

50

Highway 50

CORRIDOR SYSTEM MANAGEMENT PLAN

Working Paper 1

Corridor Definition

CALTRANS DISTRICT 3

corridor system management plan





CALTRANS DISTRICT 3

highway 50 corridor system management plan

Working Paper 1
Corridor Definition

September 2008

table of contents

CHAPTER 1: INTRODUCTION	3
1.1 Overview	3
1.2 Background	6
1.3 Relationship to Other Plans	8
1.4 Stakeholder Participation	8
1.5 CSMP Value to Stakeholders.....	9
CHAPTER 2: CORRIDOR DEFINITION AND DESCRIPTION	11
2.1 Highway 50 Corridor Limits and Rationale.....	11
2.2 Criteria for Including System Elements in the Highway 50 CSMP Transportation Network	12
2.3 Highway 50 CSMP Transportation Network: State Highway System	12
2.4 Highway 50 CSMP Transportation Network: Parallel and Connecting Roads	12
2.5 Highway 50 CSMP Transportation Network: Transit and Ridesharing	13
2.6 Highway 50 CSMP Transportation Network: Bicycle Routes	14
CHAPTER 3: PROGRAMMED, PLANNED, AND CONCEPTUAL PROJECTS	25
3.1 Programmed Projects	25
3.2 Planned Projects	25
3.3 Conceptual Projects	25
LIST OF FIGURES	
Figure 1.1. CSMP Corridors in District 3	4
Figure 1.2. Strategic Growth Plan Strategy	7
Figure 2.1. Highway 50 CSMP Transportation Network Map.....	15
Figure 2.2. Highway 50 CSMP Transportation Network Map (Sacramento Insert)	16
Figure 2.3. Highway 50 CSMP Corridor Bicycle Routes Network Map.....	23
Figure 2.4. Highway 50 CSMP Corridor Bicycle Routes Network Map (Sacramento Insert).....	24
LIST OF TABLES	
Table 2.1. Highway 50 CSMP Transportation Network	17
Table 2.2. Highway 50 CSMP Rank 1 Parallel Roadways	19
Table 2.3. Highway 50 CSMP Rank 2 Parallel Roadways	20
Table 2.4. Highway 50 CSMP Park and Ride Lots.....	21
Table 2.5. Highway 50 CSMP Parallel Bicycle Routes	22
Table 3.1. Highway 50 Programmed Projects.....	26
Table 3.2. Highway 50 Planned Projects	35
Table 3.3. Highway 50 Conceptual Projects	41



introduction

1.1 OVERVIEW

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

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

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

The precise limits of each CSMP will be determined through a collaborative cooperative process involving the major transportation planning organizations and service providers functioning within the corridor.

CSMPs are required by the CTC to access a part of the Proposition 1B transportation funding that California voters approved in 2006.

The United States Highway 50 (US 50) CSMP addresses the portion that begins at Interstate 80 in West Sacramento and extends east through Sacramento and El Dorado Counties, ending at the Cedar Grove interchange in the community of Camino.

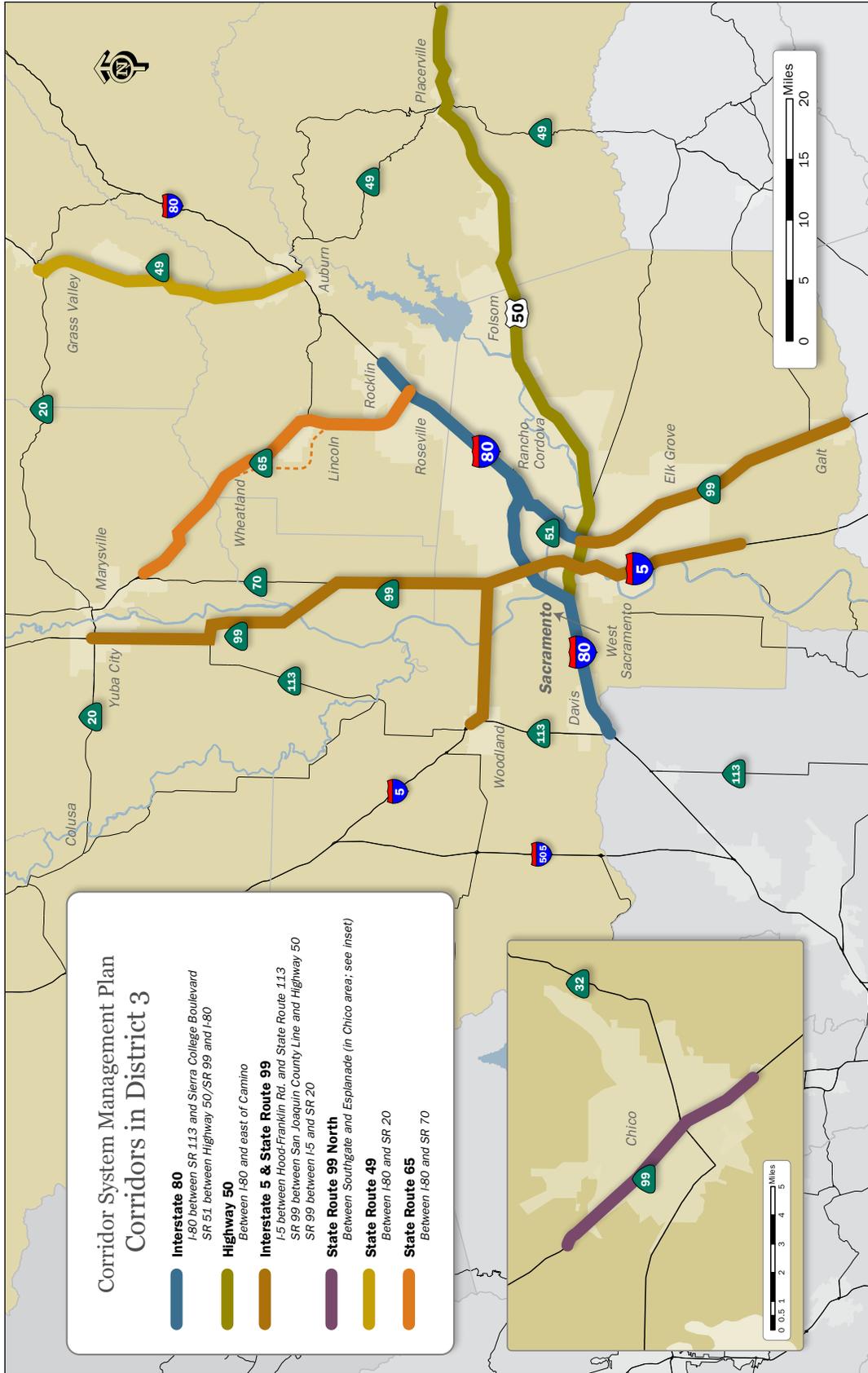


Figure 1.1 CSMP Corridors in District 3

Development of each CSMP involves a six-step process:

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

In order to expedite the development of this process, four Working Papers will be developed culminating in the draft and final US 50 CSMP. Each Working Paper will correspond with each of the first four CSMP development steps and will be circulated for the review and comment of major stakeholders. Once comments are received back for each Working Paper, the Working Papers will be revised and combined into a complete draft US 50 CSMP, which will then be circulated for a final round of review and comment. The final US 50 CSMP will be prepared thereafter for consideration into the regional planning process by the applicable regional transportation planning agencies.

Caltrans has summarized the delivery schedule for all of the CSMPs under development statewide using common milestones. The following is an outline of the Working Papers and what issues will be addressed in each, including an indication of which of the common milestones is being met:

Working Paper 1 provides an overview of the corridor

system management planning process and a definition of the CSMP transportation network, including a rationale for the selection of the specific corridor limits and modes to be included in the corridor planning process, as well as a summary of improvement projects on the corridor, which are already programmed, planned, or conceptual.

Milestone: *CSMP Corridor Defined; Corridor Team Assembled*

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

Milestone: *Preliminary Performance Assessment*

Working Paper 3 will describe existing corridor management activities, including all facilities and services currently in use to maximize mobility within and through the corridor. These activities include traffic operations systems elements, facilities such as high occupancy vehicle lanes, traveler information services, and transportation demand management programs.

Milestone: *Detection in Place*

Working Paper 4 will provide an assessment of current corridor performance by identifying the major problems inhibiting efficient corridor operations for each element (mode) of the CSMP transportation network.

Milestone: *Comprehensive Performance Assessment; Causality of Performance Degradation Identified*

Draft and Final CSMPs will be prepared following completion of Working Paper 4. The draft and final CSMP will include highlights of Working Papers 1 through 4, and present the proposed corridor management strategy.

This strategy will include the identification of proposed multimodal corridor transportation improvements, the roles and responsibilities for key stakeholders relative to daily corridor system management, both today and in the future, and the process for continuous corridor system management planning.

Milestone: *Plan Completed and Accepted*

1.2 BACKGROUND

1.2.1 *Need and Purpose of Corridor System Management Plan*

The need for preparing CSMPs is to identify methods to efficiently and effectively use all transportation modes and facilities in congested corridors, to maximize mobility and reduce delay costs. California's population is projected to increase by twelve million new residents over the next 20 years. Population growth, economic expansion, and increasing travel demand have resulted in congested travel corridors and the associated recurrent travel delay. Limited transportation resources cannot keep pace with this increasing demand. Our resources need to be invested in management strategies and projects that will improve the performance of the existing transportation system and reduce delay costs. Restoring productivity is vital to the state, regional, and local economy, and to the quality of life and safety for travelers.

The purpose of preparing CSMPs is to reduce the anticipated increase in traffic congestion, improve safety, and to preserve the mobility gains of the funding investments for highway improvements under the Corridor Mobility Improvement Account (CMIA) and Highway 99 Bond programs. Both programs were established following the passage of the transportation bond propositions in the November 2006 election. The California Transportation Commission (CTC) has since adopted guidelines and adopted a program of projects for funding.

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

1.2.2 *Corridor System Management Planning Strategy*

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

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

System Management is the process of maximizing the efficiency and effectiveness of the existing transportation infrastructure through use of proven methods and technologies, which generally involve low capital or no cost activities. A few examples include ramp metering, traffic information collection and dissemination, incident management, high occupancy vehicle lanes, use of local arterial roadways that are parallel with the highway

corridor, and demand management strategies, such as transit and rideshare marketing, flexible work hour schedules, and telecommuting.

The strategy of this CSMP requires a commitment by Caltrans and applicable regional and local agencies to develop and implement the CSMP.

1.2.3 *Consistency with the Governor's Strategic Growth Plan*

The Governor's *Strategic Growth Plan* reflects the Governor's commitment to minimizing congestion increases. The key steps are shown in Figure 1.2 and further described below.

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

Maintenance and Preservation strategies are designed to protect the enormous public investment in the existing transportation system and to ensure a full return on system investments as well as reduce future maintenance and replacement costs.

Smart Land Use, Demand Management, and Value Pricing strategies reduce travel demand, reduce delay, and increase transportation through sustainable, integrated land use decisions and innovative concepts to change traveler behavior. Smart land use and demand management has to do with reducing congestion by developing land uses that support shorter trips, increase the use of transit and bicycling modes, and improve pedestrian access. Value pricing has to do with managing trips and collecting revenue. Tolls in high occupancy toll (HOT) lanes can be established with a variable rate based on the level of congestion that exists at a particular time. Additionally, value pricing can be implemented on an



Figure 1.2, *Strategic Growth Plan Strategy*

existing facility as a demand management strategy to avoid the need to add capacity.

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

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

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

1.3 RELATIONSHIP TO OTHER PLANS

There are a number of system planning and system management documents that have been used as the foundation for the preparation of this CSMP. The system planning documents prepared by Caltrans include the 2005 California Transportation Plan (CTP), the 1998 Interregional Transportation Strategic Plan (ITSP), the 2007-08 Caltrans California State Rail Plan, and several District 3 plans that include the draft 2008 District System Management Plan (DSMP), the draft 2008 Transportation System Development Program (TSDP), and the draft 2008 US 50 Transportation Corridor Concept Report (TCCR), which is currently under development.

System and regional planning documents prepared by other agencies include the 2008 Metropolitan Transportation Plan 2035 (MTP 2035) and background information including the project list for the 2008 MTP 2035 prepared by the Sacramento Area Council of Governments (SACOG), the 2050 Blue Print Plan prepared by SACOG, the 2006 Regional Goods Movement Study, Phase 1 prepared by SACOG, and the 2005 (2025) Regional Transportation Plan (RTP) prepared by the El Dorado County Transportation Commission (EDCTC).

There are also a number of system management documents that have been utilized in the development of this CSMP. These documents include the 2008 Strategic Growth Plan, the Traffic Operations System (TOS) Element Plan, the 2004 Transportation Management System Master Plan (TMSMP), the Traffic Management System (TMS) Plan, the 2006 Ramp Meter Development Plan, the 2006 State Highway Congestion Monitoring Report (HICOMP), the 2006 Traffic Monitoring Station (TMS) Summary Report, and the 2004 California Statewide ITS Architecture.

In addition, there are numerous bicycle facilities within and connecting to the US 50 corridor. Some of those facilities are included in the CSMP transportation network because they provide for mobility along the corridor; however, the listing is not comprehensive. For a detailed look at bicycle facilities in the area, the appropriate local

plan should be reviewed.

1.4 STAKEHOLDER PARTICIPATION

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

Internal and external stakeholders for the US 50 corridor are identified below and will continue to participate in the development of each Working Paper and the final CSMP. A Project Development Team has been formed and will meet periodically to review and comment on the Working Papers, and to provide direct technical assistance as needed.

Stakeholders on US 50 Corridor:
SACOG , EDCTC, Counties, Cities, TMAs, Transit Agencies, Bike Advocates, Amtrak, Port, Airports, CHP, Chambers of Commerce and Caltrans

The internal and external stakeholders are further identified as follows:

Internal stakeholders include Caltrans Headquarters Traffic Operations (System Management Planning, Intelligent Transportation Systems, Traffic Safety, and System Management Operations), Transportation Planning, Mass Transportation, Caltrans District 3 Traffic Operations (Traffic Management Center, Freeway Operations), Maintenance, and Transportation Planning (Travel Forecasting and Modeling, System and Regional Planning), Program/Project Management, and the neighboring Caltrans Districts 4 (Bay Area) and District 10 (northern San Joaquin Valley).

External stakeholders include the Counties of Yolo, Sacramento and El Dorado, the Cities of West Sacramento, Sacramento, Rancho Cordova, Folsom, and Placerville as well as the El Dorado County Transportation Commission, the Sacramento Area Council of Governments, 50 Corridor Transportation Management Association, the Highway 50 Corridor Mobility Partnership, Yolo Trans-

portation Management Association, El Dorado County Transit Authority, Folsom Stage Lines, Sacramento Regional Transit District, Yolo County Transportation District, Sacramento County Airport System, California Highway Patrol, Port of Sacramento, Amtrak and the Capital Corridor Joint Powers Authority, Sacramento Area Bicycle Advocates, Folsom Area Bicycle Advocates, and the Sacramento Metropolitan Chamber of Commerce.

1.5 CSMP VALUE TO STAKEHOLDERS

The CSMP process provides an opportunity for each stakeholder to make more efficient use of its own transportation system for which it has legal and financial responsibility, while also working with its neighbors and regional transportation partners to create a synergy resulting in the more efficient and effective use of regional resources. This will provide for a clearer link and understanding between the operational structure, system deficiencies and needed improvements for each mode within the corridor. Furthermore, this more detailed understanding of the connections between regional trips and local roadways will allow for better control and prevention of trip diversions onto neighborhood streets. Also, most pending intelligent transportation system (ITS) alternatives (for example, seamless traffic signal synchronization, traveler information, etc.) traverse jurisdictional boundaries and require jurisdictional input and participation to be successful. Ideally, the corridor approach to system management will allow the entire system to operate more efficiently and will help reduce congestion.

From a financial perspective, the concept of corridor system planning is a priority for the California Transportation Commission (CTC). It remains to be seen what role the CTC creates for CSMPs beyond CMIA funding. Nevertheless, participation with the “first generation” CSMPs may position local agencies and transportation advocates to more competitively access future funding for transportation projects.



corridor definition and description

A CRITICAL STEP IN THE CSMP PROCESS includes the definition of the corridor transportation network, which will be the focus of CSMP corridor improvement and management activities. This chapter describes the individual modes and roadway components of this network and presents the rationale for their selection and inclusion.

The following is applicable to all transportation modes included as part of this CSMP:

- All State Highways in the corridor are proposed for inclusion in the CSMP transportation network based on the critical role of the State Highway System in providing interregional mobility for the majority of traffic between major activity centers.
- Freeway congestion causes some drivers to select alternatives, which often include parallel roads. In some instances, the neighborhood context or function of the roadway is not compatible with its use as a parallel facility. The integration of select parallel roadways as part of the CSMP transportation network will allow for the better management of the entire system, including stronger control over the use of parallel roadways by drivers in concert with local needs.
- Encouraging the use of alternatives to the single occupant vehicle (SOV), including ridesharing and transit, is a critical component of the CSMP. Where and when feasible as an alternative, corridor management activities will give priority to, and take action to encourage, operational strategies and capital projects that facilitate the use of SOV alternatives.

- Bicycle facilities contribute to the connectivity of the various transportation modes within the CSMP corridor. Caltrans plans to work extensively with local agencies and bicycle advocates to determine the correct bike routes to include in the CSMP.

2.1 US 50 CORRIDOR LIMITS AND RATIONALE

US 50 is a transcontinental highway that originates in West Sacramento, California and terminates in Ocean City, Maryland. US 50 is the key transportation artery connecting Yolo County with Sacramento County, connecting fast growing sub regions within Sacramento and El Dorado Counties, and serving as a “Main Artery” through much of El Dorado County.

The US 50 CSMP Corridor runs from West Sacramento to Camino.

The corridor for the US 50 CSMP begins where US 50 begins, at the US 50/Interstate 80 (I-80) interchange in the City of West Sacramento, and extends east to the US 50/Cedar Grove interchange in the El Dorado County community of Camino. These beginning and end points were selected based on traffic and commute patterns,

level of service calculations, and input from stakeholders.

2.2 CRITERIA FOR INCLUDING SYSTEM ELEMENTS IN THE US 50 CSMP TRANSPORTATION NETWORK

A diverse mixture of transportation modes and roadways combine to provide mobility through the corridor, including several State Highways and interchange ramp termini, major arterial roads, transit services, and bicycle routes and facilities. Along with State Highways, additional modes and roadways are proposed for inclusion into the CSMP transportation network and must satisfy the following criteria:

- Provide for mobility within or through the boundaries of this US 50 CSMP corridor,
- Major roadways, which:
- Provide capacity for corridor travel and are located roughly parallel to the State Highway in urban areas,
- Provide a realistic alternative for vehicle trips, which would predominantly use the State Highway were the roadway not available,
- Connect major parallel arterials included as part of the CSMP network with the State Highway,
- Primarily provide mobility between major activity centers, and
- Have carrying capacity or throughput, or have potential to add capacity.
- Transit and rail routes, which provide regularly scheduled service between major activity centers,
- Bicycle routes and facilities, which provide for biking opportunities roughly parallel to the State Highway and key crossings of freeways, and
- The transportation mode or roadway could potentially be integrated into the coordinated corridor management system.

The proposed boundaries and transportation modes network for the US 50 CSMP are delineated on page 16 in Figure 2.1 and page 17 in Figure 2.2.

2.3 US 50 CSMP TRANSPORTATION NETWORK: STATE HIGHWAY SYSTEM

The portion of the State Highway System to be included in this CSMP is US 50, beginning at the US 50 / I-80 merge in the City of West Sacramento in Yolo County to

Cedar Grove in the community of Camino in El Dorado County. The highway traverses 52 miles through 3 counties: Yolo (3.156 miles), Sacramento (23.136 miles) and El Dorado (25.949 miles).

2.4 US 50 CSMP TRANSPORTATION NETWORK: PARALLEL ROADWAYS

Based on the criteria listed in Section 2.2, and with consideration of the need to consider the integrated system and local needs, the major roads indicated in Table 2.1 and in Figure 2.1 are proposed for inclusion in the CSMP transportation network. The parallel connecting roads have been categorized in a two-rank system. Rank 1 roadways, or portions thereof, meet the above listed criteria and are proposed for immediate inclusion in the proposed initial network to be managed. Rank 2 roadways also appear to meet the general intent of the criteria listed above; however, they are not proposed for immediate inclusion in the CSMP transportation network because they either do not have the vehicular capacity, sufficient data available to assess its ability to function as a parallel roadway, or for other reasons. Since the corridor management planning and implementation is a dynamic process, the roadways in Rank 2 will be considered for inclusion in the management system at the appropriate time.

Widening of White Rock Road has been identified as a critical improvement by the 50 Corridor Mobility Partnership (Partnership) in an effort to proactively address transportation challenges of the Hwy 50 corridor in the rapidly growing area of eastern Sacramento County and western El Dorado County. The Partnership is a cooperative effort by the County of Sacramento, City of Rancho Cordova, City of Folsom, County of El Dorado, and several private landowners including GenCorp, Elliott Homes, AKT Properties, and Carpenter Ranch. Serving in an advisory capacity are Caltrans, SACOG, and Sacramento Regional Transit. The widening of White Rock Road from Grant Line Road to Prairie City Road is the sole non-State Highway System project to be selected by

the CTC to receive CMIA funds.

Widening White Rock Road to four lanes and improving intersections is an opportunity to create much needed parallel capacity to relieve congestion on Hwy 50. The White Rock Road project alone will decrease peak period delay on Hwy 50 by 18 percent. In addition, the project will improve overall safety of the facility for all modes of travel, improve connectivity between Hwy 50, Hwy 99, and Interstate 5, and assist the region in meeting air quality standards by reducing traffic congestion on US 50 due to local use of White Rock Road. Also, the project will initiate the implementation of the Elk Grove-Rancho Cordova-El Dorado Connector and is an important physical infrastructure improvement needed to achieve the future economic development potential in the corridor.

The major local arterials on page 21 in Table 2.2 are proposed for inclusion in the CSMP transportation network.

2.5 US 50 CSMP TRANSPORTATION NETWORK: TRANSIT AND RIDESHARING

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

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



The Amtrak Capital Corridor (CC) operates intercity commuter train service from the City of Auburn to the City of San Jose. The Capital Corridor is subsidized by Caltrans,

administered by the CC Joint Powers Authority (CCJPA),

and governed by a Board of Directors from transit agencies from each County along the corridor. Both SACOG and the Metropolitan Transportation Commission (MTC) are ex-officio members of the CCJPA. The CC provides feeder bus service from Placerville to the Amtrak station in downtown Sacramento.

Yolo County Transit District, or Yolobus, provides bus service through Yolo County and Sacramento County including City of West Sacramento, and City of Sacramento.

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



The Sacramento Regional Transit District (SRTD) provides local fixed-route, shuttle, and commuter bus services, and light rail services through urban Sacramento County, including the

Cities of Sacramento, Elk Grove, Rancho Cordova, and Citrus Heights. In addition, there are numerous other fixed-route bus routes that run parallel or perpendicular to US 50 and transport riders from Sacramento County to various light rail stations along the US 50 corridor, or to downtown Sacramento. The light rail that is located near or parallel to US 50 extends from downtown Sacramento to the City of Folsom. Both light rail cars and buses include bicycle racks.

The El Dorado County Transit Authority provides commuter express, fixed-route, and dial-a-ride services that use US 50 for a portion of their route, including service from Placerville to the Folsom Iron Point Light Rail Station as well as services tailored for commuters to Downtown Sacramento during peak periods. There is also a “Reverse Commuter” route serving the El Dorado Hills park and ride lot in the El Dorado Hills area.

El Dorado Transit operates seven Park and Ride facilities located in close proximity to US 50. These lots are identified in Table 2.2, as are additional lots in El Dorado and Sacramento Counties. Paratransit services focus on addressing the needs of senior citizens and individuals with disabilities or other limitations, which prevent use of fixed-route transit.

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

2.5.1 Park and Ride Facilities

Park and Ride lots provide a place for drivers to park their cars and connect with carpools, vanpools, and transit for work and other trips. Most are near major interchanges and three have bike lockers. There are eleven Park and Ride lots located adjacent to or nearby the US 50 corridor, all of which are proposed for inclusion in the CSMP transportation network. These facilities should be utilized to improve the efficiency/effectiveness of the system and reduce congestion by moving more people, providing transportation choices, and enhancing multi-modal connectivity. The Park and Ride lots are identified in Table 2.2

2.6 HIGHWAY 50 CSMP TRANSPORTATION NETWORK: EXISTING PARALLEL BICYCLE ROUTES

Bicycle facilities contribute to the connectivity of the various modes of transportation within the CSMP corridor. Bicycle facilities along the US 50 corridor include bicycle routes adjacent to US 50. Where portions of the State Highway System are prohibited to bicycles and pedes-

trian traffic, alternative routes have been identified.

In addition to utilizing Caltrans highway data to identify bicycle facilities on US 50, local bicycle master plans from the cities, counties, Regional Transportation Planning Agencies, and Metropolitan Planning Organizations were used to identify Existing and Planned Class I Off-Street Bike Paths, Class II On-Street Bike Lanes, and Class III On-Street Shared Bike Routes.

A Class I Bike Path provides a completely separated right of way for the exclusive use of bicycles and pedestrians with crossflow by motorists minimized.

A Class II Bike Lane provides a striped lane for one-way bike travel on a street or highway.

A Class III Bike Route provides for shared use with pedestrian or motor vehicle traffic.

Primary bicycle facilities proposed for inclusion in the CSMP transportation network are described in Table 2.3.

FIGURE 2.1. HIGHWAY 50 CSMP TRANSPORTATION NETWORK MAP

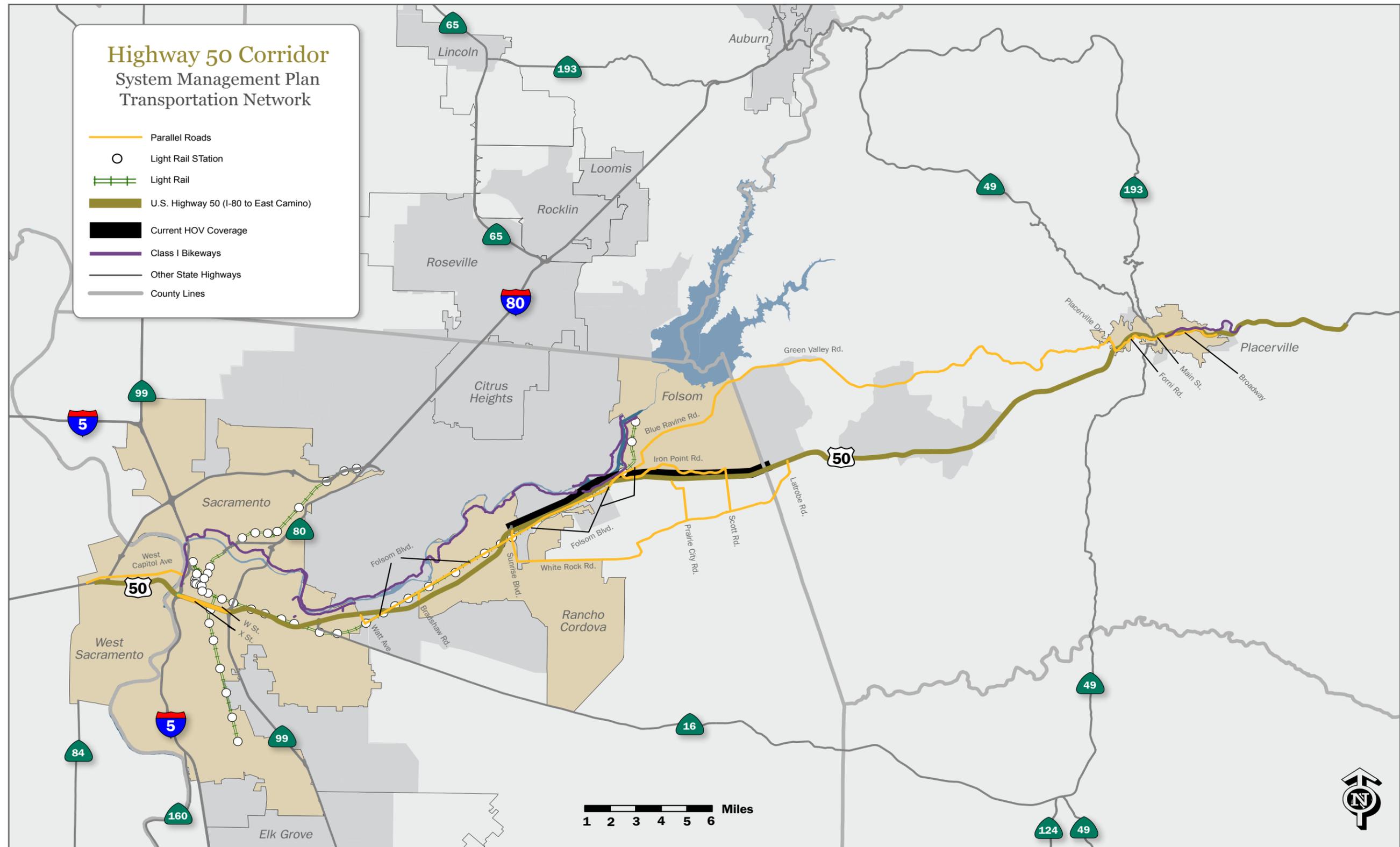


FIGURE 2.2. HIGHWAY 50 CSMP TRANSPORTATION NETWORK MAP (SACRAMENTO INSERT)

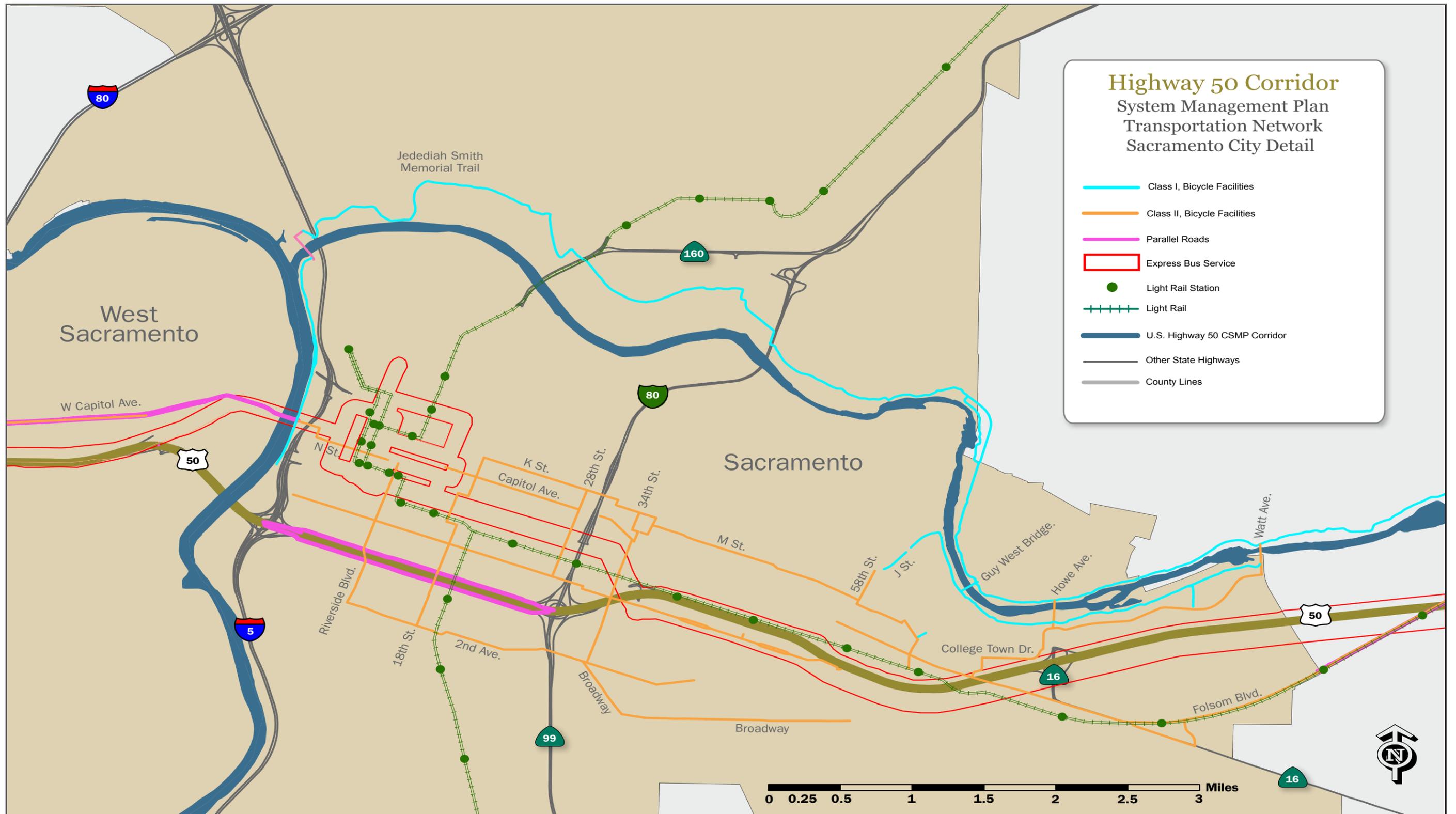


TABLE 2.1. HIGHWAY 50 CSMP TRANSPORTATION NETWORK

Location		US 50		Rank 1 Parallel and Connecting Roads			Mass Transit						Bike Routes		
							Heavy Rail and Light Rail			Bus					
County	City	From	To	Roadway	From	To	Operator/Service	From	To	Operator/Service/Route	From	To	Route	From	To
Yolo	West Sacramento	Junction eastbound I-80	Yolo/Sac County line	West Capitol	Enterprise Blvd.	Capitol Mall				YCTD 39, Davis Express	West Sacramento/Davis	Sacramento	West Capitol Ave.	Yolo Causeway	Tower Bridge
Sacramento	Sacramento	Yolo/Sac County line	SR 51	W/X Streets	5th St.	26th St.	RT	Downtown Sacramento	Folsom	RT 109 Express	Downtown Sacramento	Hazel Ave.	Jedediah Smith Memorial Trail		
							Amtrak Capital Corridor (Intercity Rail)	401 I Street Sacramento	Auburn, CA/San Jose, CA						
							Amtrak Thruway Bus	401 I Street Sacramento	Main Street Placerville						
Sacramento		65th St.	Mather Field Road	Folsom Boulevard	Watt Avenue	Bradshaw Road	RT	Downtown Sacramento	Folsom	RT 72	Mather Mills LRT Station	Watt-Manlove LRT Station	Jedediah Smith Memorial Trail		
				Watt Avenue	Folsom Boulevard	US 50									
Sacramento	Rancho Cordova: Bradshaw Road to Sunrise Blvd.	Mather Field Road	Sunrise Blvd.	Bradshaw Road	Folsom Boulevard	US 50	RT	Downtown Sacramento	Folsom	RT 21	Mather Mills LRT Station	Louis Ln./Orlando Ave.	Jedediah Smith Memorial Trail		
				Folsom Blvd.	Bradshaw Road	Sunrise Blvd.									
				Sunrise Boulevard	US 50	Folsom Boulevard									
Sacramento	Folsom east of Aerojet Road	Sunrise Blvd.	Folsom Blvd.	White Rock Rd.	Sunrise	Prairie City	RT	Downtown Sacramento	Folsom	RT 109 Express	Downtown Sacramento	Hazel Ave.	Jedediah Smith Memorial Trail		
				Folsom Blvd.	Sunrise	Iron Point Road									
Sacramento	Folsom	Folsom Blvd.	Sacramento/El Dorado County Line	White Rock Road	Grant Line Road	ED/SAC County Line	RT	Downtown Sacramento	Folsom	Folsom Stage Line	Iron Point Station	E. Bidwell	Iron Point Rd.	Folsom Blvd.	Empire Ranch
				Iron Point Road	Folsom Blvd.	East Bidwell/Scott Road									
				Scott Road	Iron Point Road	White Rock Road									
				Folsom Boulevard	Iron Point Road	Blue Ravine Road									
				Blue Ravine Road	Folsom Boulevard	Green Valley Road									
				Prairie City Road	US 50	White Rock Road									
													Blue Ravine	Folsom Blvd.	Green Valley Blvd.

TABLE 2.1. HIGHWAY 50 CSMP TRANSPORTATION NETWORK

Location		US 50		Rank 1 Parallel and Connecting Roads			Mass Transit						Bike Routes		
County	City	From	To	Roadway	From	To	Heavy Rail and Light Rail			Bus			Route	From	To
							Operator/Service	From	To	Operator/Service/Route	From	To			
El Dorado		Sacramento/El Dorado County Line	Cameron Park Drive	Green Valley Road	Blue Ravine Road	Cameron Park Drive				EDT (Iron Point Connector)	Iron Point Light Rail Station	Missouri Flat Transfer Center	Green Valley Road	Sacramento/El Dorado County Line	Cameron Park Drive
				White Rock Road	ED/SAC County Line	Latrobe Road				EDT Sacramento Commuter	EDC	Sacramento			
				Latrobe Road	White Rock Road	US 50									
El Dorado		Cameron Park Drive	Missouri Flat Road	Green Valley Road	Cameron Park Drive	Missouri Flat Road				EDT	Cambridge Road	Missouri Flat Road	Green Valley Road	Cameron Park Drive	Placerville Drive
El Dorado		Missouri Flat Road	End Freeway	Green Valley Road	Missouri Flat Road	Placerville Drive				EDT	Missouri Flat Road	Placerville Drive	Ray Lawyer Drive	Placerville Drive	Forni Road
				Forni Road	Placerville Drive	Main Street									
				Placerville Drive	Forni Road	US 50							Forni Road	Ray Lawyer Drive	Main Street
El Dorado	Placerville	End Freeway	Begin Freeway (Bedford)	Main Street	Placerville Drive	Bedford Avenue				EDT	Placerville Drive (undercross)	SR 49	Main Street	Forni Road	Clay Street
El Dorado		Begin Freeway (Bedford)	Carson Rd. (Cedar Grove Interchange)	Main Street	Bedford Avenue	Broadway	Amtrak Thruway Bus	Mosquito Road Placerville	401 I St. Sacramento, CA/ Carson City, NV				Placerville Bike Trail	Clay Street	Los Trampas Road
				Broadway	Main Street	Point View Road									

Notes: F = Freeway, E = Expressway, RT = Sacramento Regional Transit District, EDT = El Dorado Transit, and FSL = Folsom Stage Lines, LR = Light Rail, EB = Express Bus, LT = Limited, LRF = Light Rail Feeder, YCTD = Yolo County Transportation District, FTS = Fairfield/Suisun Transit System, UCD = UC Davis Medical Center Shuttle

TABLE 2.2. HIGHWAY 50 CSMP RANK 1 PARALLEL ROADWAYS

US 50 CSMP: Rank 1 US 50 Major Parallel and Connecting Roads				
County	City	Roadway	From	To
Yolo	West Sacramento	West Capitol	Enterprise Boulevard	Capitol Mall
Sacramento	Sacramento	W/X Streets	5th Street	26th Street
Sacramento		Folsom Boulevard	Watt Avenue	Bradshaw Road
Sacramento		Watt Avenue	Folsom Boulevard	US 50
Sacramento	Rancho Cordova: Bradshaw Road to Sunrise Boulevard	Bradshaw Road	Folsom Boulevard	US 50
		Folsom Boulevard	Bradshaw Road	Sunrise Boulevard
		Sunrise Boulevard	US 50	Folsom Boulevard
Sacramento	Folsom east of Aerojet Road	White Rock Road	Sunrise Boulevard	Prairie City Road
		Folsom Boulevard	Sunrise Boulevard	Iron Point Road
Sacramento	Folsom	White Rock Road	Grant Line Road	ED/SAC County Line
		Iron Point Road	Folsom Boulevard	East Bidwell/Scott Road
		Scott Road	Iron Point Road	White Rock Road
		Folsom Boulevard	Iron Point Road	Blue Ravine Road
		Blue Ravine Road	Folsom Boulevard	Green Valley Road
		Prairie City Road	US 50	White Rock Road
El Dorado		Green Valley Road	Blue Ravine Road	Cameron Park Drive
		White Rock Road	ED/SAC County Line	Latrobe Road
		Latrobe Road	White Rock Road	US 50
El Dorado		Green Valley Road	Cameron Park Drive	Missouri Flat Road
El Dorado		Green Valley Road	Missouri Flat Road	Placerville Drive
		Forni Road	Placerville Drive	Main Street
		Placerville Drive	Forni Road	US 50
El Dorado	Placerville	Main Street	Placerville Drive	Bedford Avenue
El Dorado		Main Street	Bedford Avenue	Broadway
		Broadway	Main Street	Point View Drive

Rank 1 roadways, or portions thereof, meet the criteria in Section 2.2 and are proposed for immediate inclusion in the proposed initial network to be managed.

= Yolo County (YOL)
 = El Dorado County (ED)
 = Sacramento County (SAC)
 = Multiple Counties

TABLE 2.3. HIGHWAY 50 CSMP RANK 2 PARALLEL ROADWAYS

US 50 CSMP: Rank 2 US 50 Major Parallel and Connecting Roads				
County	City	Roadway	From	To
Sacramento	Sacramento west of Watt Avenue	Kiefer Road	Florin Perkins	Bradshaw Road
		Rockingham	Old Placerville	White Rock Road
		Old Placerville	Bradshaw Road	Rockingham
Sacramento	Rancho Cordova: Bradshaw Road to Sunrise Boulevard	Folsom Boulevard	Mather Field Road	Sunrise Boulevard
		International Drive	Mather Field Road	Kilgore Road
		White Rock Road	International Drive	Sunrise Boulevard
Sacramento	Folsom east of Aerojet Road	Folsom Boulevard	Sunrise Boulevard	Grant Line Road
El Dorado		White Rock Road	Latrobe Road	Silva Valley Parkway
		Serrano Parkway	El Dorado Hills Boulevard	Bass Lake Road
		Country Club Drive	Bass Lake Road	Cameron Park Drive
El Dorado		Durock Road	Cameron Park Drive	S. Shingle Springs Road
		Pleasant Valley Road	Mother Lode Drive	Missouri Flat Road
		Mother Lode Drive	S. Shingle Road	Missouri Flat Road
El Dorado		Carson Road	Schnell School Road	Carson Road

Rank 2 roadways also appear to meet the general intent of the criteria listed in Section 2.2, however, they are not proposed for immediate inclusion in the CSMP transportation network because they either do not have the vehicular capacity, sufficient data available to assess its ability to function as a parallel roadway, or for other reasons. Rank 2 will be considered for inclusion in the management system at the appropriate time.

= Yolo County (YOL)
 = El Dorado County (ED)
 = Sacramento County (SAC)
 = Multiple Counties

TABLE 2.4. HIGHWAY 50 CSMP PARK AND RIDE LOTS

County	Post-mile	Facility Name and Location	Owner**	No. of Spaces ⁺	Open Date	Callbox (yes or no)	Bike Locker (no.)	Public Phone (no.)	Transit (yes/no Route#)
SAC	7.0	Butterfield Sacramento Regional Transit Gold Line Station	SRT	406	-	-	-	-	yes
SAC	12.5	Sunrise Sacramento Regional Transit Gold Line Station	SRT	487	-	-	-	-	yes
SAC	15.8	Hazel	S	33	1980	no	no	no	no
SAC	17.1	Folsom Blvd South of Iron Point Road next to North of 50	C	70	2002	no	no	no	no
ELD	2	White Rock in El Dorado Hills	C	120	-	no	10	no	yes
ELD	5	Cambridge Rd. in Cameron Park	C	33	1979	no	12	no	no
ELD	8.6	Ponderosa Road North East	S	28	1979	no	no	no	no
ELD	8.6	Ponderosa Road North West	S	111	1983	no	4	no	no
ELD	8.6	Durock Road	S	57	1980	no	no	no	no
ELD	14.9	Shingle Springs Drive	S	19	1980	no	no	no	no
ELD	12.2	Greenstone Road	S	22	1980	no	no	no	no
ELD	15	Missouri Flat Road	S	70	1980	no	no	no	no
ELD	28.8	Camino Heights	C	24	-	no	no	no	no

* 2005 Data

** Owner: P: Private C: County S: State R: Rail SRT: Sacramento Regional Transit District

= Yolo County (YOL)
 = El Dorado County (ED)
 = Sacramento County (SAC)
 = Multiple Counties

TABLE 2.5. HIGHWAY 50 CSMP EXISTING PARALLEL BICYCLE ROUTES

Route Name	From	To	Jurisdictions	Facility Class
West Capitol	Yolo Causeway	Tower Bridge	West Sacramento	Class II
American River Bike Trail Network	Old Sacramento	Beale Point	City of Sacramento, Sacramento County, City of Folsom, Placer County	Class I
Manlove Bike and Pedestrian O/C	Manlove Rd.	Salmon Falls Dr.	County of Sacramento	Class I
White Rock Park Bike and Pedestrian O/C	White Rock Rd.	South White Rock Rd.	Rancho Cordova	Class I
Citrus Bike and Pedestrian U/C	Citrus Rd.	Citrus Rd.	County of Sacramento	Class I
Aerojet Bike and Pedestrian O/C	Aerojet Rd.	American River Bike Trail Network	County of Sacramento	Class I
V Street	5th Street	28th Street	City of Sacramento	Class II
T Street	3rd Street	58th Street	City of Sacramento	Class II
Folsom Blvd	30th Street	Folsom-Auburn Blvd	City of Sacramento	Class II
H Street	16th Street	Elvas Avenue	City of Sacramento	Class II
M Street	15th Street	Folsom Blvd	City of Sacramento	Class II
2nd Avenue	Riverside Blvd	Broadway	City of Sacramento	Class II
La Riviera	Folsom Blvd	Folsom Blvd	City and County of Sacramento	Class II
American River Blvd	Howe Avenue	Arden Way	City and County of Sacramento	Class II
Folsom South Canal	Sunrise Blvd	Hazel Avenue	Sacramento County and Rancho Cordova	Class I
Iron Point	Folsom Blvd	Empire Ranch	City of Folsom	Class II
Blue Ravine	Folsom Blvd	Green Valley Road	City of Folsom	Class II
Green Valley Road	Blue Ravine	El Dorado County Line	City of Folsom	Class II
Placerville Drive	Ray Lawyer Drive	Canal Street	El Dorado County and City of Placerville	Class II
Ray Lawyer Drive	Placerville Drive	Forni Road	El Dorado County and City of Placerville	Class II
El Dorado Bike Trail	Clay Street	Los Trampas Road	City of Placerville and El Dorado County	Class I
Other Bicycle Routes will be determined in consultation with local agencies and stakeholders				

FIGURE 2.3. HIGHWAY 50 CSMP CORRIDOR BICYCLE ROUTES NETWORK MAP

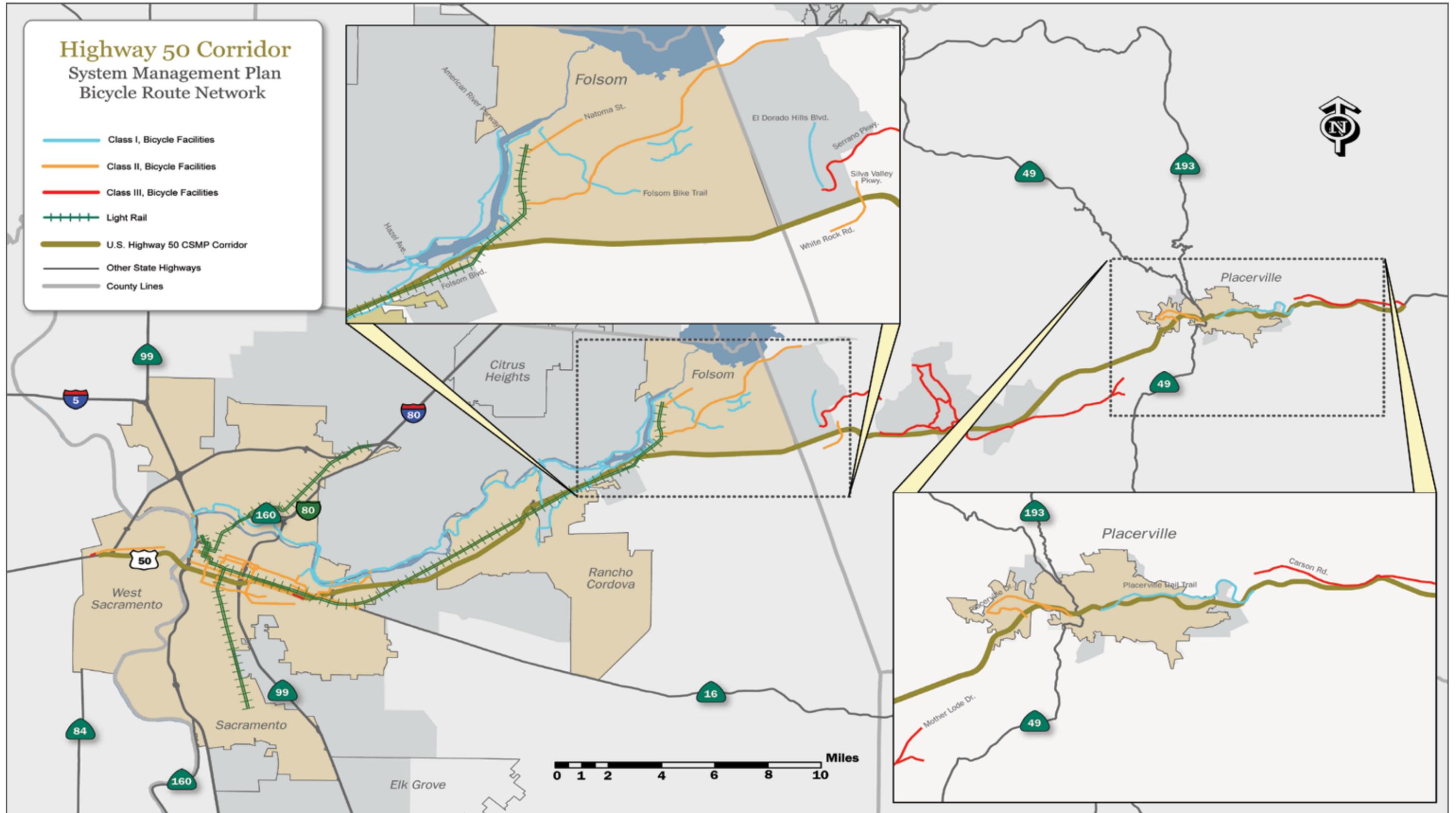
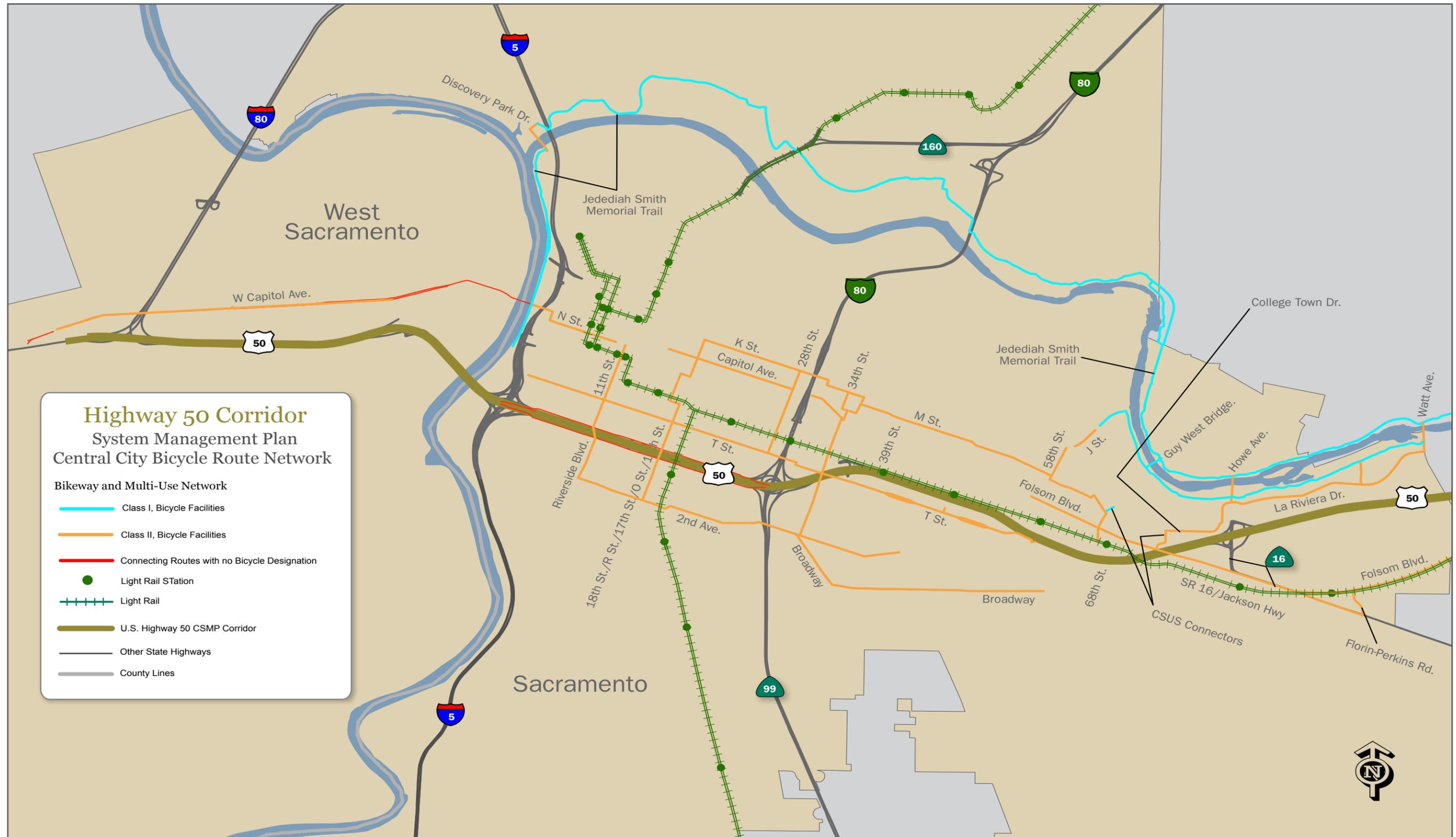


FIGURE 2.4. HIGHWAY 50 CSMP CORRIDOR BICYCLE ROUTES NETWORK MAP (SACRAMENTO INSERT)



programmed, planned and conceptual projects

The CSMP is being developed in a dynamic environment wherein many improvements directly or indirectly impacting the proposed CSMP transportation network are under development or in construction. These improvement projects are either fully or partially programmed (funded), planned (usually without specific funding sources identified), or conceptual. It should be noted that the projects listed below do not include operations, maintenance, planning studies, rolling transit stock replacement, and unspecified lump sum distributions.

3.1 PROGRAMMED PROJECTS

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

Utilizing the above selection criteria, numerous projects were identified. Key projects include HOV lanes from the El Dorado County line to the Bass Lake Road interchange, HOV lanes from Sunrise Boulevard to downtown Sacramento, auxiliary lanes from Sunrise to Folsom Boulevard, and improving White Rock Road to 4 lanes from Grant Line Road to Prairie City Road. Development of transit services is also a significant element in CSMP corridor management for US 50, which includes bus acquisitions, new, transit routes and transit station upgrades. These improvements will enhance transit connectivity and further integrate multimodal options into corridor management strategies. Other priority projects

include major rehabilitation to various sections of US 50, traffic operations system projects such as placement of ramp meters and traffic monitoring stations, transit projects such as the purchase of additional commuter buses, and light rail projects. Note: MTP = Metropolitan Transportation Plan, MTIP = Metropolitan Transportation Improvement Plan.

3.2 PLANNED PROJECTS

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

3.3 CONCEPTUAL PROJECTS

“Conceptual” improvements are those projects included in a planning document other than a MTP, RTP, or the Ten-Year SHOPP. Note: TSDP = Transportation System Development Program.

TABLE 3.1. HIGHWAY 50 PROGRAMMED PROJECTS

County/ Lead Agency	Post Miles	From	To	Project Description	Project or Service Type	Project Source	Funding Source	EA / RTP-FTIP I.D.	Total Cost Estimate (X \$1,000)	Comp Year (FFY)
FREEWAYS										
El Dorado, ED County DOT	0.0/R002.9	West of Latrobe Road	West of Bass Lake Grade	US 50 HOV Lanes (Ph.1)	HOV Lanes	MTP/MTIP	Local Developer, CMAQ, CMIA, Local Funds	3A711 ELD19211	\$35,600	2010
County/ Lead Agency	Post Miles	From	To	Project Description	Project or Service Type	Project Source	Funding Source	EA / RTP-FTIP I.D.	Total Cost Estimate (X \$1,000)	Comp Year (FFY)
FREEWAYS										
El Dorado, Caltrans	R1.0/7.0	West of Bass Lake Road	Ponderosa Road	US 50 HOV Lanes (Ph.2)	HOV Lanes	MTP/MTIP	Local Developer	3A712 CAL18818	\$42,200	2011
El Dorado, ED County DOT	R009.1/R12.7	0.5 miles west of Shingle Springs Overcrossing	East of Greenstone Road	US 50 HOV Lanes (Ph.3)	HOV Lanes	MTP/MTIP	Local Developer	3A713 CAL19213	\$34,500	2013
El Dorado, ED County DOT	4.9	U.S.50	Cambridge Rd	US 50/Cambridge Rd Interchange Improvements (Ph.1); widen existing EB and WB on/off ramp and add new WB on-ramp; reconstruct local intersection to provide for additional capacity, both turning and through; install traffic signals	Interchange Improvements	MTP/MTIP	Local Developer	- ELD19181	\$10,645	2015
El Dorado, ED County DOT	R3.2	US 50	Bass Lake Rd	U.S.50/Bass Lake Rd Interchange Improvements (Ph.1), including a Study	Interchange Improvements	MTP/MTIP	Local Developer	- ELD19182	\$21,389	2014
El Dorado, ED County DOT		Future Silva Valley IC	Future Empire Ranch IC	US 50 Mainline Widening at El Dorado Hills; construct new lanes within the median; add WB lane on US 50 from proposed Silva Valley IC to proposed Empire Ranch IC	Mainline Widening	MTP/MTIP	Local Developer	ELD19215	\$2,950	2013

= Yolo County (YOL)
 = El Dorado County (ED)
 = Sacramento County (SAC)
 = Multiple Counties

TABLE 3.1. HIGHWAY 50 PROGRAMMED PROJECTS

County/ Lead Agency	Post Miles	From	To	Project Description	Project or Service Type	Project Source	Funding Source	EA / RTP- FTIP I.D.	Total Cost Estimate (X \$1,000)	Comp Year (FFY)
El Dorado, Caltrans	10.3/R11.6	US 50	Shingle Springs Rancheria	US 50/Shingle Springs Rancheria Interchange	New Interchange	MTP/MTIP	Private Funds, Local Developer	0C890 IRR38300	\$23,000	2009
El Dorado, ED County DOT		US 50	Silva Valley Parkway	US 50/Silva Valley Parkway Interchange (Ph.1); .25 mile of new 4-lane Silva Valley Parkway south of Entrada Dr and .5 mile of new Country Club Dr with intersection at Silva Valley Parkway	New Interchange	MTP/MTIP	Local Developer	- ELD19216	\$15,668	2011
FREEWAYS										
El Dorado, ED County DOT	001.3/001.8	US 50	Silva Valley Parkway	US 50/Silva Valley Parkway Interchange (Ph.2)	New Interchange	MTP/MTIP	Local Developer	1E2900 ELD15610	\$57,817	2011
El Dorado, ED County DOT	0.2/R001.6	US 50	El Dorado Hills Blvd/Latrobe Road	US 50/El Dorado Hills Blvd Interchange Improvements	Interchange Improvements	MTP/MTIP	Local Developer	43410 ELD15630	\$21,871	2014
El Dorado, ED County DOT		US 50	Cameron Park Dr	US 50/Cameron Park Dr Interchange Alternatives Study	Planning Study	MTP/MTIP	Local Developer	ELD19214	\$250	2008
El Dorado, ED County DOT		U.S.50	Various	ITS Improvements (Phase 1) along US 50 and other corridors in the County	ITS Improvements	MTP/MTIP	Local Developer	- ELD19239	\$5,835	2013
El Dorado, ED County DOT		US 50	Camino	US 50Camino Area Parallel Capacity/Safety Study	Study	MTP/MTIP	Local Developer, RSTP	- ELD19210	\$4,027	2016
El Dorado, ED County DOT	R014.4/R015.8	US 50	Missouri Flat Rd	Interchange Improvements at US 50/Missouri Flat Rd (Phase 1A); widen to 4 lanes, Missouri Flat Rd from Mother Lode Dr to prospector's Plaza Dr; replace O/C at US 50, other improvements	Interchange Improvements	MTP/MTIP	Local Developer	37000 ELD15690	\$38,191	2009

= Yolo County (YOL)
 = El Dorado County (ED)
 = Sacramento County (SAC)
 = Multiple Counties

TABLE 3.1. HIGHWAY 50 PROGRAMMED PROJECTS

El Dorado, ED County DOT	015.4/017.0	US 50	Missouri Flat Rd	Interchange Improvements at US 50/Missouri Flat Rd (Phase 1B); reconfigure IC to a 4-lane diamond, construct Auxiliary Lanes between the IC and the Forni Rd/Western Placerville Dr IC; widen and seismic retrofit Weber Creek Bridges on US 50	Interchange Improvements	MTP/MTIP	Local Agency, Local Developer, RIP, SHOPP TEA	37280 ELD19193	\$37,859	2011
El Dorado, ED County DOT	000.8/001.0	US 50	El Dorado Hills Blvd/Latrobe Road	U.S.50/El Dorado Hills Blvd Pedestrian Overcrossing	Bicycle/ Pedestrian	MTP/MTIP	Local Developer, State, Local TEA	2E470 ELD19173	\$5,574	2014
Sacramento, Caltrans	R5.3/12.8	Watt Avenue	Sunrise Blvd	US 50 HOV Lanes	HOV Lanes	MTP/MTIP	STIP, CMIA, Local, CMAQ, Measure A	44161 CAL16790	\$165,000	2013
County/ Lead Agency	Post Miles	From	To	Project Description	Project or Service Type	Project Source	Funding Source	EA / RTP- FTIP I.D.	Total Cost Estimate (X \$1,000)	Comp Year (FFY)
FREEWAYS										
Sacramento, City of Rancho Cordova	12.5/15.8	US 50	Rancho Cordova Parkway	US 50 / Rancho Cordova Parkway Interchange, including auxiliary lanes on US 50 between Hazel Ave & Sunrise Blvd	Interchange	MTP/MTIP	Local Developer, Other (undefined)	1E270 SAC24220	\$104,000	2013
Sacramento, Sacramento County DOT	R005.3	US 50	Watt Ave	Interchange Modification at US 50 /Watt Ave	Interchange	MTP/MTIP	Local, Federal Demo, Measure A, TCRP, RSTP, RIP	37120 SAC19350	\$53,134	2013
Sacramento, Sacramento County DOT		US 50	Madison	Hazel Avenue Widening from U.S.50 to Madison from 4 to 6 lanes; Widen American River Bridge and approaches from 4 to 6 lanes	Widening of Regional Arterial	MTP/MTIP	Local Developer, Measure A, Federal Demo, RSTP, STIP, Local	- SAC21500	\$83,490	2013
Sacramento, Caltrans	32.0/40.0	US 50 SR 49	Various	Placerville US 50 Culvert Rehab	Operational Improvements	MTP/MTIP	SHOPP	3C760 CAL18773	\$4,296	2011
Sacramento, Caltrans	20.0/59.0	US 50, Placerville	US 50, Strawberry	US 50 Wildlife Crossings between Placerville & Strawberry	Safety Improvements	MTP/MTIP	SHOPP	2E040 CAL18786	\$1,505	2013
Sacramento, Caltrans	15.4	US 50	Weber Creek Bridge	Placerville US 50 Bridge Rail	Bridge Repair	MTP/MTIP	SHOPP	2E170 CAL18770	\$4,001	2011

= Yolo County (YOL)
 = El Dorado County (ED)
 = Sacramento County (SAC)
 = Multiple Counties

TABLE 3.1. HIGHWAY 50 PROGRAMMED PROJECTS

Sacramento, Caltrans	7.1/8/1	SR 49, Ore Court Rd	China Hill Rd	SR 49 Near El Dorado, from Ore Court Rd to China Hill Rd, Widen Shoulders	Safety Improvements	MTP/MTIP	SHOPP	4C090 CAL18741	\$16,255	2011
Sacramento, City of Folsom	22.1/23.1	US 50	Empire Ranch Rd	US 50 / Empire Ranch Rd: Construct 4-Lane Interchange	Interchange	MTP/MTIP	Local, State, STIP, Federal Demonstration	1C950 SAC19890	\$25,552	2010
Sacramento, City of Rancho Cordova		US 50	Mather Field Rd	US 50/Mather Field Rd IC Landscaping	Landscaping Transp. Enhancement Activities	MTP/MTIP	State, STIP, SHOPP, Local, Measure A	- SAC22180	\$2,359	2009
Yolo, Caltrans	0.3/2.0	US 50	Harbor Blvd	US 50 Harbor Blvd Interchange, Widen to 6 lanes, revise ramps and add auxiliary lanes	Interchange Widening	MTP/MTIP	STIP, Federal Demo, RSTP, State, Local	38800 YOL15880	\$46,375	2010
County/Lead Agency	Post Miles	From	To	Project Description	Project or Service Type	Project Source	Funding Source	EA / RTP-FTIP I.D.	Total Cost Estimate (X \$1,000)	Comp Year (FFY)
PARALLEL LOCAL ROADS / OTHER										
El Dorado, ED County DOT	15.1/17.0	Forni Rd	Placerville Rd	US 50 Western Placerville Interchange Reconstruction; convert Ray Lawyer Dr Overcrossing to full IC; Auxiliary Lanes	Reconstruct IC	MTP/MTIP	Federal Demo, STIP, Local	372800 ELD16060	\$39,800	2013
El Dorado County Parks and Recreation		Forni Rd	Missouri Flat Rd	Sacramento/Placerville Transportation Corridor, Class I Bike Trail	Bike and Pedestrian	MTP/MTIP	STIP, TE, Local, BTA	- ELD19172	\$1,534	2009
City of Placerville		Canal St	Ray Lawyer Dr	El Dorado Trail Western Extension Class I Bike Trail	Bike and Pedestrian	MTP/MTIP	Local	- ELD15910	\$1,850	2010
El Dorado, ED County DOT			Green Valley Rd	Construct new Silver Springs Parkway	Construct new Parkway	MTP/MTIP	Local Developer	- ELD19221	\$4,346	2009
El Dorado, ED County DOT		Various	Various	El Dorado County Road Rehabilitation at various locations	Pavement Rehabilitation	MTP/MTIP	RSTP, Local, State Bond	- ELD12000	\$1,934	2010
El Dorado, ED County DOT		Bass Lake Rd	Silver Dove Rd	On Country Club Dr, from Bass Lake Rd to Silver Dove Rd, Construct new 2-lane extension	Local Roads	MTP/MTIP	Local Developer	- ELD19227	\$1,473	2010
El Dorado, ED County DOT		Bass Lake Rd	East Bass Lake Hills	Realign Country Club Dr from Bass Lake Rd to East Bass Lake Hills boundary – new 2-lane extension	Regional Arterials	MTP/MTIP	Local Developer	- ELD19229	\$5,596	2013

= Yolo County (YOL)
 = El Dorado County (ED)
 = Sacramento County (SAC)
 = Multiple Counties

TABLE 3.1. HIGHWAY 50 PROGRAMMED PROJECTS

El Dorado, ED County DOT		Winterhaven Drive	La Canada Drive	Intersection Improvements, signalization and other improvements	Regional Arterial / Intersection	MTP/MTIP	Local Developer	ELD19190	\$2,267	2009
El Dorado, ED County DOT		Cameron Park Dr	Green Valley Rd	Intersection Improvements to include new signals with alignment improvements; widen Cameron Park Dr to accommodate two-way left turn lane; sidewalks and drainage	Regional Arterial / Intersection	MTP/MTIP	Local Developer	- ELD19191	\$5,460	2013
County/Lead Agency	Post Miles	From	To	Project Description	Project or Service Type	Project Source	Funding Source	EA / RTP-FTIP I.D.	Total Cost Estimate (X \$1,000)	Comp Year (FFY)
PARALLEL LOCAL ROADS / OTHER										
El Dorado, ED County DOT		Durock Rd	Business Center Dr	Intersection Signalization; add turn pockets on Durock Rd	Intersection Signalization	MTP/MTIP	Local Developer	- ELD19230	\$4,401	2009
El Dorado, ED County DOT		El Dorado Hills Blvd	Francisco Dr	Intersection of El Dorado Hills Blvd/ Francisco Dr: Realignment and signalization; requires construction of new approaches to new intersection location	Intersection Realignment	MTP/MTIP	Developer Traffic Impact Fees	- ELD19168	\$14,973	2013
El Dorado, ED County DOT		Missouri Flat	Pleasant Valley Rd/ SR49	Diamond Springs Parkway - Pleasant Valley (SR49)/ Missouri Flat Connector; Construct new 2-lane divided roadway, which involves realignment of Missouri Flat Rd and SR49 north of Pleasant Valley Rd	New Local Road	MTP/MTIP	Developer Traffic Impact Fees	0E9600 ELD15990	\$29,371	2010
El Dorado, ED County DOT		Cool Township	SR49/ SR193	Class 1 Bike path along the west side of SR49 from Northside Elementary School to Intersection of SR49 and SR193; Class 2 Bike Lane on SR193 from SR49 to the community of Auburn Lake Trails	Bike and Pedestrian	MTP/MTIP	RSTP, Local STP Enhancement, Local	- ELD19186	\$1,178	2014

= Yolo County (YOL)
 = El Dorado County (ED)
 = Sacramento County (SAC)
 = Multiple Counties

TABLE 3.1. HIGHWAY 50 PROGRAMMED PROJECTS

County/ Lead Agency	Post Miles	From	To	Project Description	Project or Service Type	Project Source	Funding Source	EA / RTP- FTIP I.D.	Total Cost Estimate (X \$1,000)	Comp Year (FFY)
El Dorado, City of Placerville		Main/Cedar Ravine	Main/ Cedar Ravine	Clay Street Realignment to a 4-way roundabout at Main/Cedar Ravine; reconstruct Clay St Bridge and Ivy House parking lot	Operational Improvements	MTP/MTIP	CMAQ, RSTP, Local Developme nt Fees	- ELD14090	\$1,291	2009
El Dorado, City of Placerville		Broadway	Smith Flat Rd	Point View Dr extension from Broadway to Smith Flat Rd	New Local Road	MTP/MTIP	Local, Developer Fees	- ELD19100	\$1,300	2008
El Dorado, City of Placerville		Washington St	Washington St	Widen and realign Washington St to Turner St from Cedar Ravine Rd to Main St	Local Road	MTP/MTIP	Local- Developer Fees	- ELD15900	\$1,300	2009
PARALLEL LOCAL ROADS / OTHER										
El Dorado, City of Placerville		Bikeway El Dorado Western Extension	Bikeway El Dorado Western Extension	El Dorado Trail Western Extension: a Class 1 bikeway/trail from approximately Canal and main St. to Ray Lawyer Dr. and Forni Rd	Bike and Pedestrian	MTP/MTIP	Local	- ELD15910	\$1,850	2010
Sacramento, City of Rancho Cordova		US 50	White Rock Rd	Construct Rancho Cordova Parkway (Ph.1): 6-Lanes, including south- only Interchange with US 50 and Ped/Bike facilities.	New Road	MTP/MTIP	Local Developer Fees	- SAC22980	\$9,548	2016
Sacramento, City of Folsom		Various	Various	Folsom Historic District Parking (bounded by Leidesdorff St, Sutter St, Riley St, Folsom Blvd)	Park-n-Ride Lot	MTP/MTIP	STIP, Local, State	- SAC20220	\$555	2010
Sacramento, City of Folsom		Various	Various	Road Rehab at various locations within the City of Folsom	Pavement Rehabilitation	MTP/MTIP	RSTP, Local	- SAC24148	\$742	2010
Sacramento, City of Folsom		Historic Truss Bridge	Green Valley Rd	Class 1 Bike Path along the Folsom Lake Trail Corridor	Bike and Pedestrian	MTP/MTIP	Local	- SAC24324	\$2,500	2010
Sacramento, City of Folsom		Truss Bridge	Green Valley Rd.	Class 1 Folsom Lake Bicycle Trail & overcrossing	Bike and Pedestrian	MTP/MTIP	Local	SAC24399	\$1,345	2012
Sacramento, City of Folsom		US 50	White Rock Rd	Scott Road Widening from 2 to 6 lanes between US 50 and White Rock Rd	Regional Arterials	MTP/MTIP	Local Developer	- SAC24328	\$16,000	2012
Sacramento, City of Rancho Cordova		US 50	Olson Dr	Feasibility Study for Pedestrian Promenade over Hwy 50 near Olson Dr	Feasibility Study, Pedestrian Promenade	MTP/MTIP	Local Agency	- SAC24157	\$350	2009

= Yolo County (YOL)
 = El Dorado County (ED)
 = Sacramento County (SAC)
 = Multiple Counties

TABLE 3.1. HIGHWAY 50 PROGRAMMED PROJECTS

Sacramento, City of Rancho Cordova		US 50	Olson Dr	Construction of Ped/Bike/Transit Promenade over US 50 near Olson Dr.	Bike and Pedestrian	MTP/MTIP	Local Agency	- SAC24180	\$15,000	2013
Sacramento, City of Sacramento DOT		Sacramento Intermodal Transportation Facility	Sac Intermodal Transportation Facility	Develop intermodal transportation terminal for heavy rail, light rail and bus service	Bus LRT Capital	MTP/MTIP	Federal Demonstration, Local, RSTP, Other Federal, Measure A, Developer	- SAC20350	\$331,603	2013
Sacramento, Sacramento DOT		32 nd Street	Watt Avenue	Freedom Park Drive/Watt Avenue Enhancements – Construct pedestrian & streetscape improvements	Pedestrian	MTP/MTIP	RSTP, CMAQ, Local, Other State, RIP, SHOPP	SAC24066	\$6,400	2011
County/Lead Agency	Post Miles	From	To	Project Description	Project or Service Type	Project Source	Funding Source	EA / RTP-FTIP I.D.	Total Cost Estimate (X \$1,000)	Comp Year (FFY)
PARALLEL LOCAL ROADS / OTHER										
Sacramento, Sacramento County DOT		Antelope Rd	Capital City Freeway (SR 51)	Watt Avenue Enhancements Ph.1; install landscaping, streetscape, ADA frontage, sidewalks, lighting, Bike facilities	Operational Improvements	MTP/MTIP	Measure A, State TEA	- SAC22720	\$1,000	2011
Sacramento, Sacramento County DOT		Grant Line Rd	Prairie City Rd	White Rock Rd Widening; from 2 to 4 lanes; realign near Nike and Nimbus Roads and connect with existing alignment west of Prairie City Rd; Realign Grant Line Rd to intersect with realigned White Rock Rd.	Widening of Regional Arterial	MTP/MTIP	CMIA, Local	- SAC24249	\$26,600	2013
Sacramento, City of Sacramento		Hornet Dr	65th St	Folsom Blvd Widening to 4 lanes from Hornet Dr to 65th St, and extend Ramona Ave to the north to connect to Folsom Blvd	Road Widening	MTP/MTIP	Federal Demo, Measure A, Local, RSTP	- SAC22610	\$44,393	2017
Sacramento, Sacramento County DOT		US 50 / Hazel	Madison	Widen American River Bridge and approaches from 4 to 6 lanes; Widen Hazel Avenue from A.R. Bridge to Madison from 4 to 6 lanes with Bike Lanes/Signals	Road/Bridge Widening	MTP/MTIP	Developer Capital, Federal Demo, Measure A, Local, RSTP,	- SAC21500	\$83,490	2013

= Yolo County (YOL)
 = El Dorado County (ED)
 = Sacramento County (SAC)
 = Multiple Counties

TABLE 3.1. HIGHWAY 50 PROGRAMMED PROJECTS

County/ Lead Agency	Post Miles	From	To	Project Description	Project or Service Type	Project Source	Funding Source	EA / RTP- FTIP I.D.	Total Cost Estimate (X \$1,000)	Comp Year (FFY)
El Dorado & Sacramento Counties, SACOG		Connector: Elk Grove, Rancho Cordova and El Dorado Hills	Connector Elk Grove, Rancho Cordova and El Dorado Hills	Study a multi-modal connector between Elk Grove, Rancho Cordova and El Dorado Hills	Planning Study	MTP/MTIP	RSTP, Local	- VAR10300	\$1,863	2010
Yolo, City of West Sacramento		Tower Bridge	Tower Bridge	Tower Bridge Gateway/Garden St Intersection: Lower existing roadway to become an at-grade Blvd at the Tower Bridge Gateway	Transportation Enhancement Activities	MTP/MTIP	RSTP, Local	- YOL19211	\$6,100	2009
TRANSIT										
El Dorado, El Dorado County Transit		Various	Various	Bus Acquisition and Preventive Maintenance; acquisition of one gas-electric hybrid commuter bus to replace commuter	Bus Acquisition	MTP/MTIP	FTA Sect.5307 TDA	- ELD19164	\$555	2009
Sacramento, City of Folsom Dept of Public Works		City of Folsom	City of Folsom	Folsom Railroad Block (Ph.3); Construct pedestrian areas within Folsom Railroad Block, including landscape & lighting	Transit Station	MTP/MTIP	Redevelopment, State TEA	- SAC20570	\$6,074	2009
Sacramento, Cal State University Sacramento		CSUS Campus	CSUS Campus	Sac State Tram adjoining City streets and SRTD 65th Street light rail/bus transfer station: Bus Rapid Transit System	Transit	MTP/MTIP	University Fees	- SAC24159	\$23,574	2013
Sacramento, City of Folsom Dept of Public Works		Various	Various	Folsom Transit Preventive Maintenance for Folsom State Lines	Folsom Transit Preventive Maintenance	MTP/MTIP	FTA Sect. 5307, TDA, Local	- SAC24061	\$3,216	2011
Sacramento, City of Rancho Cordova		Various	Various	Rancho Cordova Pilot Transit Shuttle System; new transit service for connection to RT's Gold Line	New Transit Service	MTP/MTIP	Local	- SAC24233	\$13,050	2014
Sacramento, Sacramento Regional Transit District (SRTD)		Various	Various	Bus Stop Improvements to provide better accessibility, improved aesthetics and additional amenities	Bus Stop Improvement Program	MTP/MTIP	FTA Sect. 5307	- REG17807	\$388	2010
Sacramento, SRTD		Various	Various	CNG Bus Replacement - 91 CNG Replacement Buses	Bus Acquisitions	MTP/MTIP	CMAQ, State PTA, TCRP	- REG17782	\$40,667	2009

= Yolo County (YOL)
 = El Dorado County (ED)
 = Sacramento County (SAC)
 = Multiple Counties

TABLE 3.1. HIGHWAY 50 PROGRAMMED PROJECTS

County/ Lead Agency	Post Miles	From	To	Project Description	Project or Service Type	Project Source	Funding Source	EA / RTP- FTIP I.D.	Total Cost Estimate (X \$1,000)	Comp Year (FFY)
Sacramento, City of Sacramento DOT		Hornet Dr.	65th St.	Folsom Blvd Widening to 4 lanes from Hornet Dr. to 65th St, and extend Ramona Ave to north	Local Road Widening	MTP/MTIP	Measure A, Local	- SAC22610	\$44,393	2017
Sacramento, City of Sacramento DOT		Capitol Avenue	O Street	Bridging I-5; Construct connection over I-5 between Capitol Ave and "O" Street	Bike and Pedestrian	MTP/MTIP	Local, State, Federal Demonstration, Other Federal	- SAC22530	\$41,432	2016
TRANSIT										
Sacramento, City of Sacramento DOT		Swanston Station Transit Village	Swanston Station Transit Village	Swanston Light Rail Station: Perform pre- development planning to identify circulation, drainage and utility infrastructure improvements necessary to support transit-oriented development in the area	Transit	MTP/MTIP	State, RSTP, Local, Measure A	- SAC17785	\$848	2009
Yolo, Yolo County Transporta- tion District		West Sacramento	Sacramento	Light Rail or Streetcar Service between West Sacramento and Downtown Sacramento	Transit	MTP/MTIP	STIP, Local	- YCT18089	\$92,500	2025
Sacramento, Sacramento County DOT		South of Folsom Blvd	Watt Ave	Regional Transit Light Rail tracks south of Folsom Blvd on Watt Avenue, grade separate the rail tracks over Watt Ave	Light Rail Tracks, Grade Separation	MTP/MTIP	Measure A	- SAC18080	\$25,149	2009
Sacramento, Sacramento Regional Transit District		13th St. Station	16th St. Station	Construct improved pedestrian access, lighting and signage at the 13th and 16th Street Light Rail Stations (SRTD portion)	Light Rail Station Improvements	MTP/MTIP	STIP, State TEA, Other State, Measure A	- REG17786 (also see SAC17784)	\$988	2009
Sacramento, City of Sacramento DOT		13th St. Station	16th St. Station	Construct improved pedestrian access, lighting and signage at the 13th and 16th Street Light Rail Stations (City of Sac portion)	Light Rail Station Improvements	MTP/MTIP	State TEA, Other State, Local	- SAC17784 (also see REG17786)	\$885	2009

= Yolo County (YOL)
 = El Dorado County (ED)
 = Sacramento County (SAC)
 = Multiple Counties

TABLE 3.2. HIGHWAY 50 PLANNED PROJECTS

County	Post Miles	From	To	Project Description	Project or Service Type	Project Source	EA / RTP-FTIP I.D.	Total Cost Estimate (X \$1,000)	Completion Year
FREEWAYS									
SAC	10.9/12.5	Zinfandel	Sunrise	US 50, Aux Lanes: Zinfandel to Sunrise	Auxiliary Lanes	10 Year SHOPP	-	\$8,000	-
SAC	12.6/16.8	Sunrise	East of Folsom Blvd.	US 50, EB Aux lane: US 50 from Sunrise Blvd. to east of Folsom Blvd.	Aux. Lanes	2035 MTP	- CAL 18814	\$20,000	2014
SAC	EB 16.9/21.2 WB 12.2/21.7	Aux EB East of Folsom Blvd WB Sunrise to Scott/East Bidwell	EB Scott/E. Bidwell Road WB Scott/East Bidwell Road	US 50 widen: new EB Aux lanes from east of Folsom Blvd to Scott/E. Bidwell Rd. and WB Aux lanes from Sunrise Blvd to Scott/East Bidwell Rd.	Roadway Widening	2035 MTP	- CAL 18817	\$30,000	2013
SAC	R0.15			US 50 / Hwy 99: revise Oak Park Interchange including bus/carpool lane connectors	Interchange Improvements	2035 MTP	- CAL18807	\$150,000	2014
SAC	L0.61			US 50/ I-5 Riverfront Interchange including bus/carpool lane connectors	Interchange Improvements	2035 MTP	- CAL18801	\$200,000	2016
SAC	R0.15			US 50 / Oak Ave. Parkway Interchange; Oak Ave. Interchange: 4 lanes.	Interchange Improvements	2035 MTP	- SAC19880	\$30,000	2019

= Yolo County (YOL)
 = El Dorado County (ED)
 = Sacramento County (SAC)
 = Multiple Counties

TABLE 3.2. HIGHWAY 50 PLANNED PROJECTS

County	Post Miles	From	To	Project Description	Project or Service Type	Project Source	EA / RTP-FTIP I.D.	Total Cost Estimate (X \$1,000)	Completion Year
FREEWAYS									
SAC	R7.7			US 50 / Bradshaw Rd. Interchange Modification.	Interchange Improvements	2035 MTP	- SAC24218	\$27,254	2030
SAC	12.4			US 50 / Sunrise Interchange Modification	Interchange Improvements	2035 MTP	- SAC24217	\$12,000	2030
SAC	R9.5/R10.9	Rockingham Road	Zinfandel Drive	Mather Blvd, widen existing roadway to 4 lanes	Roadway Widening	2035 MTP	- SAC24202	\$8,617	2030
SAC ELD	15.8/6.4	Hazel	Cameron Park	US 50 TOS / Ramp Meters: Hazel to Cameron Park	Interchange Improvements	10 Year SHOPP	- 032A850K	\$2,000	-
SAC	0.1 / 15.7	I-5/99	Hazel	Fiber Optics / ITS: US 50	ITS	10 Year SHOPP	-	\$3,800	-
SAC	R9.5			US 50 / Mather Field Rd. Interchange modifications.	Interchange Improvements	2035 MTP	- SAC24219	\$35,000	2030
County	Post Miles	From	To	Project Description	Project or Service Type	Project Source	EA / RTP-FTIP I.D.	Total Cost Estimate (X \$1,000)	Completion Year
PARALLEL LOCAL ROADS / OTHER									
ED		US 50	Silver Springs Road	Bass Lake Road Widening - Phase 1B	Road Widening	2035 MTP	- ELD19225	\$14,218	2019
ED		Palmer Drive	Oxford Lane	Widen Cameron Park Drive 2-lane undivided to a 4-lane divided	Road Widening	2035 MTP	- ELD15930	\$14,831	2018
ED		Palmer Drive	Oxford Lane	Widen Cameron Park Dr. from 2-lane undivided to 4-lane divided	Road Widening	2035 MTP	- ELD15930	\$17,056	2018
ED		Durock Road	Coach Road	Widen Cameron Park Dr. 3 to 4 lanes, divided	Road Widening	2035 MTP	- ELD19243	\$1,467	2015
ED		Silver Dove Road	West end Bass Lk. Lake Spec. Pln. Boundary	Country Club Dr. extend, 2 lanes	Road Extension	2035 MTP	- ELD19228	\$6,574	2013

= Yolo County (YOL)
 = El Dorado County (ED)
 = Sacramento County (SAC)
 = Multiple Counties

TABLE 3.2. HIGHWAY 50 PLANNED PROJECTS

County	Post Miles	From	To	Project Description	Project or Service Type	Project Source	EA / RTP-FTIP I.D.	Total Cost Estimate (X \$1,000)	Completion Year
PARALLEL LOCAL ROADS / OTHER									
ED		Robin Lane	So. Shingle Road	Widen Durock Road	Road Widening	2035 MTP	- ELD19246	\$10,453	2014
ED		Lassen Lane	Park Drive	El Dorado Hills Blvd. widen 4 to 5 lanes	Road Widening	2035 MTP	- ELD15960	\$1,930	2015
ED		Salmon Falls Road east	Deer Valley Road	Green Valley Rd. widen 2 to 4 lanes, undivided,	Road Widening	2035 MTP	- ELD15970	\$14,576	2025
ED		Deer Valley Road east	Lotus Road	Widen Green Valley Road	Road Widening	2035 MTP	- ELD19233	\$5,471	2015
ED		Francisco Drive	Salmon Falls Road	Widen Green Valley Road - 2 to 4 lanes, divided	Road Widening	2035 MTP	- ELD19253	\$3,903	2015
ED				Deployment of various ITS improvements along US 50 and regionally significant corridors in the County.	ITS	2035 MTP	- ELD19240	\$5,000	2017
ED		Investment Boulevard	Golden Foothill Parkway	Widen Latrobe Road - 2 lanes undivided to 4 lanes divided	Road Widening	2035 MTP	- ELD19236	\$9,868	2015
ED		Carson Creek	White Rock Road	Widen Latrobe Road - 4 to 6 lanes	Road Widening	2035 MTP	- ELD19237	\$10,993	2025
ED		Mother Load Drive	China Garden Road	Widen Missouri Flat Road - 2 lane undivided to 4 lane divided	Road Widening	2035 MTP	- ELD19247	\$7,440	2025
ED		Missouri Flat Road / Pleasant Valley Road	SR 49	Widen Missouri Flat Road - 2 to 4 lanes divided	Road Widening	2035 MTP	- ELD19203	\$6,042	2025
ED		Greenstone Road	Pleasant Valley Road	Widen Mother Load Drive for turn lane	Road Widening	2035 MTP	- ELD19238	\$6,590	2015
ED		El Dorado Road	SR 49	Widen Pleasant Valley Road widen	Road Widening	2035 MTP	- ELD16000	\$1,687	2015
ED		Pearl Place	Big Cut Road in Diamond Springs	Widen Pleasant Valley Road	Road Widening	2035 MTP	- ELD19248	\$4,719	2015
ED		Big Cut Road	Cedar Ravine Road	Widen Pleasant Valley Road	Road Widening	2035 MTP	- ELD19249	\$2,855	2015

= Yolo County (YOL)
 = El Dorado County (ED)
 = Sacramento County (SAC)
 = Multiple Counties

TABLE 3.2. HIGHWAY 50 PLANNED PROJECTS

County	Post Miles	From	To	Project Description	Project or Service Type	Project Source	EA / RTP-FTIP I.D.	Total Cost Estimate (X \$1,000)	Completion Year
PARALLEL LOCAL ROADS / OTHER									
ED		No. Shingle Road	Meder Road	Widen Ponderosa Road	Road Widening	2035 MTP	- ELD19250	\$4,787	2015
ED		Sacramento/ED County Line	El Dorado Hills Boulevard	Widen Saratoga Way 2 to 4 lanes	Road Widening	2035 MTP	- ELD19234	\$5,050	2020
ED		Green Valley Road	Alexandria Road	Widen Sophia Parkway 2 to 4 lanes	Road Widening	2035 MTP	- ELD19179	\$5,208	2015
ED		Pleasant Valley Road	Missouri Flat Road	Widen SR49 widen	Road Widening	2035 MTP	- ELD19251	\$9,419	2015
ED		SR 193 in Cool	Northern County line	Widen SR49 widen to add two passing lanes	Road Widening	2035 MTP	- ELD19252	\$3,762	2015
ED		Bass Lake Road Interchange	Cambridge Road Interchange	US 50 / Bass Lake Road Phase 2- interchange improvements including aux. lane	Interchange Improvements	2035 MTP	- ELD19217	\$6,902	2020
ED				US 50 / Cambridge Rd. (Phase 2), includes bridge widening to add two lanes, widen ramps, and construct aux lanes	Interchange Improvements	2035 MTP	- ELD19218	\$14,286	2025
ED		Cambridge Road	Ponderosa Road	US50 / Cameron Pk. Dr. (Phase 2) - includes EB and WB Aux. lanes	Interchange Improvements	2035 MTP	- ELD19219	\$14,000	2018
ED		Ponderosa Road Interchange	Cameron Park Drive Interchange	US50 / Ponderosa Rd/So. Shingle Rd. (Phase 2) - interchange improvements includes EB and WB Aux lanes	Interchange Improvements	2035MTP	- ELD19220	\$4,270	2018
ED		Latrobe Road	US 50 / Silva Valley Parkway Interchange	Widen White Rock Road 4 to 6 lanes, divided	Road Widening	2035 MTP	- ELD19235	\$9,230	2020
SAC		US 50	Broadway	Widen 65th Street to 6 lanes	Road Widening	2035 MTP	- SAC23630	\$4,000	2025

= Yolo County (YOL)
 = El Dorado County (ED)
 = Sacramento County (SAC)
 = Multiple Counties

TABLE 3.2. HIGHWAY 50 PLANNED PROJECTS

County	Post Miles	From	To	Project Description	Project or Service Type	Project Source	EA / RTP-FTIP I.D.	Total Cost Estimate (X \$1,000)	Completion Year
PARALLEL LOCAL ROADS / OTHER									
SAC		Prairie City Road	Empire Ranch Road extension south of US 50	Easton Valley Pkwy. construct new 4 lane road	New Road	2035 MTP	- SAC24331	\$45,000	2020
SAC				Folsom Blvd, Watt Ave. to Bradshaw Rd. multi-modal improvements.	Improvements	2035 MTP	- SAC24252	\$40,698	2022
SAC		Easton Valley Parkway	Grant Line Road/White Rock Road	Hazel Ave. extension, new road: 4 lane limited access Rd. through Aerojet prop.	Road Extension	2035 MTP	- SAC 23160	\$18,000	2018
SAC		Bradshaw Road	Sunrise Boulevard	Kiefer Blvd., new road: 4 lanes (includes bike-ped facilities)	New Road	2035 MTP	- SAC22320	\$51,200	2025
SAC		Sunrise Park Drive	ED County Line	White Rock Rd. realign & widen from Sunrise Park Dr. to ED County line.	Realignment	2035 MTP	- SAC23220	\$20,000	2017
SAC		Prairie City Road	ED County Line	Widen White Rock Road 4 lanes	Road Widening	2035 MTP	- SAC24250	\$73,103	2018
SAC		Florin-Perkins Road	South Watt Avenue	Widen Kiefer Boulevard 4 lanes	Road Widening	2035 MTP	- SAC23410	\$4,000	2020
SAC		East Natoma	Sacramento/ED County line	Widen Green Valley Road 4 lanes	Road Widening	2035 MTP	- SAC21280	\$3,000	2018
SAC				Complete Bike Network, Class I & II; construct Class I off-street bike trail system including grade separation in existing and planned neighborhoods.	Bike and Pedestrian	2035 MTP	- SAC24315	\$30,500	2020
SAC		Rancho Cordova Parkway	Hazel Avenue	Widen Easton Vly. Pkwy. (includes intersection improvements at Rancho Cordova Pkwy & Hazel Ave)	Road Widening – Phase II	2035 MTP	- SAC24372	\$47,000	2020

= Yolo County (YOL)
 = El Dorado County (ED)
 = Sacramento County (SAC)
 = Multiple Counties

TABLE 3.2. HIGHWAY 50 PLANNED PROJECTS

County	Post Miles	From	To	Project Description	Project or Service Type	Project Source	EA / RTP-FTIP I.D.	Total Cost Estimate (X \$1,000)	Completion Year
PARALLEL LOCAL ROADS / OTHER									
SAC				At grade intersection improvements: locations include: Douglas and Sunrise, International Dr. and Sunrise, White Rock Rd. and Sunrise, Folsom Blvd and Sunrise Blvd., Rancho Cordova Pkwy and White Rock Rd. and others	Intersection Upgrades	2035 MTP	- SAC24335	\$242,301	2035
SAC		Mather Boulevard	Rockingham Road	Reconstruct Mather Field Rd. two-way couplet	Roadway Reconstruction	2035 MTP	- SAC24203	\$1,884	2030
SAC		Old Placerville Road	Folsom Boulevard	Widen Routier Road - including structure over US 50.	Road Widening	2035 MTP	- SAC24221	\$13,706	2030
SAC		International Drive	Folsom Boulevard	Widen Zinfandel Drive to 6 lanes	Road Widening	2035 MTP	- SAC24214	\$12,000	2020
SAC				US 50 ped. /bike crossing at Mather Field Rd.: facility crossing US 50 along the Mather Airport RR Spur alignment.	Bike and Pedestrian	2035 MTP	- SAC24299	\$820	2015
SAC		Black Diamond Drive	Clarksville Road	Widen Point Road - remaining 4lane sections to 6 lanes	Road Widening	2035 MTP	- SAC21210	\$5,000	2018
SAC		Grant Line Road	White Rock Road	Rancho Cordova Parkway II: New 6-lane expressway, including intersection improvements at Kiefer Blvd. & White Rock Road	Regional Arterials	Local Developer, Other (Undefined)	SAC24295	\$44,518	2020

= Yolo County (YOL)
 = El Dorado County (ED)
 = Sacramento County (SAC)
 = Multiple Counties

TABLE 3.3. HIGHWAY 50 CONCEPTUAL PROJECTS

County	Post Miles	From	To	Project Description	Project or Service Type	Project Source	Total Cost Estimate (X \$1,000)	Completion Year
Sac / Yolo	0.350/016	Enterprise	Downtown Sacramento	US 50 HOV	Capacity Enhancement	TSDP	\$100,000	2020
Sac	0.962/5.336	Downtown	Watt Avenue	US 50 HOV	Capacity Enhancement	TSDP	\$100,000	2013
Sac		Stockton Blvd	65th Street	Add Bus Rapid Transit	Bus Rapid Transit	TSDP	\$14,000	UNK
Sac		Watt Avenue	Folsom Blvd - Elkhorn	Add Bus Rapid Transit	Bus Rapid Transit	TSDP	\$20,000	UNK
Sac		Sunrise Blvd	Folsom Blvd - Roseville	Add Bus Rapid Transit	Bus Rapid Transit	TSDP	\$20,000	UNK
Sac		Watt Avenue	Rancho Cordova (via Kiefer)	Extend Bus Rapid Transit	Bus Rapid Transit	TSDP	\$15,000	UNK
Sac/Yolo		West Sacramento	Sacramento	Broadway Bridge	Bridge	MTP	\$100,000	2017

= Yolo County (YOL)
 = El Dorado County (ED)
 = Sacramento County (SAC)
 = Multiple Counties