



Legislation Text

File #: 15-0376, **Version:** 2

The Community Development Agency, Transportation Division, recommending the Board approve and authorize the Chair to sign a letter to the California Department of Transportation's (Caltrans) District 3 Supervisor stating the Board's recommendation concerning the differing alternatives for the construction/reconstruction of the Echo Summit Bridge on US 50 in the Lake Tahoe basin, and recommending Caltrans proceed with Alternative 2B as identified below (Alternative 2A as the preferred secondary preference).

FUNDING: N/A

DEPARTMENT RECOMMENDATION

The Community Development Agency, Transportation Division, recommending the Board approve and authorize the Chair to sign a letter to the California Department of Transportation's (Caltrans) District 3 Supervisor (Attachment 2A). This letter states that the County of El Dorado Board of Supervisors (Board) recommends Alternative 2B (Alternative 2A as a secondary preference) as they relate to the construction /reconstruction of the Echo Summit Bridge on Highway 50. It would also be suggested that when using either Alternative 2B or 2A, Caltrans explore ways to decrease the amount of time that the traveling public is subjected to one-way traffic control. Possible solutions could include longer hours of work, night work and incentives for early completion.

DISCUSSION / BACKGROUND

During Caltrans' April 7, 2015 presentation to the Board (Legistar item 15-0376 - Version 1) it was stated that because of the concrete condition of the piers and deck of this 76 year old Echo Summit Bridge, it is in serious need of replacement or reconstruction. Caltrans is considering six different alternatives during their scope review. These alternatives are as follows:

- Alternative 1A
 - Replace with 26 foot wide bridge
 - Total 120-150 days in one construction season
 - 60-90 days under full closure and 10-30 days under one-way traffic control
 - Estimated Cost: \$5,200,000

- Alternative 1B:
 - Replace with 26 foot wide bridge
 - Total 100-130 days in two construction seasons
 - 20-50 days under full closure and 50-70 days under one-way traffic control
 - Estimated Cost: \$5,200,000

- Alternative 2A:
 - Replace with 30.75 foot wide bridge
 - Total 200-230 days in two construction seasons under one-way traffic control (8-hour work shifts)
 - Estimated Cost: \$5,200,000

- Alternative 2B:
 - Replace with 30.75 foot wide bridge
 - Total 160-190 days in two construction seasons under one-way traffic control (10-hour work shifts)
 - Estimated Cost: \$5,300,000

- Alternative 3:
 - Rehabilitate existing bridge
 - Total 150-180 days in two construction seasons
 - 20-50 days under full closure and 90-120 days under one-way traffic control
 - Estimated Cost: \$6,100,000

- Alternative 4:
 - No Build

Caltrans is in their Environmental Planning phase of the project and is still interested in receiving recommendations on how the project should proceed and which construction alternative should be chosen.

After Caltrans' presentation there was great concern voiced by the Board and the Public revolving around the economic hardship that would likely be experienced by the County of El Dorado (County) due to the total closure of Highway 50 for either of the time frames proposed in Alternative 1A or 1B. A similar concern was voiced on the extended amount of time that the traveling public would be subjected to one-way traffic control over a two year period.

ALTERNATIVES

The Board can choose not to send a letter to Caltrans, choosing to voice their concerns utilizing other mechanisms.

OTHER DEPARTMENT / AGENCY INVOLVEMENT

County Economic Development Division, El Dorado County and Lake Tahoe Chambers of Commerce, and Caltrans

CAO RECOMMENDATION

CAO recommending the Board approve and authorize the Chair to sign the attached letter of recommendation.

FINANCIAL IMPACT

There is no Fiscal Impact or change to Net County Cost associated with this action.

CLERK OF THE BOARD FOLLOW UP ACTIONS

- 1) Clerk to obtain the Board Chair's signature on attached letter; and
- 2) Clerk to mail copies of the signed letter to the Caltrans District 3 Supervisor.

STRATEGIC PLAN COMPONENT

Economic Development - Several of the proposed alternatives will have a serious economic effect on not only the Tahoe area, but all of the communities along the US 50 corridor.

Infrastructure - Although US 50 is a Caltrans maintained roadway, this piece of infrastructure provides a vital link between the east and west ends of the County.

CONTACT

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