

BASS LAKE BULLETIN

Vol. IV Issue 3

The Voice of the Bass Lake Community

March 2006

www.basslakeaction.org

WINTER STORMS AND TRAFFIC TAKE A TOLL ON LOCAL ROADS



Example of water getting under the pavement and undermining the roadway on Bass Lake Road. The stains indicate that the substructure has probably softened due to water intrusion.



The beginning of a pothole on Bass Lake Road. Heavy vehicles have cracked the pavement and a chunk of pavement has been kicked out. Ongoing traffic will eventually create a pothole.

SOME OLDER PARTS OF BASS LAKE ROAD ADVERSELY AFFECTED

The heavy winter rains and the annual increases in traffic have combined to take a toll on local roads, especially the older parts of Bass Lake Road.

The original route of Bass Lake Road was dedicated to the county in the late 1850s, when it was but a wagon track. Old time residents say that they used to see herds of cattle being driven to pasture up Bass Lake Road. Subsequent improvements included grading and paving the roadbed, but the route stayed the same until the recent realignment and widening efforts in 2005.

In 1990 the road carried an average daily load of traffic of about 1,500 vehicles, according to county documents. In 2005, a traffic count conducted by the county showed that about 7,000 vehicles traversed Bass Lake Road every day. That's quite an increase.

There is evidence that large truck traffic has increased on Bass Lake Road. During one period last summer large tandem dump truck traffic increased to a frequency of a

couple of hundred trucks a day for a couple of weeks. It is generally accepted that the damage done to roads by trucks is much greater than passenger cars. Just one loaded truck passing over a road is the equivalent of 100,000 passenger cars traveling over the same road. Of course, trucks pay large registration fees to the state in partial compensation, but the damage is done all the same, especially to old roads like Bass Lake Road that were not designed to take such traffic.

According to Jim Ware of the County Department of Transportation, the integrity of a road, and its ability to withstand heavy loads, is directly related to the condition of the roadbed that underlies the pavement. A well-prepared substructure and wide shoulders help the pavement to resist breaking down. The shoulders are particularly important, as they help support the roadbed. The lack of shoulders will allow the substructure to move laterally towards the edge of the road, allowing the pavement to sag and crack.

Much of the old sections of Bass Lake Road have little or no shoulders, only a drainage ditch by the side of the road. A heavy load such as a loaded dump truck

tends to "squish" the underlying road bed out from under the pavement in the direction of least resistance, in this case out into the void created by the drainage ditch. The pavement subsides and makes ruts in the pavement, which cracks and lets water in, which exacerbates the problem. The substructure becomes wet and muddy and tends to "squish out" all the more readily, hastening the eventual failure of the roadway.

Evidence of this process can be seen all along the older portions of Bass Lake Road. Repairing the subsidence and the resulting potholes is not simple. The underlying roadbed must be taken up and replaced, then the damaged road must be resurfaced.

While the Department of Transportation is remarkably diligent about repairing the potholes and responding to our complaints, the heavy trucks that cause the problem continue to pound the road to pieces. Recently a complaint emailed to Jim on Friday resulted in a DOT repair crew on the job on Monday.

In the meantime, be sure to report potholes and unsafe pavement to the County Department of Transportation.~

COUNTY DOT RESPONSIVE TO BASS LAKE NEEDS

The County Department of Transportation has recently proved to be very responsive to the road maintenance needs of the Bass Lake Community.

Several BLAC members were concerned about a hump in the road on the newly realigned portion of Bass Lake Road. The road surface in the southbound lane near the intersection of Hawk View Drive seemed to have a strange rise to it, disconcerting drivers.

A call to Jim Ware at the DOT produced results, as shown in the nearby photo. The road way was leveled out and repaved by the contractor, and traffic now has no problem there.

Last week a pothole developed on the old portion of Bass Lake Road between Madera and Magnolia Hills Drives. A portion of the northbound roadway that had been previously patched gave way to form a large pothole. An email to Jim Ware resulted in a visit by the road maintenance crew, and the pothole was filled in. See the nearby photo.

While we have been accustomed to calling Jim for our road problems, we recently learned from Richard Shepard, the new DOT Director, that Jim has been promoted. While Jim used to be assigned as the DOT representative in the western end of the county, he has been promoted to a county-wide responsibility in planning and land development for DOT. Our local DOT representative will now be Russ Nygaard, who has been assigned to handle DOT issues in El Dorado Hills. Russ will work out of the DOT office in El Dorado Hills. We look forward to working with Russ. ~



Leveled and repaved section of southbound Bass Lake Road at the intersection with Hawk View Drive on part of the new realigned road.



The new asphalt shows a pothole repair on the old part of Bass Lake Road near Magnolia Drive. Note that the new patch is on a previously rebuilt section of the roadway.

DRAMATIC INCREASE IN TRAFFIC, ACCIDENTS ON BASS LAKE ROAD

An examination of the available traffic records for Bass Lake Road shows a dramatic increase in vehicle traffic and a corresponding increase in traffic accidents over the last fifteen years.

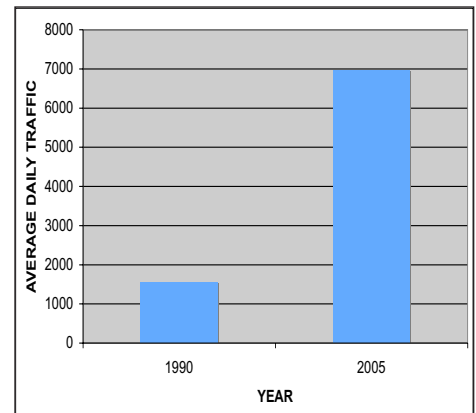
Traffic flow has increased from about 1,500 vehicles per day in 1990 to about 7,000 vehicles per day in 2005.

There were 24 accidents on Bass Lake Road in the three year period 1987 through 1989. That's an average of 8 per year. In

the years 2000, 2001 and 2002, there were 26, 24 and 20 accidents, respectively.

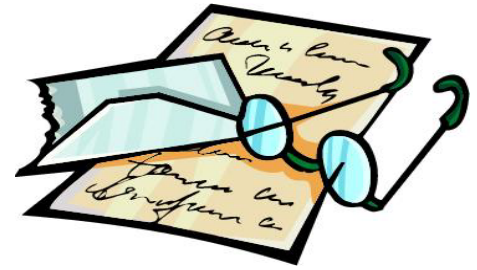
Though the new section of Bass Lake Road is designed to handle the current traffic load, the older portions of the road continue to be overused, and their condition is rapidly deteriorating.

The Engineering and Traffic Study conducted by DOT in 2003 calculated an accident rate of 2.94 accidents per million miles for Bass Lake Road for the three year period 2000 through 2002, which was higher than the expected rate of 1.70 accidents per million miles normally experienced on similar collector roads.



Traffic counts on Bass Lake Road (source: El Dorado County DOT)

(continued on page 4, col. 3)



THE PRESIDENT'S LETTER

Hello Everyone,

A news item too late to get into the main Bulletin but very important to parents in Bass Lake are the reports of a man in a white van who has attempted to kidnap children walking in the vicinity of the intersection of Bass Lake Road and Green Vally Road. Luckily no one has yet been harmed.

Parents have already been notified, but everyone should be on alert for strange cars and strange people in the area. Consistent with our Neighborhood Watch policy, be sure to call the Sherriff at 530-621-6600 if you see any suspicious behavior.

On a lighter note, suddenly road projects are all in the news. Projects are getting built, and projects are in the pipeline to help put in place the transportation infrastructure that we need at this end of the county. This issue of the Bulletin is devoted almost entirely to the roads issue.

The Community Services District is winding up its CSD Parks Master Plan. I am glad to announce as part of that Plan our own Oak Knoll Park is on the top priority list for its own Master Plan to further develop the park site. Thanks go to Kevin Stankiewicz, who represented BLAC during the Master Parks Plan process.

I plan to attend the Metropolitan Transportation Plan 2020 meeting that will be held on March 16 at 6:00 PM at the CSD Headquarters, sponsored by SACOG. I urge anyone interested in the transportation plan for the Greater Sacramento area, which includes us, over the next 20 years or so to attend.

I hope that you find this issue of the Bulletin an informative one.

Sincerely,

John E. Thomson

President
Bass Lake Action Committee

A view of the land on Bass Lake Road across from Bridlewood that the Rescue School District wants to buy from the County for an elementary school.

BASS LAKE SCHOOL SITE NEGOTIATIONS CONTINUE

Negotiations between the Rescue Union School District and the County for the school district to buy a portion of the regional park land at Bass Lake for an elementary school are continuing.

Though the talks are confidential, Bass Lake Action Committee has learned from persons close to the negotiations that the county is seeking to reduce the amount of land that will be taken by the school site in order for the county to develop the remaining land into a regional park.

The proposed park site is made up of two parcels that total 42.07 acres and is situated between Bass Lake Road and the El Dorado Irrigation District land on which Bass Lake is located. The County is only allowed to develop large regional parks, not smaller community parks. A regional park must be at least 30 acres or larger.

BLAC understands that the school district at first wanted to purchase as much as 14 acres in the southern part of the 42 acres where it wants to put the school. That would have left the county only 28 acres, which would be too small a parcel on which to build a regional park. Documents reviewed by BLAC have suggested that the county was asking about \$4 million for the original 14 acres sought by the school district.

Preliminary plans for placing the school on the site that BLAC has seen put the en-

trance to the school at the intersection of Bridlewood Drive and Bass Lake Road, directly across from the entrance to Bridlewood Canyon.

BLAC has expressed concerns about safety, noise, and traffic that would be connected with placing a school at the site. BLAC representatives have expressed their concerns to both school Superintendent Bly and County Supervisor Dupray. ~

ROAD PROJECTS ROLL IN EL DORADO HILLS

The road projects in the western part of El Dorado County and El Dorado Hills are really rolling out. Here is a listing of the projects in our area and their present status.

The Bass Lake Road improvements project between Serrano Parkway and US Highway 50 have been completed between Serrano Parkway and Hollow Oak Road to include interim widening of Bass Lake Road to some extent south of Hollow Oak. Another project is under design for the segment between Hollow Oak Road and Highway 50. Construction on the latter segment is planned to start later in 2006.

The new alignment of Bass Lake Road and Silver Springs Parkway south of Green Valley Road is in the final design phase. The developer of the Silver Springs Subdivision will begin construction of this roadway just east of the Pleasant Grove Middle School

(continued on next page)

ROAD PROJECTS *(cont.)*

this summer. Design efforts are continuing for the construction of an extension of the Silver Springs Parkway from the southern limit of the Silver Springs Subdivision to Madera Drive, though those improvements are dependent upon the acquisition of a right-of-way and other regulatory permits. Construction of the southern extension and the connection to existing Bass Lake Road is anticipated in late summer of 2006.

The widening of the Green Valley Road Intersection at Deer Valley Road is a project to provide left turn and right turn lanes to access Deer Valley Road. This project is a result of the anticipated impact of the new intersection of Silver Springs Parkway and Green Valley Road. The project is anticipated go to bid in the summer of 2006 pending the acquisition of related right-of-way.

The environmental documentation is complete with respect to the installation of signals at the intersection of Green Valley Road and Silva Valley Parkway. The final design is near completion, and the water quality permits related to the adjacent creek are pending. The right-of-way acquisition process is advancing, and construction is scheduled to begin in the spring of 2006.

The Green Valley Road Widening project from Francisco Drive to the West County Limits is currently out to bid. Construction will hopefully begin in early spring 2006, weather permitting, and is expected to be finished in the fall of 2007. This is the last phase of the project that includes the widening of Green Valley Road between the Purple Place and Francisco Drive. The plans call for two traffic lanes in each direction, with turn lanes at key locations. Signals will be installed at the intersection of Browns Ravine and Green Valley Road, and the overhead utility lines along the roadway will be placed underground.

The new route to Folsom via an extension of Saratoga Way is underway. The planning, site reviews, preliminary engineering, and environmental efforts have begun. The plan is to have Saratoga Way eventually connect with Iron Point Road in Folsom. Work is being coordinated with potential development along the roadway frontage and with the City of Folsom. Public outreach explaining the project is projected to begin in summer 2006. ~

EL DORADO HILLS PARK FEES A BARGAIN?

Opponents of the incorporation of El Dorado Hills last fall often predicted that taxes and fees would skyrocket if El Dorado Hills became a city.

The *Sacramento Business Journal* of February 17 reported that the developers of the Laguna Ridge Project in Elk Grove were surprised to learn the City of Elk Grove was proposing a park fee of \$15,700 per home for funding construction of the project's parks. The proposed park fee would be higher than any other municipality fee for park construction in the region.

The builders of the 7,767 home development had anticipated a fee of \$3,214 per home when the project was approved in 2004. Last year the Laguna Ridge development fee for parks was raised to \$10,700 per home. If this latest increase to \$15,700 is approved, the city would collect more than \$100 million for the new parks.

On the other hand, El Dorado Hills is reported to be charging a fee for park development of only \$6,869 per home. Not counting the new Elk Grove fees, the EDH fee is the third highest in the area behind the cities of Dixon (\$8,004) and West Sacramento (\$8,094).

The Laguna Ridge builders are negotiating for some relief and expect to settle the situation soon. However, observers are saying that Elk Grove plans to make a statement with their parks by making them the best in the region.

The Laguna Ridge development was the first one that the new city of Elk Grove processed on its own. The project covers 1,900 acres south of Elk Grove Boulevard and Highway 99. ~

TRAFFIC, ACCIDENTS *(cont.)*

Since the southern portion of Bass Lake Road experiences relatively heavier traffic loads than the northern half, it is understandable that the next foreseeable upgrade of the road will occur in conjunction with the start of the Bell Ranch development. The successful completion of the Silver Springs Parkway will hopefully reduce the traffic load on the northern section of the road.

Until then, be sure to drive carefully on those old sections of Bass Lake Road. "The life you save may be your own." Be sure to look out for potholes, too.~

The Bass Lake Bulletin is published monthly by the Bass Lake Action Committee, El Dorado Hills, CA Copyright © 2006. Reproduction is permitted if appropriate attribution is given to The Bass Lake Bulletin.

~
John E. Thomson, Ph.D.
President and Editor
doctorjet@basslakeaction.org
530-677-3039



For additional information,
see our website or contact

Vice President Kathy Prevost
kathyp@basslakeaction.org
530-672-6836

Bass Lake Action Committee
501 Kirkwood Court
El Dorado Hills CA 95762



Proposition 59

Government open to the people