



Legislation Text

File #: 09-1523, **Version:** 1

Transportation Department recommending the Board direct the Department to take the following actions regarding the U.S. Highway 50/Cameron Park Drive Interchange projects (CIP Project Nos. 72361 and 72367):

- 1) Explore additional alternatives that would:
 - a) Reduce the impacts on surrounding businesses and residences; and
 - b) Reduce the cost of these projects from the current estimate of \$68 million; and
- 2) Return to the Board with more information at appropriate points to discuss findings and seek direction.

Fiscal Impact/Change to Net County Cost:

There is no fiscal impact nor change to net County Cost associated with this item. The Department will use TIM Fee Program revenues to research and analyze alternatives.

Background:

When the 2009 Capital Improvement Program (CIP) and the Traffic Impact Mitigation (TIM) Fee Resolution were adopted by the Board, on May 5, 2009 and June 2, 2009 respectively, the Department of Transportation (Department) committed to return to the Board to discuss the costs, issues, and alternatives associated with the following projects: U.S. 50/High Occupancy Vehicle (HOV) Lanes, U.S. 50/Silva Valley Interchange, and U.S. 50/Cameron Park Drive Interchange.

Although the total cost of the TIM Fee Program increased by 4.2% (+39.2M) from \$942.9 million to \$982.1 million, on June 2, 2009, the Department recommended and the Board approved that there be no change in the TIM fees. The U.S. 50/Cameron Park Drive Interchange project is one possible area that could help close the \$39.2M gap.

Reason for Recommendation:

In order to achieve a twenty year Level of Service (LOS) of E or better at the Cameron Park Drive Interchange, the cost estimate for CIP Projects #72361 U.S. 50/Cameron Park Drive Interchange Improvements Phase 1 and #72367 Cameron Park Widening - 3-Lane Divided to Modified 4-Lane from Durock Road to Coach, has risen from \$24.8M in March, 2006 to \$68M now, based upon information produced for the Project Study Report-Project Development Support (PSR-PDS). The need to widen Cameron Park Drive as identified in the PSR-PDS and the close proximity of existing local road intersections, residences and businesses to Cameron Park Drive, may impact a number of parcels. While there are several other alternatives that can be analyzed, they may not achieve the 20 year LOS E life required in the General Plan and/or be acceptable to Caltrans, but they may be less expensive than the current estimate of \$68M.

On October 15, 2009, the TIM Fee Working Group reviewed the preliminary draft of the attached presentation and recommended that the Department take it to the Board for review and discussion.

This presentation will focus on the U.S. 50 Cameron Park Drive Interchange project alternatives, opportunities and issues, and request the Board provide the Department with direction as to the next

steps.

A decision on which alternative to choose for the Cameron Park Drive Interchange is not urgently needed at this time. It would seem prudent to explore other alternatives which may provide lesser benefits but with reduced impacts to local businesses and residences and reduced project costs. In addition, with the passage of the new Measure Y by voters in November, 2008, the Board has an opportunity to choose to let some additional roads in the County operate at LOS F. The Cameron Park Drive Interchange may be such a candidate.

Contact:
James E. Ware, P.E.
Director of Transportation

Concurrences: None