



Cameron Park Drive/ Highway 50 Interchange Project Alternatives Analysis

Alternative Screening Matrix

- Best
- ◐ Fair/Good
- Worst

	Shortest Time to Drive Through Interchange	Long Term Traffic Capacity	Traffic Back-up (Queues)	Ease of Use for Motorists	Eases of Use by Cyclists and Pedestrians	Avoids Environmentally Sensitive Areas	Ease of Construction/ Reduced Complexity	Best Meets Caltrans Requirements	Avoids Impacts to Residential Properties	Avoids Impacts to Commercial Properties	Total Project Cost
Alternative 1 = Widen in Place	○	○	○	●	◐	●	●	●	●	●	● \$ 45-50 Million
Alternative 2 = Rodeo Road	◐	●	●	○	○	◐	◐	○	●	○	○ \$ 60-65 Million
Alternative 3 = Hook Ramps	◐	●	●	◐	○	○	○	◐	●	○	○ \$ 55-60 Million
Alternative 4 = Diverging Diamond	●	●	●	◐	◐	●	○	●	○	◐	◐ \$ 50-55 Million



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Alternative Screening Matrix

Description for Criteria

Shortest Time to Drive Through Interchange:

Average time in seconds to travel through the interchange (in the design year)

Alt 1: 34 seconds (AM), 67 seconds (PM)

Alt 2: 28 seconds (AM), 44 seconds (PM)

Alt 3: 30 seconds (AM), 42 seconds (PM)

Alt 4: 20 seconds (AM), 32 seconds (PM)

Long Term Traffic Capacity:

Number of hours drivers spend stopped in traffic each day (in the design year)

Alt 1: 83 hours (AM), 426 hours (PM)

Alt 2: 70 hours (AM), 209 hours (PM)

Alt 3: 61 hours (AM), 231 hours (PM)

Alt 4: 74 hours (AM), 286 hours (PM)

Traffic Back-Up (Queues):

Line of cars waiting at a traffic signal

Alt 1: Significant queues on Palmer Drive, Coach Lane, and Cameron Park Drive

Alts 2, 3, 4: Most queues clear during each signal cycle

Ease of Use for Motorists

Alt 1: Same geometrics as existing interchange

Alt 2: EB off-ramp .5 miles west

Alt 3: EB hook ramps east of Cameron Park Drive

Alt 4: Shifts traffic to the opposite side

Ease of Use for Cyclists and Pedestrians

Alts 1, 4: Less conflicts with uncontrolled freeway ramps

Alts 2, 3: More conflicts with uncontrolled freeway ramps

Avoids Environmentally Sensitive Areas

Alts 1, 4: Within the footprint of existing interchange

Alt 2: Area along Rodeo Road connecting to Cameron Park Drive

Alt 3: Hook ramps are located in environmentally sensitive area

Ease of Construction/Reduced Complexity

Alts 1, 4: Highway 50 bridge replacement

Alts 2, 3: New bridges added or widened

Best Meets Caltrans Requirements

Alts 1, 4: Maintain existing location of ramps

Alt 2: EB off-ramp .5 miles west

Alt 3: EB on-ramp .25 miles east

Avoids Impacts to Residential Properties

Alts 1-3: no full takes

Alt 4: (3) full takes

Avoids Impacts to Commercial Properties

Alt 1: no full takes

Alt 2: (3) full takes – Chevron, Car Wash, Vacant Lot

Alt 3: (2) full takes – Chevron, Shell

Alt 4: (1) full take – Mobil

Alternative 1 = Widening

Alternative 2 = Rodeo Road Off-Ramp

Alternative 3 = East Hook Ramps

Alternative 4 = Diverging Diamond Configuration