2010 West Slope Road/Bridge Capital Improvement Program (CIP) for Cameron Park & Shingle Springs

Prepared for the Shingle Springs–Cameron Park Chamber of Commerce
May 19, 2010

This presentation can be found at http://www.edcgov.us/DOT/index.html
Purpose for this Presentation:

• Provide an update on
  – DOT projects planned in the Cameron Park and Shingle Springs area
  – The Cameron Park Drive Interchange Project

• Answer questions.
**Agenda**

- Background

  - Projects Planned in Shingle Springs, Cameron Park Area

  - Overview of the 2010 CIP

  - Cameron Park Drive Interchange
**CIP Purpose and Background**

- The Board of Supervisors annually adopts the CIP and provides direction to DOT.

- The purpose of the CIP is to provide strategic direction regarding DOT's capital project priorities over a 10 to 20 year horizon:
  - 20 year horizon for road improvement projects
  - 5 to 10 year horizon for all other projects.

- DOT updates the CIP annually as new information becomes available regarding priorities, funding sources, design alternatives, project cost estimates and timing.

- CIP projects are prioritized based on a number of factors such as safety, capacity, traffic circulation patterns, level of service (LOS) requirements, available funding, and economic development needs.
Agenda

• Background

→ 

• Projects Planned in Shingle Springs, Cameron Park Area

• Overview of the 2010 CIP

• Cameron Park Drive Interchange
**DOT plans to make major CIP investments in the Shingle Springs/Cameron Park area over the next 20 years; examples include:**

<table>
<thead>
<tr>
<th>Project Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Durock Rd / Business Dr Signalization</td>
</tr>
<tr>
<td>U.S. 50/HOV Lanes (Bass Lake Rd to Ponderosa Rd)</td>
</tr>
<tr>
<td>Durock Rd Widening – Robin Ln to S. Shingle Rd</td>
</tr>
<tr>
<td>Ponderosa Rd Interchange</td>
</tr>
<tr>
<td>Cameron Park Dr Interchange</td>
</tr>
<tr>
<td>Cambridge Rd Interchange</td>
</tr>
</tbody>
</table>
EAST EL DORADO HILLS, WEST CAMERON PARK PROJECTS IN PROCESS OR PROPOSED

Legend: • In Process, Active x Proposed

May 19, 2010

Last updated 05/17/2010

SS-CP Chamber Presentation
Agenda

• Background

• Projects Planned in Shingle Springs, Cameron Park Area

  • Overview of the 2010 CIP

• Cameron Park Drive Interchange
There are 4 HOV Lane Projects:

* PROPOSED COMPLETION YEAR from 2010 CIP

- **53110**
  *2011*
  US 50 HOV Lanes Phase 1
  El Dorado Hills Blvd to Bass Lake Grade

- **53113**
  *2019*
  US 50 HOV Lane Phase 2A
  Bass Lake Grade to Cameron Park Dr

- **53122**
  *Beyond 2019*
  US 50 HOV Lane Phase 2B
  Cameron Park Dr to Ponderosa Rd

- **53116**
  *Beyond 2019*
  US 50 HOV Lane Phase 3
  Ponderosa Rd to Greenstone Rd
Current Status on HOV Lane Projects:

- Phase 1 (EDH Blvd. to Bass Lake Grade) may be extended* due to savings, and is still planned for completion in 2011;

- Fast-track timing for Phases 2A and 2B was dependent on being awarded a Federal TIGER grant
  - DOT made the short list for the TIGER grant (~$20M)
  - However, DOT learned in Feb: not selected this round
  - Therefore, Phase 2A (Bass Lake Grade to Cameron Park Dr.) is currently planned for completion in 2019, and
  - Phase 2B (Cameron Park Dr. to Ponderosa Rd.) is planned for completion beyond 2019;

- Phase 3 (Ponderosa Rd. to Greenstone Rd.): No change from 2009 CIP; planned for completion beyond 2019.

* Contingent upon CTC approval
Timing of construction of Cameron Park Dr. and Ponderosa Rd. Interchanges:

• Cameron Park Dr. Interchange is included in the CIP at the current estimate of $58.7M.
  – Due to the expanded set of alternatives that DOT will analyze over the next several months, it is uncertain if the estimate will remain that high.

• Both the Ponderosa Rd. and Cameron Park Dr. Interchanges are not expected to be constructed for several years.
  – Both rely on a dramatic increase in residential permit activity before then.

• DOT expects that between now and next year’s CIP, there will be updates to the timing and cost estimates for both interchanges, as more information becomes available.
May 19, 2010

**Cameron Park Dr Interchange Projects:**

- **GP144**
  - *Beyond 2019*
  - Cameron Park Widening
  - Palmer Dr to Meder Rd

- **GP150**
  - *Beyond 2019*
  - US 50 Auxiliary Lane
  - Eastbound from Cambridge Rd to Ponderosa Rd

- **72361**
  - *2014/2019*
  - US 50/Cameron Park Dr Interchange Improvements

- **72367**
  - *Beyond 2019*
  - Palmer Dr to Wild Chaparral Dr Connection

- **GP171**
  - *2014/2019*
  - Durock Rd Widening
  - Robin Ln to S. Shingle Rd

- **73354**
  - *2010/2011*
  - Durock Rd at Business Dr Intersection Signalization

*PROPOSED COMPLETION YEAR

**CURRENTLY UNDER REVIEW**

Map showing Cameron Park Dr Interchange Projects with various projects and their completion years.
Proposed Ponderosa Interchange Projects:

- **Beyond 2019**
  - Ponderosa Rd Widening
  - N. Shingle Rd to Meder Rd
- **2014/2019**
  - US 50/Ponderosa Rd/So. Shingle Rd Interchange Improvements
- **2012/2013**
  - US 50/Ponderosa Rd Interchange
  - No. Shingle Rd Realignment
  - US 50/Ponderosa Rd Interchange
  - Durock Rd Realignment
- **2010/2011**
  - Durock Rd/Widening
  - Robin Ln to So. Shingle Rd
- **71333**
  - 2014/2019
  - US 50/Ponderosa Rd/So. Shingle Rd Interchange Improvements
- **71339**
  - 2012/2013
  - US 50/Ponderosa Rd Interchange
  - No. Shingle Rd Realignment
- **GP150**
  - Beyond 2019
  - US 50 Eastbound Auxiliary Lanes
  - Cambridge Rd to Ponderosa Rd
- **GP175**
  - Beyond 2019
  - Ponderosa Rd Widening
  - N. Shingle Rd to Meder Rd
- **GP171**
  - 2014/2019
  - Durock Rd Widening
  - Robin Ln to So. Shingle Rd
- **73354**
  - 2010/2011
  - Durock Rd/Business Dr Intersection Signalization

*PROPOSED COMPLETION YEAR*
Timing of Ponderosa Rd Interchange projects are all dependent on available funding:

• Planning for 71333, including 71338 and 71339, is underway now and the environmental document is targeted for certification by the end of this year

• 71339: N. Shingle Rd Realignment
  – Includes realignment of approx. ¼ mile of N. Shingle Rd about 600 ft. north of Ponderosa Rd, realignment of the WB off-ramp with Wild Chaparral Dr, and signalization

• 71338: Durock Rd Realignment
  – Includes realignment of approx. ¼ mile of Durock Rd and signalization of the new intersection

• GP171: Durock Rd Widening
  – Includes widening of Durock Rd from Robin Ln to S. Shingle Rd including a 2-way left turn lane

• 71333: the Ponderosa Rd overcrossing is planned to be widened to 5 lanes and includes ramp widenings
Agenda

• Background

• Projects Planned in Shingle Springs, Cameron Park Area

• Overview of the 2010 CIP

→ • Cameron Park Drive Interchange
Current Situation:

• On January 25, 2010, DOT provided the Board of Supervisors with an update on the U.S. 50/Cameron Park Dr Interchange projects.

• The current CIP projects for the Cameron Park Drive Interchange and associated projects, may impact many existing residences and businesses and total $68M.

• Other alternatives have been analyzed but have similar impacts and costs.

• Additional alternatives have not been fully analyzed, but they may not meet Level of Service (LOS) requirements or receive Caltrans’ approval, but they could impact fewer businesses/residences and cost less.
ALT. 0. $0M DO NOTHING

**PROS:**
- No out of pocket cost
- No right of way impacts
- General Plan allows portion to operate at LOS F*
- Supervisors could vote (4/5th) to allow LOS F

**CONS:**
- Existing LOS issues at EB off
- Doesn’t meet LOS requirements based on 2025 or 2035 forecasts
- Unknown implications of allowing LOS F*

*Maximum Volume to Capacity = 1.1*
Alt 1. $68M Current Plan: 8 Lane Cameron Park Dr (PSR Alt #1)

**PROS:**
- Maintains LOS through General Plan’s buildout forecast (2035)
- Improves overall circulation

**CONS:**
- Expensive
- Likely to impact some existing properties
- Could impact property/sales tax revenues in near-term
- Median installed at Coach Lane

For Illustrative Purposes
Alt 2a. $51.4M: 7 Lane Cameron Park Dr (PSR Alt #2)

**PROS:**
- Less expensive initially
- Upgrade when needed

**CONS:**
- Approx. 10 year LOS Life
- Likely to impact some existing properties
- Could impact property/sales tax revenues in near-term
- Median installed at Coach Lane

*For Illustrative Purposes*
Alt 2b. $??M: 7 Lane Cameron Park Dr + other local road improvements (PSR Alt #2 +)

**PROS:**
- May not require median at Coach
- Upgrade when needed
- Likely to have 20 yr LOS life

**CONS:**
- Cost undetermined
- May require other local road improvements
- Likely to impact some existing properties
- Could impact property/sales tax revenues in near-term
Alt 2c. $??M: Other local road improvements only

- **PROS:**
  - Could be less expensive
  - Provides some relief to Cam Park Dr
  - Provides Parallel capacity

- **CONS:**
  - Unknown cost
  - May not deliver enough LOS benefit
  - Unknown environmental mitigation

For Illustrative Purposes
Alt 3. $96M: Single Point Diamond (PSR #3)

- PROS:
  - Eliminates left turns improving traffic flow & LOS
  - Maintains LOS through General Plan’s buildout forecast (2035)

- CONS:
  - Alt 1 achieves same result with lower cost
  - More impacts to local businesses/residences than Alt 1
  - Lowers Cam Park Dr by 7 ft -- requires pumping station (maintenance)

For Illustrative Purposes
Alt 4a. $9.1M: Build 72367 Only – widen Cameron Park Dr from Durock to Coach

For Illustrative Purposes

**PROS:**
- Improved capacity on this section

**CONS:**
- Unknown LOS benefit
- Likely to impact some existing properties
- Could impact property/sales tax revenues in near-term
- Median installed at Coach Lane
Alt 4b. $??M: Build 72367 (widen Cameron Park Dr from Durock to Coach) and connect Rodeo to Robin

**Pros:**
- Improved capacity on this section

**Cons:**
- Unknown LOS benefit
- Likely to impact some existing properties
- Could impact property/sales tax revenues in near-term
- Median installed at Coach Lane
Alt 4c. $??M: Make Coach one-way, widen Cameron Park Dr to 6 lanes and connect Rodeo to Robin

- **PROS:**
  - Improved capacity on this section

- **CONS:**
  - May not deliver enough LOS benefit
  - Likely to impact some existing properties
  - Could impact property/sales tax revenues in near-term

For Illustrative Purposes
Alt 4d. $??M: Remove signal at Coach; disallow all lefts at Cam Park Dr & Coach; connect Rodeo & Robin

For Illustrative Purposes

**PROS:**
- Improved capacity on this section
- Eliminates signal at Coach

**CONS:**
- Unknown LOS benefit
- Likely to impact some existing properties
- Could impact property/sales tax revenues in near-term
Alt 5. $??M: Build 72367 and expand ramps

- **PROS:**
  - Improved ramp operations
  - Improved capacity on this section

- **CONS:**
  - Unknown LOS benefit
  - Likely to impact some existing properties
  - Could impact property/sales tax revenues in near-term
  - Median installed at Coach Lane
Alt 6. $9.6M+R/W+ mitigation cost: Connect Palmer to Wild Chaparral

- **PROS:**
  - Provides additional circulation alternative
  - Parallel Highway 50 capacity
  - Minimal impact to existing businesses & residences

- **CONS:**
  - Didn’t show much LOS benefit at the Interchange in Traffic Study
  - Unknown environmental mitigation

For Illustrative Purposes
Alt 7. $??M: 7 Lanes on Cameron Park Dr now expanding to 8 lanes when needed (Starts out as PSR Alt. 2)

- **PROS:**
  - Less expensive to start ($51.4M)
  - Upgrade when needed
  - Would address LOS needs for 2025 and 2035 with expansion

- **CONS:**
  - Throw-away costs (retaining walls, staging costs, moving signals, intersections)
  - Median installed at Coach Lane
Alt 8. $??M: Diverging Diamond

**PROS:**
- Improves operations because no conflicting left turns
- May be relatively inexpensive
- Proven in Missouri
- May be eligible for Federal demonstration grant
- May allow left turns from Coach

**CONS:**
- Eliminated by Caltrans 8/07 for being non-standard
- May require a larger footprint than Alt 1. and therefore more right of way
- Unknown LOS benefit
- Not enough analysis has been done to identify all the potential impacts
Alt 9. $??M: Roundabout

**PROS:**
- Improves operations because no need for left turns
- May be eligible for Federal demonstration grant

**CONS:**
- Will require a significantly larger footprint and therefore more right of way
- Unknown LOS benefit
- Unknown impacts to existing businesses
- Non-standard for Caltrans

For Illustrative Purposes
Alt 10. $??M: Widen Cameron Park Dr to 7 lanes

- **PROS:**
  - Improves capacity on this section

- **CONS:**
  - Unknown LOS benefit
  - Not costed as stand-alone
  - Eliminated by DOT 5/06 as incomplete solution
Alt 11. $??M: Expand ramps; move retaining walls back under Hwy 50 to allow free right from EB off-ramp.

- **PROS:**
  - Improves ramp operations

- **CONS:**
  - Unknown LOS benefit
Alt 12. $??M – Realign Country Club Dr.

**PROS:**
- Relieves some congestion at westbound ramps and new Country Club

**CONS:**
- Unknown LOS benefit
- Eliminated by DOT 5/06 due to large R/W impacts

For Illustrative Purposes
Alt 13. $??M: Move the Interchange East

- **PROS:**
  - Relieves Cameron Park Dr
  - Avoids physical impacts to existing businesses
  - No need to lengthen existing bridges
  - Improves access to currently undeveloped non residential land

- **CONS:**
  - Unknown LOS benefit
  - Uses up developable land
  - Impacts freeway access of existing businesses
  - May require additional road connections
  - Will require widening/realigning of Palmer
  - Unknown environmental mitigation

For Illustrative Purposes

Close existing ramps

Build new ramps & overcrossing; connect to Coach

May 19, 2010
Alt. 14: $??M: “Hook” eastbound offramp to Coach/Robin:

• PROS:
  – Simple
  – Would reduce congestion at the interchange & Coach

• CONS:
  – Caltrans already rejected this alternative
  – May require widening of Coach leading to R/W impacts
  – R/W impacts near Robin Ln
  – Unknown LOS benefit
Alt. 14: Site of “Hook” eastbound offramp from Hwy 50:
# DOT reviewed 14 possible alternatives with the Board:

<table>
<thead>
<tr>
<th>ALTERNATIVE #</th>
<th>NAME</th>
<th>COST</th>
<th>LOS PM Peak Hour in 2015</th>
<th>LOS PM Peak Hour in 2025</th>
<th>LOS PM Peak Hour in 2035</th>
<th>POTENTIAL RIGHT OF WAY COSTS/IMPACTS</th>
<th>OTHER IMPACTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td>DO NOTHING</td>
<td>$0</td>
<td>F</td>
<td>F</td>
<td>F</td>
<td>NO</td>
<td>NO</td>
</tr>
<tr>
<td>1</td>
<td>CURRENT PLAN - 8 LANE CAMERON PARK DR UNDER HWY 50 (PSR #1)</td>
<td>$68M</td>
<td>D</td>
<td>N/A</td>
<td>E</td>
<td>$12M</td>
<td></td>
</tr>
<tr>
<td>2a</td>
<td>7 LANE CAMERON PARK DR (PSR #2) UNDER HWY 50</td>
<td>$51.4M</td>
<td>E</td>
<td>E</td>
<td>F</td>
<td>$12M</td>
<td></td>
</tr>
<tr>
<td>2b</td>
<td>7 LANE CAMERON PARK DR w/Other Local Road Improvements (PSR #2 +)</td>
<td>&gt; $61M</td>
<td>E</td>
<td>E</td>
<td>E</td>
<td>$12M+</td>
<td></td>
</tr>
<tr>
<td>2c</td>
<td>OTHER LOCAL ROAD IMPROVEMENTS ONLY</td>
<td>Not Costed</td>
<td>Preliminary study shows benefits but unknown to what level</td>
<td>LIKELY + PLANT PRESERVE</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>SINGLE POINT DIAMOND (PSR #3)</td>
<td>$96.3M</td>
<td>C</td>
<td>N/A</td>
<td>E</td>
<td>$20M</td>
<td>Lower Cam Park Dr 7 ft; add Pump Stn.</td>
</tr>
<tr>
<td>4a, b, c, d</td>
<td>WIDEN CAMERON PARK DR FROM DUROCK TO COACH +</td>
<td>$9.1M and up</td>
<td>Not Studied</td>
<td></td>
<td></td>
<td>$6.2M</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>4a PLUS EXPAND HWY 50 RAMPS</td>
<td>Not Costed</td>
<td>Not Studied</td>
<td></td>
<td></td>
<td>AT LEAST $6.2M</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>CONNECT PALMER TO W. CHAPPARAL</td>
<td>$9.6M + R/W cost</td>
<td>Preliminary study showed little benefit to making this connection alone</td>
<td>PLANT PRESERVE</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>7 Lanes on Cam Park Dr now expanding to 8 lanes when needed</td>
<td>&gt; $51.4M</td>
<td>D</td>
<td>N/A</td>
<td>E</td>
<td>$12M</td>
<td>Throw-away costs (e.g., retain. walls)</td>
</tr>
<tr>
<td>8</td>
<td>DIVERGING DIAMOND</td>
<td>Not Costed</td>
<td>Not Studied</td>
<td></td>
<td></td>
<td>UNKNOWN</td>
<td>Non Std. for Caltrans</td>
</tr>
<tr>
<td>9</td>
<td>ROUNDABOUT</td>
<td>Not Costed</td>
<td>Not Studied</td>
<td></td>
<td></td>
<td>YES</td>
<td>Non Std. for Caltrans</td>
</tr>
<tr>
<td>10</td>
<td>WIDEN CAMERON PARK DR. to 7 Lns.</td>
<td>Not Costed</td>
<td>Not Studied</td>
<td></td>
<td></td>
<td>YES</td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>EXPAND HWY 50 RAMPS; ALLOW FREE RIGHT FROM EB OFF-RAMP</td>
<td>Not Costed</td>
<td>Not Studied</td>
<td></td>
<td></td>
<td>YES</td>
<td></td>
</tr>
<tr>
<td>12</td>
<td>REALIGN COUNTRY CLUB</td>
<td>Not Costed</td>
<td>Not Studied</td>
<td></td>
<td></td>
<td>YES</td>
<td></td>
</tr>
<tr>
<td>13</td>
<td>MOVE THE INTERCHANGE EAST</td>
<td>Not Costed</td>
<td>Not Studied</td>
<td></td>
<td></td>
<td>?, PLANT PRESERVE</td>
<td></td>
</tr>
<tr>
<td>14</td>
<td>“HOOK” EASTBOUND OFFRAMP TO COACH, ROBIN</td>
<td>Not Costed</td>
<td>Not Studied</td>
<td></td>
<td></td>
<td>UNKNOWN</td>
<td>Non Std. for Caltrans</td>
</tr>
</tbody>
</table>
The Board directed DOT to expand its preliminary matrix by adding other important evaluation measures:

- Impacts on economic development
  - Property tax and sales tax impacts
  - Public benefits e.g.,:
    - Lost time and fuel caused by delays
    - Impacts on Air Quality
    - Ease of finding way back to Hwy 50;

- Effects of Recent State Legislation i.e., SB375;

- Define and differentiate Regional vs. Local benefits;
The Board directed DOT to expand its preliminary matrix by adding other important measures for evaluation (cont.):

• Benefits of adding parallel capacity:

  – Expand area of analysis to include the Cambridge Rd. Interchange to the Ponderosa Rd. Interchange – look at the area as a system to include:

  • Rodeo Rd. connection from Cameron Park Dr. to the Cambridge Rd. Interchange,
  • Country Club Dr. connection from the Cambridge Rd. Interchange to the Cameron Park Dr. Interchange,
  • Wild Chaparral Dr. and Palmer Dr. connection (Ponderosa Rd. Interchange to Cameron Park Dr. Interchange).
The Board directed DOT to expand the area of interest and to look at traffic circulation as a system.
The Board also directed DOT to add the Wild Chaparral Dr. to Palmer Dr. connection.

• Included in the approved 2010 CIP;

• This connection will require an environmental analysis in the future;

• There is no other source of revenues to pay for it so DOT is exploring having the cost added to the TIM Fee Program
  – Current estimate is about $9.1M (does not include R/W);

• DOT will include this in the evaluation as a stand-alone alternative, as well as in combination with other components where it makes sense.
The Board was clear that they did not want DOT to undertake a large, expensive evaluation at this time, nor did they want DOT to whittle down the alternatives without the Board’s participation.
Proposed Evaluation Timeline and Process:

• May – July: Working with subject matter experts (e.g., Economic Development Coordinator, Caltrans) define/refine Evaluation Measures and refine definitions of alternatives; add new alternatives if appropriate
  – Review with the Public (e.g., members from this group)
  – Review with the Board

• July – Sept: Evaluate Alternatives (Matrix – level evaluation) and recommend subset for further evaluation
  – Review with the Public (e.g., members from this group)
  – Review with the Board

• Oct – Jan: Do Detailed Evaluation on a viable subset of alternatives (i.e., 3 – 5) and make recommendation
  – Review with the Public (e.g., members from this group)
  – Review with the Board
**DOT’s Project Team:**

- Darryl Brown, Senior Civil Engineer and Project Manager
  - Phone: (530) 621 – 5920
  - Email: darryl.brown@edcgov.us
- Rupa Somavarapu, Supervising Civil Engineer
  - Phone: (916) 358 – 3639
  - Email: rupa.somavarapu@edcgov.us
- Craig McKibbin, Deputy Director of Transportation Planning and Land Development
  - Phone: (530) 621 – 5914
  - Email: craig.mckibbin@edcgov.us
- Jim Ware, Director of Transportation
  - Phone: (530) 621-7533
  - Email: jim.ware@edcgov.us
**DOT wants lots of public feedback on this project:**

- **Who?**
  - This group
  - Board of Realtors
  - Cameron Park CSD
  - Cameron Park Visioning Committee
  - Public Workshop
  - ????