

**LAND USE, TRAFFIC/CIRCULATION, AND UTILITIES**

**TRAFFIC/CIRCULATION**

**Folsom Lake State Recreation Area**

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**by**

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# TRAFFIC/CIRCULATION

## **Introduction**

The purpose of this section of the Resource Inventory is to document the existing traffic/circulation system in the vicinity of the Folsom State Recreation Area (the Unit), as well as to discuss current traffic conditions along roadways that provide access to the Unit. This section also describes other future approved (committed) roadway and/or intersection improvements that may affect future circulation in the vicinity of the Unit.

The Unit study area location is illustrated in Figure TC-1. The description of the existing circulation system is based on site observations conducted in July, 2002. Existing daily traffic volumes on the State Highways (I-80 and SR-50) within the Unit study area are based on the most recent daily vehicle counts collected by Caltrans and reported on their website ([www.dot.ca.gov](http://www.dot.ca.gov)). Existing daily traffic volumes on study area roadways were obtained by LSA from the City of Folsom, City of Roseville, Placer County, and El Dorado County.

This section provides information that was available from the local and regional agencies at the time of preparation. In order to present the most current traffic data in the subsequent environmental analysis, no current traffic counts were conducted. Existing traffic counts at key study area locations within the Unit will be conducted during a typical summer weekend in June, 2003.

## **Existing Circulation System**

Figure TC-2 illustrates the existing circulation system along with daily traffic volumes in the vicinity of the Unit. A description of key roadways is provided below.

### **Regional Access Roadways**

Regional access in the vicinity of the Unit is provided via the following State Highways:

*Interstate 80* – Interstate 80 (I-80) connects the San Francisco area with the Sacramento and Lake Tahoe regions to the east. Within the Unit study area, I-80 is oriented in a north-south direction and provides direct access to the Unit via its interchange at Douglas Boulevard.

*US Highway 50* – US Highway 50 connects the Sacramento Area with El Dorado County to the east. Within the Unit study area, US-50 is oriented in an east-west direction and provides direct access to the Unit via its interchange at Folsom Boulevard.

**Figure TC-1 Regional Location**

**Figure TC-2: Existing Daily Traffic Volumes**

## **Local Access Roadways**

Local access in the vicinity of the Unit is provided via the roadways discussed below. These roadways encompass a study area that consists of four jurisdictions: City of Folsom, City of Roseville, Placer County, and El Dorado County.

*Douglas Boulevard* - Douglas Boulevard is an east-west roadway that provides access to the Unit from I-80. From I-80 to Sierra College Boulevard, Douglas Boulevard is a six-lane divided roadway. Between Sierra College Boulevard and Auburn Folsom Road, Douglas Boulevard is a four-lane divided roadway. Douglas Boulevard becomes a two-lane undivided roadway east of Auburn-Folsom Road.

*Auburn-Folsom Road/Folsom Boulevard* - Auburn-Folsom Road is a two-lane undivided north-south roadway north of Folsom Dam Road. The road becomes a four-lane undivided roadway south of Folsom Dam Road, and a four-lane divided roadway in the City of Folsom. This roadway is named Folsom Boulevard south of Greenback Lane/Riley Street. Auburn-Folsom Road provides north-south access between the cities of Auburn in the north and Folsom in the south. Auburn-Folsom Road/Folsom Boulevard provides access to the Unit from the City of Auburn to the north and its interchange with US-50 to the south.

*Natoma Street* - Natoma Street is an east-west roadway in the City of Folsom. From Folsom Boulevard to Stafford Street, Natoma Street is a two-lane undivided roadway. Natoma Street becomes a four-lane undivided roadway from Stafford Street to Fargo Way. East of Fargo Way to Folsom Dam Road, the road is a two-lane undivided roadway. From Folsom Dam Road to Green Valley Road, Natoma Street is a three-lane roadway (two eastbound lanes). Natoma Street also provides local circulation between the various Unit areas.

*Green Valley Road* - Green Valley Road is a two lane east-west roadway in the City of Folsom and El Dorado County. The roadway varies frequently between a divided and an undivided roadway and provides a two way left turn lane in some areas.

*El Dorado Hills Boulevard* - El Dorado Hills Boulevard is a four lane, divided, north-south roadway from US-50 to St. Andrews Drive in El Dorado County. North of St. Andrews Drive, El Dorado Hills Boulevard is a two lane undivided roadway. North of Green Valley Road, El Dorado Hills Boulevard becomes Salmon Falls Road, a two lane rural roadway providing access to the Unit.

As stated previously, traffic counts at key locations in the vicinity of the Unit will be taken on a typical summer weekend in June 2003. A level of service (LOS) analysis for these locations will be conducted at that time. Intersection operations and the relationship between capacity and traffic volumes are generally expressed in terms of levels of service. As the amount of traffic moving through a given intersection increases, the conditions that motorists experience rapidly deteriorate as traffic approaches the absolute capacity. Under such conditions, there is general instability in the traffic flow, which means that relatively small incidents (e.g., momentary engine stall) can cause considerable fluctuations in speeds and delays that lead to congestion. This near capacity situation is labeled LOS E (levels of service are designated A through F). Beyond LOS E, capacity has been exceeded and arriving traffic will exceed the ability of the intersection to accommodate it. LOS standards

are established to monitor traffic levels within the community and to establish thresholds for identifying traffic impacts. These standards vary by community, therefore, LOS analyses for key locations in the vicinity of the Unit will have to reflect these different criteria. Roadways providing access to the Unit are subject to the LOS performance standards identified in the General Plans for the City of Folsom, the community of Granite Bay, and the Counties of Placer, Sacramento, and El Dorado. The LOS standards of these agencies are shown below:

City of Folsom – LOS C

Community of Granite Bay – LOS C (except for intersections along Auburn-Folsom Road south of Douglas Boulevard, and along Douglas Boulevard west of Auburn-Folsom Road where the standard is LOS E)

El Dorado County – LOS E

Placer County – LOS C on rural, urban and suburban roadways except within one-half mile of state highways where the standard is LOS D.

### **Bicycle Facilities**

There are existing bicycle lanes on several of roadways in the vicinity of the Unit. A Class II bicycle facility is an on-road, striped bicycle lane, and a Class III bicycle facility is an on-road, signed bicycle route.

#### Class II Bicycle Facilities

*Douglas Boulevard* - Bicycle lanes are provided intermittently east of Eureka Road.

*Auburn-Folsom Road/Folsom Boulevard* - Bicycle lanes are provided in the City of Folsom north of Greenback Lane/Riley Street and south of Sutter Street.

*Natoma Street* - Bicycle lanes are provided from Folsom Boulevard to east of Mill Street, and between Prison Road and Ranch Drive. The City of Folsom Bikeway Master Plan proposes to connect these two segments so the bicycle lanes will eventually run continuously between Folsom Boulevard and Green Valley Road.

*Green Valley Road* - Bicycle lanes are provided from north of Natoma Street to the Sacramento County line. The Bikeway Master Plan proposes to connect these bicycle lanes with existing lanes on Blue Ravine Road south of Natoma Street.

#### Class III Bicycle Facilities

*Auburn-Folsom Road* - There is a bicycle route between the Sacramento County line and Douglas Boulevard.

### **Planned Transportation Improvements**

The Sacramento Area Council of Governments (SACOG) is designated by the U.S. Department of Transportation (DOT) and the U.S. Environmental Protection Agency (EPA) as the metropolitan planning organization (MPO) for the six-county Sacramento region. As the MPO for this area, SACOG prepares and maintains a federal Metropolitan Transportation

Improvement Program (MTIP). This document lists all transportation-related projects requiring federal funding or other approval by the Federal Highway Administration (FHWA) or Federal Transit Administration (FTA). The MTIP also lists non-federal, regionally significant projects for information and air quality emissions modeling purposes. The MTIP indicates the area's short-term plan for use of federal dollars and other resources for the maintenance, operation, and improvement of the transportation system and the achievement of federal air quality standards.

Review of the Final 2000/01 MTIP and the recently adopted 2003/05 MTIP shows that the following projects are planned in the vicinity of the Unit.

*Auburn-Folsom Road.* - The City of Folsom plans to widen Folsom-Auburn Road from two to four lanes from Folsom Dam Road north to the Placer County line. The roadway will be widened approximately 3,500 feet and includes Class II (on-road striped) bicycle lanes. This project is anticipated to be completed in 2003. Placer County plans to continue the widening along Folsom-Auburn Road from two lanes to four lanes from the Sacramento County line to Douglas Boulevard. This segment of the Auburn-Folsom Road widening project is anticipated to be completed in 2006. Completion of this project will increase capacity of Auburn-Folsom Road in the vicinity of some major activity areas in the Unit. Specifically, there is the potential for enhanced access to Beals Point and the Granite Bay boat launch area.

*Green Valley Road* - El Dorado County plans to widen Green Valley Road from two to four lanes from the Sacramento County line to Silva Valley Parkway. The anticipated completion year is 2004. This segment of Green Valley Road provides access to Brown's Ravine/Folsom Marina. This project could provide an opportunity to enhance vehicular access to Brown's Ravine/Folsom Marina from Green Valley Road

*El Dorado Hills Boulevard* - El Dorado County proposes to widen El Dorado Hills Boulevard to a four lane divided roadway from Governor/St.Andrews Drive to Green Valley Road. In addition, the project would extend El Dorado Hills Boulevard directly north of Crown Hills Drive through Francisco Drive to the existing Green Valley Road/Francisco Drive intersection.

*East Natoma Street* - The City of Folsom proposes to widen East Natoma Street from Fargo Way to Blue Ravine Road/Green Valley Road from two lanes to four lanes. The anticipated completion year is 2003.

*Hazel Avenue* - Sacramento County proposes to widen Hazel Avenue from Gold Country Boulevard to Madison Avenue. The Sacramento County Department of Transportation initiated a corridor study to identify project alternatives for Hazel Avenue. This two-year planning process relied heavily on the input of the public and specifically a 17-member Community Advisory Committee (CAC) that represented the interests of stakeholders along the Hazel Avenue corridor. The CAC presented the recommended project to the Board of Supervisors on July 23, 2002. The recommended project is a six-lane parkway with a center median and on-street bike lanes. The recommended project includes improved access to the American River Parkway for pedestrians and bicyclists, as well as provision for U-turns at selected intersections and for implementation of signal synchronization and Intelligent Transportation Systems. One alternative recommendation was presented to the Board by the CAC. This alternative is a widened four-lane roadway with emphasis on bicycle, pedestrian,



and bus transportation. Both alternatives will be evaluated in an Environmental Impact Report. This project currently has some funding programmed in the 2003/05 Metropolitan Transportation Improvement Program (MTIP). This project could present an opportunity to enhance vehicular, bicycle, and pedestrian access to the Lake Overlook.

*Sophia Parkway* – El Dorado County plans to construct a new four-lane divided roadway with a Class I (off-road) bicycle path. Sophia Parkway will connect Green Valley Road to Russel Ranch Road in Folsom. This project is estimated to be completed in 2005.

*US-50 at El Dorado Hills Boulevard* - El Dorado County proposes to reconstruct the US-50 interchange at El Dorado Boulevard. An eastbound off-ramp will be constructed and the westbound off-ramp will be widened. Also, a new two-lane extension of Saratoga Road from Arrowhead to Park Drive will be constructed. El Dorado Hills Boulevard will be widened from five to six lanes from Park Avenue/Saratoga to US-50 westbound ramps. The anticipated completion year is 2006.

*Interstate 80 Interchange at Douglas Boulevard* - The City of Roseville proposes to modify the interchange to improve the on and off ramps and to provide a new fly over ramp from eastbound Douglas Boulevard to southbound Sunrise Boulevard and a new underpass ramp from northbound Sunrise Boulevard to eastbound Interstate 80. The anticipated completion year is 2005.

*Rainbow Bridge* - The City of Folsom has plans to rehabilitate Rainbow Bridge, which crosses the American River at historic Folsom. The purpose of this rehabilitation is to bring the old bridge up to current safety standards, but the number of lanes on the bridge would not change; therefore, this project would not affect access to the Unit.

## **Unit Circulation**

The Unit is made up of many individual recreation areas, which provide access to Folsom Lake and Lake Natoma (American River). These recreation areas offer varied recreational opportunities including boating, camping, picnicking, swimming, hiking, and mountain biking. The location of each recreation area is illustrated in Figure TC-3. Two lane roadways with no curb and gutter characterize the circulation within each recreation area. Some pedestrian sidewalks and walkways are present at each area to direct visitors to major activity areas. Access to the individual recreation areas is provided by the public roadway system surrounding the lake. The major roadways providing access to these recreation areas are Douglas Boulevard, Auburn-Folsom Road, Folsom Dam Road, Green Valley Road and Salmon Falls Road. The text below provides a description of each recreation area's access from the public roads that provide circulation to the Unit. CDPR staff has indicated that

**Figure 3: Project Areas**

traffic congestion occurs at several of the recreation areas during peak summer weekends. At the time of preparation of this Resource Inventory, adequate data as to the existence or extent of this congestion was not collected. As stated previously, existing traffic counts will be collected during a typical summer weekend in June, 2003. At this time, any existing deficiencies will be documented. Without traffic data, it is inadvisable to make any conclusion about existing traffic impacts.

#### *Observation Point*

Also known as “Folsom Dam Overlook,” this is a large paved parking area located off Folsom Dam Road, with views of Folsom Lake and the Folsom Dam. Observation Point it is currently closed due to security concerns related to the attacks on September 11, 2001 and staffing shortages. It has been proposed that the parking area be used as a potential turnaround for construction traffic from the dam modification project. This proposal could result in the installation of a traffic signal at this location.

When the Folsom Dam was completed in the 1950s, Folsom Dam Road was intended for maintenance use. As the population of the surrounding area increased, Folsom Dam Road became a major transportation artery between Placer and El Dorado Counties. After the bombing of the Murrah Building in Oklahoma City, and the events of September 11, 2001, concerns about security at the dam have increased. Up until March 1, 2003, the road was closed between the hours of 8:00 p.m. and 6:00 a.m. As of March 1, the road has been closed indefinitely.

The US Army Corps of Engineers (ACOE) is planning on raising Folsom Dam seven feet to reduce flood risk to the Sacramento area. A bypass road is also proposed as part of this project. The bypass road would provide for increased security of the dam. Currently a bill is before Congress (H.R. 2301) that would authorize funds to construct a bridge on Federal land west of and adjacent to Folsom Dam. Upon completion, the City of Folsom would assume responsibility for the operation and maintenance of the bridge. This proposal would provide for enhanced security of the Folsom Dam while maintaining and improving access between Placer and El Dorado Counties.

#### *Beal's Point*

Beal's Point is a day-use, campground, and boat launch facility. The entry to Beal's Point is the east leg of the signalized intersection of Auburn-Folsom Road/Oak Hill Drive. According to CDPR staff, during peak summer months, Beal's Point experiences high visitor volumes, especially on weekends and holidays and it is not uncommon for the parking areas to operate at capacity. During these times, visitor traffic has the potential to impact Auburn-Folsom Road.

#### *Granite Bay*

Granite Bay is a day-use and boat launch facility located at the eastern terminus of Douglas Boulevard. Two lane roadways provide access to the parking and recreation areas within Granite Bay and to the adjacent recreation areas of Oak Beach, Doton's Point, Beek's Bight, and Granite Beach. These day-use facilities are accessed via Granite Bay's internal circulation system and provide swimming areas, picnic areas, group picnic areas, an equestrian staging area and a signed interpretive trail. A 110 foot wide corridor through the

Los Lagos subdivision provides pedestrian, bicycle, and equestrian access to the Granite Bay recreation area. This corridor is located at roughly where the terminus of Rocklin Road would be if extended east from Barton Road. According to Placer County Planning Department staff, this corridor was originally intended to be a roadway providing access to Granite Bay. However, it is unlikely that Rocklin Road will be extended because of funding and environmental issues.

#### *Rattlesnake Bar*

Rattlesnake Bar is a day-use and boat launch facility located at the terminus of Rattlesnake Road. Visitors to Rattlesnake Bar access Rattlesnake Road directly from Auburn-Folsom Road or use Newcastle Road. Both Rattlesnake Road and Newcastle Road are narrow two lane rural roadways with sharp turns and rural residential driveways lining each side of the roadway.

#### *Peninsula Campground*

Peninsula Campground is a day-use, campground and boat facility accessed via Rattlesnake Bar Road near the community of Pilot Hill. Rattlesnake Bar Road is a narrow two lane rural roadway with sharp turns and some driveways lining each side of the roadway. Visitors to Peninsula Campground can access Rattlesnake Bar Road from Salmon Falls Road or from State Route 49 (Coloma Road).

#### *Salmon Falls/Skunk Hollow*

These areas are located on Salmon Falls Road near the crossing with the South Fork of the American River. Both areas are accessed via driveways off of Salmon Falls Road. Facilities for the take-out of private boats and commercial rafts, and parking areas are provided at Salmon Falls and Skunk Hollow. A small upper parking area is located at Skunk Hollow adjacent to the trailhead for the Darrington Trail, which is heavily used by mountain bikers.

#### *Old Salmon Falls*

Old Salmon Falls is a day-use facility with a dirt parking lot accessed from a steep, narrow road off of Salmon Falls Road. Ownership of this narrow road is uncertain. An adjacent property owner may own a portion of it. If any further development were to occur that relied on this road for access, the ownership of the road would need to be clarified.

#### *Brown's Ravine/Folsom Marina*

Brown's Ravine/Folsom Marina is a day-use facility with several boat launch ramps, a mooring with 685 slips and a large paved parking area. Access to Brown's Ravine/Folsom Marina is provided off of Green Valley Road via the north leg of the Hidden Acres Drive/Green Valley Road intersection. The entry to Brown's Ravine/Folsom Marina is within the limits of the Green Valley Road Widening project, which could create an opportunity to improve access to Brown's Ravine/Folsom Marina. According to CDPR staff, during busy periods, Folsom Marina experiences on-site congestion due to high traffic volumes and inadequate signage.

#### *Folsom Point*

Folsom Point is a day-use picnic area with a boat launch facility and paved parking areas. Access to Folsom Point is provided off of Natoma Street via the north leg of the Briggs Ranch Drive East/Natoma Street intersection.

#### *Negro Bar*

Negro Bar is a day-use, picnic and swimming area with a group campsite facility. It is accessed from Greenback Lane via a driveway just east of Folsom Boulevard. According to CDPR staff, Negro Bar experiences moderate use and rarely reaches full capacity with the exception of the July 4<sup>th</sup> holiday.

#### *Lake Overlook*

The Lake Overlook is a small, paved parking area and observation point located off of Hazel Avenue just north of Nimbus Dam. Access to the site is provided via a right-in/right-out only driveway off Hazel Avenue. Vehicular access to the Lake Overlook is restricted due to the absence of a full access driveway into the site. The proposed widening of Hazel Avenue may provide an opportunity to improve access to the Lake Overlook.

#### *Nimbus Flat*

Nimbus Flat is a day-use, picnic and small, personal watercraft launch facility located adjacent to the California State University Sacramento (CSUS) Aquatic Center with a paved parking lot. Access to Nimbus Flat is provided via an unsignalized access road located off Hazel Avenue, southeast of Gold Country Boulevard. This access provides right turn inbound and outbound moves only. No left turns in or out of this driveway are permitted. This route is the only point of access to Nimbus Flat; no vehicular connections between Nimbus Flat and the CSUS Aquatic Center are provided.

#### *CSUS Aquatic Center*

The CSUS Aquatic Center contains storage, classroom and administrative buildings as well as its own parking lot. The site experiences heavy visitor use almost all year round from CSUS students and children taking classes at the Aquatic Center. Access to the CSUS Aquatic Center is provided via the east leg of the signalized intersection of Hazel Avenue/Gold Country Boulevard. This route is the only point of access to the CSUS Aquatic Center; no vehicular connections between Nimbus Flat and the CSUS Aquatic Center are provided.

#### *Willow Creek*

Willow Creek is a day-use facility with a non-motorized boat launch located off Folsom Boulevard. In the vicinity of the Willow Creek Driveway, the northbound and southbound directions of Folsom Boulevard are physically separated. As a result, access to Willow Creek is only provided via a right turn from southbound Folsom Boulevard. The configuration of Folsom Boulevard in this area restricts driveway movements to right-in/right-out only.

## **Public Transportation**

Public transportation is currently provided to the Unit via bus and light rail service. Bus service to and from the Unit within the City of Folsom, City of Roseville, Sacramento County, and Placer County is primarily provided by Folsom Stage Line, Roseville Transit, Sacramento Regional Transit, and Placer County Transit, while light rail transit is provided by Sacramento Regional Transit. The public transit in the area is described in detail below.

### **Bus Service**

*Folsom Stage Line* - The primary bus service provider in the vicinity of the Unit is the Folsom Stage Line. Folsom Stage Line serves the City of Folsom and is the bus service provider to the southern region of the Unit. Specifically, the site is served by Route 10 – Main/Madison (Regional Transit Connection). Folsom Stage Line also provides service between the City of Folsom and the Butterfield Light Rail station.

*Sacramento Regional Transit* - Sacramento Regional Transit does not directly serve the Unit but provides connecting service to routes that directly serve the Unit. Sacramento Regional Transit primarily operates busses and light rail for Sacramento County commuters. Route 24 (Madison – Greenback) connects to the Folsom Stage Line for direct access to the Unit.

*Roseville Transit* - Roseville Transit does not directly serve the Unit but provides connecting service to routes that directly serve the Unit. Roseville Transit primarily provides bus service to the City of Roseville.

*Placer County Transit* – Placer County Transit provides a Dial-A-Ride service in Granite Bay for direct access to the Unit.

### **Rail Service**

*Sacramento Regional Transit* – Sacramento Regional Transit (RT) operates light rail service from Downtown Sacramento to the Mather Field/Mills Station in Rancho Cordova. Regional Transit will begin work on the Amtrak/Folsom Light Rail Project – Folsom Extension in the Spring of 2003. This project will extend light rail service from the Mather Field/Mills Station to Downtown Folsom. This project will add 7.4 miles of light rail to the current line and proposes new stations at Zinfandel Drive, Cordova Town Center, Sunrise Boulevard, Hazel Avenue, Iron Point Road, Glenn Drive/Folsom Boulevard (Silverbrook Station), and in Historic Folsom. Both the Iron Point and Silverbrook Stations will be located on Folsom Boulevard directly across from the Unit boundary and could significantly improve transit access to the Unit. While the new American River Bridge in the City of Folsom was constructed to accommodate light rail, RT currently has no plans to extend the planned Folsom Extension light rail line beyond Historic Folsom.

*Amtrak* - Amtrak provides intercity passenger rail throughout the country. In the vicinity of the Unit, Amtrak provides passenger rail service from Sacramento and Roseville. Amtrak's Capitol Corridor route provides service to Auburn in the east and San Jose in the south.

*Sacramento-Placerville Transportation Corridor (SPTC)* – This railroad right-of-way runs 53 miles between 65<sup>th</sup> Street near Brighton in Sacramento and Forni Road near Apex just west of Placerville. In 1996, the Sacramento-Placerville Transportation Corridor Joint

Powers Authority purchased this right-of-way in order to preserve it for future use as a regional rail transportation corridor while utilizing it in the interim for utility, transportation, trail, and recreational uses. The SPTC Master Plan specifies that all uses should be considered along the entire length of the Corridor, particularly the provision of an unfragmented trail without removing the existing railroad tracks. The ultimate objective is to end up with a continuous viable regional multipurpose transportation corridor linking Sacramento County, the City of Folsom, and El Dorado County. A possible link between the SPTC and the American River Bikeway would open up a myriad of alternative transportation options (bicycle, equestrian, pedestrian) to the southern areas of the Unit.

## **Recommendations**

This section was prepared using current available traffic data from the Caltrans website and traffic data provided by the City of Folsom, City of Roseville, Placer County, and El Dorado County. It should be noted that very few existing peak hour traffic counts at intersections in the vicinity of the Unit were available. The daily traffic volumes on surrounding roadways that were available are illustrated in Figure TC-2.

Once the General Plan has been finalized and the traffic impact study is initiated, it is recommended that public agencies be contacted again to determine whether new daily or peak hour traffic counts have become available. If these counts are not available, it is recommended that new traffic counts be taken at the locations listed below. These locations are subject to change based on public input received during the planning process and the Notice of Preparation (NOP) comment period.

### **Roadways**

- I-80 (Roseville Freeway)
- US-50 (El Dorado Freeway)
- Douglas Boulevard
- Auburn-Folsom Road/Folsom Boulevard
- Natoma Street
- Green Valley Road
- El Dorado Hills Boulevard

### **Intersections**

- Auburn-Folsom Road/Rattlesnake Road
- Auburn-Folsom Road / Douglas Boulevard
- Auburn-Folsom Road /Oak Hill Drive (Beal's Point)
- Folsom-Auburn Road / Folsom Dam Road
- Folsom Boulevard / Greenback Lane-Riley Street
- Folsom Boulevard / Blue Ravine Road
- Folsom Boulevard / Willow Creek Day Use Area entrance
- Folsom Dam Road / Natoma Street
- Hidden Acres Drive (Folsom Marina) / Green Valley Road
- El Dorado Hills Boulevard-Salmon Falls Road / Green Valley Road



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