



County of El Dorado

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Legislation Details (With Text)

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Title: Transportation Department reporting on the status of the preferred detour option for the traffic handling plan for the Bass Lake Road improvement project. (Referred 2/13/07, Item 35)

FUNDING: Developer advanced project with reimbursement from Traffic Impact Mitigation fees.

Sponsors:

Indexes:

Code sections:

Attachments: 1. DETOUR_REV, 2. Bass Lake Road Detour reprint letter size.pdf, 3. email rcvd 2-23-07 from John Thomson.pdf, 4. emails rcvd 2-26-07.pdf, 5. additional emails for Bass Lake Rd. 2-26-07.pdf, 6. email rcvd 2-26-07 from S. Colvin.pdf

Date	Ver.	Action By	Action	Result
2/27/2007	2	Board Of Supervisors	Approved	Pass
2/13/2007	1	Board Of Supervisors	Continued	Pass

Transportation Department reporting on the status of the preferred detour option for the traffic handling plan for the Bass Lake Road improvement project. (Referred 2/13/07, Item 35)

FUNDING: Developer advanced project with reimbursement from Traffic Impact Mitigation fees.

BUDGET SUMMARY:		
Estimated Incremental Cost		\$ 0
Funding		
Budgeted	\$	
New Funding	\$	
Savings	\$	
Other *	\$	
Total Funding Available	\$	\$ 0
Change To Net County Cost		\$ 0

Fiscal Impact/Change to Net County Cost:

All options that utilize a detour alignment (Options 1, 2, & 4) will shorten the construction duration of the project and introduce both safety and cost savings. There is no impact on General Fund net

County Cost.

The improvements to Bass Lake Road are reimbursable through Traffic Impact Mitigation (TIM) fees and a portion of the detour may potentially be funded by the Bass Lake Hills Specific Plan, Public Facilities Financing Plan (PFFP). Any savings associated with the use of PFFP roadways for the detour will be shared between the TIM Fee program and the PFFP. The proposed distribution of any potential savings between the TIM Fee program and the PFFP is currently being negotiated and will be presented to your Board with the Reimbursement Agreement at a future meeting.

Background:

As part of the Bass Lake Hills Specific Plan, DR Horton is required to reconstruct Bass Lake Road from Highway 50 to Hollow Oak Road to satisfy conditions on their three subdivision maps. This reconstruction will improve the alignment and provide for a divided two lane roadway in lieu of the existing substandard roadway. The reconstruction project is anticipated to take approximately 15 months. There are four alternative traffic handling strategies for the construction of the project as shown on the attached exhibit entitled "Bass Lake Road - Exhibit Map for Detour Options" and as described below:

Option 1 - Close Bass Lake Road and detour existing traffic to Silver Dove Way

Option 2 - Close Bass Lake Road and detour existing traffic to a new temporary alignment immediately to the West of existing Bass Lake Road

Option 3 - Do not close Bass Lake Road. Traffic is maintained through the construction site using staged construction. This option is the originally conceived plan.

Option 4 - Close Bass Lake Road and detour existing traffic to Morrison Road.

Reason for Recommendation:

DOT staff has approved Option 1, 2 and 3 but rejected Option 4 due to the significant inconvenience it places on the traveling public and the potential conflicts it introduces with school and commuter traffic on Country Club Drive.

DR Horton believes that Option 4 is the only viable option that will allow the construction of Bass Lake Road to occur this construction season for the following reasons:

1. The construction of Morrison Road from Tierra de Dios Drive to Hollow Oak Road is part of the planned improvements for the Bell Ranch subdivision.
2. There is less Right of Way that would need to be acquired to construct Morrison Road.
3. Morrison Road has been designed and the plans are working through the review and approval process. Design work would still be required for the portions of Silver Dove Way and Hollow Oak Road potentially delaying the date of construction.

It is important to note that the implementation of each option requires additional work and may prove difficult to implement in a timely manner. While Option 1 may be the preferred solution, major obstacles may still be encountered in implementation. DOT recommends that Options 2 and 3 remain in consideration, since these options may be easier to implement.

DOT and DR Horton have reached an impasse regarding detour option 4. Given the need to start this project immediately, DOT has placed the matter before the Board for resolution.

Action to be taken following Board approval:

DOT will work with DR Horton to further refine and implement the approved options.

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