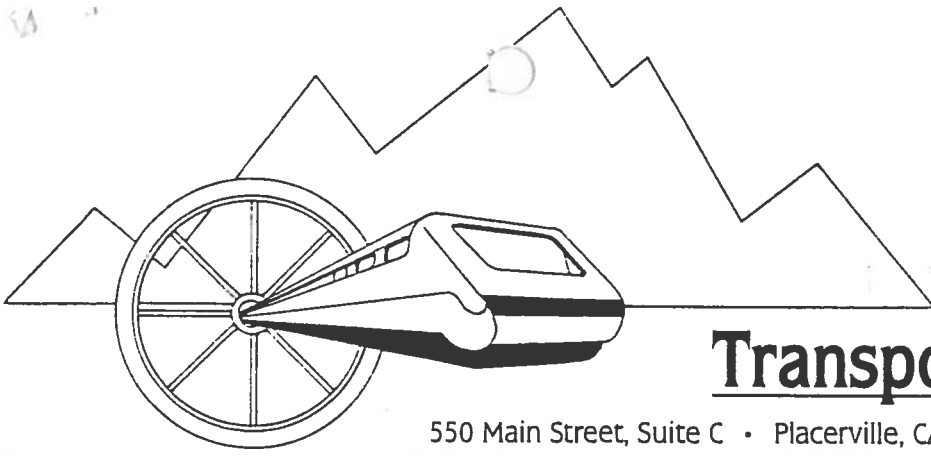


Landy



El Dorado County

# Transportation Commission

550 Main Street, Suite C • Placerville, CA 95667 • (530) 642-5260 • FAX (530) 642-5266

June 10, 1999

Mr. Ron V. Briggs  
1024 Wallace Rd.  
Placerville, CA 95667

Dear Mr. Briggs:

I appreciated our recent conversation with Matt Boyer regarding the extension of Ray Lawyer Drive to Highway 49 in Diamond Springs. I am very supportive of the concept and hope that we can work towards constructing this road in the very near future. Obviously, this will require the Placerville City Council and El Dorado County Board of Supervisors to agree on several issues, including the exact alignment and a financing mechanism.

Since our meeting, Mr. Boyer has met with Michael Stoltz and Bob Slater from the County Department of Transportation, and Stan Eisner and Jeff Crovitz from the City of Placerville. County staff appear to be set to begin the project development process, pending a favorable ruling from the Sacramento Superior Court regarding activities that the County can undertake in the interim period without a valid El Dorado County General Plan. A hearing on this subject is scheduled for June 21.

As we discussed, assuming that the County is cleared to proceed on this project, we could see implementation of the Ray Lawyer Drive extension within as little as 4 years. However, I can't emphasize enough that in order to meet that or any time frame, the project must be advanced through the complex planning, environmental clearance, and engineering processes, and be fully funded. Because a majority of the project is located in the unincorporated area, the County of El Dorado will have lead responsibility, not the City or Transportation Commission.

**RECEIVED**

**JUN 14 1999**  
EL DORADO CO.  
DEPT. OF TRANSPORTATION

Mr. Ron V. Briggs  
June 10, 1999  
Page 2

I look forward to working with you, and I encourage you to assist me in letting the County know how important this project is to the success of traffic circulation in Placerville.

Sincerely,

A handwritten signature in cursive script that reads "Marian Washburn". The signature is written in black ink and includes a long horizontal flourish at the end.

Marian Washburn  
Transportation Commission Member

cc: Placerville City Council  
Kathi Lishman, Chairperson, El Dorado County Transportation Commission  
Mark Nielsen, Chairman, El Dorado County Board of Supervisors  
Matt Boyer, Executive Director, El Dorado County Transportation Commission  
Jeff Crovitz, Director, Placerville Public Works Department  
Stan Eisner, City Manager, City of Placerville  
Mike Hanford, Chief Administrative Officer, County of El Dorado  
Bob Slater, Deputy Director, El Dorado County Department of  
Transportation  
Michael Stoltz, Director, El Dorado County Department of Transportation

1994

### RAY LAWYER DRIVE PROJECT SUMMARY

The Ray Lawyer Drive Interchange was originally conceived by the County in the mid-1960's to accommodate increases in traffic volumes expected to be generated from the planned El Dorado County Government Center. The El Dorado County Circulation Element and the City of Placerville General Plan provide for the construction of the proposed interchange.

The Administrative Draft Environmental Impact Report for the Placerville Justice Center prepared in February 1992 prescribes the interchange project as a required mitigation measure for the Justice Center project.

On June 27, 1989 the El Dorado County Board of Supervisors adopted Resolution 191-89 committing the County to matching STIP funds for the construction of the Ray Lawyer Overpass and requesting CALTRANS to proceed with the project. (Resolution attached.)

On October 2, 1990 the Cooperative Agreement between the State and the County for the Government Center Interchange was executed. The agreement obligated the County to fund 100 percent of the costs of all preliminary engineering, environmental, and Plans, Specifications and Estimates (PS&E) documents.

Cost estimates for the complete interchange, providing for a loop ramp configuration, were in 1991:

Design	\$1.6 million
Right-of-Way	2.3 million
Utilities	.4 million
Construction	11.1 million
<b>TOTAL</b>	<b>\$15.4 MILLION</b>

The cost sharing proposal based on respective responsibility for the traffic creating the need for the project and the budget amounts allocated for the program at that time were as follows:

AGENCY	ESTIMATED COST	BUDGET ALLOCATION	DEFICIT
State	\$5.3	\$3.5	(\$1.8)
County	7.1	4.3	(2.8)
City	3.0	0.	(3.0)
<b>TOTAL</b>	<b>\$15.4</b>	<b>\$7.8</b>	<b>(\$7.6)</b>

Given the shortfall in funding needed to accomplish the entire project and the need for the City to form an assessment district to finance its share of the construction costs, the project was defined as a two-phase program. Phase I to construct the overpass, and connections to Ray Lawyer Drive and Forni Road, plus, the acquisition of all right-of-way for both Phase I and Phase II construction. Phase II was to be the construction of the loop ramp interchange, widen the overpass and add additional lanes to Highway 50.

Recent estimates of the remaining costs for the Phase I project and the responsible funding agency as prescribed by the "Cooperative Agreement".

DESCRIPTION	AMOUNT (000)	CALTRANS (000)	COUNTY (000)
Design	460	0	460
Right-of-Way	2,430	850	1,580
Construction	2,763	810	1,953
<b>TOTAL</b>	<b>\$5,653</b>	<b>\$1,660</b>	<b>\$3,993</b>

Estimating annual cash flow requirements for this project shows the following:

Description	Amounts			
	FY94-95 (000)	FY95-96 (000)	FY96-97 (000)	Total (000)
Design	260	200		460
Right-of-Way	800	1,630		2,430
Construction			2,763	2,763
<b>TOTAL</b>	<b>1,060</b>	<b>1,830</b>	<b>2,763</b>	<b>5,653</b>
CalTrans	0	0	1,660	1,660
County	1,060	1,830	1,103	3,993
<b>TOTAL</b>	<b>\$1,060</b>	<b>\$1,830</b>	<b>\$2,763</b>	<b>\$5,653</b>

## **RAY LAWYER DRIVE EXTENSION AND INTERCHANGE FACTS**

- The Ray Lawyer Drive (Government Center) Interchange has been on the STIP (State Transportation Improvement Plan) since the early 1970's.
- The Ray Lawyer Drive (Government Center) Interchange was the last new interchange on the STIP that included state funding.
- It was always assumed that Ray Lawyer Drive would be extended south of U.S. 50 to meet with the existing S.R. 49. Caltrans also had programmed as a locally funded project a STIP project to upgrade S.R. 49 from the extension to Missouri Flat Road, once the extension had been constructed.
- In 1979, the Board of Supervisors and the Placerville City Council signed plans showing a route adoption for the Ray Lawyer Drive extension.
- Right-of-Way has been purchased along the route adopted for the Ray Lawyer Drive extension.
- A 1988 traffic study for the County Criminal Justice Complex Development cited the interchange as a solution to the traffic needs generated by this development and the projected growth within the City and County.
- In 1989, the State indicated that the interchange project would be eliminated from the STIP unless its development was aggressively pursued.
- The City of Placerville was attempting to create an assessment district to fund the interchange, but delays in developing it placed the STIP funding in jeopardy. Since the County shared an interest in seeing the project through its fruition, they agreed to take the lead with the project.
- On June 27, 1989 the El Dorado County Board of Supervisors adopted Resolution 191-89 committing the County to matching STIP funds for the construction of the Ray Lawyer Overpass and requesting CALTRANS to proceed with the project.
- On October 2, 1990 the Cooperative Agreement between the State and the County for the Government Center Interchange was executed. At the time, the estimated total cost was \$ 7,204,000 of which the County was obligated for \$ 3,719,000. The \$ 3,719,000 was included in a bond issue.

- In 1991, at the time of the selection of the preferred alternative, estimates for the complete loop ramp configuration interchange, were:

Design	\$ 1.6 million
Right-of-Way	\$ 2.3 million
Utilities	\$ 0.4 million
Construction	\$ 11.1 million
<b>Total</b>	<b>\$ 15.4 million</b>

The action of the City Council to rezone the land on the southwest between U.S. 50 and Forni Road from Public Facility to Highway Commercial considerably escalated the right-of-way costs.

- The Administrative Draft Environmental Impact Report for the Placerville Justice Center prepared in February 1992 prescribes the interchange project as a required mitigation measure for the Justice Center project.
- The funding deficit required a phasing of the project or no project.
- If the STIP money was not spent on the interchange there was no guarantee that the funding would remain in El Dorado County.
- The County moved forward with phase I of the interchange, which addresses the County's mitigation for the proposed Justice Center and the construction of Building C. The state also agreed to use their STIP funding for phase I.
- Phase I constructed the overpass, connections to Ray Lawyer Drive and Forni Road, plus, the acquisition of all right-of-way for both Phase I and Phase II construction. The latest cost breakdown is as follows:

	<b>Amount (000)</b>	<b>CALTRANS (000)</b>	<b>County (000)</b>
Design	\$ 460	\$ 0	\$ 460
ROW	\$ 2,430	\$ 850	\$ 1,580
Const.	\$ 2,763	\$ 810	\$ 1,953
<b>Total</b>	<b>\$ 5,653</b>	<b>\$ 1,660</b>	<b>\$ 3,993</b>

- The 2015 calculated traffic projections on the Ray Lawyer Drive extension are approximately 3000 ADT or LOS C for a two lane road. The demand on this road is directly related to the type of land use that will be developed south of U.S. 50 between Forni Road and Ray Lawyer Drive. It is assumed that the development in this area will be commercial as the City of Placerville rezoned property in the vicinity of the Ray Lawyer Drive overpass from Public Facility to Highway commercial in 1991.