



**NORTH REGION  
LANDSCAPE ARCHITECTURE ASSESSMENT SHEET**

03-LAND-0002 (Rev. 3/03)

<b>TO:</b> Ken Murray <b>FROM:</b> Judy Matsui-Drury/CH2M HILL <b>Unit/Senior TE Name:</b> <b>Project Manager:</b> Clark Peri	<b>CO:</b> EL DORADO <b>DISTRICT:</b> 03 <b>DATE:</b> 7/19/2009 <b>EA:</b> 4E620K	<b>RTE:</b> 50	<b>KP:</b>	<b>PM:</b> R20.0/26.0
<b>PROJECT SEPARATION:</b> <input type="checkbox"/> Landscape under separate EA (Follow-up) <input checked="" type="checkbox"/> Landscape as part of roadway work EA	<b>PROJECT:</b> US 50 Camino Corridor Safety Project <b>TYPE:</b> Local Agency <b>PROJECT MILESTONE:</b> PSR (PDS)			

**PROJECT DESCRIPTION:**

The El Dorado County Transportation Commission (EDCTC) proposes improvements to the Camino Corridor along US Route 50 PM R20.0/R26.0 in the Camino area, east of Placerville. The project study limits extend along US 50 from Smith Flat Interchange to the Cedar Grove Interchange. The purpose of the Camino Corridor project is to modify the facility to improve travel safety on US 50 in the Camino area. It is also important to provide local and regional access to and from the north and south sides of US 50 while providing safe east-west access on and off US 50. The overall goal is to improve safety on US 50 and enhance travel connectivity between Camino and Placerville. The anticipated main source of funding for the project is to come from local, regional, SHOPP, STIP, and federal funds. In addition, this project is part of the US 50 Camino Corridor Safety and Operational Improvements Project which is captured within the El Dorado County Regional Transportation Plan 2005-2025 and the MTIP.

The existing US 50 facility in the project area is an expressway consisting of 2 lanes (east-west) in each direction with a striped median separating opposing traffic lanes. There is existing concrete median barrier to the east and west of the project limits. Accident rates on US 50 in the Camino area are higher than the state average due to uncontrolled left turn movements and the speed differential between the local Camino traffic and the interregional travelers on US 50. Because of the higher than average accident rates, there is a need to improve safety for local and interregional travelers along the Camino corridor of US 50.

Concrete median barrier is proposed to close the gap between Still Meadows Road and Upper Carson Road with project alternatives (B, C1/C2) allowing potential openings to remain at Camino Heights Drive and Upper Carson and  $\frac{3}{4}$  (partial westbound left-turn access only) at Still Meadows Road. For two alternatives (C1/C2), a new frontage road, south of US-50, would connect to Camino Heights Drive along Sierra Blanca Road/Pondorado Road to approximately Lower Carson Road. This would allow east-west access by avoiding US-50. Also for Alternatives C1/C2, an undercrossing on Pondorado Road at US 50 would be located between Camino Heights Drive and Upper Carson Road which would connect Carson Road to the new frontage road. The new connection would require the realignment of Carson Road to accommodate access and operation of the local roads. The intersection at Upper Carson Road would remain. Other intersections would be limited to right-in/right-out access with acceleration and deceleration lanes from the local roads onto US 50. Outside shoulders would be widened to 8-feet when auxiliary lanes on US 50 are present and 12-feet when there are no auxiliary lanes.

Construction activities such as construction staging, grading of cut and fill slopes, and contour grading for roadway improvements would disturb existing soils. New slopes in the project area would be a maximum of 2:1 (H:V). Per the preliminary geotechnical report prepared on May 25, 2001 for the US 50 Camino Freeway Conversion project (PA/ED) (the project was not approved), 1.5:1 (H:V) cut and fill slopes could be considered upon further soil investigation during the PA/ED phase. Disturbed areas include the new paved areas and all cut and fill slopes with offsets for construction activities.



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**AREA (FT<sup>2</sup>) FOR HIGHWAY PLANTING:** 125,000 ft<sup>2</sup> (Conservatively assume same area for all alternatives)  
**AREA (FT<sup>2</sup>) FOR EROSION CONTROL:** \_\_\_\_\_  
**PLANT COUNT FOR MITIGATION PLANTING:** 125,000 ft<sup>2</sup> (Conservatively assume same area for all alternatives)

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**LANDSCAPE FREEWAY STATUS:**  Yes  No  
**HIGHWAY PLANTING IS:**  Warranted  Not Warranted  
**SCENIC HIGHWAY STATUS:**  Officially Designated  Eligible  Not Designated  
**REVEGETATION REQUIRED?**  Permit Required  Offset of Visual Impact  Other (Forest Service, BLM, etc.)

**BIOLOGIST CONTACT:** \_\_\_\_\_  
**DATE OF CONTACT:** \_\_\_\_\_

**ADJACENCY TO BILLBOARDS:**  
 Project area is adjacent to outdoor advertising.  Project area is not adjacent to outdoor advertising.

**WATER AND POWER AVAILABILITY:**  
 There are overhead PG&E power poles along US-50. An El Dorado Irrigation District 30-inch water line is along the south side of US 50 and a 27-inch waterline on the north side. There are 8-inch and 12-inch water lines along Camino Heights Drive; a 12-inch line along Vista Tierra Drive, and 8-inch PVC line crossing Ponderado Road.

**DESIGN FOR MAINTENANCE SAFETY:** US 50 will be widened to have 8-12 feet shoulders to improve safety.

**CONTEXT SENSITIVITY:**  
 It is determined that the project will involve consideration of highway aesthetics and will require further evaluations pertaining to specific roadside enhancements.  
 No foreseen issues with highway aesthetics  Other \_\_\_\_\_

**COOPERATIVE MAINTENANCE AGREEMENTS:**

Project may involve additional tasks indicated:	<input type="checkbox"/> Visual Simulation	<input checked="" type="checkbox"/> Erosion Control	<input checked="" type="checkbox"/> SWPPP/NPDES
	<input checked="" type="checkbox"/> Highway Planting	<input type="checkbox"/> Field Visit	<input checked="" type="checkbox"/> Context Sensitive Solutions/Aesthetics
	<input checked="" type="checkbox"/> Contour Grading	<input type="checkbox"/> Cost Estimate	<input type="checkbox"/> Landscape Evaluation

<b>COST INFORMATION:</b>	
<input checked="" type="checkbox"/> Highway Planting, Irrigation, and/or Mitigation	\$ 150,000
<input checked="" type="checkbox"/> 3-year Plant Establishment	\$ 150,000
<input checked="" type="checkbox"/> Erosion Control	\$ 30,000
<input checked="" type="checkbox"/> Slope Protection	\$ 3,090
<input checked="" type="checkbox"/> Aesthetic Treatment	\$ 704,000 (B); \$792,000 (C1/C2) <i>KM</i>
<b>TOTAL</b>	<b>\$ 1,037,090 (B); \$ 1,125,090 (C1/C2)</b>



**OTHER RELATED INFORMATION:**

Landscape Architecture Resource Estimate:

**HIGHWAY PLANTING/IRRIGATION/TREE MITIGATION:**

Native trees may occur within the right-of-way of the project limits and alternatives. Mitigation may be required if these trees will be removed as a result of the project. Assume \$50,000 per acre for 3 acres = \$150,000 for tree mitigation and highway planting.

**PLANT ESTABLISHMENT:**

Assume a 3-year plant establishment period at \$1,000 per week for 3 years = \$150,000.

**EROSION CONTROL:**

The cost for erosion control is estimated at \$1.90/yd<sup>2</sup> x 125,000 ft<sup>2</sup> x (yd<sup>2</sup>/9-ft<sup>2</sup>) = \$26,380. Use \$30,000

**SLOPE PROTECTION:**

As referenced in the SWDR, the cost estimate includes provisions for Construction Site Best Management Practices and Design Pollution Prevention BMPs for slope protection during construction.

Energy dissipation devices such as riprap (rock slope protection) will be considered at all culvert outlets. 6 yd<sup>3</sup> of natural colored rock slope protection @ \$500/yd<sup>3</sup> = \$3,000. 9 yd<sup>2</sup> of rock slope protection fabric at \$10/yd<sup>2</sup> = \$90. Use \$3,090.

The project will create new slopes and modify existing slopes. The proposed cut and fill slope are 2H: 1V. The existing cut and fill slopes are 2H: 1V. The use of hydro-seeding is anticipated on new slopes.

Along US-50 over-side drains will be constructed along the fill slope to reduce erosion to fill slopes. (Costs accounted for in the drainage estimate.)

No treatment BMPs are anticipated for this project. The project construction is anticipated to be completed during the non-rainy season. The use of fiber rolls and silt fences along the new slopes are anticipated until permanent vegetation is established. The use of gravel bag berms at the inlets and outlets of all culverts and inlet protections with gravel bags are anticipated to reduce sediment from leaving the project site. Maintenance BMPs are not anticipated on this project.

It is anticipated that the construction cost for preparation of the Storm Water Pollution Prevention Plan (SWPPP) will range from \$5,000 to \$7,500. The cost for Water Pollution is anticipated range from \$225,000 to \$297,000. These costs are included in the project cost estimate summary.

**AESTHETIC TREATMENT:**

Assume Fractured Granite Architectural Treatment for retaining walls and Pondorado Undercrossing.

Assume \$5.60/ft<sup>2</sup> for Form Liner and \$16.30/ft<sup>2</sup> for Prepare and Paint Concrete. Combine both pay items to say \$22/ft<sup>2</sup> for Architectural Treatment.

Alternative B = 32,000 ft<sup>2</sup> x \$22/ft<sup>2</sup> = \$704,000

Alternative C1/C2 = 36,000 ft<sup>2</sup> x \$22/ft<sup>2</sup> = \$792,000

PREPARED BY: Judy Matsui  
Drury/CH2MHILL

DATE: 7/19/09

CONCURRED BY:

Chad A. P.  
 (Project Manager)

DATE: 10-12-09

APPROVED BY: Samuel A. M... DATE: Oct. 8, 2009  
 (Landscape Architecture or Engineering Services Branch Chief)

**Matsui-Drury, Judy/SAC**

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**From:** Urteaga, Andy [aurteaga@eid.org]  
**Sent:** Tuesday, June 30, 2009 1:28 PM  
**To:** Matsui-Drury, Judy/SAC; Dan Bolster  
**Cc:** Megerdigian, Cindy; Wells, Elizabeth; Mackay, Marc; Urteaga, Andy  
**Subject:** RE: Camino PSR - Access to Water

Good Afternoon Judy/Dan,

Here are the answers to your questions:

1. Provide documented proof that water will be available for any future irrigation necessary for landscaping required as part of the Camino Corridor Project.

El Dorado Irrigation District (District) confirms that there are existing water facilities in the area of the Camino Corridor project. The District has also previously supplied a rough sketch of those approximate locations.

2. CH2M Hill, has identified two EID waterlines, north and south of US 50. The attached "EID Water" diagram shows the location of the water lines relative to the two project alternatives.

These two waterlines that CH2M Hill has identified are part of our transmission system (30 inch diameter waterline). Since there are also smaller diameter waterlines in the area those would be considered first. It is the District's standard not to allow service line tie-ins into transmission mains.

As the project moves forward, an FIL (Facility Improvement Letter) process would most likely be the best course of action to determine exact tie-in locations, flow, pressure and any other important information that would be necessary.

Andy Urteaga

**Assistant Engineer**  
**El Dorado Irrigation District**  
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**From:** Dan Bolster [mailto:dbolster@edctc.org]  
**Sent:** Friday, June 26, 2009 9:04 AM  
**To:** Wells, Elizabeth  
**Subject:** Camino PSR - Access to Water

Elizabeth,

Caltrans is currently reviewing and providing comments on the Camino Corridor Draft Project Study Report. One of their comments is to provide documented proof that water will be available for any future irrigation necessary for landscaping required as part of the Camino Corridor Project. Our consultant, CH2M Hill, has identified two EID waterlines, north and south of US 50. The attached "EID Water" diagram shows the location of the water lines relative to the two project alternatives. The other two attachments, "Alternative B" and "Alternative C," will provide a clear picture of the footprint and location of the two project alternatives. Can you tell me who I should contact at EID so we meet Caltrans' request for documented proof that access to EID water will be available for future landscaping improvements. Thanks, and I hope your summer is going well.

7/1/2009

Dan

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Dan Bolster  
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El Dorado County Transportation Commission  
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