

# CHAPTER 8: SURFACE TRANSPORTATION SYSTEM

## GOAL 3: SURFACE TRANSPORTATION SYSTEM

**Optimize the existing highways, streets, and roads to enhance maintenance and operations, provide necessary capacity, and improve safety for all users.**

El Dorado County's transportation system is primarily organized around its roadway network. The County's low-density rural and suburban development patterns, along with its topography, limit the viability of transit, bicycle, and pedestrian facilities. As a result, most in-county travel occurs by automobile. However, well-planned and coordinated improvements to the entire transportation network, including roadways, transit, and active transportation, can create a more comprehensive and accessible system that serves both rural and urban areas.

El Dorado County continues to remain a commuter-oriented county, with 76.7 percent of the workforce driving alone to work based on the 2023 Five-Year American Community Survey (U.S. Census 2023). Another 7.8 percent carpooled to work. The average daily commute time in El Dorado County is approximately 28.4 minutes, and more than half of the commuters left their home between 6 a.m. and 8:30 a.m. Most peak-period congestion along US 50 near the county line is associated with daily commute traffic, due largely to the fact that approximately 65 percent of El Dorado County residents commute west out of the County daily.

While the roadway network is primarily used for automobile travel, it also supports a variety of users including freight, transit, cyclists, and pedestrians. A well-functioning roadway system must be accessible to all users, including older adults and individuals who rely on public transit or active transportation. Integration with all travel modes is critical to ensure the system meets the diverse mobility needs of the population.

Regional travel demand is driven by commuting, commerce, recreation, and freight. El Dorado County is home to numerous attractions that generate significant tourism-related travel, including the Lake Tahoe Basin, Eldorado National Forest, Marshall Gold Discovery State Historic Park, Folsom Lake, Jenkinson Reservoir, and historic City of Placerville, along with the County's growing agritourism and winery destinations. Visitors largely arrive from urban centers to the west, such as the Sacramento area which is also the primary employment destination, and US 50 serves as the main corridor for this daily commute.

An effective transportation network is essential for supporting both economic and social connectivity. This is especially true in regions where the economy is heavily dependent on tourism. If visitors cannot easily access recreational and cultural destinations, they are less likely to come and even less likely to return. In this way, transportation infrastructure plays a pivotal role in shaping the accessibility and appeal of a region's tourism market and, by extension, its overall economic health.

## REGIONAL ROAD NETWORK EXISTING CONDITIONS

### HIGHWAYS

The state highway system in El Dorado County includes both freeways and conventional highways that are operated and maintained by the California Department of Transportation (Caltrans). These highways are critical to the County's transportation network, providing key inter-county and inter-regional connections. The system includes one US Highway (US 50) and four State Routes: SR 49, SR 89, SR 153, and SR 193). Map 8-1 displays the State and Federal highways across El Dorado County.

## US Highway 50

US 50 is a major transcontinental highway that begins at Interstate 80 in West Sacramento, extending through Yolo, Sacramento, and El Dorado counties, and continuing into Nevada and beyond. It is the primary east-west corridor through El Dorado County and serves as a vital route for commuters, freight movement, and tourism.

### Scenic Designation and Recreational Importance

US 50 is designated a Scenic Highway between downtown Placerville and the western city limits of South Lake Tahoe. It provides access to recreational and tourist destinations throughout the Sierra Nevada and the Lake Tahoe Basin, experiencing significant congestion during commute hours and peak recreational seasons, where demand often exceeds capacity.

### Roadway Characteristics

- US 50 is a conventional two-lane highway at the east end (Echo Lake Road), and a seven-lane freeway (including high-occupancy vehicle [HOV] lanes) at the County line to the west. Through the South Fork American River canyon, over the Sierra Nevada, and across Echo Summit (7,377 feet), it transitions to a two-lane conventional highway with intermittent passing lanes. This segment is subject to adverse weather conditions, including snow and ice, which lead to chain restrictions, snow removal operations, rockslides, and occasional full closures, contributing to travel time delays and safety concerns.
- Upon entering South Lake Tahoe, US 50 becomes a four-lane arterial with frequent access points for local roads, businesses, and tourism services.

### Planning and Strategic Role

US 50 is currently the focus of the Comprehensive Multimodal Corridor Plan (CMCP), which is being updated to address long-term corridor needs. This 58-mile planning effort, led by Caltrans and regional partners, spans from West Sacramento and eastern Pollock Pines, and will identify holistic solutions addressing:

- Congestion and safety
- Accessibility
- Transit and active transportation integration
- Local roadway improvements
- Transportation Demand Management (TDM)
- Intelligent Transportation Systems (ITS)
- Broadband infrastructure
- Multimodal connections (e.g., SacRT Gold Line, American River Parkway)

US 50 is classified by Caltrans as a Priority Interregional Highway under the Interregional Transportation Strategic Plan, signifying its importance for statewide connectivity and its important connections between urban and rural communities.

It also serves as:

- The primary commute route to the Sacramento region, where many western El Dorado County residents are employed.
- A key freight route, facilitating goods movement to and from the County.
- The backbone transportation corridor for nearly all major communities in El Dorado County, including:
  - El Dorado Hills
  - Cameron Park
  - Shingle Springs
  - Placerville
  - Camino
  - South Lake Tahoe

### Traffic Volumes and Freight

Traffic volumes on US 50 reflect its broad range of functions. According to Caltrans' 2022 Traffic Census Program, peak-month average daily traffic ranges from approximately 99,000 vehicles near the Sacramento County line to about 12,300 vehicles near Echo Summit. These peak-month figures offer a more accurate representation of seasonal traffic conditions than annual averages. The 2018 Annual Truck Traffic Study by Caltrans estimated that trucks account for between 2 and 7 percent of total traffic on the highway.

Peak month Average Daily Traffic (ADT) ranged from 99,000 at the west end of the County at Latrobe Road to 21,800 near Echo Lake Summit to the east (Caltrans Traffic Census Program, 2022). The peak month ADT is the average daily traffic for the month of heaviest traffic flow. This data is used for many routes, such as US 50, because it is more representative of traffic conditions than the annual ADT. Caltrans' 2022 Annual Truck Traffic Study estimates truck traffic on US 50 between 3 and 7 percent of total vehicle volumes.

In summary, US 50 is an essential transportation artery for El Dorado County, serving commuters, residents, businesses, and visitors. Its performance directly influences regional mobility, economic development, and the health of the tourism industry.

<https://dot.ca.gov/programs/traffic-operations/census>

### **State Route 49**

#### Roadway Characteristics

State Route 49 (SR 49) is a two-lane conventional highway that serves north-south traffic throughout the Sierra Nevada foothills. In El Dorado County, the route begins at the county line near Plymouth (Amador County) and continues north through El Dorado, Diamond Springs, Placerville, Coloma, Pilot Hill, and Cool before entering Placer County and terminating in Auburn. Several sections of SR 49—particularly between Plymouth and Placerville, Placerville and Coloma, and Cool and Auburn—are narrow, winding, and steep. These segments often lack shoulders and provide limited opportunities for passing, although some turn-outs are available.

The corridor features numerous horizontal curves, some with posted speed advisories as low as 15 miles per hour, which presents challenges for both daily drivers and commercial traffic. Despite these limitations, SR 49 remains an essential regional roadway for both local and interregional travel.

#### Planning and Strategic Role

SR 49 is a critical route in the Sierra foothill region, serving a dual function as a commuter corridor and a tourism and recreation access route. It plays a key role in:

- Connecting communities within El Dorado County to adjacent counties.
- Providing a link between US 50 and I-80 for commuters and goods movement.
- Facilitating access to regional destinations such as:
  - Historic Coloma and Marshall Gold Discovery State Historic Park
  - South Fork American River rafting areas
  - Foothill wineries and agritourism venues
  - Parks and open space areas popular for hiking, biking, and camping

Commuters rely on SR 49 to reach major employment centers via connections to US 50 or I-80. At the same time, a substantial amount of recreational traffic uses SR 49 on weekends and during peak tourism seasons.

### Traffic Volumes and Freight

Traffic volumes along SR 49 vary widely by location. In 2022, the highest peak month average daily traffic (ADT) was observed in Cool near the SR 193 junction, with 18,300 vehicles, followed by Placerville near Fiske Road with 15,500 vehicles, and Diamond Springs at Missouri Flat Road with

14,500 vehicles. In contrast, the lowest volumes were recorded near the Amador/El Dorado County line, with 1,900 vehicles, and at Gold Hill Road, with 2,700 vehicles. Peak-month ADT is considered a more accurate measure of roadway demand in areas affected by seasonal traffic fluctuations, especially tourism.

Truck traffic on SR 49 is relatively moderate but varies by segment. According to Caltrans' 2022 Annual Truck Traffic Study, trucks comprised between 3 and 14 percent of the total vehicle volumes, with higher percentages typically occurring on stretches serving agricultural or commercial transport needs.

### **State Route 193**

SR 193 is a two-lane highway that serves as a connector between Placerville and Cool, traversing hilly and mountainous terrain in rural El Dorado County.

#### Roadway Characteristics

SR 193 extends from SR 49 in Placerville north through Georgetown and reconnects with SR 49 in Cool.

- Connects several rural communities including Cool, Greenwood, Georgetown, Kelsey, and Chili Bar.
- Generally 28 feet wide, with wider sections near Georgetown and north of Placerville.
- Contains steep and winding sections near the South Fork of the American River with poor horizontal sight distances.
- Frequently used by logging and agricultural trucks.
- Advisory restrictions discourage trucks with a kingpin-to-rear-axle length greater than 30 feet from using narrow sections.

#### Planning and Strategic Role

SR 193 provides critical connectivity and supports both regional circulation and local accessibility. Its strategic role includes:

- Linking foothill communities to Placerville and the US 50 corridor.
- Serving as an alternate north-south route to SR 49.
- Providing access to public lands, forestry resources, and recreation areas.
- Supporting the movement of agricultural and timber-related goods.
- Facilitating rural tourism and emergency access during highway closures or detours.

#### Traffic Volumes and Freight

In 2022, SR 193 had peak month average daily traffic volumes ranging from 1,650 vehicles near Black Oak Mine Road to 6,300 vehicles near Cool (Caltrans Traffic Census Program, 2022). . Caltrans' 2022 Annual Truck Traffic Study estimates truck volumes ranging from 4 percent to 6 percent on SR 193, reflecting both local freight activity and agricultural use of the corridor.

### **State Route 89 and State Route 153**

These two state routes serve limited but important transportation roles in El Dorado County.

#### Roadway Characteristics

- SR 89 is a north-south route located entirely within the Lake Tahoe Basin.
- SR 153 is a short, one-half mile road connecting SR 49 to the Marshall Monument in Coloma.
- SR 89 provides scenic and recreational access through mountainous terrain.
- SR 153 does not support regional travel but serves local and tourist access to a key historic site.

## Planning and Strategic Role

While these routes are limited in length or jurisdiction, they play the following roles:

- SR 153:
  - Holds the distinction of being the shortest State Route in California
  - Provides direct access to Marshall Gold Discovery State Historic Park
  - Supports heritage tourism and local traffic only
  
- SR 89:
  - Falls under the planning oversight of the Tahoe Regional Planning Agency
  - Supports local circulation within the Lake Tahoe Basin
  - Facilitates seasonal tourism and recreational travel

## Traffic Volumes and Freight

2022 peak month ADT for SR 89 ranges from 2,400 at D.L. Bliss Memorial State Park Road to 10,800 at the junction with US 50 near South Lake Tahoe. SR 153 is a one half-mile long road that provides access from SR 49 to the Marshall Monument in Coloma and does not support regional traffic. Peak month ADT on SR 153 ranged from 140 to 3,200 in 2022.

Freight activity is minimal on both highways, with SR 153 serving exclusively local, non-commercial traffic.

**MAP 8-1: State and Federal Highways in El Dorado County**



## REGIONAL SIGNIFICANCE CRITERIA

The El Dorado County Department of Transportation (DOT) maintains a travel demand forecasting model that includes freeways, highways, and arterials, both divided and undivided across the county. For modeling purposes, DOT categorized roadways according to the classifications listed in Table 8-1.

These roadway classifications differ from those used by the Federal Highway Administration (FHWA) but are specifically designed to evaluate existing and projected Levels of Service (LOS) on regional roadways within El Dorado County. This localized classification system better reflects the travel conditions and planning needs unique to the county's geography and land use patterns.

Additionally, the City of Placerville's General Plan Circulation Plan Diagram outlines its own street hierarchy, including:

- Major arterials
- Minor arterials
- Collector streets
- Local streets

For the purposes of this RTP, Placerville's major and minor arterials are considered part of the regional roadway network, aligning with the county-wide approach to identifying roadways of regional significance.

**TABLE 8-1: County Travel Demand Forecasting Roadway Functional Categories**

Code	Functional Class Codes
2R	Minor Two-Lane Highway
2U	Major Two-Lane Highway
4M	Multilane Four-Lane Highway
2A	Two-Lane Arterial
4AU	Four-Lane Arterial, Undivided
4AD	Four Lane Arterial, Divided
6AD	Six-Lane Arterial, Divided
2F	Two Freeway Lanes
2FA	Two Freeway Lanes + Auxiliary Lane
3F	Three Freeway Lanes
3FA	Three Freeway Lanes + Auxiliary Lane
4F	Four Freeway Lanes

*\*For Travel Demand Purposes Only*

Federal Definition of a Regionally Significant Route

The Federal Highway Administration (FHWA) defines a regionally significant route as:

“A facility which serves regional transportation needs (such as access to and from the area outside the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals as well as most terminals themselves) and would normally be included in the modeling of a metropolitan area's transportation network, including at a minimum, all principal arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel.”

This definition underscores the importance of such facilities in supporting both local and interregional travel demand and long-range transportation planning.

Federal Functional Classification and Funding Eligibility

Functional classification is a key criterion for determining eligibility for federal transportation funding. To qualify for federal funding, such as through the Surface Transportation Block Grant Program (STBG), a project generally must be located on a roadway classified as a collector or higher.

- Ineligible facilities typically include:
  - Local roads
  - Rural minor collectors
- Exceptions to this general rule include:
  - Up to 15% of a state's rural STBGP suballocation may be used on minor collectors
  - Bridge and tunnel replacement, inspection, or rehabilitation
  - Safety-related projects
  - Fringe and corridor parking facilities/programs
  - Recreational trails, pedestrian and bicycle improvements, and Safe Routes to School initiatives
  - Roadway improvements within the ROW of divided highways
  - Port terminal improvements
  - Projects that qualify under the pre-FAST Act definition of “transportation alternatives”

## Functional Classification Mapping and Resources

Functional Classification information can be queried and mapped using Caltrans' online tool:

<https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=026e830c914c495797c969a3e5668538>

This resource allows users to view functional classifications by route and jurisdiction across the state.

- Table 8-1 provides a snapshot of the functional classifications within western El Dorado County.
- Table 8-2 summarizes collector and arterial roadways within the same region, highlighting those eligible for regional funding consideration.
- Table 8-3 summarizes collector and arterial roadways within the City of Placerville

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**TABLE 8-2: Western El Dorado County Roadways by Functional Class**

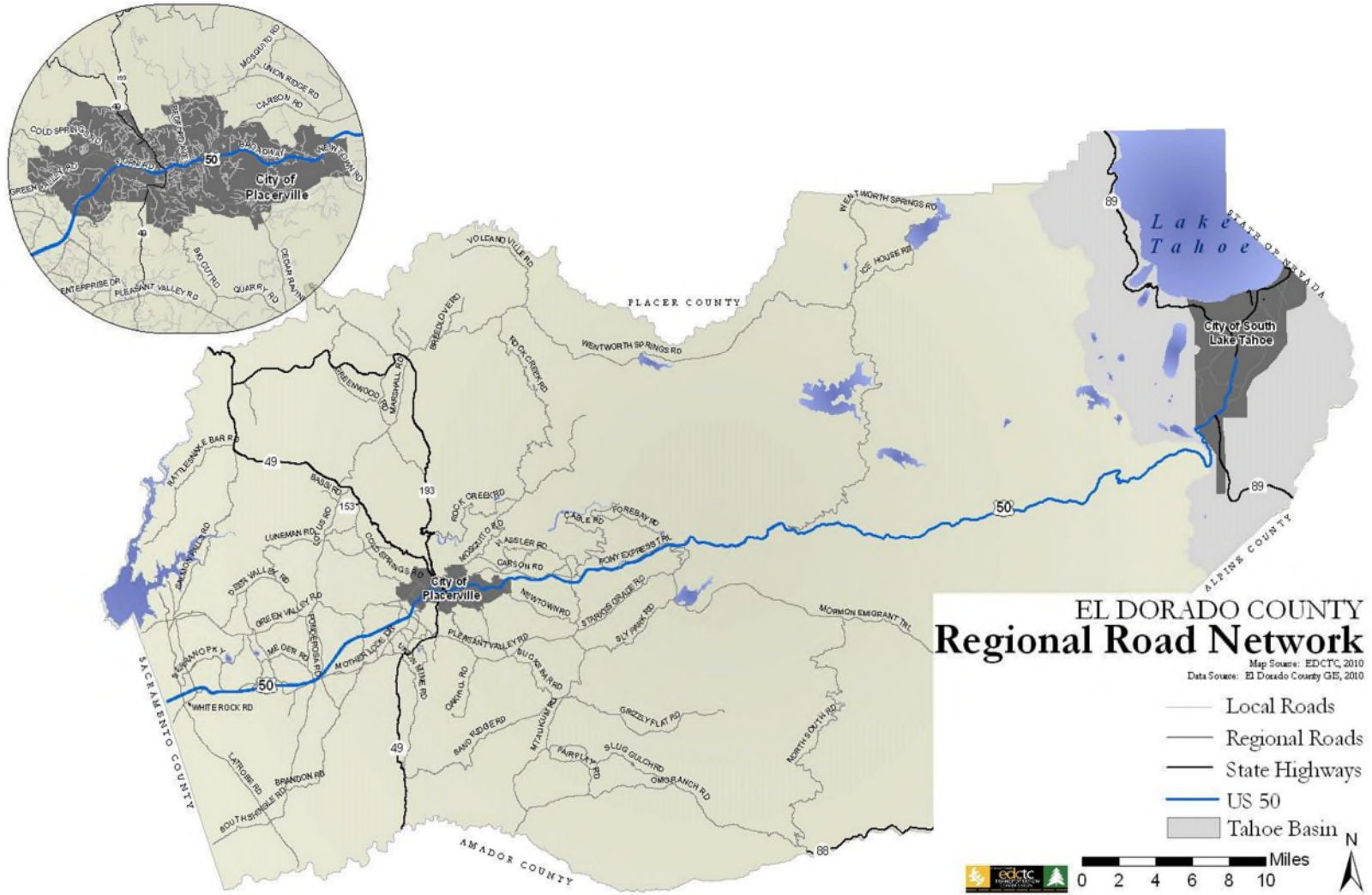
Western El Dorado County Major Collector Roadways			Western El Dorado County Minor Arterial Roadways
AIRPORT RD	HASTINGS DR	MORMON EMIGRANT	BROADWAY
BAKER RD	HOLLOW OAK DR	MOTHER LODE DR	CAMERON PARK DR
BASS LAKE RD	KNOLLWOOD DR	MT AUKUM RD	CARSON RD
BEDFORD AVE	LA CANADA DR	OXFORD RD	CEDAR RAVINE RD
BUCKS BAR RD	LAKEHILLS DR	PALMER DR	COLD SPRINGS RD
CAMBRIDGE RD	LATROBE RD	PONDEROSA RD	EL DORADO HILLS BLVD
COUNTRY CLUB DR	LOWER MAIN ST	PONY EXPRESS TR	GREEN VALLEY RD
DUROCK RD	MAIN ST	ROYAL PARK DR	LATROBE RD
EL DORADO RD	MALCOLM DIXON RD	SERRANO PKWY	LOTUS RD
FORNI RD	MARSHALL RD	SLIGER MINE RD	MIDDLETOWN RD
FRANCISCO DR	MEDER RD	SMITH FLAT RD	MISSOURI FLAT RD
FRENCH CREEK RD	MERRYCHASE DR	WILD CHAPARREL DR	MOSQUITO RD
GUADALUPE DR	MONUMENT RD		MOTHER LODE DR
Western El Dorado County Minor Collector Roadways			NEWTOWN RD
BRANDON RD	GRIZZLY FLAT RD	SNOWS RD	NORTH SHINGLE RD
DEER VALLEY RD	ICE HOUSE RD	SOUTH SHINGLE RD	PLEASANT VALLEY RD
FAIRPLAY RD	LUNEMAN RD	SPANISH DRY DIGGINS RD	SALMON FALLS RD
FRENCH CREEK RD	MOSQUITO RD	STARBUCK RD	SILVA VALLEY PKWY
GARDEN VALLEY RD	OLD FRENCH TOWN RD	STARKES GRADE	SLY PARK RD
GOLD HILL RD	OMO RANCH RD	UNION MINE RD	SOUTH SHINGLE RD
GREENSTONE RD	ROCK CREEK RD	UNION RIDGE RD	
GREENWOOD RD	SAND RIDGE RD	WENTWORTH SPRINGS RD	
Western El Dorado County Other Principal Arterial Roadways			
WHITE ROCK ROAD			SR 49/ US 50

**TABLE 8-3: City of Placerville Roadways by Functional Class**

City of Placerville Major Collector Roadways			City of Placerville Minor Arterial Roadways
AIRPORT RD	FAIRLANE	PACIFIC ST	SR 49
BAKER RD	FORNI RD	SCHNELL SCHOOL RD	US 50
BEDFORD RD	GIOVANNI DR	SHERMAN ST	SR 193
BEE ST	HOCKING ST	SMITH FLAT RD	BROADWAY
CANAL ST	MALLARD LN	SPRING ST	CARSON RD
COOL WATER CREEK RD	MARSHALL WAY	TUNNEL ST	CEDAR RAVINE
COMBELLACK RD	MORENNE DR	TURNER ST	COLD SPRINGS RD
CORKER ST	NORTHRIDGE DR	WASHINGTON ST	GREEN VALEY RD
COUNTRY CLUB DR	OAK TERRACE RD		MAIN ST
City of Placerville Minor Collector Roadways			MIDDLETOWN RD
NONE IN THE CITY			MOSQUITO RD
City of Placerville Other Principal Arterial Roadways			PACIFIC ST
RAY LAWYER DRIVE			PIERROZ RD
			PLACERVILLE DR

# REGIONAL ROAD NETWORK NEEDS ASSESSMENT

MAP 8-2: Regional Roadway Network of El Dorado County



## VEHICLE MILES TRAVELED (VMT)

A “VMT” is one vehicle traveling on a roadway for one mile. Regardless of how many people are traveling in the vehicle, each vehicle traveling on a roadway within El Dorado County generates one VMT for each mile it travels. For the purposes of this RTP, VMT is estimated and projected for a typical weekday. The efficacy of this measure is a result of several factors.

- VMT is relatively easy to measure by counting traffic on roadways at different locations. It is one of the few measures of transportation performance that has been consistently and comprehensively monitored and documented over time in Sacramento as part of regional transportation planning.
- VMT bears a strong and direct relationship to vehicle emissions, although this relationship is becoming more complex as vehicular technologies evolve. State and federal policies pertaining to vehicle efficiency and formulation of vehicle fuels suggest that on a per VMT basis, emissions for most pollutants and GHGs will decline relative to today. However, even with these per VMT improvements due to fuel and vehicle technology changes, lower VMT will mean lower emissions.
- VMT can be influenced by policy in a number of different ways. By providing more attractive alternatives to driving alone, VMT can be reduced by shifting from vehicle to non-vehicle modes (i.e., from a car trip to a bike or walk trip), or from low occupancy to HOVs (i.e., from a single-occupant vehicle trip to a carpool or transit trip). VMT can be influenced by land use patterns as well. A better mix of residential, employment, education, and service uses in an area can allow people to accomplish their daily activities with less driving, and consequently less VMT. Locating land uses in closer proximity to each also makes walking and bicycling more viable, while also making transit more effective.

As displayed in Table 8-4, VMT per capita in the six-county SACOG region increased slightly (0.8 percent) from 2016 to 2019 but decreased by 16.0 percent from 2019 to 2022. Overall, VMT per capita in the SACOG region decreased by 15.1 percent from 2016 to 2022, while the SACOG region’s population increased by 5.6 percent during the same period.

**Table 8-4: Average Daily Vehicle Miles Traveled in SACOG Region, 2016-2022**

County	Daily VMT <sup>1</sup> (Thousands)			Changes		
	2016	2019	2022	'16 TO '19	'19 TO '22	'16 TO '22
El Dorado <sup>2</sup>	4,095	4,324	3,530	5.6%	-18.4%	-13.8%
Placer <sup>2</sup>	9,161	9,986	3,530	9.0%	-11.1%	-61.5%
Sacramento	35,652	36,391	30,854	2.1%	-15.2%	-13.5%
Sutter	2,672	2,830	2,378	5.9%	-16.0%	-11.0%
Yolo	6,071	6,551	5,689	7.9%	-13.2%	-6.3%
Yuba	1,928	2,080	2,021	7.9%	-2.8%	4.8%
Region	59,579	62,162	53,351	4.3%	-14.2%	-10.5%
Pop. (thousands) <sup>2</sup>	2,376	2,455	2,509	3.3%	2.2%	5.6%
VMT per Capita	25.1	25.3	21.3	0.8%	-16.0%	-15.1%

SOURCE: SACOG, December 2024. From “California Public Road Data Reports”, assembled by SACOG.

Notes: <sup>1</sup>Includes VMT from all sources (household-generated, commercial and external) on all roadways within the SACOG region. Estimates and forecasts from SACSIM regional travel demand model.

<sup>2</sup>Only the portions of Placer and El Dorado County outside the Tahoe Basin are reported. SACOG staff adjusted the full-county data reported in CPRD reports.

## ROAD MAINTENANCE NEEDS IN EL DORADO COUNTY AND THE CITY OF PLACERVILLE

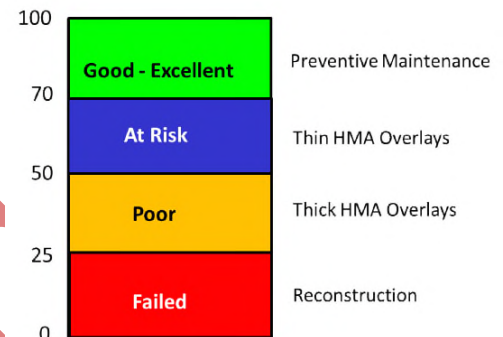
### FEDERAL AND STATE HIGHWAY MAINTENANCE NEEDS

Caltrans is required to prepare the State Highway Operation and Protection Program (SHOPP) for purpose of collision reduction, restoring damaged roadways, bridge preservation, roadway

preservation, roadside preservation, mobility enhancement, and preservation of other transportation facilities related to the federal and state highway system. The SHOPP is a four year funding program that is updated every two years, and is constrained by the forecast of funding in the adopted 2024 State Transportation Improvement Program (STIP) Fund Estimate (FE) (Caltrans, August 2023). SHOPP projects are funded with federal and state resources and consist of major rehabilitation work on the State Highway System. The 2024 STIP FE forecasts SHOPP capacity of \$25.8 billion over the five-year FE period. Similar to the STIP, SHOPP capacity represents the total value of projects that can be funded each year, and includes construction, R/W, and support. From the \$25.8 billion in total estimated program capacity over the 2024 STIP FE, new SHOPP capacity currently available for programming is about \$16.9 billion over the FE period.

### LOCAL STREETS AND ROADS MAINTENANCE NEEDS

The Pavement Condition Index (PCI) is a measurement of pavement grade or condition and ranges from 0 to 100. A newly constructed road will have a PCI of 100, while a failed road will have a PCI of 25 or less. Pavement conditions are primarily affected by the climate, traffic loads and volumes, construction materials and age. The symptoms manifested by the pavement as it ages or fails are determined by the distress types that are present, such as fatigue or alligator cracking, rutting etc.



Briefly, good to excellent pavements (PCI>70) are best suited for pavement preservation techniques, (e.g., preventive maintenance treatments such as chip seals or slurry seals). As pavements deteriorate, treatments that address structural adequacy are required. Between a PCI of 25 to 69, hot mix asphalt (HMA) overlays are usually applied at varying thicknesses. This may be accompanied by milling or recycling techniques. Finally, when the pavement has failed (PCI<25), reconstruction is typically required.

The 2023 Rural Counties Pavement Needs Assessment (California Rural Counties Task Force, April 2023) provides a comparison of available revenues versus pavement maintenance needs on local El Dorado County roadways (excluding federal and state highways).

**TABLE 8-5 El Dorado County Pavement Condition Index by Year**

Centerline Miles	Lane Miles	Area (Square Yards)	Average Weighted PCI						
			2010	2012	2014	2016	2018	2020	2022
1,399	2,684	21,458,907	58	63	63	62	63	63	63

Source: California Statewide Local Streets and Roads Needs Assessment April 2023  
<https://savecaliforniastreet.org/wp-content/uploads/2023/05/Statewide-Needs-2022-FINAL.pdf>

During the Fiscal Year 2023/24, El Dorado County allocated \$776,708 on asphalt maintenance. An additional \$11,725,635 was spent on various surface treatments, asphalt grinding, and paving contracts to maintain their 1082 miles of western slope roadway at a Pavement Condition Index (PCI) of 63. These figures exclude costs associated with engineering, equipment, staff time, or maintenance activities related to brush clearing, ditching, or culvert maintenance. The ten-year pavement needs in El Dorado County are estimated at \$671 million in 2022 dollars.

In 2014, the City of Placerville Pavement Management Program estimated an average annual need of \$3 million to elevate 48 miles of roadway (currently at PCI of 52) to a rating of 70 over the next 20 years. Since 2014, the City has paved approximately 20% of these roadways. Accounting for the escalation of construction costs, the City currently estimates a need of \$3.2 million per year to bring the remaining roadways to a PCI rating of 70 over the next 20 years.

## MANAGED LANES

The Caltrans District 3 Managed Lanes System Plan (MLSP) is a planning document that outlines the overall vision of the managed lanes network for the district and region, how it will operate, and how it fits in with other operational strategies. A managed lane is an exclusive or preferential use lane that uses various operational and design strategies to improve traffic operations and support regional and state goals for multimodal transportation. Managed lanes use strategies such as access control, vehicle eligibility, tolling, and/or a combination thereof. These strategies are determined based on State and regional goals and objectives for the transportation system including safety, regional and interregional consistency, impacts on freeway performance, enforcement needs, sustainability considerations, and community support. Managed lanes strategies can improve efficiency in moving more people in fewer vehicles, reduced vehicle miles traveled (VMT), help to meet Federal Performance Management targets, and manage congestion. These strategies may be adjusted at any time to meet required performance standards or to address other managed lane or freeway performance issues.

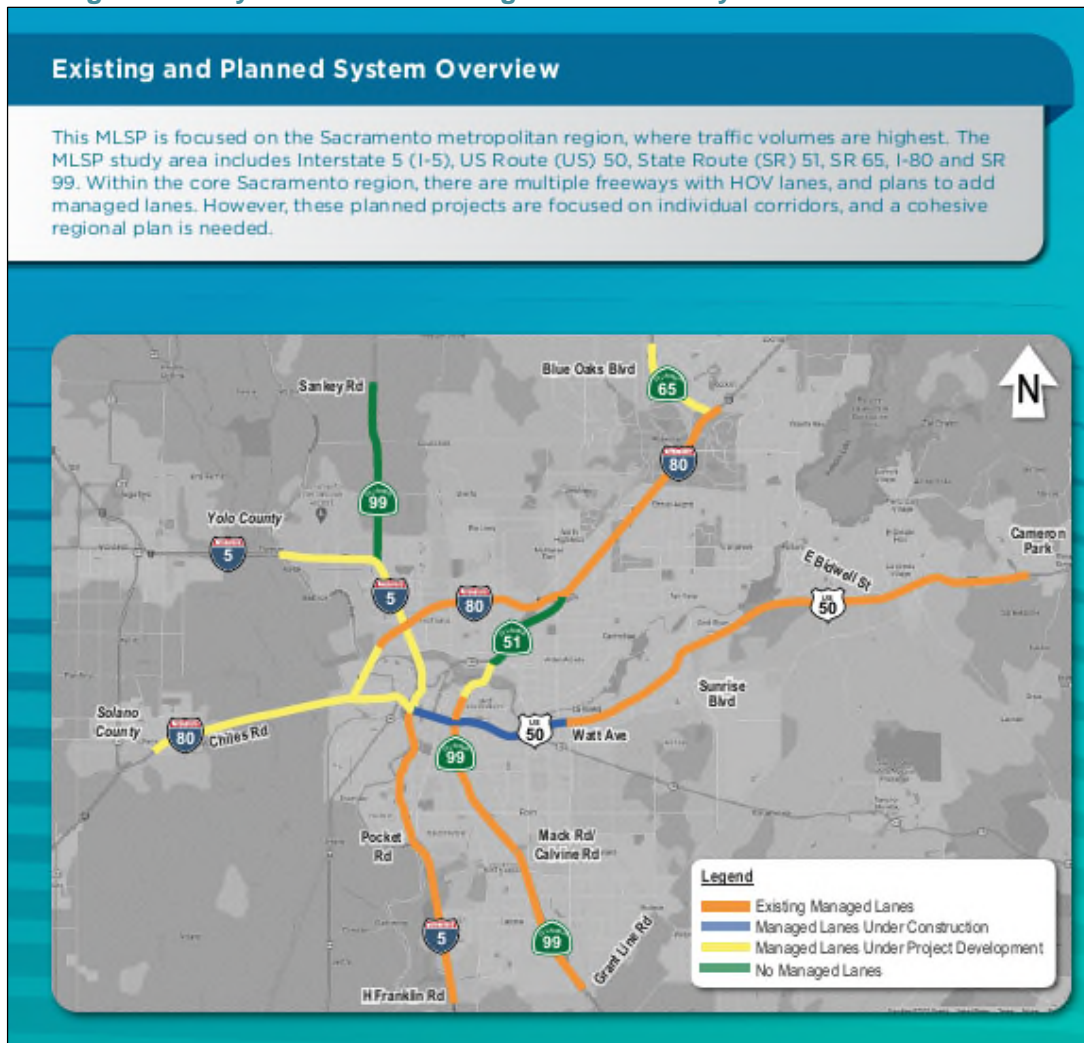
Managed lanes can include Carpool or Express Lanes. The three types of freeway lanes are as follows:

**TABLE 8-6: Freeway Lane Classification**

All Lanes - General Purpose	Carpool Lanes	Express Lanes
Initially, freeways were designed for general purpose of uninterrupted travel for long distances without difference or distribution to the types of vehicles, or number of persons in the vehicles.	Carpool lanes, or sometimes referred to as high-occupancy vehicle (HOV) lanes, were introduced to increase average vehicle occupancy with the goal of reducing traffic congestion and air pollution. They are typically reserved for the exclusive use of vehicles with a driver and one or more passengers including carpools, vanpools, and transit buses.	Carpool lanes evolved into Express Lanes, or High-Occupancy Toll (HOT) lanes, to further reduce congestion and enhance mobility by allowing solo drivers to pay a fee to use the lane. The fees will generate funds that will be used for toll operations and maintenance costs as well as facility and local infrastructure improvements in the future.

Source: Caltrans Managed Lanes System Plan (February 2025)

## MAP 8-3: Managed Lane System Plan - Existing and Planned System Overview



## FREIGHT/GOODS MOVEMENT

California serves as an important hub in the global goods movement network. The State's large population and market size create huge demands on the goods movement-related infrastructure within its own borders. In addition to serving the domestic needs of Californians, the State's goods movement system must also accommodate the needs of the large agricultural, natural resource, and manufacturing sectors.

Rural El Dorado County's intermodal transportation network plays a vital role in regional goods movement and connects agricultural producers, forestry operations, and small manufacturers to broader markets. Trucking dominates freight logistics, with county-maintained highways such as U.S. 50 and Highway 49 facilitating the oversized and overweight load permits essential for timber, mining, and agricultural product transport. While California's rail freight system underpins much of the state's cargo throughput, rural El Dorado lacks active mainline freight service; historic short-line railways like the Diamond & Caldor and Camino-Placerville lines once linked lumber mills to the Transcontinental Railroad but have since been abandoned or converted to trails. This puts greater reliance on trucks for intermodal transfers - especially at the Sacramento Valley Station, which connects to Amtrak buses operated locally by El Dorado Transit. El Dorado Transit provides critical bus links within the county—serving Placerville, Cameron Park, Pollock Pines, and more—and commuter routes to Sacramento integrate intercity transit, supplementing freight movement with people. As the County advances its 2025–2045 RTP and Next Gen Transportation Investment

Strategy, there is growing emphasis on enhancing multimodal synergy—optimizing road-based freight corridors, improving park-and-ride and intermodal connections, and preserving former rail rights-of-way - to support rural economic resilience, reduce vehicle miles traveled, and align with state climate and equity goals

Goods movement is critical to the continued economic health of the El Dorado County region by allowing local producers to transport their goods to market, as well as bringing needed raw materials and finished products into the area for use by local businesses and individuals. Goods movement covers all transportation methods by which freight and commodities are transported into and out of El Dorado County. In general, the most common methods to transport freight and commodities are rail, truck, air, bus, and pipelines.

## GOODS MOVEMENT EXISTING CONDITIONS

### Rail Transport

In the mid-1860's, the Placerville and Sacramento Valley Railroad (P&SVRR) was built as an extension of the Sacramento Valley Railroad. It connected Folsom to Latrobe, Shingle Springs, and Placerville and transported passengers and agricultural, mineral, and timber resources from El Dorado County to destinations throughout California.

In 1898, the PS&VRR became a part of the Southern Pacific Railroad. Less than a century later, in 1986, Southern Pacific ended its railroad operation in El Dorado County due to declining demand for freight rail service. Today, El Dorado County has no viable rail transport system.

In July 1991, the Sacramento- Placerville Transportation Corridor Joint Powers Authority (SPTC-JPA), a public entity, was formed for the purpose of purchasing from Southern Pacific Transportation Company 53.1 miles of the Placerville Branch Corridor between Mile Post (MP) 94.3 at 65<sup>th</sup> Street in the City of Sacramento and MP 147.4 at Apex near the City of Placerville. The members of the SPTC-JPA include El Dorado County, Sacramento County, Sacramento Regional Transit District, and the City of Folsom. In September 1996, the SPTC-JPA successfully completed its purchase of the railroad corridor now known as the Sacramento-Placerville Transportation Corridor (SPTC).

The SPTC-JPA “railbanked” 37 miles of the SPTC - 28 miles in El Dorado County and 9 miles in the City of Folsom - by purchasing it under the protection of the National Trails System Act, 16 U.S.C. 1247(d), also known as the “Railbanking Act” or “Rails-to-Trails Act.” Railbanking is the federal process that prevents the formal abandonment of a railroad right-of-way and preserves it for interim use as a multi-use trail subject to possible future reconstruction and reactivation of the right-of-way for freight rail service.

The SPTC in El Dorado County has been the subject of two planning efforts, the *2003 SPTC Master Plan* and the *2015 SPTC Alternatives Analysis*. The 2003 Master Plan identified potential uses of the corridor, including excursion trains, natural and paved trails for hiking, biking and equestrian use, and utility easements. It also identified environmental mitigation measures and enhancement strategies such as public safety rail and trail measures, biological and cultural resource studies, fencing, landscaping, signing, maintenance, and fire prevention measures including vegetation control. The 2009 Alternatives Analysis evaluated the opportunities, costs, and constraints of providing transportation improvements within a 31-mile portion of the SPTC between Humbug-Willow Creek Bikeway in Folsom and the intersection of the SPTC with Missouri Flat Road in Diamond Springs. The results of the analysis were intended to provide public officials and the public with the data and information necessary to make informed decisions about corridor improvements that would provide the greatest public benefit.

Today, the 28 miles of the SPTC in El Dorado County are utilized as a mixed-use corridor that is enjoyed by excursion train enthusiasts, hikers, equestrians, and bicyclists of all ages and abilities including mountain bikers and road bikers. Between 2009 and 2019, El Dorado County constructed

approximately five miles of multi-use path between Apex at Forni Road and the town of El Dorado, providing a paved path for people to walk, run, and bike on. In 2025, a bicycle and pedestrian overcrossing of Missouri Flat Road was constructed to improve safety and connectivity between the Class I multi-use trail segments to the east and west of the roadway. Railroad volunteers have acquired rolling stock and worked to maintain the rails to preserve local rail history. Trail volunteers, including hikers and bikers, have improved natural trails along the length of the corridor to provide opportunities for hiking, biking, and equestrian use. Together, the volunteer groups seek to establish the SPTC in El Dorado County as a recreation and tourism attraction that enhances the health and well-being of the local community and contributes to the local economy.

For more than a hundred years, railroads played an important role in transportation and the economic development of El Dorado County. Since Southern Pacific ceased operations in 1986, the County has been without active freight rail transportation, but the two corridors where freight trains used to run, the SPTC and the Michigan/California Railroad right-of-way between Placerville and Camino, have been preserved as transportation corridors that will help meet the current and future active transportation needs of the County.

### **Air Transport**

Mather Airport is the closest air cargo port to El Dorado County, with a location approximately 15 miles west of El Dorado County along the US 50 Corridor and comprises 2,875 acres which formerly served as a United States Air Force base. Its available facilities include two parallel runways, one of which is 11,300 feet long and capable of handling the largest fully loaded aircraft, 40 acres of cargo ramp space, 321,000 square feet of warehouse space, and 198,000 square feet of office space.

Airport access is critical to the region's air cargo business, and this is especially evident at Mather Airport. In 2018, Mather Airport handled 77,000 tons of freight. DHL and the United Parcel Service have their Sacramento operations stationed at Mather Airport. Many of these shipments are time-sensitive and demand just-in-time delivery. These include high tech goods, perishables, and medical shipments that can be life-saving deliveries. For these reasons, although Mather Airport is located in Sacramento County, El Dorado County has a vested interest in maintaining adequate access to/from the airfield. El Dorado County's financial contribution for the High Occupancy Vehicle lanes from Cameron Park to Watt Avenue in Sacramento County supports this interest by maintaining mobility along the US 50 Corridor into El Dorado County.

Air transportation plays a key role in the movement of goods and people not only to locations outside of the County but also between locations within the County. There are three public airports in the county: Placerville, Cameron Park, and Georgetown. The County's role in air transportation is limited to land use regulation of the land surrounding the airports through the Zoning Ordinance and the actual operations of the two airports owned by the County: the Placerville Airport and the Georgetown Airport. State and federal agencies have primary jurisdiction over all airport facilities and operations in the County. For more information on airports within El Dorado County, see Chapter 10, Aviation.

### **Truck Transport**

U.S. 50 United States Highway 50 is an east-west highway from its junction with I-80 (Yolo County) through Sacramento County and into the State of Nevada (via El Dorado County). Within the Tahoe Basin, US 50 serves as the main commercial thoroughfare for South Lake Tahoe and Meyers communities. The route is heavily congested during the summer and winter peak tourism months. Tahoe Basin industries depend on this route to provide access for the delivery of goods and services.

State Route 49 is a north-south interregional route that serves many historic California Gold Rush mining communities. This rural highway begins at Oakhurst (Madera County). It continues northwest through Tuolumne, Calaveras, Amador, El Dorado, Placer, Nevada, Yuba, Sierra, and Plumas Counties, where it ends at its junction with SR 70 (in Vinton). The route is a main street throughout the Sierra Nevada Foothills and is an essential last-mile connector for local goods movement. SR 49 is a federally designated Critical Rural Freight Corridor (23 U.S.C. 167(g)) and is vital to the state,

regional, and local economies. It is estimated, on average, between \$5.5 to \$7.6 million worth of commerce annually travels over the Donner Pass every hour. Both SR 20 and SR 49 are designated to handle STAA oversize and CA Legal Trucks. They are the only “Emergency Detour Routes” when I-80, between Emigrant Gap and Colfax, is closed due to major collisions, wildfires, and construction. The emergency events significantly increased the truck freight traffic on SR 20/SR 49. Caltrans District 3 Traffic Management Center reports that between 2004 and 2021, there were 218 closures of I-80, where truck traffic and passenger vehicles were rerouted onto SR 20 and SR 49.

It is important to consider the needs of all road users (e.g., residents, truckers, buses, bicyclists) when planning for freight movement.

Truck transport remains the primary method of moving goods in California, and El Dorado County is no exception. Truck transport uses much of the state’s 173,000 highway miles; however, trucking is mostly concentrated to a 7,513-mile portion of the National Highway System which includes portions of US 50 and SR 49.

Trucks are defined as heavy freight vehicles which meet the Surface Transportation Assistance Act of 1982 (STAA) definitions as found in the California State Vehicle Code. US 50 is part of the STAA system and is a terminal access route up to the Sly Park Road exit in Pollock Pines. From Sly Park Road to SR 89 near South Lake Tahoe, US 50 is considered part of the California Legal Truck Network.

SR 49, along the entire width of El Dorado County with the exception of Pleasant Valley Road to Bradley Road, is classified as a California Legal KPRA Advisory Route. SR 49 from Pleasant Valley Road to Bradley Road is considered Terminal Access. SR 193 is classified as California Legal KPRA Advisory. According to Caltrans’ Traffic Data Branch, 2018 Annual Average Daily Truck Traffic (AADT) volumes are approximately six percent of total vehicle traffic on the US 50 corridor from east of Shingle Springs to Sly Park Road. On SR 49 within El Dorado County, AADT is approximately nine percent of total vehicle traffic between the Amador County line and US 50, and approximately seven percent between Placerville and Placer County. On SR 193 in El Dorado County, AADT is an average of five percent of total vehicle traffic.

With trucks being the predominant goods movement mode, their volume on regional roadways is an important metric to monitor. Table 8-4 shows truck traffic volumes on key freeways in the El Dorado County. US 50 carries the highest volume of trucks in the region followed by SR 49.

**TABLE 8-7: Truck Percentages on Freeways in El Dorado County, 2022**

Interstate/Highway	Vehicle Average Annual Daily Traffic (AADT)	All Truck AADT	All Truck %	3+ Axle % of All Trucks
US 50 (East Shingle Springs, Postmile R10.295)	48,500	2,910	6%	56%
SR 49 (El Dorado, Pleasant Valley Rd, Postmile 9.641)	8,500	802	9%	27%
SR 193 (Cool, JCT. SR 49, Postmile 0)	6,200	372	6%	37%

Source: Traffic Census 2022 Truck AADT

**El Dorado County Truck Traffic:**

**US 50:**

1. Truck traffic, as a percentage of the AADT hovers around 6% at East Shingle Springs Road, peaks to 7% at East Camino Road and drops down to 3.10% at the Nevada State Line in El Dorado County in 2022



Future improvements to interchanges and multimodal enhancements along US 50, as well as efforts to improve parallel capacity adjacent to US 50, will be critical to maintain an adequate level of service to support interregional movement of goods and services into, through, and out of El Dorado County.

## SURFACE TRANSPORTATION SYSTEM ACTION PLAN PROJECTS AND PERFORMANCE MEASURES

Consistent with California Regional Transportation Plan Guidelines, EDCTC has developed Performance Measures for projects included in the RTP 2025-2045 Action Plan. The performance measures are tied to each goal of the Policy Element and demonstrate the connection between the Policy and Action Element, demonstrating the RTP's support in advancing statewide goals for transportation, sustainability and climate adaptation. Performance Measures for **Goal 3: Surface Transportation System** are as follows:

- **Measure 3.1;** Project meets performance measure if it is a fix it first type project which focuses on maintenance or remediation of existing infrastructure deficiencies (new roadways would not qualify)
- **Measure 3.2;** Project meets performance measure if it supports optimization of existing interchanges

Table 8-8 includes a list of both road and highway and system management and operations projects that best meet the performance measures for **Goal 3: Surface Transportation System**. The comprehensive RTP Project and Performance Measure List is included in **Appendix 6A**.

- Short-Range projects are displayed as 2025-2035.
- Long-Range projects are displayed as 2035-2045.
- Unconstrained Projects, which are not subject to the fiscal constraint of the RTP document as outlined in Chapter 13; The Financial Element, are listed as Beyond 2045.

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**TABLE 8-8: Surface Transportation System Projects**

<b>PARTIAL LIST OF PROPOSED PROJECTS AND PERFORMANCE MEASURE CONSISTENCY (SEE APPENDIX 6A FOR COMPREHENSIVE LIST)</b>						<b>GOAL 3: SURFACE TRANSPORTATION SYSTEM</b>	
						<b>Proposed Project Performance Criteria</b>	
						<b>3.1 Fix it first – Project focuses on maintenance or remediation of existing infrastructure deficiencies (new roadways would not qualify).</b>	<b>3.2 Optimization of interchanges.</b>
						<b>Performance Reference*</b>	
<b>Lead Agency</b>	<b>Year</b>	<b>MapID</b>	<b>Project Type Category</b>	<b>Title</b>	<b>Description</b>		
Caltrans and City of Placerville	2025-2035	7	G- System Management, Operations, and ITS	US 50 Broadway Eastbound Exit (#47) - Signalization and ramp lengthening	Lengthen eastbound exit ramp of US 50 at Broadway (#47) and install traffic signal.	No	Yes
City of Placerville	2035-2045	8	B- Road & Highway Capacity	Western Placerville Interchanges Phase 3	Replacement and widening of the Placerville Dr/US 50 Overcrossing with upgraded on and offramps and an EB auxiliary lane (lane between ramps of adjacent interchanges) between the Placerville Dr and Ray Lawyer Dr on/off ramps	No	Yes
El Dorado County	2035-2045	33	B- Road & Highway Capacity	US 50/Cambridge Rd Interchange	Improvements to Cambridge Rd Interchange: 1) widening EB and WB off-ramps; 2) new WB on-ramp from SB Cambridge Rd; 3) reconstruction of the local intersections for additional capacity; 4) installation of traffic signals at EB ramp terminal intersection	No	Yes
El Dorado County	2035-2045	34	B- Road & Highway Capacity	US 50/Cameron Park Dr Interchange Improvements	This project includes study to identify capacity improvements alternatives and selection of preferred alternative; assumes reconstruction of existing US50 bridges to widen Cameron Park Dr to 8 lanes under the overcrossing; road and ramp widenings.	No	Yes

TABLE 8-8: Surface Transportation System Projects (cont.)

PARTIAL LIST OF PROPOSED PROJECTS AND PERFORMANCE MEASURE CONSISTENCY (SEE APPENDIX 6A FOR COMPREHENSIVE LIST)						GOAL 3: SURFACE TRANSPORTATION SYSTEM	
						Proposed Project Performance Criteria	
						3.1 Fix it first – Project focuses on maintenance or remediation of existing infrastructure deficiencies (new roadways would not qualify).	3.2 Optimization of interchanges.
						Performance Reference*	
Lead Agency	Year	MapID	Project Type Category	Title	Description		
El Dorado County	2025-2035	35	B- Road & Highway Capacity	US 50/El Dorado Hills Blvd Interchange Phase 2B - Eastbound Ramps	Realign approx. 1/4 mile of Durock Rd to South Shingle Road/Sunset Ln and signalize new intersection. Durock Rd will be two through lanes with turn pockets at the intersection.	No	Yes
El Dorado County	2025-2035	36	B- Road & Highway Capacity	US 50/Ponderosa Rd Durock Rd/So. Shingle Rd Interchange Improvements	Interchange Improvements: Includes the detailed study to identify alternatives and select preferred alternative; as well as construction of the first phase to realign approximately ¼ mile of Durock Rd to South Shingle Rd/Sunset Ln and signalize the new intersection. Durock Rd will be two through lanes with turn pockets at the intersection. The first phase will also realign approx. ¼ mile of N. Shingle Rd about 600ft. north at Ponderosa Rd; realign the WB off-ramp to align with Wild Chaparral Dr. and signalize the new intersection. Realigned N. Shingle Rd will be two through lanes with turn pockets at the intersection. Includes PS for all phases; Will coordinate with future project to widen the US 50 overcrossing to 5 lanes.	No	Yes

**TABLE 8-8: Surface Transportation System Projects (cont.)**

<b>PARTIAL LIST OF PROPOSED PROJECTS AND PERFORMANCE MEASURE CONSISTENCY (SEE APPENDIX 6A FOR COMPREHENSIVE LIST)</b>						<b>GOAL 3: SURFACE TRANSPORTATION SYSTEM</b>	
						<b>Proposed Project Performance Criteria</b>	
						<b>3.1 Fix it first – Project focuses on maintenance or remediation of existing infrastructure deficiencies (new roadways would not qualify).</b>	<b>3.2 Optimization of interchanges.</b>
						<b>Performance Reference*</b>	
<b>Lead Agency</b>	<b>Year</b>	<b>MapID</b>	<b>Project Type Category</b>	<b>Title</b>	<b>Description</b>		
El Dorado County		39	B- Road & Highway Capacity	US 50/Silva Valley Pkwy Interchange - Phase 2	Final phase of US 50/Silva Valley Pkwy Interchange. Due to future growth in the area this project will be necessary to accommodate traffic projected for 2030. Project includes eastbound diagonal and westbound loop on-ramps to US 50.	No	Yes
City of Placerville		42	B- Road & Highway Capacity	Western Placerville Interchanges Phase 2.3	Construct the westbound US 50 off-ramp to Ray Lawyer Dr, construct intersection improvements at the US 50 Ramps/Ray Lawyer Dr and provide bicycle and pedestrian facility improvements along Ray Lawyer Dr within the project limits.	No	Yes

**\*Performance Reference:**  
None

