

"DEFINITELY IN" ALTERNATIVES MATRIX Date 10-5-10			Criteria Group 0							Project Could be a Phased Project		NOTES
			A	B	C	D	E	F	G			
			BOS/Public Concerns									
ALTERNATIVE FAMILY	ALTERNATIVE #	NAME	COST (millions)	Caltrans Approval or Willingness of Acceptance?	Level of Service (LOS) - CP Dr @ Palmer and Coach	Causes Removal of a House	Causes Removal of a Business	Facilitates Multi-Modal Transportation	Public Buy-In (Potential Public Acceptance)	Yes - No - Possible	Yes - No - Possible	
			SCORING:	Yes - No - Possible	Poor - Uncertain - Good	Yes - No - Possible	Yes - No - Possible	Yes - No - Possible	Low - Med - High	Yes - No - Possible		
PROJECT STUDY REPORT (PSR) ALTERNATIVES	2c	OTHER LOCAL ROAD IMPROVEMENTS ONLY	\$32M	Yes	Uncertain	Yes	No	Possible to Yes	Medium	Yes	Caltrans is ok with this alternative, and encourages parallel capacity.	
	4a, b, c, d	WIDEN CAMERON PARK DR FROM DUROCK TO COACH +	\$9M and up to \$21M	Yes	Uncertain	Possible	Yes	Possible	Medium	Possible	Caltrans is ok with this alternative.	
	5	4a PLUS EXPAND HWY 50 RAMPS	\$17M to \$20M	Yes	Uncertain	Possible	Yes	Possible to Yes	Medium	Possible	Caltrans is ok with this alternative.	
	6	CONNECT PALMER TO W. CHAPARRAL	\$13M	Yes	Partially Uncertain	Yes	No	Yes	Med-High	No	Caltrans encourages parallel capacity.	
DIVERGING DIAMOND INTERCHANGE (DDI) ALTERNATIVES	8	DIVERGING DIAMOND INTERCHANGE	\$17M	Possible	Uncertain	Possible	Possible	Possible	Medium	No	Caltrans is split internally as to the acceptance of this alternative thus far.	
	8a	DIVERGING DIAMOND INTERCHANGE - Alt. A	\$30M	No (Initially)	Good	Yes	Possible	Possible to Yes	Medium	Possible	Caltrans is split internally as to the acceptance of the DDI alternative thus far.	
OTHER ALTERNATIVES	10	WIDEN CAMERON PARK DR. to 7 Lns.	\$14M	Yes	Uncertain	Possible	Possible	Possible to Yes	Medium	No	Caltrans is ok with this alternative.	
	11	EXPAND RAMPS	\$14M	Yes	Uncertain	Possible	No	Possible to Yes	Medium	No	Caltrans is ok with this alternative.	
	11b	HWY 50 RAMP ONLY WORK	\$6M	Not Seen Yet	Poor	No	No	No	High	No	Caltrans has not seen this alternative yet.	
	12	REALIGN COUNTRY CLUB with PALMER DRIVE	\$8.5M	Yes	Poor	Yes	No	No to Possible	Medium	No	Caltrans is ok with this alternative.	
	14	"HOOK" EASTBOUND OFFRAMP TO COACH, ROBIN	\$15M	No (Initially)	Partially Uncertain	Possible	Possible to Yes	Possible	Medium	No	Caltrans does not like the Rodeo Off Ramp; they think it is an isolated off-ramp, confusing to motorists with no access back to Hwy 50; does not meet driver expectation (initial Caltrans meeting).	
PARALLEL CAPACITY ALTERNATIVES	19	PARALLEL CAPACITY NORTHERLY (Modified)	\$17M to \$22M	Yes	Uncertain	Possible	Possible	Possible to Yes	Medium	Possible to Yes	Caltrans encourages parallel capacity.	
COMBINATION ALTERNATIVES	20e	COMBINATION ALTERNATIVE - Alt. 2c, 10 and 11	\$30M	Not seen yet	Uncertain	No to Possible	Possible	Possible to Yes	Medium	Yes	New alternative that Caltrans has not seen yet. Project could be phased considering parallel capacity, local roads, Caltrans and multi-modal transit.	
HALF LOOP ROADWAY ALTERNATIVES	24	HALF LOOP ROAD 2	\$43M	No (initially)	Good	Possible	No to Possible	Possible to Yes	Medium	Yes	Caltrans does not like the Rodeo Off Ramp; they think it is an isolated off-ramp, confusing to motorists with no access back to Hwy 50; does not meet driver expectation (initial Caltrans meeting). This alternative has potential for a good level of service benefit for the interchange area.	
MATRIX LEGEND:		"Definitely In" Alternatives	Sources: PSR-PDS July 2008, Administrative Draft PSR August 2007, DMJM Study May 9, 2006, Fehr & Peers "Innovative Diamond Interchange Designs" 2008?									
		Partially Studied in PSR - Non Conclusive										
		Not Studied in PSR										
		Questionable Alt. or Family										
		Negative Criteria										