM: 43.129

SEGMENT: ED 9

NEAR ICE HOUSE ROAD TO ECHO SUMMIT

Ahead PM: 39.678
Back PM: 66.483
Miles: 26.805

Present Facility Two Lane Conventional Highway

Concept Facility Two Lane Conventional Highway with additional passing

Ultimate Facility Two Lane Conventional Highway with additional passing lanes.

Levels of Service

Present LOS	F
20-Year LOS No Build	F
20-Year Concept LOS (Improved):	F

General Plan LOS Standard

Plan Name	LOS
El Dorado County General Plan. * If	F

Transportation Concept Improvements

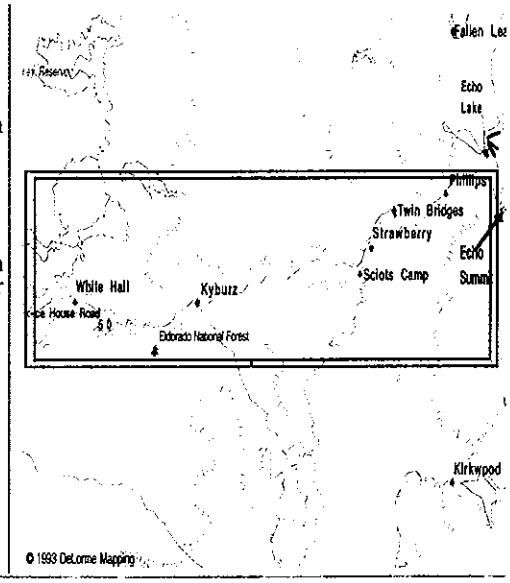
Slope stabilization improvements

Add EB passing lane from PM 49.7 to 50.2

Extend Wright's Lake passing lane westerly. From PM 53.0 to 53.9

Extend Wright's Lake passing lane easterly. From PM 54.9 to 55.8

Safety and rehabilitation improvements along with normal maintenance and rehabilitation will occur as needed.



Description - Rationale - General Comments

Segment 9 is a two-lane conventional facility, with some passing lanes, South Fork American River to Echo Summit. Travel through this segment is predominantly recreational and interregional. Traffic capacity is reduced as the roadway goes from four to two lanes. With the exception of passing lanes, most of the pavement on this segment is about 24-feet wide with little to no shoulders. The meandering nature of the American River forces the highway along a narrow, twisting alignment with poor site distance.

This segment of SR 50 is subject to slides during the winter months occasionally resulting in the closure of the highway. As a result of a major slide near Mill Creek (PM 42.9), emergency opening work has been completed. Caltrans is currently in the process of fully restoring the highway to its previous condition prior to the slide.

In addition to the work currently being done in the area of the slide, the following is a proposed short term list of improvements to make this segment of SR 50 more resistant to closures. (Such projects will need to compete for SHOPP Funds):

1. Stabilize locations of potential earth movement: Ice House Road Slide (PM 39.9), Cleveland Corral Slide (PM 41.4), Whitehall Slide (PM 42.1), Rock Face Cut Slope (PM 42.8), Lay Back Cut Slope (PM 43.4), Silver Fire Slide (PM 44.70), and other sites ($2.0 million).

2. Rock fall hazard mitigation. Layback or bench outcropping from PM 44.6 to 44.9 ($2.0 million).

3. Horizontal drains to de-water slopes from PM 39.9 to 59.4 ($200,000).

4. Upgrade approximately 65 "high damage potential" drainage culverts including redundant facilities, rock slope protection at outfalls, gutter paving between inlets, and upstream debris racks, PM 40.0 to 70.0 ($1.5 million).

5. Rebuild slopes with large rocks at toe of embankment, PM 40.0 to 45.75 ($3.0 million).

Projects Programmed (RTIP/STIP/SHOPP)
Projects Listed in Local Long-Range Planning Documents

No programmed projects

LOCAL PLANNING JURISDICTIONS		Air Quality
RTPA/ MPO	Matt Boyer, Executive Director El Dorado County Transportation Commission 550 Main Street, Suite C Placerville, CA 95667	The following information is a brief overview only. For specific environmental information, contact the Caltrans District 3 Environmental Offices. **Air Basin:** Sacramento Valley Air Basin
Air Quality District	El Dorado County APCD 2850 Fairlaine Ct. Bldg. C Placerville, CA 95667 - Ron Duncan 621-5300 APCO, Dennis Otani Program Mgr 621-6662	Federal Air Quality Non-Attainment Designations: **CO:** MODERATE(efforts are underway to reclassify to attainment, maint.) **OZONE:** Severe **PM10:** Non-attainment

Land Use

Land use along this segment ranges from low density residential to forest oriented recreational uses . This segment is adjoined by portions of United States Forest Service (USFS) land. Most of the USFS homes and privately owned dwellings are not occupied on a year-round basis.

Modal options

Greyhound Services provides interregional and recreational services from the San Francisco Bay Area and the Nevada State Line.

Highway Log Right of Way Information

Average Median Width: 0.00 Meters **Average Lane Widths:** 3.66 Meters **Average Shoulder Widths:** 1.22 Meters **No. Lanes:** 2

General Comments:
Shoulder widths vary greatly along this segment ranging from 0.0 to 1.22m to just east of Strawberry then from 2.44m to 4.88m to PM 61.2 then fluctuates between 0.0 and 1.22m for the remainder of the segment.

Functional Classification and Highway Designation

Functional Classification: Other Principal Arterial, Rural

NHS	1	0= Non NHS, 1= Interstate, 2= High Priority Route, 3 & 4 STRAHNET , 5= Other NHS, 6= High Priority & STRAHNET, 7= NHS Connector	**Freeway/ Expressway**	1	0= Non F&E, 1= F&E, 2= F&E Unconstructed
Scenic	0	0=Non Scenic, 1 =Officially Designated, 2= Eligible	**Nat'l Truck Network**	2	0=Non NTN, 1 =NTN STAA Trucks, 2= Terminal Access Rte.
Life Line	0	0=Non Life Line, 1=Life Line Route	**IRRS**	0	0=Non IRRS, 1 =IRRS, 2= IRRS Unconst, 3=Non IRRS, unconst

Traffic Analysis and Highway Information

Year	AADT	PeakHourly Volumes	V/C Ratio	LOS
1997	13,700	1,750	.83	F
2007	19,180	2,520	1.17	F
2017	24,660	3,240	1.50	F

Traffic Analysis Comments
Using standard methodologies, LOS F only occurs when the V/C equals 1.0. Due to the mountainous terrain on this segment, LOS F occurs at a much lower v/c ratio

% Traffic Growth/Yr:	4%	**Land Use:**	FOREST/LDRES	**Future 20-Year Land Use:**	FOREST/LDRES
Terrain:	Mountain	**Peak Period Dir Split:**	65%	**Daily Truck %:**	4%
Total Accident Rate vs Statewide Average:	131%	**Fatalities + Injuries Acc Rate vs Statewide Avg:**	124%	**Peak Period Truck %:**	2%

STATE ROUTE 50 SEGMENT FACT SHEET

PKm Ahead: 106.971
PKm Back: 120.239
Distance KM: 13.268

SEGMENT: ED 10

ECHO SUMMIT TO JUST EAST OF THE SR 50/89 JUNCTION

Ahead PM: 66.483
Back PM: 74.729
Miles: 8.246

Present Facility Two lane conventional highway

Concept Facility Two lane conventional highway

Ultimate Facility Two lane conventional highway

Levels of Service

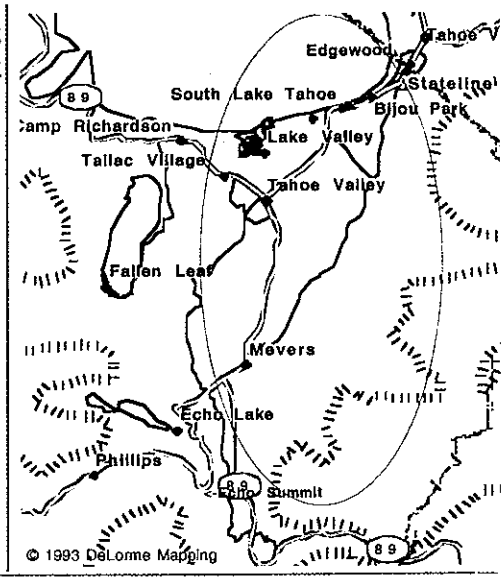
Present LOS	B
20-Year LOS No Build	D
20-Year Concept LOS (Improved):	F

General Plan LOS Standard

Plan Name	LOS
El Dorado County General Plan. * If	F

Transportation Concept Improvements

Safety and rehabilitation improvements, including guard rail projects where needed, along with normal maintenance and rehabilitation will occur as needed.



Description - Rationale - General Comments

This segment is a two-lane conventional highway crossing Echo Summit and proceeds to the SR 50/89 Junction. The terrain is steep with shoulder widths ranging from 0.0m the first three miles of the segment to 1.83m to 2.44m on the later part of the segment. From Echo Summit to just east of Pioneer Trail is particularly steep and narrow. Historically, this area is subject to slides and slipouts. Under snow and ice conditions, traffic slows and sometimes comes to a halt. Generally operating at LOS B, during peak recreational periods, the LOS often fluctuates between LOS "E" and "F".

The Tahoe Regional Planning Agency (TRPA) is the responsible agency within the Tahoe Basin for transportation issues and takes a lead role in identifying transportation strategies and projects within the Basin. Highway improvements are subject to environmental constraints. Impacts on air quality, land coverage, and the water quality of the lake are carefully evaluated for each project. Adverse effects of soil erosion makes any project with earthwork particularly sensitive. As a result, TRPA has approved few construction projects in the Basin and no major highway improvements for over ten years.

Project Study Reports (PSR): In October 1997 a Supplemental PSR was approved updating the original PSR approved in December 1990 which was fo a safety barrier project on SR 50 between Echo Summit and Gunner Point a distance of 2.7 miles. The new limits of SR 50 in the Supplemental PSR runs from 3. Km east of Echo Summit to 2.1 Km east of Echo Summit or KP 107.3 to 109.1 (PM 66.8 to 69.5). The proposed project includes the construction of a modified Type 27 concrete barrier with structure support and replacement of the Echo Viaduct (Bridge No. 25-44)It also includes replacement of the existing cross culverts with a longitudinal drain system which will capture storm water runoff from the project area, carry it along the Lower Meyer's Grade road alignment to an existing material disposal area, and treat the water in a sedimentation basin before releasing it. The estimated cost of this project is $10,500,00 and is being proposed for the next STIP Cycle as an HB4N project. An interim project to replace the existing metal beam guardrail as designed in the summer of 1997 and is being processed by the Engineering Service Center for construction in 1998.

Projects Programmed (RTIP/STIP/SHOPP)
Projects Listed in Local Long-Range Planning Documents

1996 SHOPP	Near Meyers .3 Mi. E/O Johnson Pass Road: replace metal beam guard rail. Program year: 1997/8, Const. $2.488 Mil.

LOCAL PLANNING JURISDICTIONS		Air Quality
RTPA/ MPO	Tahoe Regional Planning Agency (TRPA) Jim Baetge, Executive Director P.O. Box 1038 - 308 Dorla Ct. #103 Zephyr Cove, NV 89448 (702) 588-4547	The following information is a brief overview only. For specific environmental information, contact the Caltrans District 3 Environmental Offices. **Air Basin:** Lake Tahoe, Mountain Counties, & Sacramento Valley Basins
Air Quality District	El Dorado County APCD 2850 Fairlaine Ct. Bldg. C Placerville, CA 95667 - Ron Duncan 621-5300 APCO, Dennis Otani Program Mgr 621-6662	Federal Air Quality Non-Attainment Designations: **C0:** ATTAINMENT **OZONE:** NON-ATTAINMENT for TRPA STANDARDS AND ATTAINMENT FOR STATE **PM10:** NON-ATTAINMENT

Land Use

Land uses along this segment is predominantly low-density residential, forest-recreation and highway commercial. The 1994 E Dorado County General Plan estimates that commercial development will intensify over the 20-year planning period as a resul of implementation of the Meyers Community Plan. However, a fundamental shift in development patterns is not expected t occur.

Modal options

Greyhound Tahoe Service

Highway Log Right of Way Information

Average Median Width: 0.00 Meters **Average Lane Widths:** 3.66 Meters **Average Shoulder Widths:** 1.83 Meters **No. Lanes:** 4

General Comments:
Shoulders fluctuate between 1.22m and 2.44m for most of the segment.

Functional Classification and Highway Designation

Functional Classification: Other Principal Arterial, Rural

NHS	1	0= Non NHS, 1= Interstate, 2= High Priority Route, 3 & 4 STRAHNET , 5= Other NHS, 6= High Priority & STRAHNET, 7= NHS Connector	**Freeway/ Expressway**	1	0= Non F&E, 1= F&E, 2= F&E Unconstructed
Scenic	0	0=Non Scenic, 1 =Officially Designated, 2= Eligible	**Nat'l Truck Network**	2	0=Non NTN, 1 =NTN STAA Trucks, 2= Terminal Access Rte.
Life Line	0	0=Non Life Line, 1=Life Line Route	**IRRS**	0	0=Non IRRS, 1 =IRRS, 2= IRRS Unconst, 3=Non IRRS, unconst

Traffic Analysis and Highway Information

Year	AADT	PeakHourly Volumes	V/C Ratio	LOS
1997	10,300	1,950	.49	B
2007	13,133	2,500	.63	C
2017	16,000	3,025	0.77	F

Traffic Analysis Comments

These projections do not reflect the peak recreational traffic flows. Durin these peak periods, the level of service often drops to LOS E and sometime LOS F for extended periods. Using standard methodologies, LOS F only occurs when the V/C equals 1.0. Due to the rolling terrain on this segment, LOS F occurs at a much lower V/C ratio.

% Traffic Growth/Yr:	3%	**Land Use:**	FOREST	**Future 20-Year Land Use:**	FOREST
Terrain:	Rolling	**Peak Period Dir Split:**	55%	**Daily Truck %:**	4%
Total Accident Rate vs Statewide Average:	86%	**Fatalities + Injuries Acc Rate vs Statewide Avg:**	121%	**Peak Period Truck %:**	3%

STATE ROUTE 50 SEGMENT FACT SHEET

PKm Ahead: 120.239
PKm Back: 129.428
Distance KM: 9.189

SEGMENT: ED 11

FROM JUST EAST OF THE SR 50/89 JUNCTION TO THE STATE LINE

Ahead PM: 74.729
Back PM: 80.440
Miles: 5.711

Present Facility Five lane conventional highway (Four-lanes with continuous turn

Concept Facility Five lane conventional highway (Four-lanes with continuous turn

Ultimate Facility Five lane conventional highway (Four-lanes with continuous turn lane)

Levels of Service

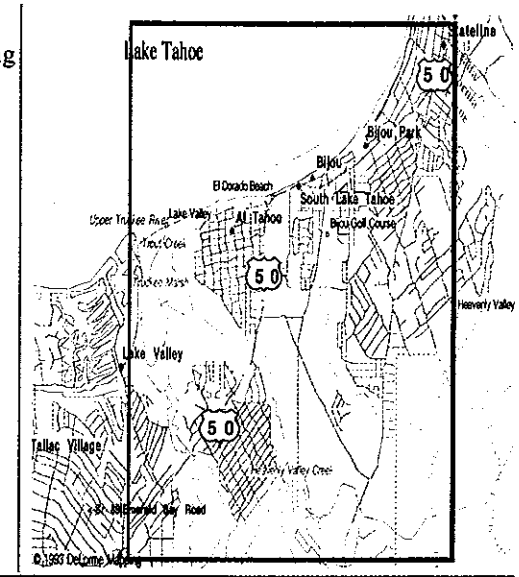
Present LOS	D
20-Year LOS No Build	F
20-Year Concept LOS (Improved):	F

General Plan LOS Standard

Plan Name	LOS
El Dorado County General Plan	F

Transportation Concept Improvements

Safety and rehabilitation improvements along with normal maintenance will occur as needed.



Description - Rationale - General Comments

Segment 11 extends from the State Route 50/89 Junction to the California/ Nevada State Line. It is a four-lane conventional facility with a continuous left turn lane. Travel demand on this segment of SR 50 is predominantly recreational oriented. During peak recreational periods, traffic often fluctuates between levels of service E and F.

The Tahoe Regional Planning Agency (TRPA) is the responsible agency within the Tahoe Basin for transportation issues and takes a lead role in identifying transportation strategies and projects within the Basin. Highway improvements are subject to environmental constraints. Impacts on air quality, land coverage, and the water quality of the lake are carefully evaluated for each project. Adverse effects of soil erosion makes any project with earthwork particularly sensitive. As a result, TRPA has approved few construction projects in the Basin and no major highway improvements for over ten years.

The City of South Lake Tahoe and TRPA are considering rail transit possibilities in the basin. Given the constraints on highway improvements, clearly efforts to improve transportation in the Lake Tahoe Basin should focus on enhancing transit services (including rail) within the basin, as well as, bus services on State Route 50 between urban areas and the basin.

Projects Programmed (RTIP/STIP/SHOPP)
Projects Listed in Local Long-Range Planning Documents

1992 TRPA (Reaffirmed 1994, 1996)	U.S. 50/Ski Run Boulevard intersection improvement. Program Year: 95/6, $200,000 (Program year extended)	1992 TRPA (Reaffirmed 1994, 1996)	US 50/Tahoe Keys Boulevard Intersection improvement. Program year (PY): 1994/5 (PY extended), $2.4 Mil.
1992 TRPA (Reaffirmed 1994, 1996)	South Wye Intersection improvements. Program Year 1992/3, $250,000. (Program year extended)	1998 TRPA RTIP	US 50 Highway Improvement Project, Reconstruction of existing shoulder, curb, gutter and sidewalk where needed and construct new curb, gutter and sidewalk where non exists. $2.146 Million. Proposed construction schedule 4th quarter year 2003.

LOCAL PLANNING JURISDICTIONS

RTPA/ MPO
Tahoe Regional Planning Agency (TRPA)
Jim Baetge, Executive Director
P.O. Box 1038 - 308 Dorla Ct. #103
Zephyr Cove, NV 89448 (702) 588-4547

Air Quality District
El Dorado County APCD
2850 Fairlaine Ct. Bldg. C
Placerville, CA 95667 - Ron Duncan 621-5300
APCO, Dennis Otani Program Mgr 621-6662

Air Quality

The following information is a brief overview only. For specific environmental information, contact the Caltrans District 3 Environmental Offices.

Air Basin: Lake Tahoe, Mountain Counties & Sacramento Valley Air Basins

Federal Air Quality Non-Attainment Designations:

CO: ATTAINMENT **OZONE:** NON-ATTAINMENT for TRPA STANDARDS AND ATTAINMENT FOR STATE **PM10:** NON-ATTAINMENT

Land Use

The area along SR 50 through the City South Lake Tahoe, is heavily developed with numerous signalized intersections, collector streets, hotels restaurants, and shops. Land use at the beginning of this segment is predominantly a mixture of low-to-medium density residential. As the route nears the more commercialized area of South Lake Tahoe, land use becomes more highway commercial, recreational uses and higher density residential uses near the gaming casinos. Due to the environmentally sensitive nature of the Tahoe Basin, development is very constrained and growth will continue to remain low within the City of South Lake Tahoe. The Tahoe Regional Planning Agency (TRPA) has allocated less than 2,828 residential units over the next twenty years.

Modal options

SOUTH TAHOE AREA GROUND EXPRESS (STAGE) - Provides public fixed route service on four routes within the City of South Lake Tahoe, 24 hours a day, seven days a week.

LAKE TAHOE TRANSPORTATION SYSTEM - Advanced reservation dial-a-ride transit service is provided by the Lake Tahoe Transportation System, serving the South Shore area and nearby ski resorts. In addition to the above providers in the Tahoe area, complimentary shuttle service between various South Lake Tahoe hotels and casinos is provided by most of the large casino hotels.

Short-term (5-year) transit improvements listed in the 1992 (Reaffirmed 1994) Regional Transportation Plan - Air Quality includes:

- STAGE Expansion: Reduce headways on SR 50 to 10 minutes or less in the Stateline core area and 15 minutes along the balance of the corridor. Provide demand responsive service to areas of the City where is it not feasible to provide fixed route service.
- Multi-Modal Facility: Construction of a multi-modal transportation facility on SR 50 to service as a transportation transfer center an information center.
- Visitor Shuttle Service: Visitor shuttle of vintage trolley design to operate on frequent headways.
- Various improvements i.e., Lake Tahoe Airport Service, El Dorado County Service which should operate as a combination of fixed route and feede services, Beach and Campground Service and Bus Shelters.

Long-term transit improvements in the 1992 Regional Transportation Plan - Ai Quality Plan for the Lake Tahoe Region's Capital Improvement Plan includes:

- Feasibility, design and engineering studies for a future light rail transportation project along SR 50 from Stateline to the Wye. Right of Way acquisition.
- Feasibility studies for intercity rail service between the Bay area and Sacramento and Reno, with service to Truckee and connecting service to Tahoe City from the I-80 corridor, and to South Lake Tahoe from Sacramento along the SR 50 corridor.
- The Lake Lapper, which connects to STAGE with other cities and transit services surrounding Lake Tahoe.

Highway Log Right of Way Information

Average Median Width: 3.66 Meters **Average Lane Widths:** 3.66 Meters **Average Shoulder Widths:** 1.22 Meters **No. Lanes:** 4

General Comments:

Functional Classification and Highway Designation

Functional Classification: Other Principal Arterial, Rural

NHS	0	0= Non NHS, 1= Interstate, 2= High Priority Route, 3 & 4 STRAHNET , 5= Other NHS, 6= High Priority & STRAHNET, 7= NHS Connector	**Freeway/ Expressway**	1	0= Non F&E, 1= F&E, 2= F&E Unconstructed
Scenic	0	0=Non Scenic, 1 =Officially Designated, 2= Eligible	**Nat'l Truck Network**	2	0=Non NTN, 1 =NTN STAA Trucks, 2= Terminal Access Rte.
Life Line	0	0=Non Life Line, 1=Life Line Route	**IRRS**	0	0=Non IRRS, 1 =IRRS, 2= IRRS Unconst, 3=Non IRRS, unconst

Traffic Analysis and Highway Information

Year	AADT	Peak Hourly Volumes	V/C Ratio	LOS
1997	37,000	3,300	.70	D
2007	48,000	4,300	.91	F
2017	58,900	5,300	1.12	F

Traffic Analysis Comments

These projections do not reflect the peak recreational traffic flows. During these peak periods, the level of service often drops to LOS F for extended periods.

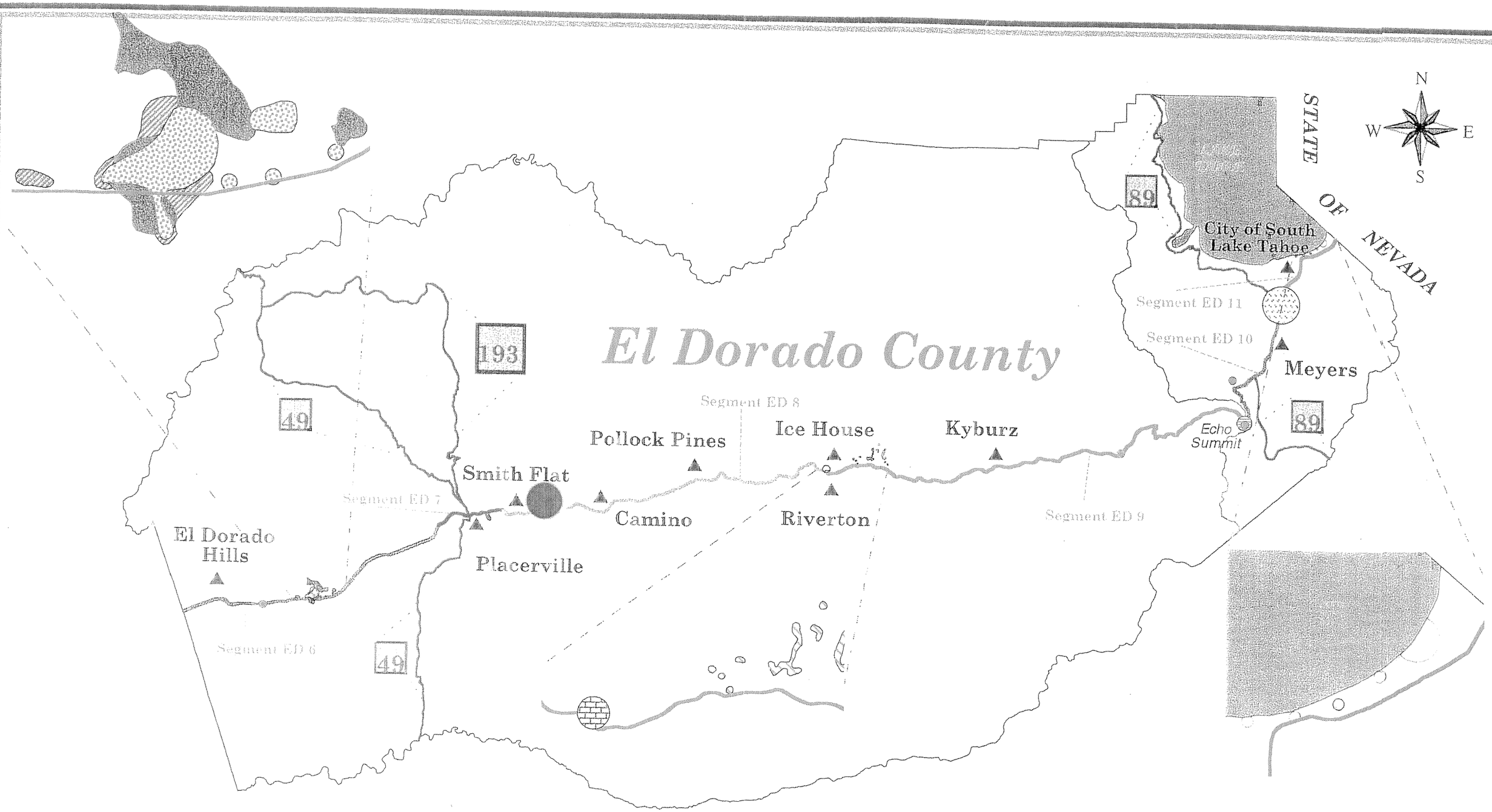
% Traffic Growth/Yr:	3%	**Land Use:**	REC	**Future 20-Year Land Use:**	REC
Terrain:	Level	**Peak Period Dir Split:**	55%	**Daily Truck %:**	4%
Total Accident Rate vs Statewide Average:	166%	**Fatalities + Injuries Acc Rate vs Statewide Avg:**	144%	**Peak Period Truck %:**	2%

CALIFORNIA NATURAL DIVERSITIES DATABASE INFORMATION (CNDDBS)

The following pages identify, by segment, the special status of habitats and species found within 300 meters of the centerline of the state highway.

Please Note:

This CNDDBS information does not represent all environmental constraints within a given corridor. A complete assessment of environmental constraints can only be determined through a detailed environmental study, such as an Environmental Impact Report or Study.



STATE ROUTE 50

SEGMENTS: ED 6 thru ED 11

CNDDB* RECORD

* California Natural Diversity Data Base

LEGEND

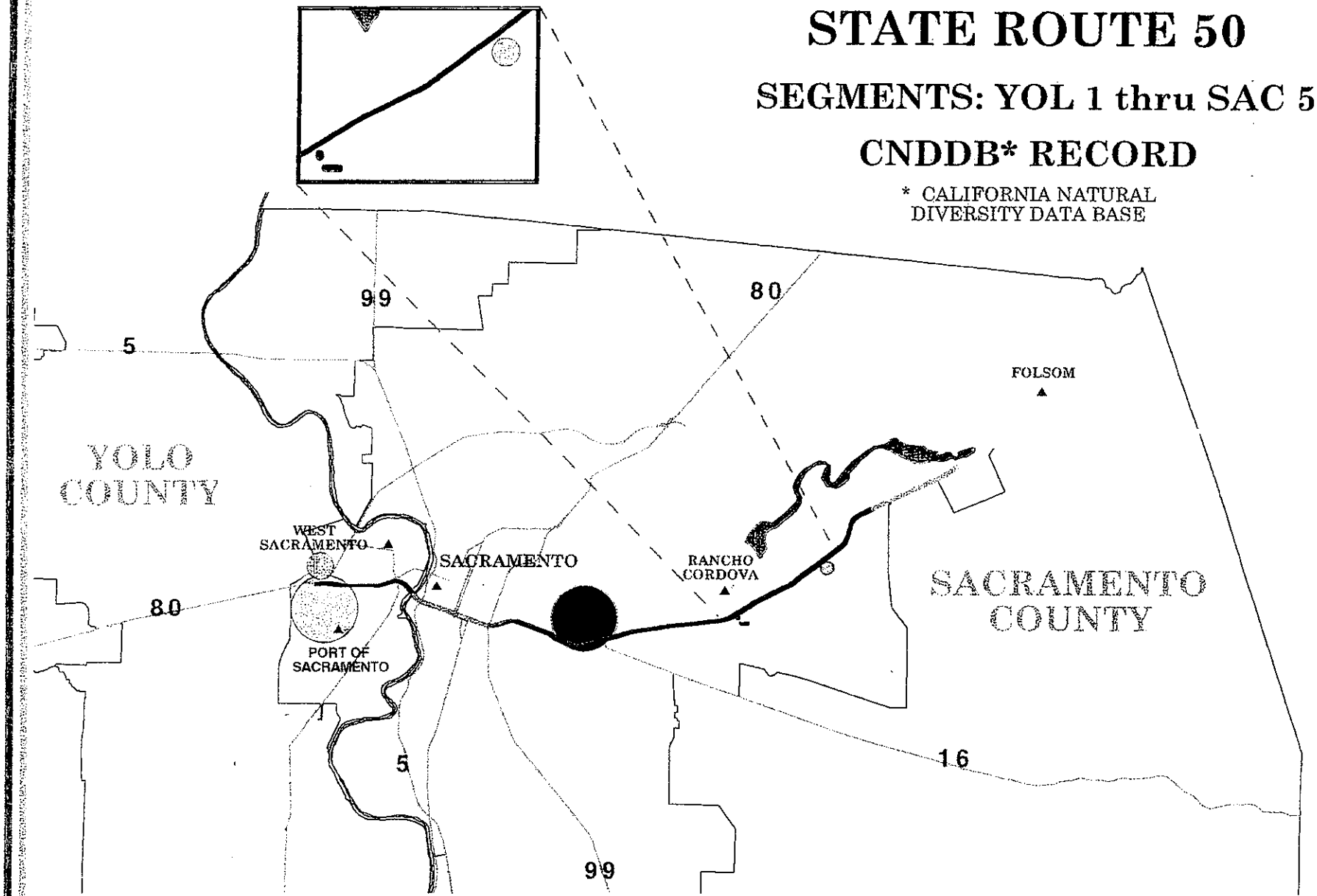
- PINE HILL CEANOTHUS
- PLEASANT VALLEY MARIPOSA LILY
- RED HILLS SOAPROOT
- SPHAGNUM BOG
- STEBBINS' MORNING-GLORY
- TAHOE BENTHIC STONEFLY
- TAHOE YELLOW CRESS
- TRICOLORED BLACKBIRD
- EL DORADO COUNTY
- 300 METER BUFFER
- STATE ROUTE 50
- OTHER STATE ROUTES
- CALIFORNIA WOLVERINE
- EL DORADO COUNTY MULE EARS
- LAYNE'S RAGWORT
- MONADENIA MORMONUM BUTTON
- NISSENAN MANZANITA
- NORTHERN GOSHAWK
- OREGON FIREWEED

STATE ROUTE 50

SEGMENTS: YOL 1 thru SAC 5

CNDDB* RECORD

* CALIFORNIA NATURAL DIVERSITY DATA BASE



BURROWING OWL
SANFORD'S ARROWHEAD
TRICOLORED BLACKBIRD
SACRAMENTO SPLITTAIL
SWAINSONS HAWK
TRICOLORED BLACKBIRD
VALLEY ELDERBERRY LONGHORN BEETLE
SR 50 Segment 1
SR 50 Segment 2
SR 50 Segment 3
SR 50 Segment 4
SR 50 Segment 5
Other State Routes

GLOSSARY AND DEFINITION OF TERMS

Glossary of Terms and Definitions

Additional Traffic Information	Various factors and characteristics of the route pertinent to the traffic forecasting analysis.
Air Quality Non-Attainment	Identifies non-attainment status for CO, Ozone and PM10 within the subject air basin.
Available Right of Way Information	Briefly describes available right of way characteristics, i.e., shoulder widths, lane widths, median widths etc. in metric measurements. More complete right of way information will be made available in the coming year.
Concept Facility	Highway facility type and characteristics considered viable with or without improvement within the 20-year planning period given financial, environmental, planning and engineering factors.
Concept LOS:	Highest and best level of service that can be attained in the 20-year planning period based on the Concept Facility. The urban standard is "E" and the rural standard is "D".
Functional Classification	Guided by federal legislation, refers to a process by which streets and highways are grouped into classes or systems, according to the character of the service that is provided, i.e., Principal Arterials, Minor Arterial Roads, Collector Roads, Local Roads.
Local and Regional LOS Standards	Identifies the level of service standards set by local and regional jurisdictions in general plans and congestion management programs.
Natural Diversities Information	Identifies special status of habitats and species found within 300 meters of centerline of the existing highway facility.
Present Facility	Highway type and general characteristics at the time of this study.
Present LOS:	Existing level of service. LOS: A qualitative rating of the effectiveness of a transportation system in serving travel. Letter's A (best) through F (worst).

Project Programming	Process of scheduling high priority capital outlay projects for development and implementation. Programming documents include Regional and Metropolitan Transportation Plans, Regional, State and Federal Improvement Plans (RTIP, STIP, FTIP,) etc.
Route Designations	Identifies whether or not the subject segment of a route is designated as being part of a system. National Highway System (NHS), Interregional Highway System (IRRS), Freeway/Expressway System, Scenic Highway, National Truck Network, Terminal Access Route for the National Truck Network, Strategic Highway Network (STRAHNET), Highways of Regional Significance.
Traffic Forecasts	Traffic calculation results for years 1996, 2006, and 2016 for the segment. Includes Average Annual Daily Traffic (AADT), Peak Hour Travel Volumes, Volume to Capacity (V/C)Ratios, and Levels of Service (LOS). Highway Capacity Manual methodology.
Transportation Demand Management (TDM)	"Demand-based" techniques for reducing traffic congestion, such as ridesharing programs and flexible work schedules enabling employees to commute to and from work outside of peak hours.
Transportation System Management (TSM)	(1) A process oriented approach to solving transportation problems considering both long and short range implications (2) A services and operations oriented process in which low capital, environmentally responsive, efficiency maximizing improvements are implemented on existing facilities.