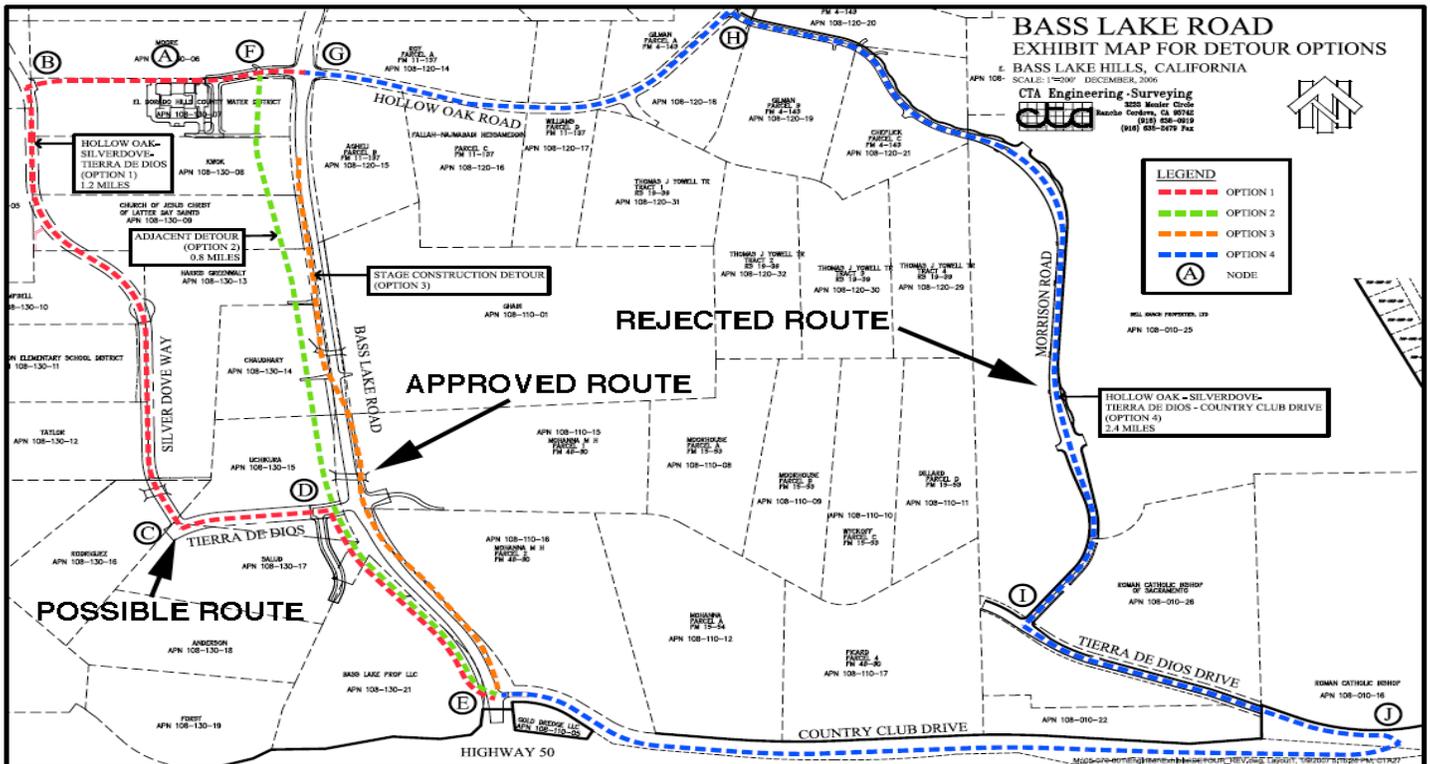


BASS LAKE BULLETIN



BASS LAKE ROAD DETOUR ROUTE APPROVED

Breaking an impasse between the County Department of Transportation (DOT) and home builder DR Horton, the Board of Supervisors, less Supervisor Dupray, voted on February 27 to reject the route championed by Horton and approved a staged construction detour to be used while the southern part of Bass Lake Road is rebuilt.

The design work for the road is complete, but DR Horton and the county DOT could not agree as to how to handle the traffic on Bass Lake Road while the road is being rebuilt. The matter came before the board at their regular meeting on February 13, but due to the recusal of Supervisor Dupray, the a decision was postponed until February 27. Both parties came back to the board with their proposals. Three routes were available from which the board could choose (see map).

At the meeting on the 13th, DOT argued for the Silver Dove Way route. For the second meeting, DOT proposed that instead of the Silver Dove detour route, Horton rebuild Bass Lake Road in stages while keeping second traffic going; that is, build the new side of the road while traffic continues on the old road, then switch the traffic to the new roadway and rebuild the old side. Building the road in stages will take more time, but will not require any long detour.

DOT pointed out that the part of Bass Lake Road to be rebuilt will be divided down the middle with a curbed median strip, with one lane in each direction, and that the new roadway will have enough paved area (one lane plus a shoulder) to temporarily accommodate two lanes in each direction for traffic while the other side of the road is built.

DR Horton still wanted to use the Morrison Road detour. Horton argued that in building their Bell Ranch housing Development they would have to build Morrison Road in any case, and using Morrison as a detour route would reduce their overall cost to reconstruct Bass Lake Road. They also pointed out that a separate detour route would shorten the time it would take to work on Bass Lake Road, since they would not have any traffic to deal with.

The board heard testimony from DR Horton and DOT about their respective proposed routes. Then several of Bass Lake residents testified against the Morrison Road detour route.

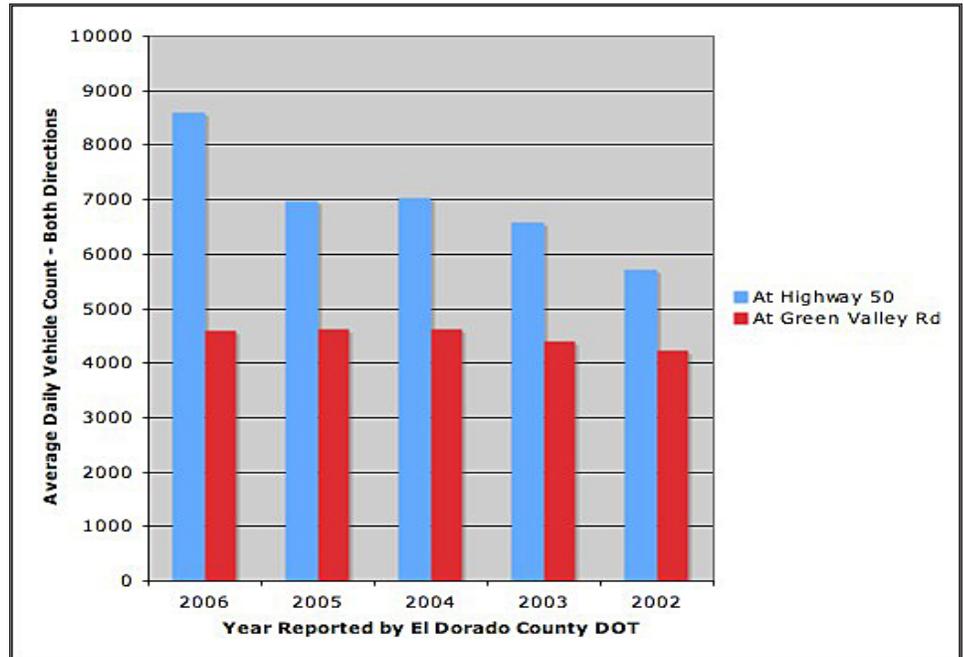
Ultimately the supervisors (except for Rusty Dupray, who recused himself) rejected the Morrison Road detour route 4-0 on the
(continued on page 2, col. 3)

BASS LAKE ROAD TRAFFIC COUNTS UP

The El Dorado County Department of Transportation (DOT) Five Year Traffic Count Summary is a compilation of the annual daily traffic volumes recorded for the previous five years. A chart of the latest summary of the traffic counts for Bass Lake Road is reproduced nearby. The chart shows a definite trend with respect to the traffic traveling Bass Lake Road. Traffic on the road, especially on the southern portion, is increasing dramatically. No doubt much of that is due to the connection to Serrano Parkway last year, and the growth of Pulte's Laurel Oaks development.

Historically, the Bass Lake Hills Specific Plan of 1995 (BLHSP) recognized that Bass Lake Road was the "principal road" in the Plan area. It was proposed in the BLHSP that Bass Lake Road would be improved as a two-lane highway, with enough right-of-way so that the road could later become a four-lane road.

The DOT's current construction forecast, which extends through 2011, has no mention of any improvements to Bass Lake Road other than the developer-funded



Traffic counts on Bass Lake Road over the last five years

improvements of which we are aware and which will be completed over the next several years.

Fortunately, the recent road improvements to Bass Lake Road, and those scheduled for the southern portion, are designed to allow an

additional outside lane to be added to both sides of the existing two-lane road with a minimum of work.

In the meantime, Bass Lake Road traffic is bound to increase, so please be sure to drive carefully. ~

IMPACT FEE FOR NEW SHERIFF SUBSTATION APPROVED

The residents of El Dorado Hills, Bass Lake, and the surrounding communities have been asking for more public safety presence, especially police protection, for some time now.

At their February 27 meeting, the supervisors passed a public safety facilities impact fee to be imposed on all new development in the El Dorado Hills and Cameron Park area to help pay for a new sheriff's substation, which is proposed to be built on the northwest corner of the intersection of Bass Lake Road with Highway 50.

The primary policy objective of a public safety facilities impact fee program is to ensure that new development pays the capital costs associated with growth. In order to impose such a fee, the county must determine the maximum justified development impact fee to impose on new development.

The County may impose a public facilities impact fee under authority granted by the Mitigation Fee Act as contained in California Government Code. However, the County must satisfy the requirements

of the Act prior to adopting any public facilities fees.

Because the planned facility will replace an undersized existing substation and will both accommodate new development and provide increased service levels for existing development, the county must allocate the fair-share responsibility for the new facility costs between existing and new development. Thus, the fees calculated are intended to fund only the proportion of the planned substation that will serve new development. The component of the facility cost that must be funded with general revenues must also be identified.

The 15,000 square-foot sheriff's substation, which at one time was supposed to be built near the fire station on Bass Lake Road, is expected to cost around \$6.5 million, and is estimated to be completed in about five years. According to the impact fee study commissioned by the county, new single family residential units will pay \$215 each (multi-family \$198 each) and new office units will pay \$44 per 1,000 square feet (commercial \$32, industrial \$17).

The impact fee is expected to collect about \$2.3 million over time to offset the cost of the new substation. ~

DETOUR *(continued)*

grounds that it was much too long and convoluted, with several steep down-hill grades that made it potentially dangerous. The voting supervisors indicated that they had received numerous letters and emails from Bass Lake residents who objected to the long detour for various reasons.

Since the supervisors specifically rejected the Morison Road detour route, DR Horton is left with the DOT proposal to rebuild Bass Lake Road in stages. However, the supervisors indicated that Horton and the DOT were not precluded from working out other traffic routing solutions (such as a Silver Dove detour) that might handle traffic while the road was being rebuilt.

In addition to the work on the southern part of the road, Horton has also committed to building a curbed and landscaped center median for the portion of Bass Lake Road that has already been improved. Work on both phases of the project may start as early as this Spring. ~

THE PRESIDENT'S LETTER



Hello Everyone,

Well, Spring certainly seems to have arrived, and with it all of the activity that goes with being able to be outside once again. It also signals the start of a lot of projects that can only be done in clear weather, including work on the roads. As you can see from this issue of the Bulletin, a lot of the development work that has been so long in the planning stage is now on its way to becoming a reality.

First is the long-awaited work on the southern part of Bass Lake Road. Now that the detour route is no longer in contention, work should begin soon, and will probably take until next year to complete. But those who have driven the old road will be glad the goal of fixing the road is now in sight.

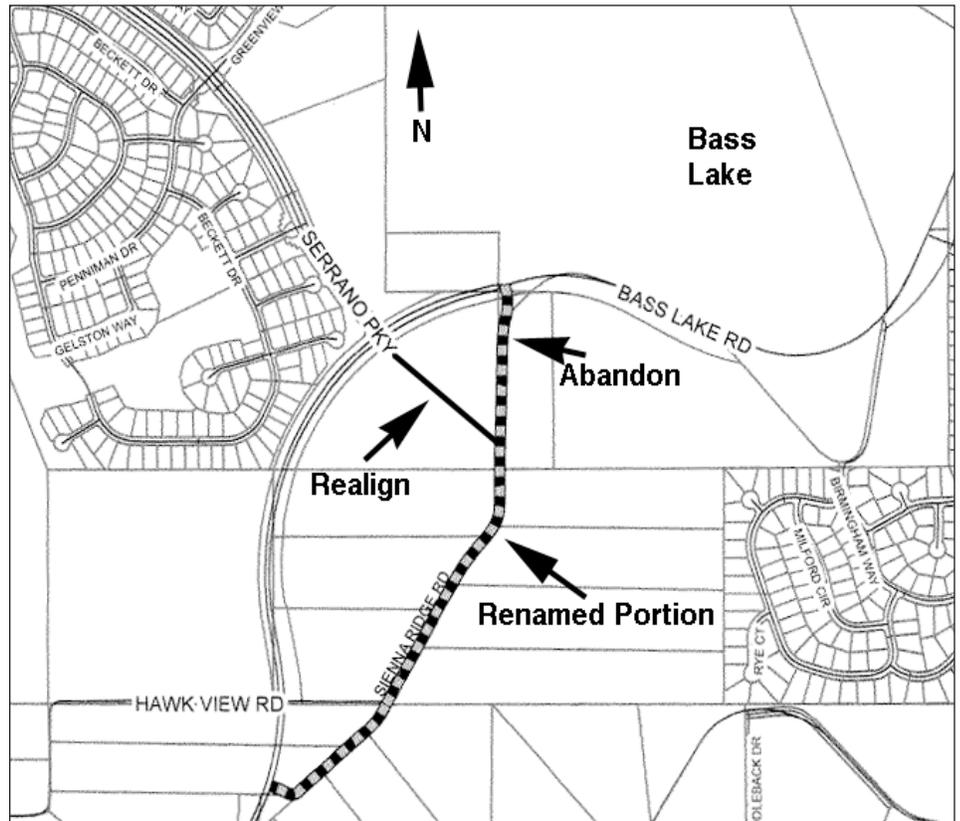
Next is the work on Highway 50, extending the HOV lanes from El Dorado Boulevard, giving us an extra commuter lane from Bass Lake Road when going towards Sacramento, and an extra lane when coming home from that direction. That work will require the rebuilding of the freeway overpasses at El Dorado Hills Boulevard, Silva Valley, and Bass Lake Road, all of which were built in the mid-1960s, to accommodate the added lanes.

Also, don't forget the shopping center that is to go in at Bass Lake Road and Serrano Parkway. I expect it to have a supermarket and some shops, and we will get more information from Kirk Bone from Serrano this month.

Alas, the Silver Springs development seems to have been postponed for a year or so, but it is inevitable that the area will be developed, and with it will come the new Silver Springs Parkway from the hair-pin bend in Bass Lake Road up to Green Valley Road.

Let's hope the good weather keeps up!

John E. Thomson
President



Map showing proposed changes to "old" Bass Lake Road

OLD BASS LAKE ROAD RENAMED, TO BE REALIGNED

Many folks around Bass Lake have wondered what was to be done with the portion of Bass Lake Road that was left after the realignment of the roadway last year. The old road obviously could not retain the same name as the realigned road.

In December, Serrano petitioned the county to rename that old portion of the road Sienna Ridge Road. Also, as part of the commercial development planned at Serrano Parkway and Bass Lake Road, the north end of the road is to be realigned so as to come out at the intersection of Bass Lake Road and Serrano Parkway to complete a four-way intersection. It is planned that the northern extremity of the old road that intersects with Bass Lake Road near the El Dorado Irrigation driveway will be abandoned (see the map).

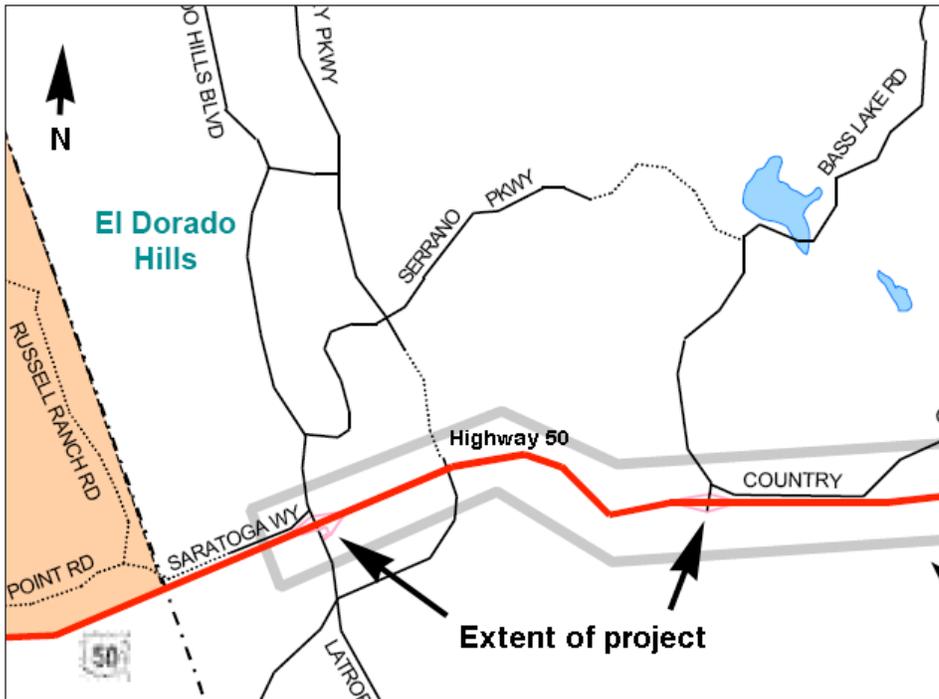
The Board of Supervisors approved the petition to rename that old portion Sienna Ridge Road at their regular meeting on March 27. The proposed changes to the road alignment will be part of a planned development application for the area to be submitted to the county this Spring. ~

Happy St. Patrick's Day

Saint Patrick's Day has come to be associated with everything Irish: anything green and gold, shamrocks and luck. Most importantly, to those who celebrate its intended meaning, St. Patrick's Day is a traditional day for spiritual renewal and offering prayers for missionaries worldwide.

So, why is it celebrated on March 17th? One theory is that that is the day that St. Patrick died. Since the holiday began in Ireland, it is believed that as the Irish spread out around the world, they took with them their history and celebrations. The biggest observance of all is, of course, in Ireland. With the exception of restaurants and pubs, almost all businesses close on March 17th. Being a religious holiday as well, many Irish attend mass, where March 17th is the traditional day for offering prayers for missionaries worldwide before the serious celebrating begins.

In American cities with a large Irish population, St. Patrick's Day is a very big deal. Big cities and small towns alike celebrate with parades, "wearing of the green," music and songs, Irish food and drink, and activities for kids such as crafts, coloring and games. ~



Map of El Dorado Hills Highway 50 HOV lane project

LOCAL ROAD PROJECTS GET STATE FUNDING

Several local road projects have received a share of the \$4.5 billion in voter-approved “corridor mobility” funds that were recently allocated to some 50 projects across the state by the California Transportation Commission.

The most important to Bass Lake and El Dorado Hills was the award of \$22 million to help fund the extension of HOV (High Occupancy Vehicle) lanes eastward on Highway 50 from where they now stop at El Dorado Hills Boulevard to the Bass Lake Road interchange. The El Dorado Hills HOV project is the first phase of a long-term project that will eventually add two high-occupancy vehicle lanes (one eastbound and one westbound) to U.S. 50 in western El Dorado County from the El Dorado Hills Boulevard to Ponderosa Road.

This first phase also has \$5 million of air quality mitigation funds available, and the rest of the cost of the \$42 million project will be funded by local road money. Construction is expected to begin in 2008.

County DOT representatives tell us that during the past several years, population and employment growth in the eastern portions of Sacramento County and the western portion of El Dorado County have substantially increased travel demand on U.S. 50. Specifically, increases in commute travel volumes arise from the growing communities of El Dorado Hills, Bass Lake, Cameron Park and Shingle Springs, which serve as

residential communities to employment centers in Sacramento County (for example, Folsom, Rancho Cordova, and downtown Sacramento). Interregional travel demand associated with year-round recreation areas east of the project in the Tahoe Basin have also contributed to the increased traffic.

Local residents were also pleased to see an award of \$22 million to widen and straighten White Rock Road between Sunrise Boulevard and Prairie City Road, now a rural road in eastern Sacramento that will be widened to four lanes to take cars off congested Highway 50. The widening of White Rock Road could become the first section of the region’s long-discussed beltway from Elk Grove to El Dorado Hills.

In addition, Sacramento was able to fund a

carpool lane project on Highway 50 between Sunrise Boulevard and Watt Avenue, and a long-awaited Highway 65 bypass around the city of Lincoln also won state funding. ~



**Happy
St. Patrick's
Day**

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