

Amador County 2022 Regional Transportation Improvement Program (RTIP)

Adopted December 2021
(REVISED)

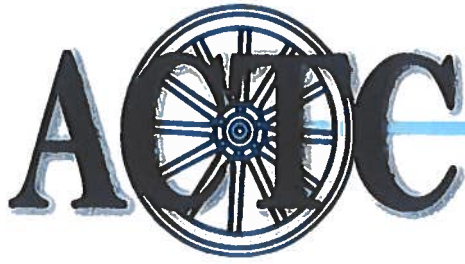


Submitted and Prepared by the

Amador County Transportation Commission

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December 2, 2021

Mitch Weiss, Executive Director
California Transportation Commission
1120 N Street, Mail Station 52
Sacramento, CA 95814

Re: Amador County 2022 Regional Transportation Improvement Program (RTIP)

Dear Mr. Weiss,

The Amador County Transportation Commission (ACTC) adopted at their December 2, 2021 meeting the 2022 Regional Transportation Improvement Program (RTIP) for submittal to the California Transportation Commission (CTC) as part of the development of the 2022 State Transportation Improvement Program. The ACTC 2022 RTIP is enclosed.

SR 88 Pine Grove Corridor Improvements

Amador County has completed development of the SR 88 Pine Grove Corridor Improvement Project. It is ready for Construction with an expected Ready to List date of February 3, 2022.

The ACTC is proposing to fund the Construction Phase (including Construction Support) with a combination of funding sources, including: Regional Improvement Program (RIP) shares, local developer impact fees, Congestion Mitigation/Air Quality funding, Regional Surface Transportation Program funding, and Highway Infrastructure Program funds.

Caltrans District 10 is also proposing to partner with a contribution of \$1.25m from its State Highway Operation Protection Program to help fund important Americans with Disabilities Act project components.

We thank you in advance for your consideration of our proposal.

Should you have any questions or require additional information, please contact me at (209) 267-2282.

Sincerely,


John Gedney
Executive Director



Enclosure: ACTC 2022 RTIP

CC: Dennis Agar, District 10 Director, Caltrans
Bruce De Terra, Division Chief - Transportation Programming, Caltrans (5 Copies)

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A. OVERVIEW AND SCHEDULE

Section 1. Executive Summary

The Amador County Transportation Commission (ACTC) was designated as the Regional Transportation Planning Agency (RTPA) for Amador County by the California Business and Transportation Agency in 1972. The Commission's roles and responsibilities fall generally into two overlapping categories: (1) administration of the Transportation Development Act (TDA) and other funds allocated to the Commission, and (2) to serve as the Regional Transportation Planning Agency (RTPA) for Amador County.

The ACTC is composed of six members; two County Supervisors, three City Council Members, and one member appointed by the County to be selected from the public at large.

Commissioners:

Brian Oneto (County Supervisor, District V) Chair
Susan Bragstad (Council Member, City of Amador City)
Dominic Atlan (Council Member, City of Lone)
Richard Forster (County Supervisor, District II)
Steve McClean (Council Member, City of Jackson)
John Plasse (Citizen at-Large)

Serving in its role as the RTPA for Amador County, the ACTC is responsible for selecting projects funded by a variety of state and federal funds. Projects that have been selected by the ACTC to receive funds over a five-year period are included in the Regional Transportation Improvement Program (RTIP). The RTIP is adopted every two years, with interim amendments made as needed.

The RTIP serves two primary purposes: 1) a tool to assist in monitoring the delivery of state and federally-funded projects; and 2) the ACTC's proposal to the California Transportation Commission (CTC) for the region's share of funds from the State Transportation Improvement Program (STIP). Monitoring projects is especially critical due to the timely use of funds deadlines required by AB1012, SB45, the California Transportation Commission (CTC), and the Federal Highway Administration (FHWA) for most funding sources. Planning, Programming, and Monitoring (PPM) funds to help perform this function are also programmed in the RTIP.

On December 2, 2021, the ACTC adopted the 2022 RTIP, which continues the region's commitment to the SR 88 Pine Grove Corridor Improvement Project.

Section 2. General Information

- **Regional Agency Name**
Amador County Transportation Commission
- **Agency website links for Regional Transportation Improvement Program (RTIP) and Regional Transportation Plan (RTP). (insert links below)**

Regional Agency Website Link: <http://www.actc-amador.org>

RTIP document link: <http://actc-amador.org/programs/>

RTP link: <http://actc-amador.org/plans/>

- **Executive Director or Chief Executive Officer Contact Information**

Name John Gedney
Title Executive Director
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Telephone (209) 267-2282

- **RTIP Staff Contact Information**

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- **California Transportation Commission (CTC) Staff Contact Information**

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Section 3. Background of Regional Transportation Improvement Program (RTIP)

A. What is the Regional Transportation Improvement Program?

The RTIP is a program of highway, local road, transit and active transportation projects that a region plans to fund with State and Federal revenue programmed by the California Transportation Commission in the STIP. The RTIP is developed biennially by the regions and is due to the Commission by December 15th of every odd numbered year. The program of projects in the RTIP is a subset of projects drawn from the Amador County Regional Transportation Plan (RTP), a federally mandated master transportation plan which guides the region's transportation investments over a 20 to 25 year period. The RTP is based on all reasonably anticipated funding,

including federal, state and local sources. Updated every 4 to 5 years, the RTP is developed through an extensive public participation process in the region and reflects the unique mobility, sustainability, and air quality needs of each region.

B. Regional Agency's Historical and Current Approach to developing the RTIP

In previous programming cycles for the STIP, Alpine, Amador and Calaveras Counties formed a group known as the "Tri-Counties" partnership. With the acknowledgement of the California Department of Transportation (Caltrans) and CTC, the Partnership agreed to combine their Regional Improvement Program (RIP) funds.

The 1998 Interim STIP Guidelines formally recognized the 1996 Memorandum of Understanding (1996 MOU) between Calaveras and Amador Counties under which the two regions agreed to pool county minimum allocations in the 1996 STIP. The two counties combined their STIP funds (prior to adoption of SB45) in order to gain State support and funding for two long-standing priority state highway projects: the State Route (SR) 49 Amador Bypass in Amador County and the SR 4 Angles Camp Bypass in Calaveras County. In 1997, Alpine County joined Amador and Calaveras Counties and the 1996 MOU was expanded to include the SR 4 Arnold Passing Lane project and the SR 88 Cooks and Hams Stations Passing Lane projects, which serve as critical links connecting remote Alpine County with the rest of the State. The Boards of Supervisors and the RTPAs for each county unanimously adopted resolutions supporting the new agreement, Tri-Counties MOU I. The approved resolution was submitted with each County's 1998 RTIP.

In the 2006 STIP Augmentation program, all of the four (4) State Highway projects in MOU I were fully funded and completed as described below:

- The SR 4 Arnold Passing Lane project was constructed and became operational in October, 2004. The final project cost was \$3.5 million.
- The SR 88 Cooks and Hams Stations Passing Lanes project was constructed and became operational in December, 2006. The final project cost was \$7.2 million.
- The SR 49 Amador Bypass was constructed and became operational in February, 2007. The final project cost for all components was \$52 million.
- The SR 4 Angels Camp Bypass was constructed and became operational in July, 2009. The final project cost was \$62 million.

The Tri-Counties, with Caltrans and CTC support, remain proud of the successful partnership that resulted of delivery of over \$124 million in important transportation infrastructure.

In 2008, the three counties again voted unanimously to continue with the Tri-Counties Partnership, in the form of a second Memorandum of Understanding (MOU II). MOU II outlined step needed to combine RIP funding from the 2008 STIP through the 2018 STIP cycles in order to complete the SR 4 Wagon Trail Realignment and SR 88 Pine Grove Corridor Improvement Projects, as well as local road rehabilitation projects in Alpine County.

Unfortunately, in negotiations regarding current and future programming requests and related issues, the Tri-Counties failed to reach an agreement needed to maintain their partnership. On November 18, 2011, MOU II was formally discontinued.

Section 4. Completion of Prior RTIP Projects (Required per Section 68)

In the 2012 RTIP, the ACTC requested the following programming:

- \$3,347,000 in RIP funding for completion of the SR 88 Pine Grove Improvement Project; Plans, Specifications, & Estimates (PS&E) phase in FY 2015/16
- \$294,676 in Transportation Enhancement (TE) funding and \$150,324 of additional RIP funding for a total of \$445,000 to complete construction of the Jackson Tailing Wheels Restoration Project in FY 2012/13

At that time, due to numerous bypass alternatives under study, the 2012 RTIP reflected an estimated total project cost of \$114 million for the SR 88/Pine Grove Improvement project.

In the 2014 RTIP, the ACTC continued its commitment to the SR 88 Pine Grove Corridor Improvement; and, based upon refined project scoping, revised its programming request, as shown below:

- \$1,610,000 in RIP funding in FY 2015/16 to complete the PS&E phase of the SR 88 Pine Grove Improvement Project
- \$3,951,000 in RIP funding in FY 2017/18 to complete the Right-of-Way (ROW) phase of the SR 88 Pine Grove Improvement Project

When the 2016 STIP cycle was launched, the CTC announced no new programming capacity. In its 2016 RTIP adopted on November 19, 2015 the ACTC requested to continue the programming of its 2014 RTIP. On January 21, 2016 the CTC adopted a revised fund estimate for the 2016 STIP due to the anticipated reduction in the price-based excise tax in 2016-17. RTPAs were notified on February 1, 2016 that projects would need to be delayed or deleted from the 2016 RTIPs.

In response to the statewide revenue shortfall, and in recognition of the effectiveness of regional partnerships, a Letter of Agreement was adopted by Amador, Calaveras, Alpine, and Mariposa counties that outlined 18 specific points of agreement addressing statewide programming capacity and coordinating local project development needs among the 4 (four) participating counties. As part of that agreement, ACTC agreed to reprogram its ROW project phase from FY 2017/18 to FY 2019/20.

The ACTC completed the Project Approval/Environmental Document (PA/ED) process on schedule and under budget achieving the Final Environmental Document and Administrative Record milestone on February 26, 2016.

The approved 'Build Alternative' proposed improvements to the existing SR facility at an escalated cost estimate of \$41 million. Upon completion of PA/ED (at Amador County's request), the ACTC transferred 'lead agency' status to Amador County to conduct the PS&E project phase. The County further refined the Project and prepared a Supplemental Project Report (PR)

recommending construction of Phase A at a cost of \$21.3 million. The Supplemental PR demonstrates that Phase A achieves a 20-year Design Life.

As part of the project refinement, the Supplemental PR identified a reduction in ROW and Construction cost estimates.

In May, 2016, the CTC authorized expenditure of funding for the PS&E project phase. The County continued 'value engineering' efforts and prepared a Supplemental Project Report was completed and circulated for Caltrans review on October 31, 2017.

For the 2018 RTIP, the CTC approved the ACTC request to advance ROW programming into FY 2018/19 at a reduced cost of \$2,751,000.

In the 2020 RTIP, only PPM funding was requested for programming. ACTC staff monitored continued progress as County staff and the consultant team produced a Supplemental Traffic Operations Analysis Report (TOAR) that reassessed development conditions and resulted in a revised project design and recommendation to further downscale Phase A of the project.

The current Engineers Estimate for Construction Capital for the Phase A Project is \$7.6m with \$1.1m to be programmed for Construction Support.

ROW acquisition certification is expected to be achieved on 12/23/21.

Caltrans PS&E approval is scheduled for 1/12/22 and the project is expected to be Ready to List on 2/3/22.

The ACTC has approved a funding package described in the attached Project Programming Request forms that assure full Construction Capital and Support funding. Caltrans is partnering through its SHOPP program to fund \$1.25m in ADA project components.

Section 5. RTIP Outreach and Participation

A. RTIP Development and Approval Schedule

Action	Date
Caltrans presents draft Fund Estimate	June 23-24, 2021
STIP Guidelines and Fund Estimate Workshop	July 19, 2021
CTC adopts Fund Estimate and Guidelines	August 18-19, 2021
Caltrans identifies State Highway Needs	September 15, 2021
Caltrans submits draft ITIP	October 15, 2021
CTC ITIP Hearing, North	November 2021
CTC ITIP Hearing, South	November 2021
ACTC adopts RTIP	December 2, 2021
Regions submit RTIPs to CTC	December 15, 2021
Caltrans submits Final ITIP to CTC	December 15, 2021
CTC STIP Hearing – North	January 27, 2022
CTC STIP Hearing – South	February 3, 2022
CTC publishes staff recommendations	February 28, 2022
CTC Adopts 2020 STIP	March 23-24, 2022

B. Public Participation/Project Selection Process

The Amador County Transportation Commission and County of Amador held discussions throughout the development of the 2022 RTIP. Previously, numerous public meetings and workshops were conducted during the development of the Amador County 2015 Regional Transportation Plan (RTP) update. Much of the discussion focused on programming priorities for the RTIP. Those RTIP programming priorities were reviewed and re-adopted during the 2020 RTP Update process. The 2020 RTIP proposal was reviewed by the ACTC's Technical Advisory Committee (TAC) at its August, October, and November meetings. The ACTC, at its regularly scheduled meetings, discussed the development of the 2022 RTIP. Also, the public participation process throughout the project development process for the SR 88 Pine Grove Corridor Improvement Project employed the Caltrans Context Sensitive Solutions process involving extensive and numerous public meetings and workshops, stakeholder group meetings, Social Service Transportation Advisory Council (SSTAC) consultations, and one-on-one meetings with businesses and property owners within the project limits.

C. Consultation with Caltrans District (Required per Section 17)

The ACTC and Amador County staff have been working closely Caltrans District 10 staff in the development of the 2022 RTIP. Caltrans District 10 staff has been a great resource to the Amador region, remaining highly supportive and engaged in efforts to keep project momentum on the SR 88 Pine Grove Corridor Improvement Project. That consultation and coordination has resulted in Caltrans District 10 providing \$1.25m to fund Americans with Disabilities Act project safety components through its State Highway Operations Protection Program funding.

B. 2022 STIP Regional Funding Request

Section 6. 2022 STIP Regional Share and Request for Programming

The 2022 STIP Fund Estimate identifies approximately \$2 billion in program capacity for the five-year period covering 2022-23 through 2026-27.

The 2022 STIP Fund Estimate identifies new Regional Share targets and new Planning, Programming, and Monitoring (PPM) limits.

The 2022 STIP share amounts identified for the Amador region are:

Base shares through FY 2026/27 = \$6,492,000

Target shares through FY 2027/28 = \$7,156,000

In addition, the Amador region was apportioned \$426,410 in COVID Relief funds through the Coronavirus Response and Relief Supplemental Appropriations Act of 2021.

ACTC proposes to program \$4.814m of its RIP shares and \$426,410 of its COVID Relief funds to help fully fund the Construction Phase of the SR 88 / Pine Grove Improvements Project. ACTC proposes to hold the remaining shares balance of \$1.678m in reserve.

Planning, Programming, and Monitoring

Based on CTC guidelines, up to 5% of available RIP funds can be used by the RTPA for Planning, Programming and Monitoring (PPM) of STIP projects. The CTC has determined there is new PPM programming capacity in the 2022 STIP available to the Amador region in FY 24/25 through FY 26/27 in the amount of \$113,000. ACTC is not requesting PPM programming throughout the current STIP cycle.

- FY 2022/23 = \$0
- FY 2023/24 = \$0
- FY 2024/25 = \$0
- FY 2025/26 = \$0
- FY 2026/27 = \$0

A. Summary of Requested Programming

Project Name and Location	Project Description	Requested PPM Amount

Section 7. Overview of other funding included with delivery of Regional Improvement Program (RIP) projects.

The ACTC was able to secure additional funding for the Project Approval and Environmental Document (PA&ED) phase of the Pine Grove Improvement Project including High Priority Project (HPP) and Public Lands Highway (PLH) federal discretionary grants.

As the project progressed to the Plans, Specifications, and Estimate (PS&E) and Right of Way (ROW) phases, the project was funded exclusively with RIP funds.

To complete the CONSTRUCTION phase, the ACTC will recommend local RIP shares be programmed into the 2022 STIP.

Proposed 2022 RTIP	RIP	COVID Relief	RSTP	Other Funding			Total Project Cost
				County Regional Impact Fee	HIP Funds	CMAQ Funds	
SR 88 / Pine Grove Improvements CONSTRUCTION PHASE	\$4,814,000	\$426,000	\$442,000	\$1,000,000	\$179,000	\$697,000	\$7,558,000
Totals	\$7,558,000						

Section 8. Projects Planned Within the Corridor (Required per Section 20)

At the time of the 2022 RTIP development, no projects are planned within the SR 88 Pine Grove corridor other than the SR 88 Pine Grove Corridor Improvement Project.

B. Relationship of RTIP to RTP and Benefits of RTIP

Section 9. Regional Level Performance Evaluation (per Section 19A of the guidelines)

In order to maximize the state’s investment in transportation infrastructure, the CTC has required that each RTIP include performance measures that show how the projects being programmed are achieving the goals, objectives, and standards which are established as part of each County’s adopted RTP. In development of the 2022 RTIP, the ACTC employed the goals, policies, and objectives from the 2020 RTP Update which focuses on multimodal transportation improvements to provide better mobility, accessibility, reliability, safety, and efficiency.

Table B1(a) on the following page identifies qualitative and quantitative performance measures, which demonstrate that the SR 88 Pine Grove Corridor project is achieving the goals, policies, and objectives of the Amador County 2020 RTP Update.

**TABLE 1: PINE GROVE STATE ROUTE 88 IMPROVEMENT PROJECT
CARBON MONOXIDE (CO) EMISSIONS ANALYSIS**

Scenario	Daily (lbs.)	Yearly (lbs.)	Change (Delta)	Change (Percentage)
Existing Conditions	680	212,160		
Design Year 2044 No Project Conditions	1,130	352,610	+140,450 (Design Year 2044 No Project Conditions - Existing Conditions)	+66.2%
Design Year 2044 With Phase A Project Conditions	1,110	346,390	-6,220 (Design Year 2044 With Phase A Project Conditions - Design Year 2044 No Project Conditions)	-1.8%

Source: SimTraffic Version 11
Fehr & Peers, 2021.

Section 10. Regional and Statewide Benefits of RTIP

The purpose of the SR 88 Pine Grove Corridor Improvement Project is to improve existing and future SR 88 operations, alleviate existing congestion in the project area, and provide a transportation facility consistent with Caltrans Roadway Design Standards, as well as local, regional, and statewide plans.

The SR 88 Pine Grove Corridor Improvement Project is needed because vehicle operations through the town of Pine Grove are projected to deteriorate to failing levels of service (LOS), resulting in unacceptable vehicle delays at key intersections on SR 88. These intersections are experiencing congestion during peak hours from increased traffic volumes on Climax Road, Ridge Road, and Volcano Road. The resulting congestion affects both local and regional traffic. Because of the growing congestion, there is a need to improve long-term traffic circulation in the Pine Grove area.

In addition, the existing SR 88 corridor in the project area is not consistent with Caltrans roadway design standards. Paved shoulders in the project area range from 1-8 feet wide and are contiguous with informal on-street parking in Pine Grove. Widening shoulders to 8 feet is necessary to ensure consistency with current Caltrans roadway design standards. Widening improvements would also accommodate a Class 3 bikeway throughout the project area. Lack of pedestrian and bicycle facilities (sidewalks and bike lanes) greatly reduces the non-vehicular traffic through town and limits multimodal access to local businesses. Also, lack of sufficient sidewalks hinders safe walking to the elementary school and contributes to vehicle queuing (vehicles lined up) at peak drop-off and pickup times because parents drive their children to school rather than have them walk.

D. Performance and Effectiveness of RTIP

Section 11. Evaluation of Cost Effectiveness of RTIP (Required per Section 19)

The ACTC has quantitatively and qualitatively analyzed the cost-effectiveness of the SR 88 Pine Grove Corridor Improvement Project on a regional level. The following list shows how the project is cost effective based on the positive impacts it will have on the community of Pine Grove, Amador County, and the State of California.

- Existing and Future Land Uses – The project is located predominantly within existing State right-of-way. Some small areas will be acquired to accommodate the roadway improvements (discussed in Section 2.1.1.2); however, these improvements will not substantially change existing or future land uses in the project area. (Community Impact Assessment, May 2014, Revalidation April 2021)
- Consistency with State, Regional, and Local Plans – The project was evaluated for consistency with the Amador County 2020 Regional Transportation Plan, the Amador County 2006 General Plan and 2011 General Plan Update, and the Federal Transportation Improvement Program. The proposed Build Alternative would be consistent with all applicable state, regional, and local plans. (Community Impact Assessment, May 2014 – Revalidation April 2021)

- Growth – The majority of land surrounding the project area cannot support additional growth. Much of the land within the project area has already been developed. Areas of undeveloped land in the vicinity of the project are limited. Unplanned growth as a result of this project is not anticipated, nor is it reasonably foreseeable. (Community Impact Assessment, May 2014, Revalidation April 2021)
- Farmlands/Timberlands – The project area does not contain farmlands or timberlands. The project area is primarily made up of residential, commercial, recreational, open space, and transportation land uses.
- Community Character and Cohesion – The proposed changes to the transportation facility are not expected to have substantial impacts to any of the factors that provide greater community character and cohesion. Since the project would improve existing roadways and intersections it would not cause any physical divisions of the community and would not result in isolation or separation of existing residences from businesses and community facilities. (Community Impact Assessment, May 2014, Revalidation April 2021)
- Environmental Justice – No minority or low income populations exist within the project area, and therefore, the build alternative would not cause disproportionately high and adverse effects on any minority or low income populations as per E.O. 12898 regarding environmental justice. (Community Impact Assessment, May 2014, Revalidation April 2021)
- Cultural Resources – After a thorough evaluation of all potential cultural resources within the Area of Potential Effects, Caltrans has determined that there are no resources that are eligible for inclusion in the National or California Register of Historic Places. Caltrans has also determined that a finding of “No Historic Properties Affected” is appropriate for this undertaking. (Historic Property Survey Report, April 2014, Revalidation April 2021)
- Air Quality – The build alternative improves the level of service, decreasing delay times, within the area, which results in a reduction in the amount of CO₂ emissions. (Traffic Operations Analysis Report, 2015, Revalidation April 2021)
- Plant Species – Focused surveys were conducted for each of the three special-status plant species discussed above in the Affected Environment section. During the focused botanical surveys on June 19, 2013 no sensitive plant species were observed; therefore, all plant species are presumed absent. No impacts to special-status plant species are anticipated as a result of this project. (Natural Environment Study, January 2014, Revised May 2015, Revalidation April 2021)

Section 12. Project Specific Evaluation (Required per Section 19)

The ACTC is not submitting any new RTIP projects for the 2022 STIP, and existing projects do not meet the criteria for project level evaluation.

E. Detailed Project Information

Section 13. Overview of projects programmed with Regional funding

State Route 88 Pine Grove Corridor Improvement Project

The SR 88 Pine Grove Corridor Improvement Project was selected through a regional prioritization process, that employed the Caltrans Context Sensitive Solutions process and included evaluation of project benefits and continuous consultation with Caltrans, local transportation entities, and the public.

The project was developed to meet the identified purpose and need of the project while avoiding or minimizing environmental impacts. The purpose of the SR 88 Pine Grove Corridor Improvement Project is to:

- Improve existing and future SR 88 operations.
- Alleviate existing congestion in the project area.
- Provide a transportation facility consistent with Caltrans Roadway Design Standards and local, regional, and statewide plans.

The SR 88 Pine Grove Corridor Improvement Project is needed because vehicle operations through the town of Pine Grove are projected to deteriorate to failing levels of service, resulting in unacceptable vehicle delays at key intersections on SR 88. These intersections are experiencing congestion during peak hours from increased traffic volumes on Climax Road, Ridge Road, and Volcano Road. The resulting congestion affects both local and regional traffic. Because of the growing congestion, there is a need to improve long-term traffic circulation in the Pine Grove area.

In addition, the existing SR 88 corridor in the project area is not consistent with current Caltrans roadway design standards. At both approaches into Pine Grove, the existing SR 88 is a two lane highway with minimal shoulders. Paved shoulders in the project area range from 1-8 feet wide and are contiguous with informal on-street parking in Pine Grove. From Ridge Road to Tabeaud Road within the Pine Grove Corridor, a two-way left-turn lane is introduced, but minimal shoulders remain. Parking is limited and there are only a few sidewalks near the Pine Grove Elementary School. Major intersections that cross SR 88 through Pine Grove are Ridge Road, Irish Town Road, and Volcano Road. Ridge Road and Volcano Road intersect SR 88 at skewed angles because of the geometrics of the highway, and only Ridge Road has a signal.

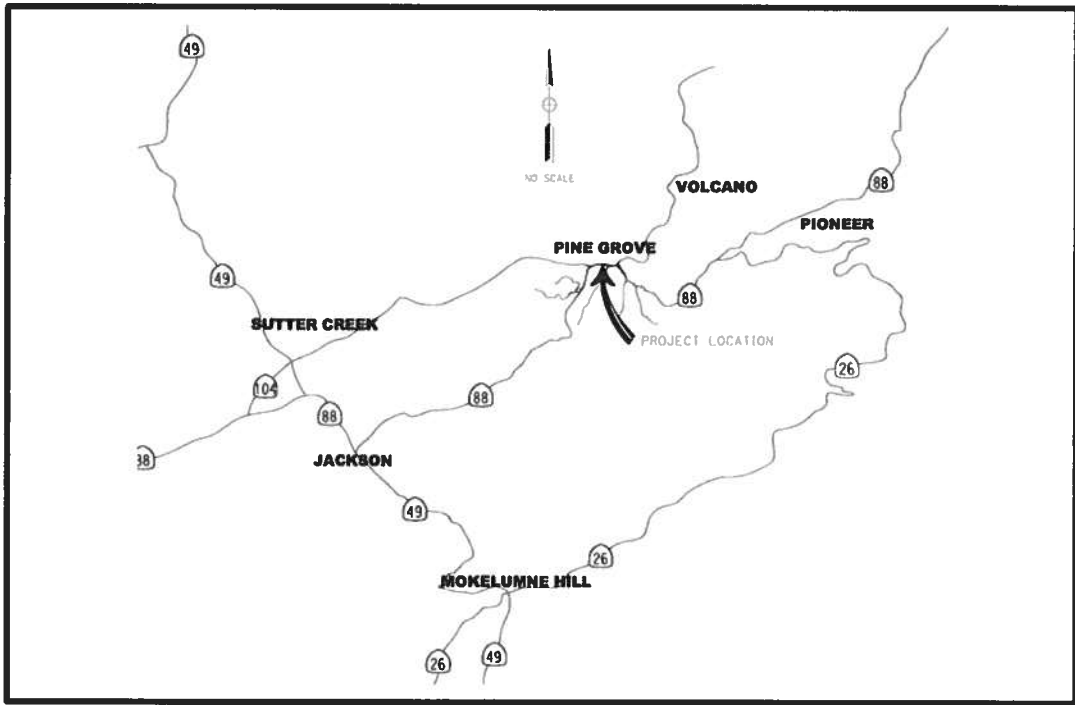
Through Pine Grove, the project is bounded on both sides by commercial properties with some residential housing. Formal driveway access exists along the highway, but several properties have informal driveway access to SR 88 where vehicles can enter or exit the highway in multiple locations along those properties. In select locations throughout Pine Grove, the highway is also bounded on one side by retaining walls and/or steep cut slopes or embankments.

Lack of pedestrian and bicycle facilities (sidewalks and bike lanes) greatly reduces the non-vehicular traffic through town and limits multimodal access to local businesses. Also, lack of sufficient sidewalks hinders safe walking to the elementary school and contributes to vehicle queuing (vehicles lined up) at peak drop-off and pick-up times because parents drive their children to school rather than have them walk.

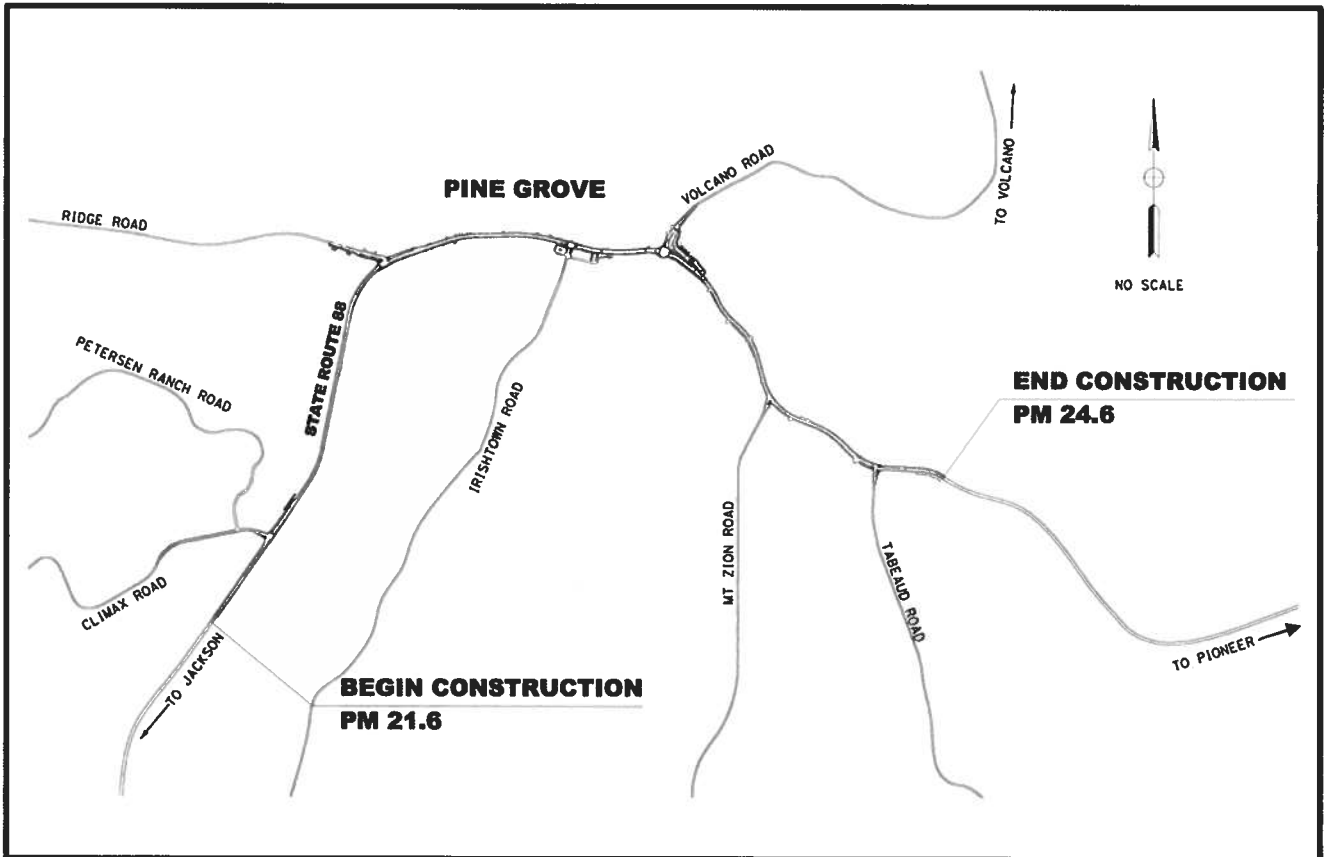
The Ultimate SR 88 Pine Grove Corridor Improvement Project includes improvements to the segment of SR 88 in Amador County from post mile 21.6 near Climax Road to post mile 24.6 near Tabeaud Road. Improvements include widening shoulders, adding sidewalks in some areas, and improvements to driveways. Total length of the project is approximately 3 miles. The existing roadway is a two-lane highway with minimal shoulders.

Existing culverts will be extended where necessary for standard shoulders to be added throughout the project. The project will improve access for non-motorized modes of transportation by making the SR 88 facility consistent with Caltrans and County roadway design standards, and by reducing congestion with improvement of operations of the highway facility.

The Phase A project will enhance safety by including standard shoulders, sidewalks, and formalized driveways; squaring intersections; improving the clear recovery zone; removing a free right-turn at SR 88/Ridge Road; and removing nonstandard access at the SR 88/Volcano Road intersection. Widening improvements would also accommodate a Class III bikeway throughout the project area.



VICINITY MAP



LOCATION MAP