



*Update on  
U.S. 50/Cameron Park Dr  
Interchange –  
Preliminary Evaluation*

Prepared for the Board of Supervisors

October 26, 2010

Legistar Item #10-0836

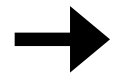
## *Purpose for this Planning Analysis:*

- **The purpose of this Planning Analysis is to find an alternative that fulfills the needs and purpose of the Cameron Park Interchange Area while lowering projects costs in order to allow a reduction in the Traffic Impact Mitigation Fees**

## *Purpose of this presentation:*

- Provide an update on the Cameron Park Drive Interchange Alternatives Analysis;
- **Get feedback from the Board on the results of DOT's preliminary evaluation;**
- Answer questions;
- Review Next Steps.

# *Agenda*



- Background

- Evaluation Results

- Next Steps

# *Alternatives Analysis Timeline and Process:*

- **May – Aug:** Work with stakeholders/experts (e.g., Economic Development Coordinator, Caltrans, etc.) to define the evaluation criteria and refine the definitions of alternatives, adding new alternatives if appropriate
  - Review with the public
  - Review with the Board

← *Discussed on August 23rd*
- **Aug – Oct:** Evaluate alternatives (“matrix – level” evaluation) and recommend a subset for further more detailed evaluation
  - Review with the public
  - Review with the Board

← *Where we are today*
- **Oct – Jan/Feb:** Do a detailed evaluation on a viable subset of 3 to 5 alternatives and make a recommendation
  - Review with the public
  - Review with the Board

***Direction from the Board on August 23<sup>rd</sup> has been incorporated into the Evaluation:***

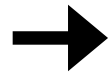
- Reduce the 42 alternatives to a more manageable number
- Reduce the 36 evaluation criteria to a more manageable number
- Consider local road improvements with interchange improvements
- Consider a cost threshold of approximately \$20M - \$30M

## *Comments received during stakeholder meetings since August 23<sup>rd</sup> include:*

- **Cameron Estates Community Services District concerned with any alternative that impacts:**
  - the Community Services District's property
  - their community
  - the Lutheran Church (Rodeo Drive connection)
  
- **Caltrans:**
  - preliminary review of various alternatives as to their acceptance or approval of the alternatives
  - additional meetings will be needed with Caltrans representatives for further discussion of approval/disapproval of remaining alternatives and other Cameron Park Drive Interchange issues
  
- **Cameron Park community leaders want potential alternatives to support the Cameron Park Vision Statement:**
  - Multi-Modal Transportation
  - “Walkable” Downtown Concept

# *Agenda*

- Background



- Evaluation Results

- Next Steps



***The original 36 criteria have been reduced to 7 criteria listed below:***

- Cost
- Caltrans Approval or Willingness of Acceptance
- Level of Service (LOS) - Cameron Park Drive at Palmer Drive and Coach Lane
- Causes a Removal of a House
- Causes a Removal of a Business
- Facilitates Multi-Modal Transportation
- Public Buy-In

***The 42 alternatives have been “evaluated” and grouped into 3 tiers:***

- “Definitely In” – these alternatives meet most/all of the criteria and have an approximate cost at or below the \$30M threshold
- “Definitely Out” – these alternatives are well beyond a \$30M cost, have significant right of way (R/W) impacts, and/or Caltrans will not approve them
- “Question Marks” – these alternatives don’t meet some of the criteria but may need to be included due to community support

# *DOT has reduced the 42 alternatives to 14: 9 “Definitely In” Alternatives and 5 “Question Mark” Alternatives.*

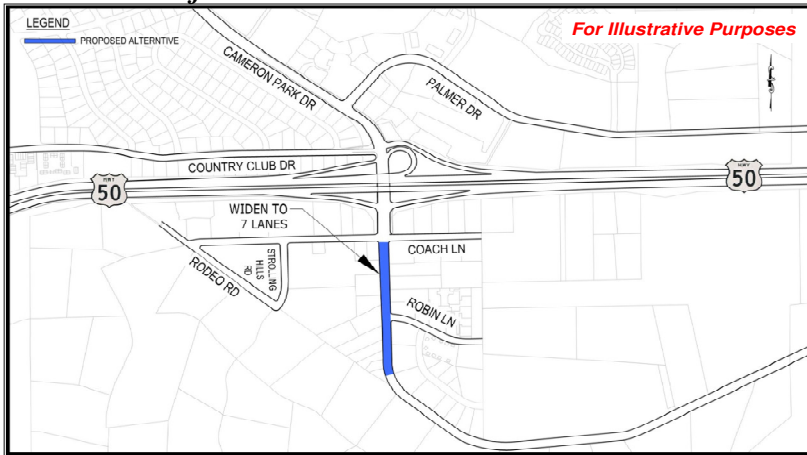
"DEFINITELY IN" ALTERNATIVES MATRIX			Criteria Group 0									NOTES
			A	B	C	D	E	F	G			
Date 10-5-10			BOS/Public Concerns									
ALTERNATIVE FAMILY	ALTERNATIVE #	NAME	COST (millions)	Caltrans Approval or Willingness of Acceptance?	Level of Service (LOS) - CP Dr @ Palmer and Coach	Causes Removal of a House	Causes Removal of a Business	Facilitates Multi-Modal Transportation	Public Buy-In (Potential Public Acceptance)	Project Could be a Phased Project		
			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.	
<b>MATRIX LEGEND:</b>		★	"Definitely In" Alternatives									
		◇	Partially Studied in PSR - Non Conclusive									
		○	Not Studied in PSR									
		?	Questionable Alt. or Family									
			Negative Criteria									

Sources: PSR-PDS July 2008, Administrative Draft PSR August 2007, DMJM Study May 9, 2006, Fehr & Peers "Innovative Diamond Interchange Designs" 2008?

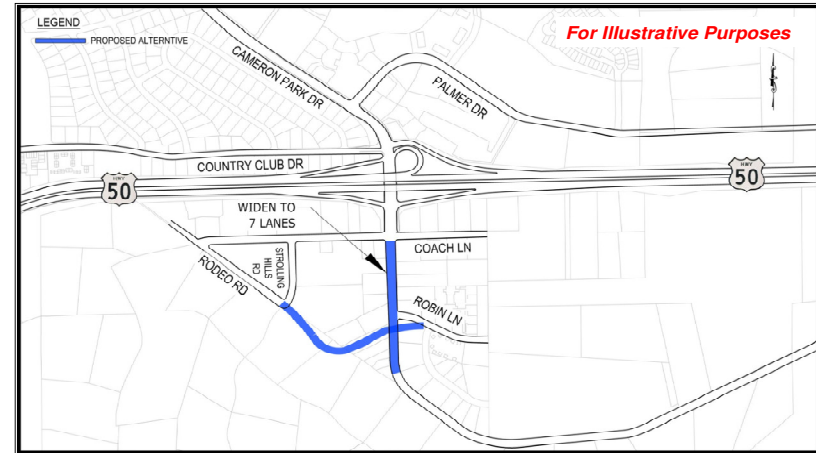
***The following slides depict the 9  
“Definitely In“ Alternatives DOT  
believes should be evaluated further:***

# Alts. 4a, 4b, 4c, and 4d:

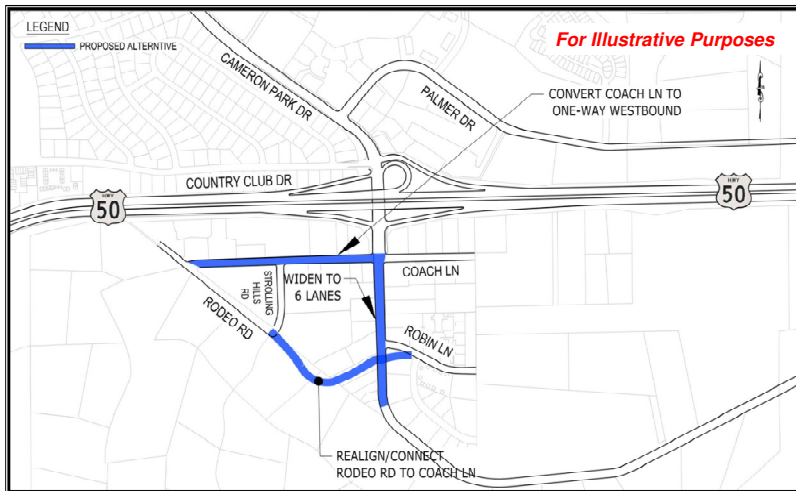
**Alt 4a. \$9.1M: Build 72367 Only – widen Cameron Park Drive from Durock to Coach Lane**



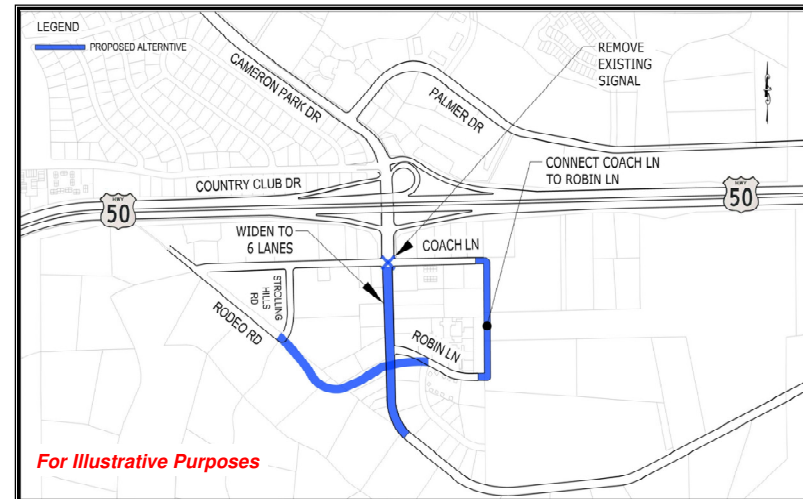
**Alt 4b. \$14M to \$18M: Build 72367 (widen Cameron Park Drive from Durock to Coach Lane) and connect Rodeo Road to Robin Lane**



**Alt 4c. \$15M to \$18M: Make Coach Lane one-way, widen Cameron Park Drive to 6 lanes and connect Rodeo Road to Robin Lane**

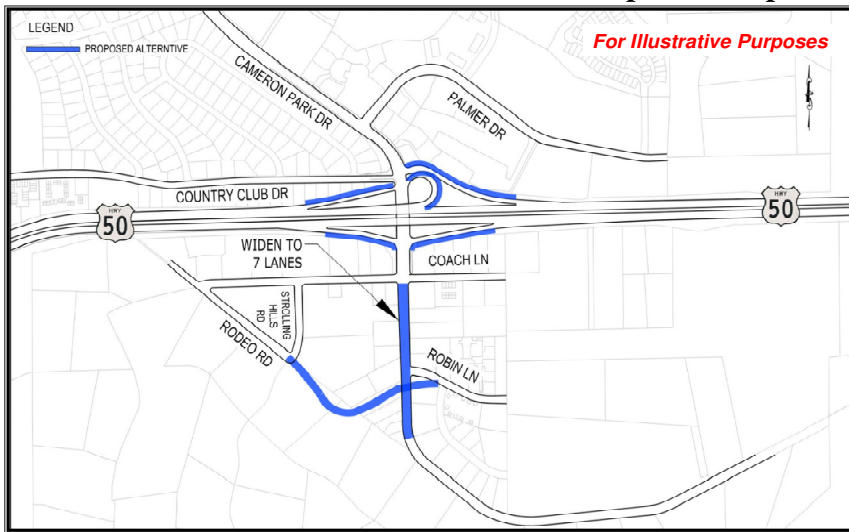


**Alt 4d. \$17M to \$21M: Remove signal at Coach Lane; disallow all lefts at Cameron Park Drive and Coach Lane; connect Rodeo Road and Robin Lane**

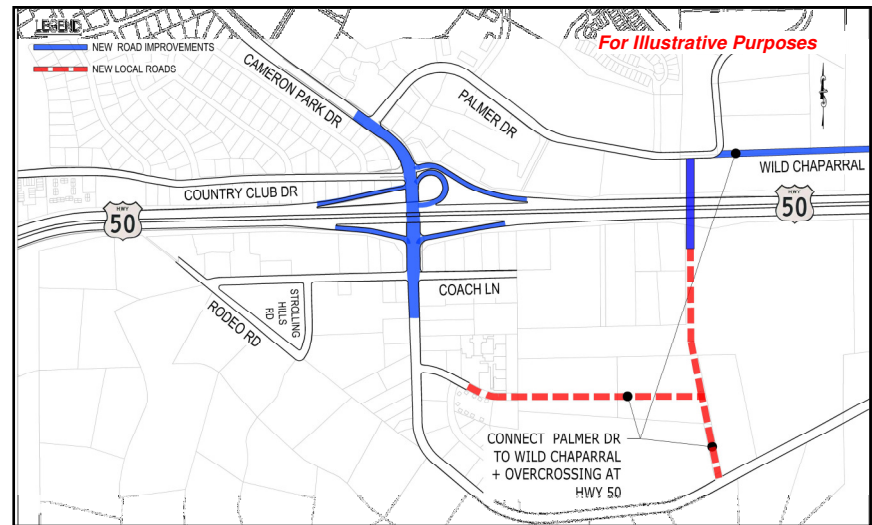


# Alts. 5 and 6:

**Alt 5. \$17M to \$20M: Build 72367 and expand ramps**

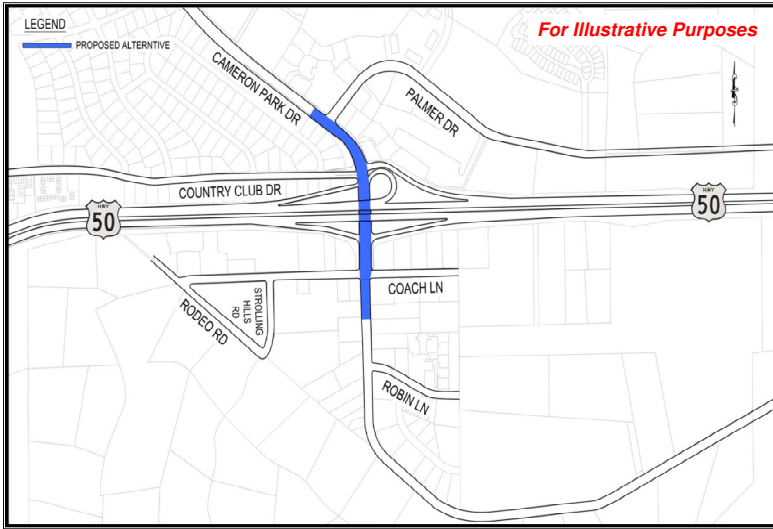


**Alt 6. \$13M: Connect Palmer to Wild Chaparral**

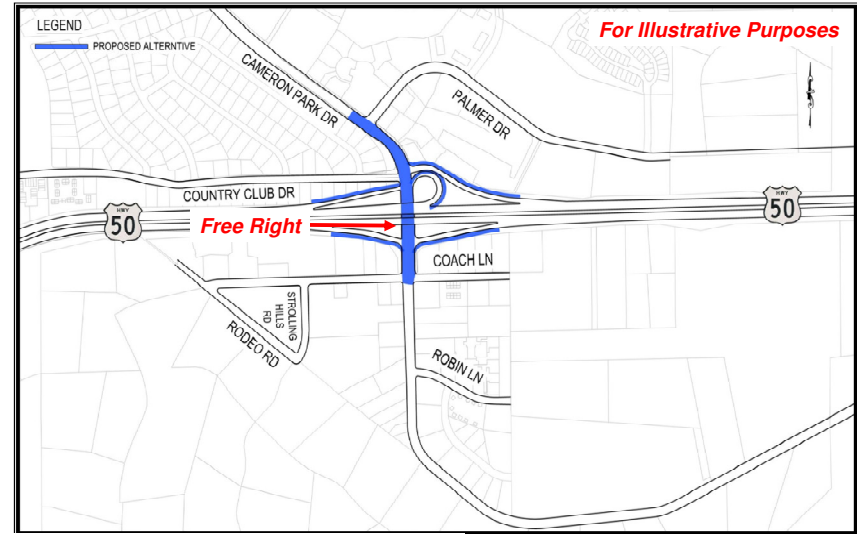


# Alts. 10, 11 and 11b:

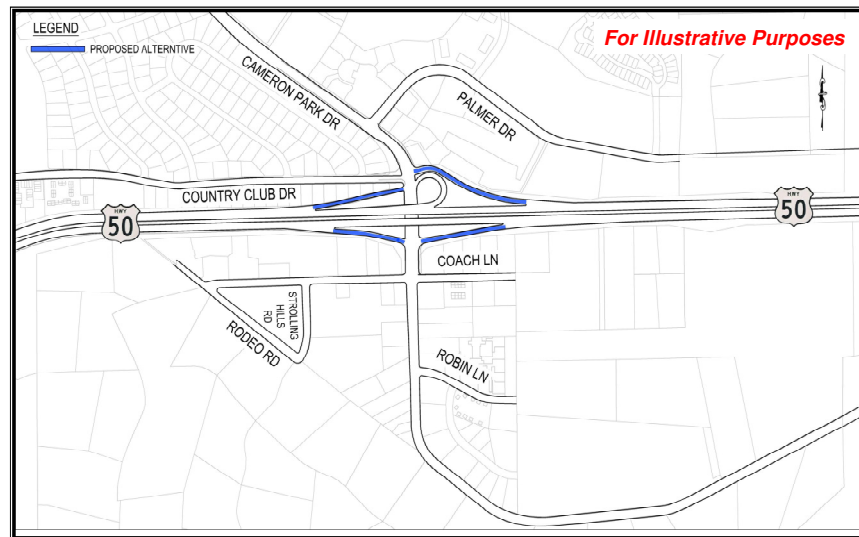
**Alt 10. \$14M: Widen Cameron Park Drive to 7 lanes**



**Alt 11. \$14M: Expand ramps; move retaining walls back under Hwy 50 to allow free right from EB off-ramp**

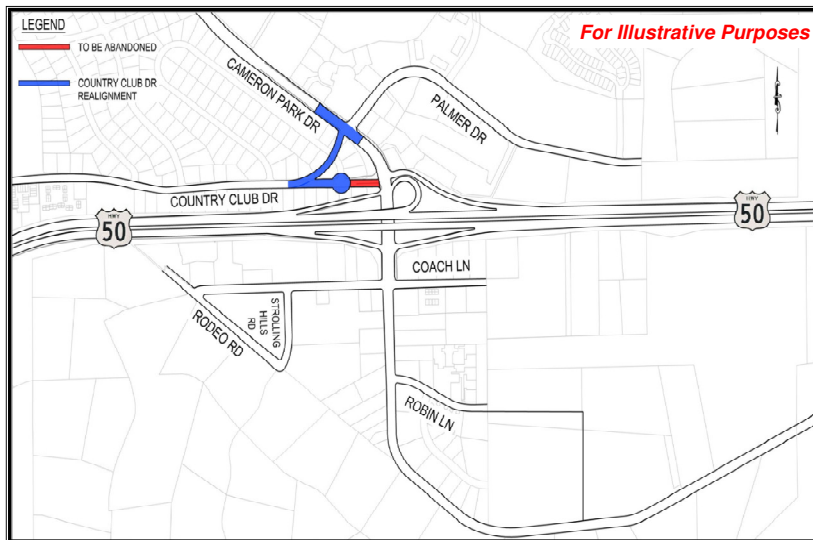


**Alt 11b. \$6M: Expand ramps only**

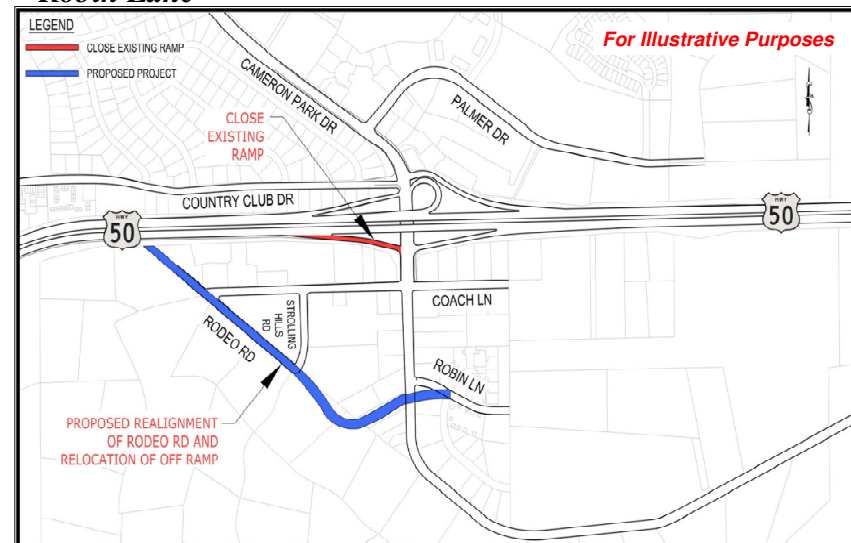


# Alts. 12 and 14 :

**Alt 12. \$8.5M: Realign Country Club Drive**



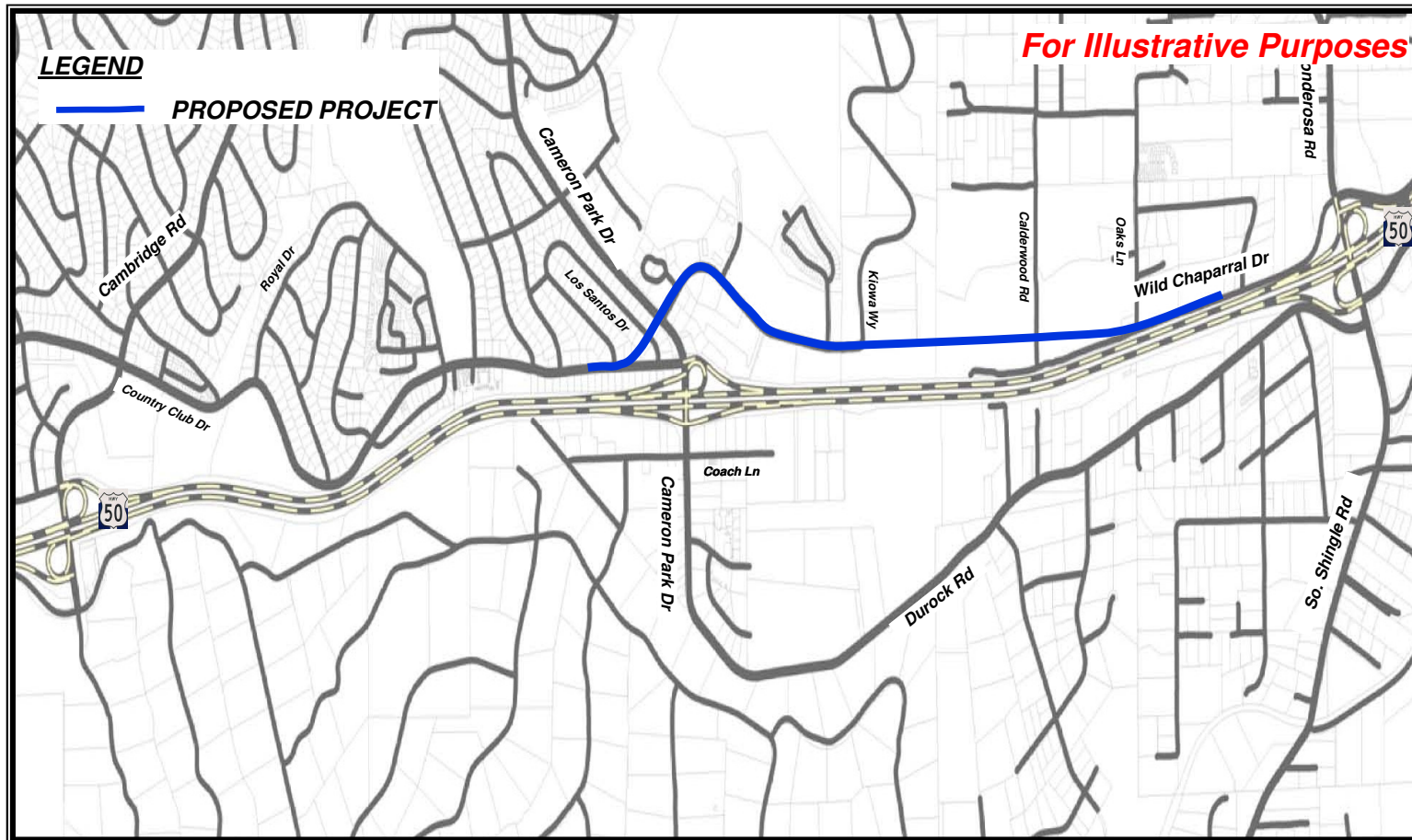
**Alt 14. \$15M: “Hook” eastbound offramp to Coach Lane / Robin Lane**





# *Alt. 19:*

*Alt 19. \$17 to \$22M: Parallel Capacity Northerly (modified) - Country Club Drive /Wild Chaparral / Palmer Drive with or without Country Club Drive tie in to Palmer Drive*



## ***“Definitely Out” Alternatives:***

- **PSR Family – Alts. 0, 1, 2a, 2b, 3, 7:**
  - Costs are above the \$30M threshold and R/W Impacts
- **Roundabout Family – Alt. 9:**
  - Cost is above the \$30M threshold and R/W Impacts
- **Other Alternatives Family – Alt. 13:**
  - Cost is above the \$30M threshold and potential low public buy-in
- **Parallel Capacity Family – Alts.15, 16, 16a, 16b, 17, 17a, 17b, 17c, 18, 18a, 18b:**
  - Low public buy-in and low LOS benefit
- **Combination Alternative Family – Alts. 20, 20a, 20b, 20c, 20d, 21, 22:**
  - Costs are above the \$30M threshold and Caltrans has expressed strong reservations regarding these alternatives
- **Half-Loop Roadway Family – Alts. 23, 25, 26, 27:**
  - Costs are above the \$30M threshold and Caltrans has expressed strong reservations regarding these alternatives, particularly concerning the Rodeo Road off ramp, although these alternatives may have good LOS benefit

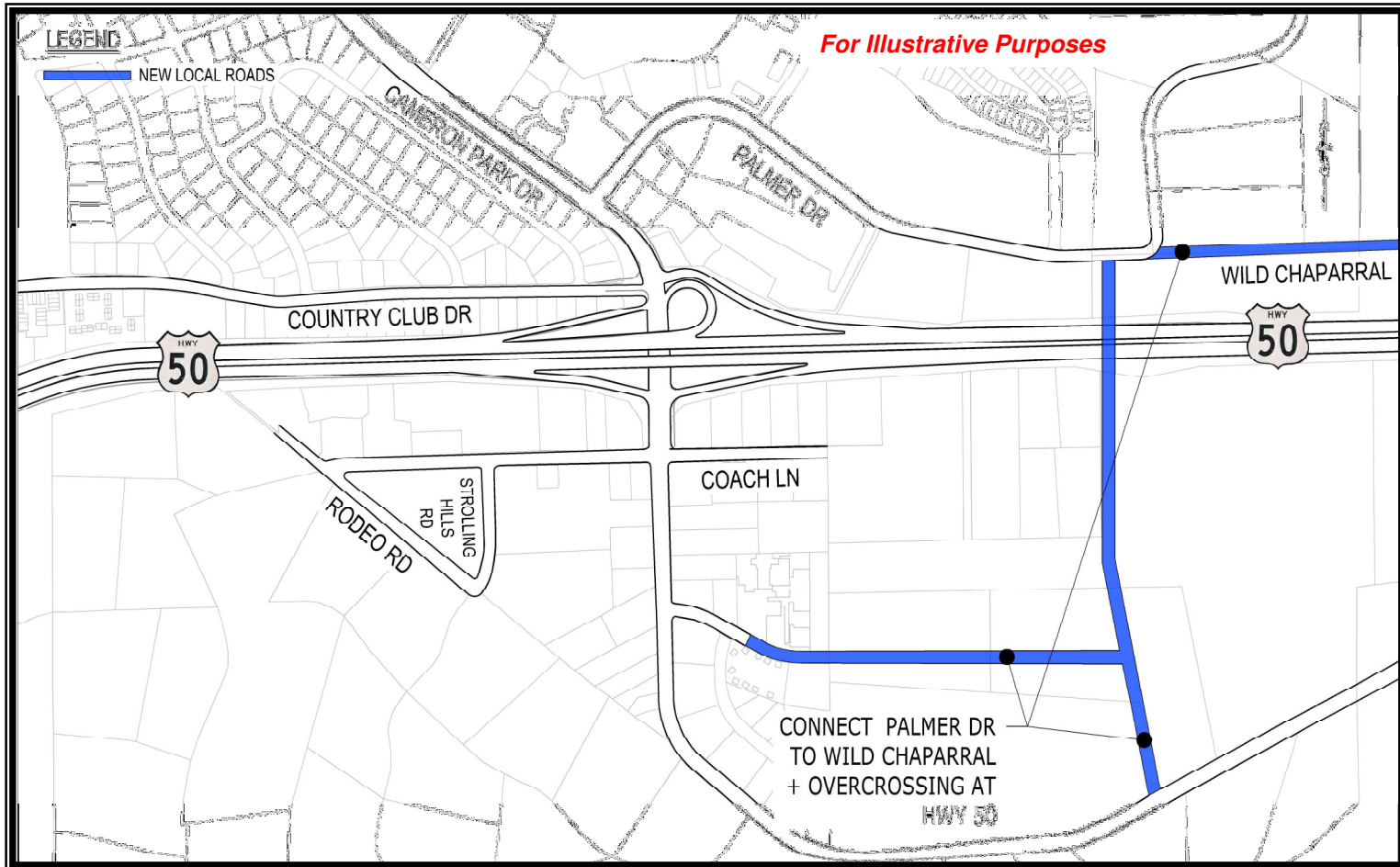
## *“Question Mark” Alternatives:*

- These are alternatives that are not clear cut to remove from further study
- The following slides show there are 5 Project Alternatives that DOT believes should be reviewed by the Board of Supervisors with DOT to make sure we do not eliminate possible projects that may have benefit to all the stakeholders in the Cameron Park area

***Which of these should be moved to “In” and which should be moved to “Out”?***

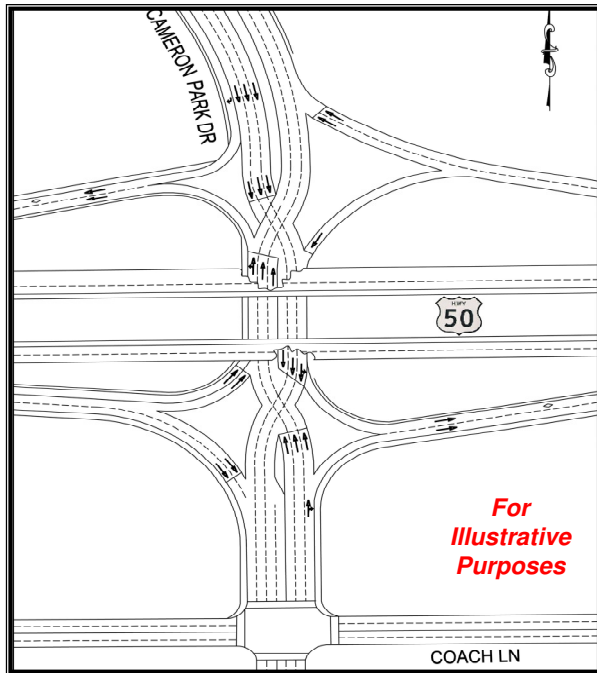
# Alt. 2c:

## Alt 2c. \$32M: Other local road improvements only

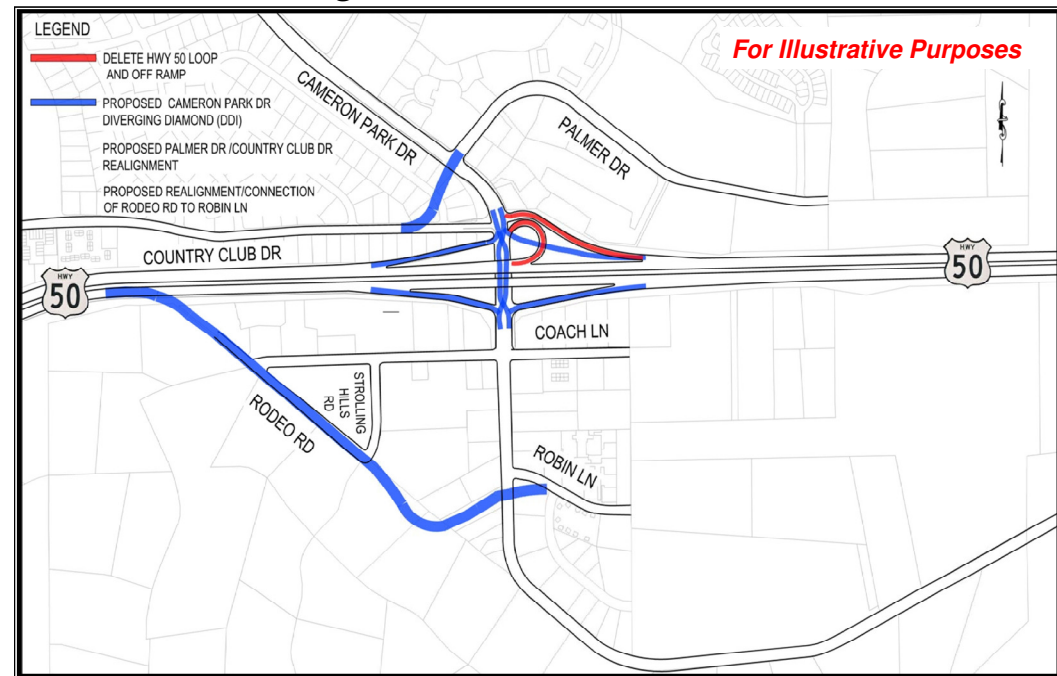


# Alt. 8 and 8a:

**Alt 8. \$17M: Diverging Diamond**

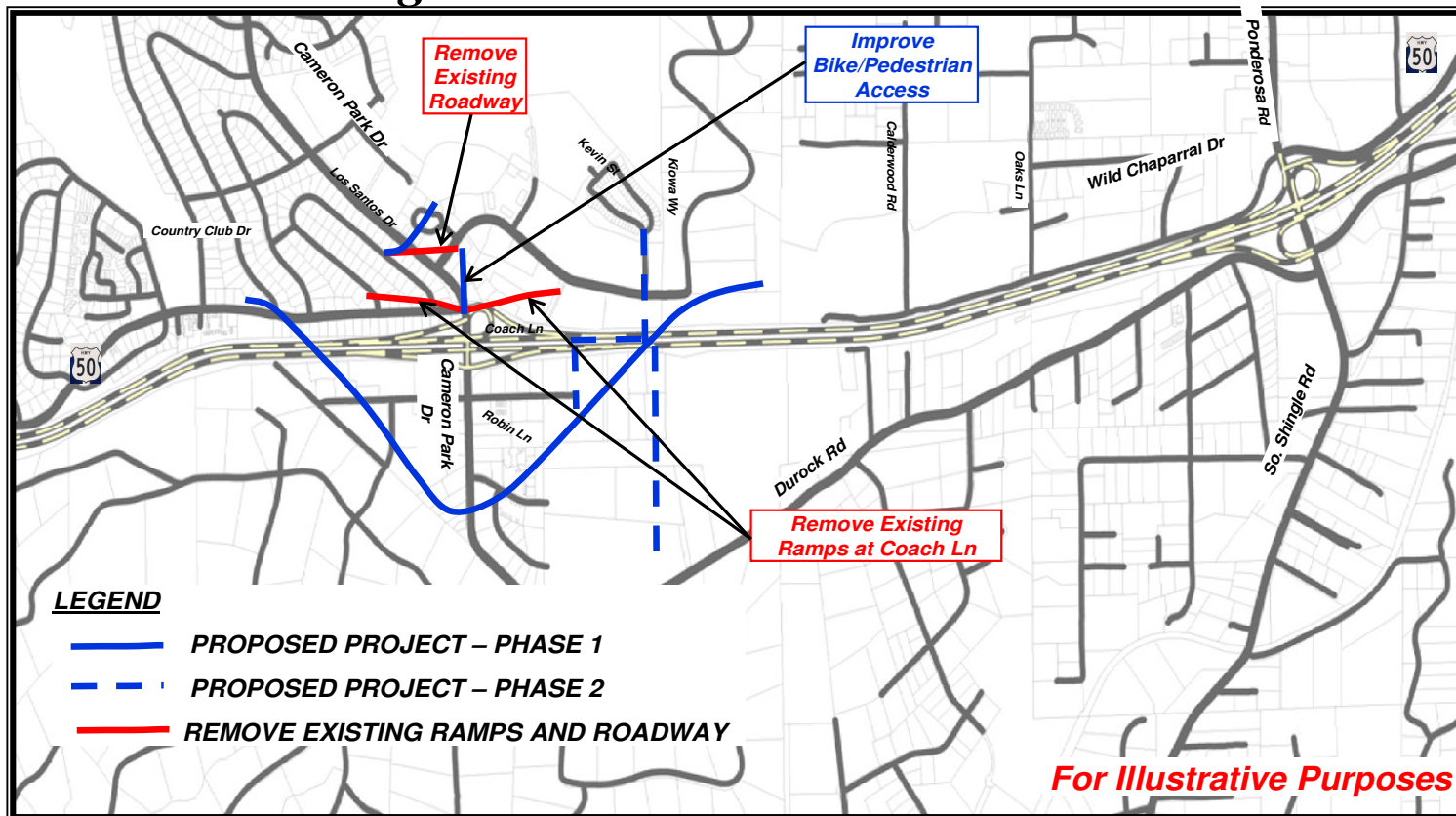


**Alt 8a. \$30M: Diverging Diamond Interchange, with a Rodeo Road off-ramp and Robin Lane tie-in, Country Club Drive / Palmer Drive Realignment**



# Alt. 24:

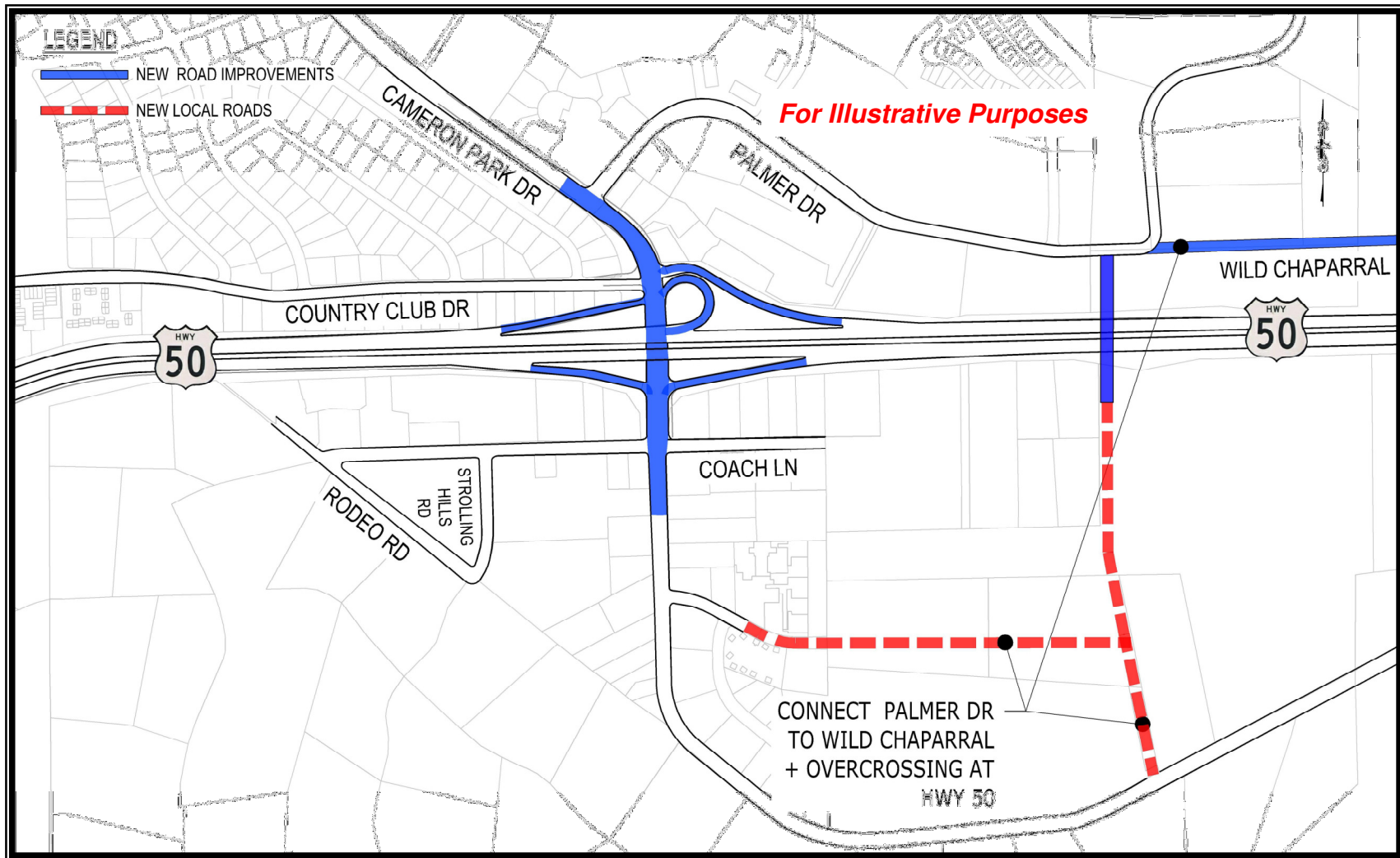
**Alt 24. \$37M: Half Loop Road 2 – Phase 1 Remove existing ramps, improve bike/pedestrian access; Phase 2 Complete local road tie-ins for future business development, Country Club Drive Realignment**



## *DOT recommends adding a new combination alternative (Alt. 20e) as “Question Mark” Alt.:*

- The new alternative would be a combination of Alternatives 2c, 10 and 11
- This alternative would help address the community’s needs and local traffic issues;
  - It could be a phased project
  - Caltrans may be willing to consider this alternative
  - May be less expensive than other alternatives

# *Alt 20e. \$30M: Combination of Alts. 2c, 10 and 11 with local roads phased for future development (excluding local road funding)*



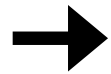


# *Which Alternatives should be moved to the next step for further evaluation?*

<b>DEFINITELY IN</b>	<b>QUESTION MARK</b>	<b>DEFINITELY OUT</b>
<b>Alt. 4a, 4b, 4c, and 4d</b>	<b>Alt. 2c</b>	<b>Alt. 0, 1, 2a, 3, and 7</b>
<b>Alt. 5 and 6</b>	<b>Alt. 8 and 8a</b>	<b>Alt. 9</b>
<b>Alt. 10, 11, and 11b</b>	<b>Alt. 24</b>	<b>Alt. 13</b>
<b>Alt. 12 and 14</b>	<b>Alt. 20e</b>	<b>Alt. 15, 16, 16a, 17, 17a, 17b, 17c, 18, 18a and 18b</b>
<b>Alt. 19</b>		<b>Alt. 20, 20a, 20b, 20c, 20d, 21 and 22</b>
		<b>Alt. 23, 25, 26, and 27</b>

# *Agenda*

- Background
- Evaluation Results



- Next Steps

## *Schedule (1 of 3):*

***Completed***

May – Aug: Work with stakeholders/experts (e.g., Economic Development Coordinator, Caltrans, etc.) define/refine Evaluation Measures and refine the definitions of alternatives, adding new alternatives if appropriate

- Review with the public
- Review with the Board (August 23<sup>rd</sup> mtg)

## *Schedule (2 of 3):*

***Completed***

Aug – Oct: Evaluate Alternatives (fill in the Matrix with assistance from experts / stakeholders) and recommend subset for further evaluation (i.e., 10-15)

- Which technical experts and stakeholders to involve?
- DOT recommends a qualitative evaluation
- Discuss with Stakeholders and Caltrans
- Review results with the Board

***← Where we are today***

## *Schedule (3 of 3):*

**NEXT STEP:** Oct – Jan/Feb: Do a detailed evaluation on the reduced set of alternatives (i.e., 10 – 15) and make a recommendation as to which alternatives should be included in the final subset of 3 to 5 alternatives

- Review with the public and Caltrans
- Review with the Board
- Next steps:
  - Develop more detailed cost estimates
  - Revise CIP and TIM Fee Program as necessary

*Comments?*

*Questions?*

*Suggestions?*