



MISSOURI FLAT MASTER CIRCULATION & FINANCING PLAN (MC&FP) PHASE II: PUBLIC WORKSHOP

PRESENTED BY EL DORADO COUNTY
LONG RANGE PLANNING

11/20/17

WORKSHOP OVERVIEW

Welcome and Introductions of County Staff

Review Agenda

Presentation: Overview of MC&FP and Alternatives

Group Discussion/Question and Answer Session

PROJECT BACKGROUND

The MC&FP was divided into two phases after the November 1998 passage of Measure Y. The County approved the initial phase (Phase I) in December 1998.

Phase I

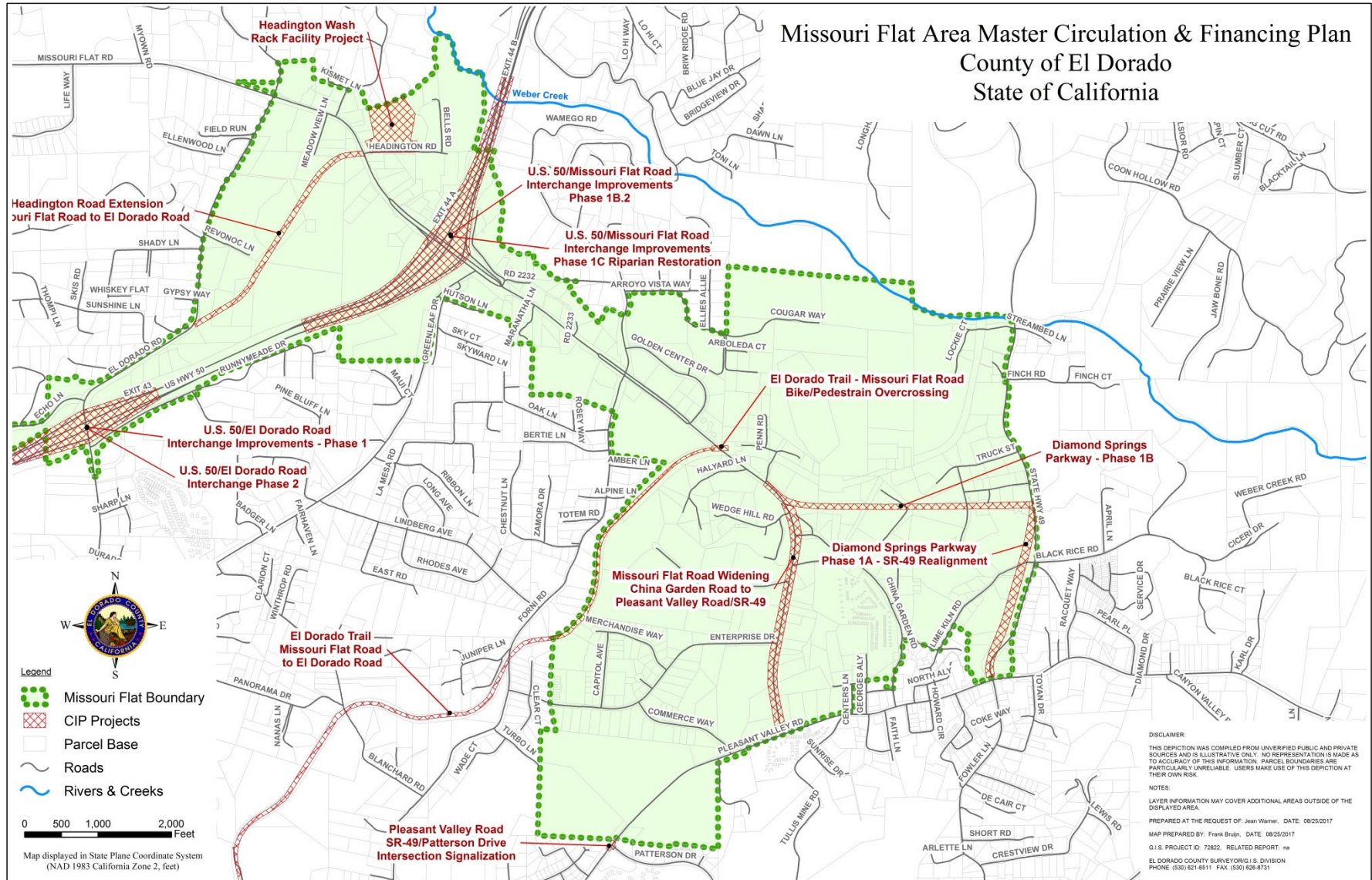
- Limits commercial development to 730,000 sq. ft. in Project Area.
- Excludes specific transportation improvements included in MC&FP.

Phase II

- Would allow for an additional 770,000 sq. ft. of commercial development (1.5 million sq. ft. in total).
- Requires updated evaluation of transportation improvements, including need for ultimate highway interchange solution at Missouri Flat.

MC&FP MAP

Missouri Flat Area Master Circulation & Financing Plan County of El Dorado State of California



MC&FP Phase II Study Would Provide the Following:

A mechanism to finance roadway infrastructure improvements as a result of further commercial growth.

A determination of when a fix is needed at the interchange, and an analysis of other alternatives to help reduce the cost.

Information related to total infrastructure required in the MC&FP area.

Board Policy J-2 :

“all departments provide priority treatment for commercial and industrial projects being processed in El Dorado County to assure that the future tax base of the County is provided in a timely manner.”

Why Phase II?

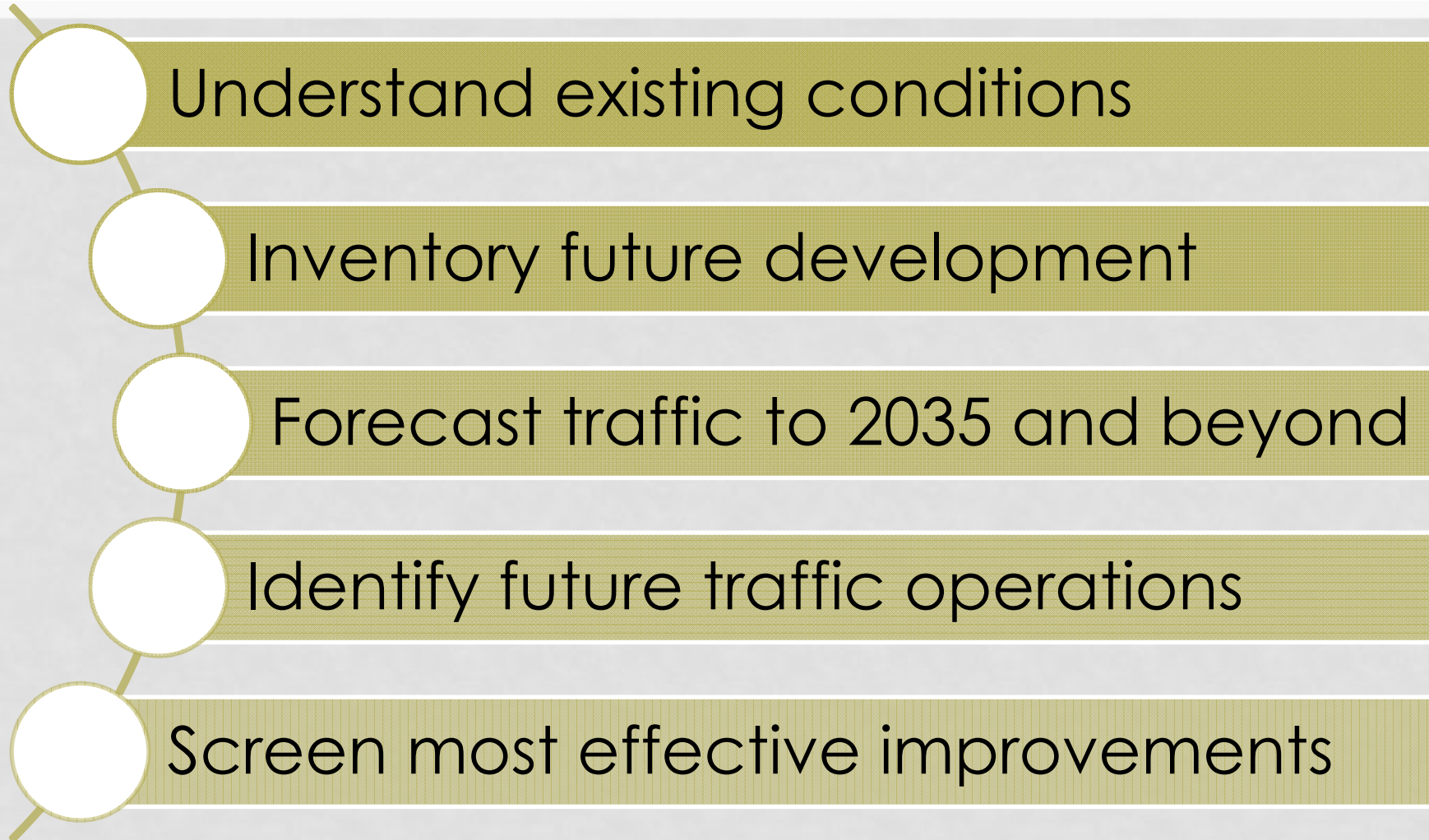
Facilitate additional commercial development to:

Expand retail shopping opportunities for residents and visitors

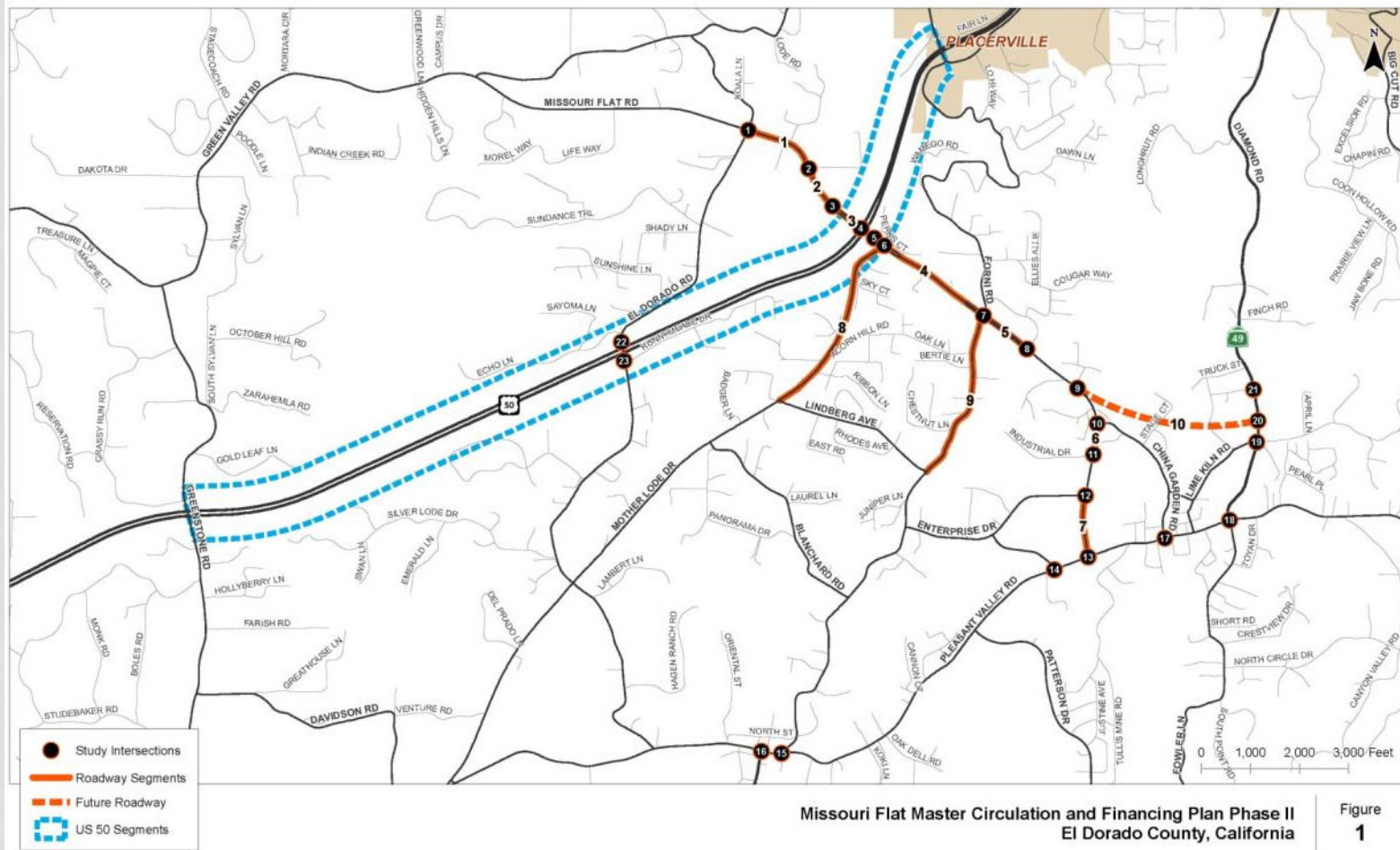
**Keep more sales tax revenue in the County
reduce sales tax leakage to neighboring jurisdictions**

Increase job and business opportunities in the County

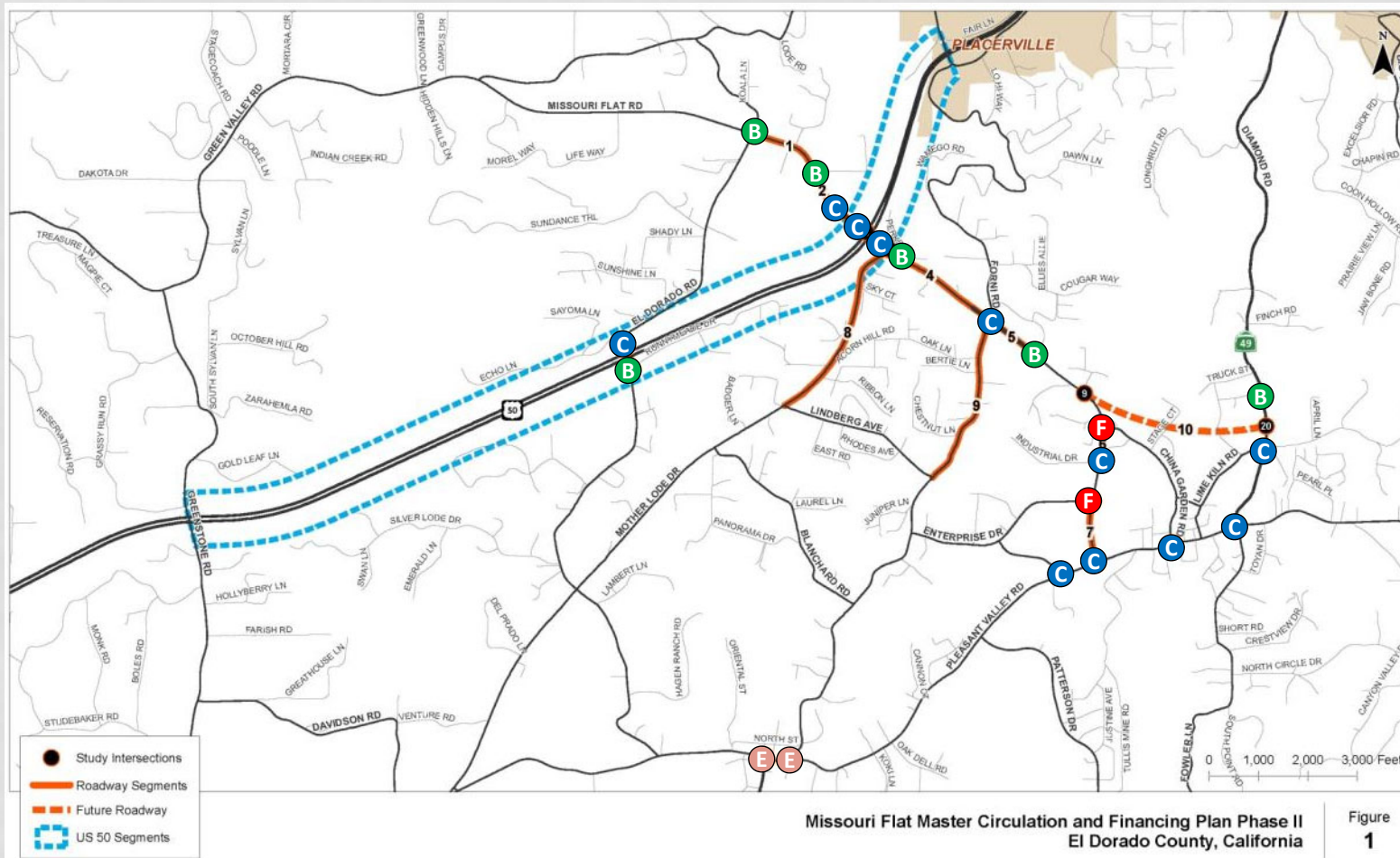
Traffic Analysis Steps



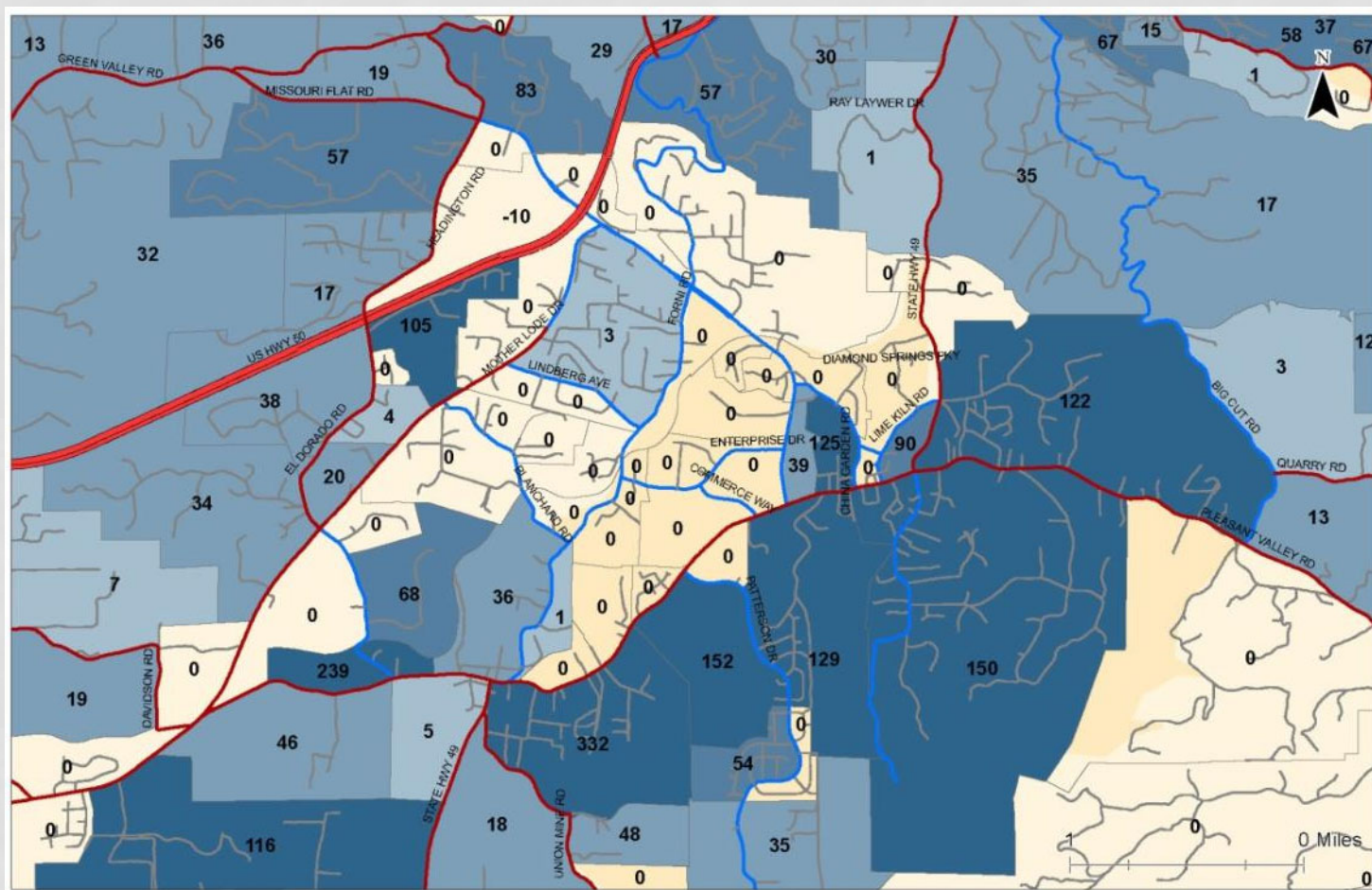
Traffic Study Area



Existing Traffic Operations

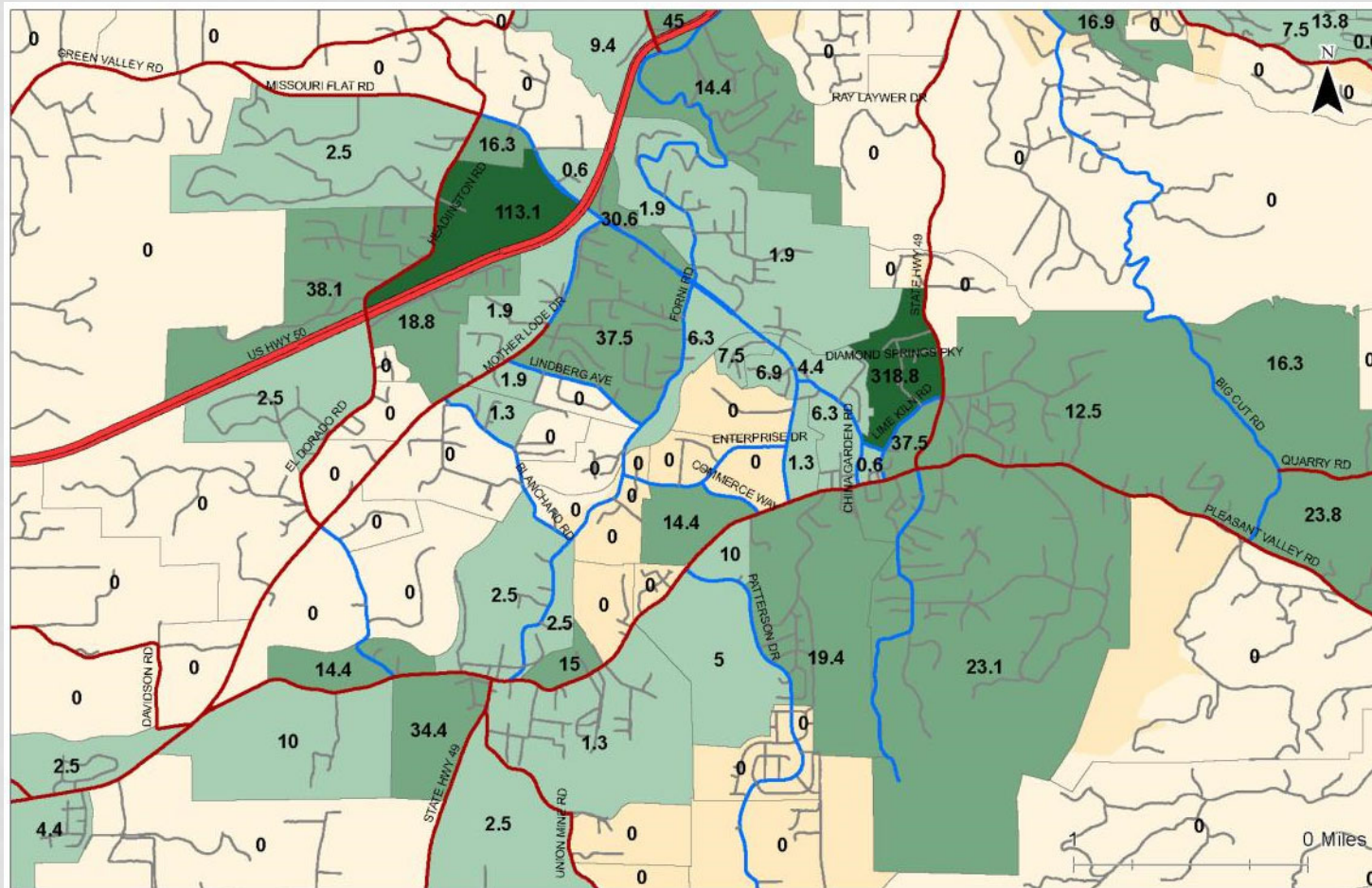


Housing Growth 2010-2035

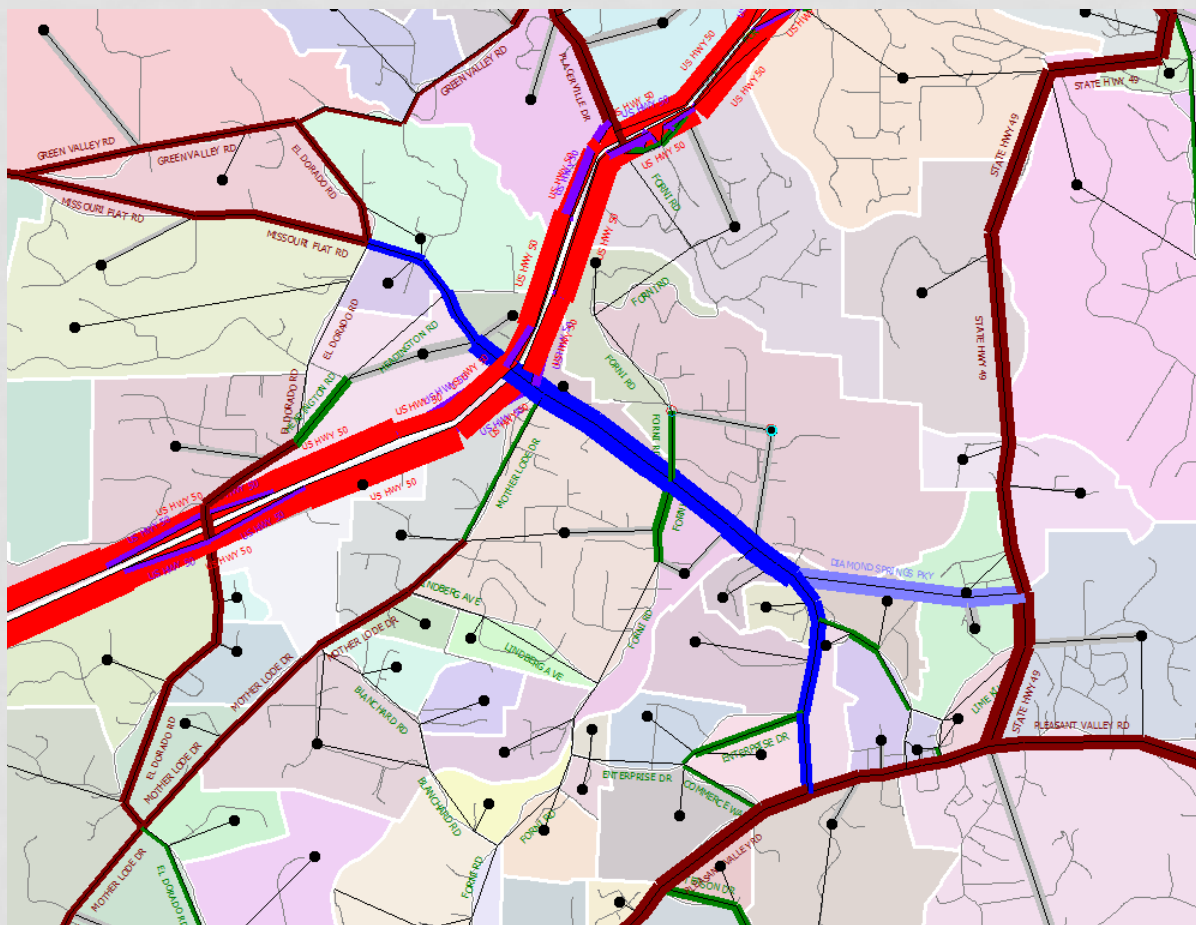


Retail Growth 2010-2035

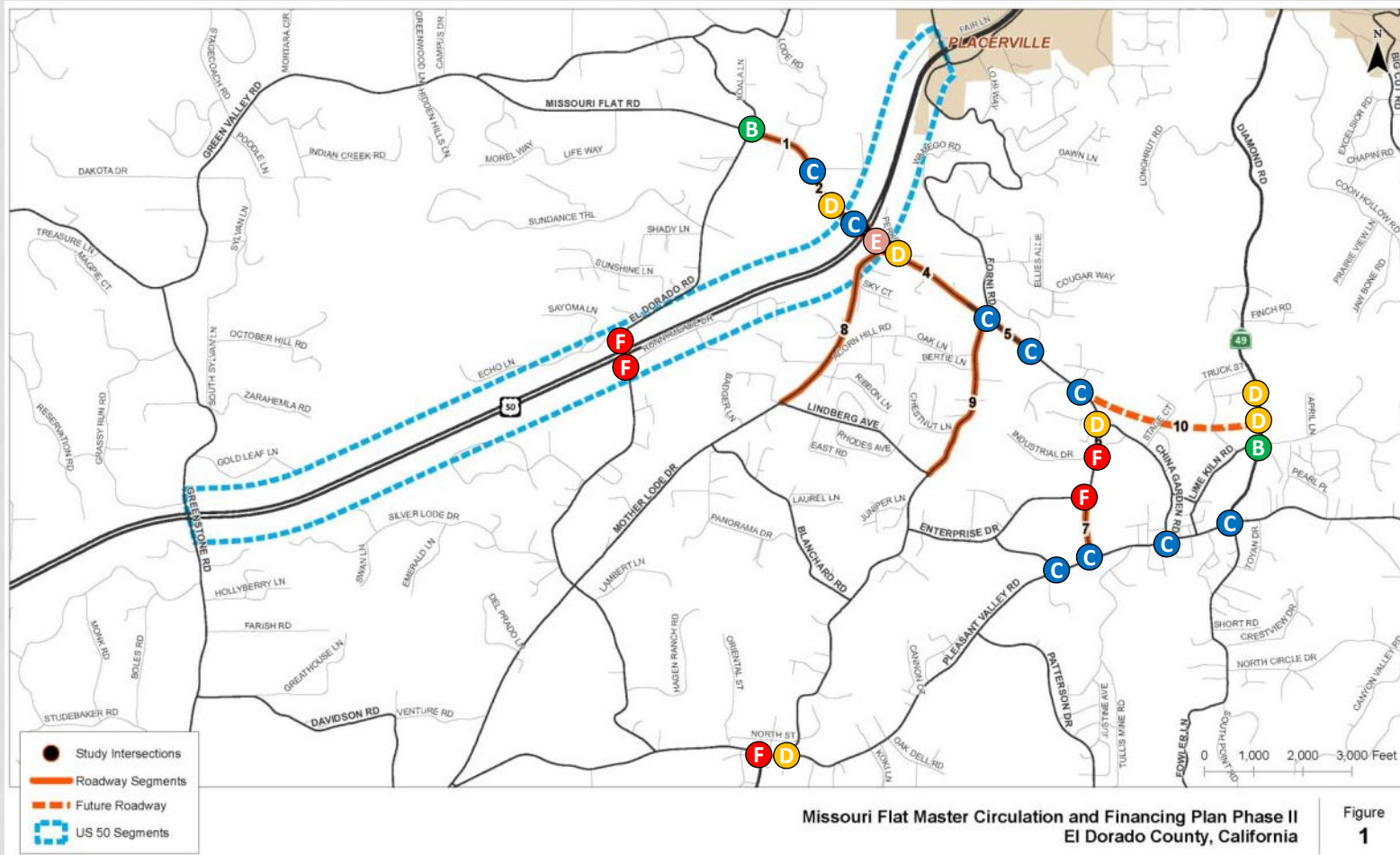
1,000 square feet



Travel Model Used to Forecast 2035 Traffic Corresponding to New Development



2035 Traffic Operations

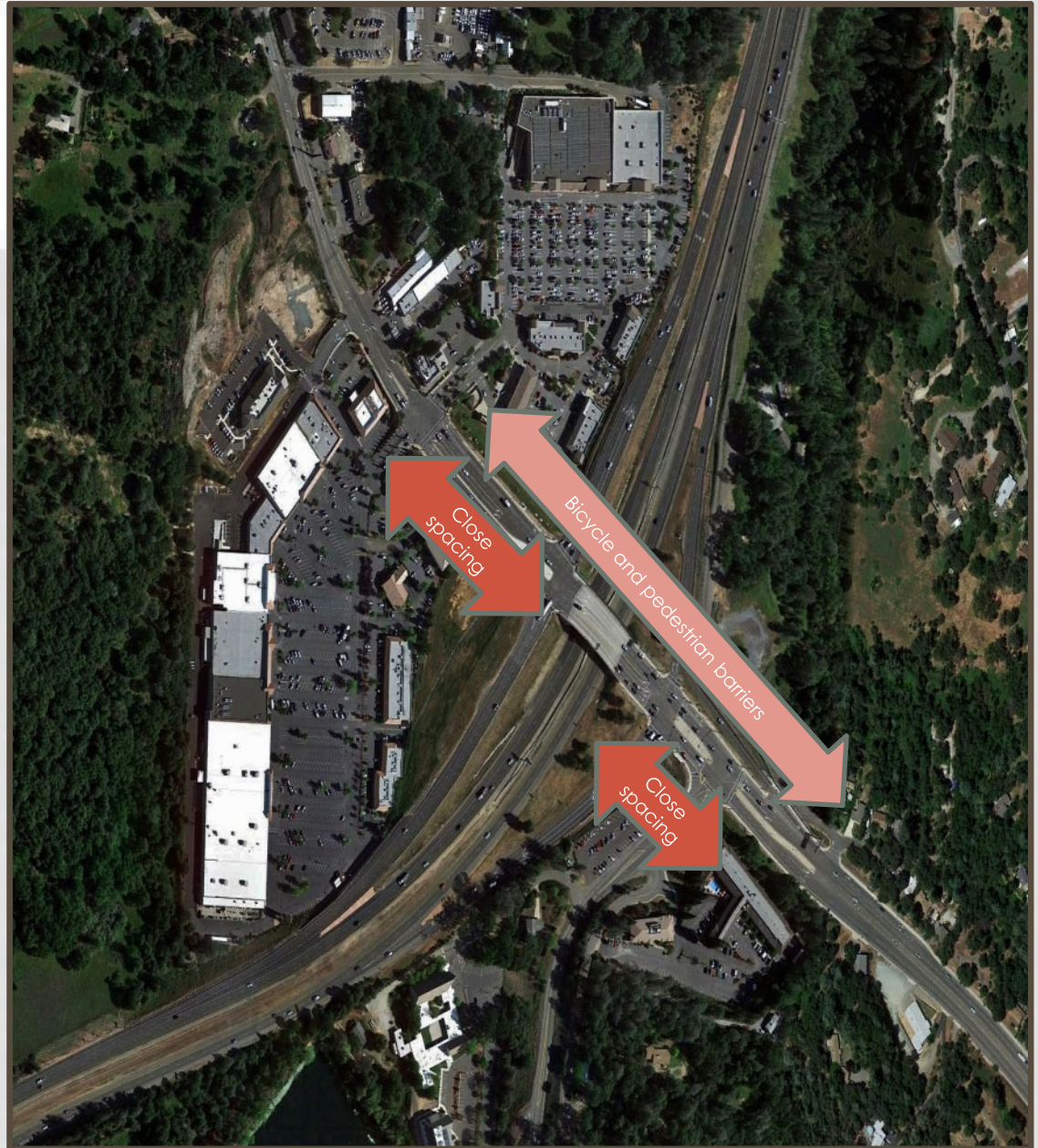


Focus on Interchange

Most critical congestion area

Most expensive improvements

Simulation analysis used to represent interactions between closely-spaced intersections

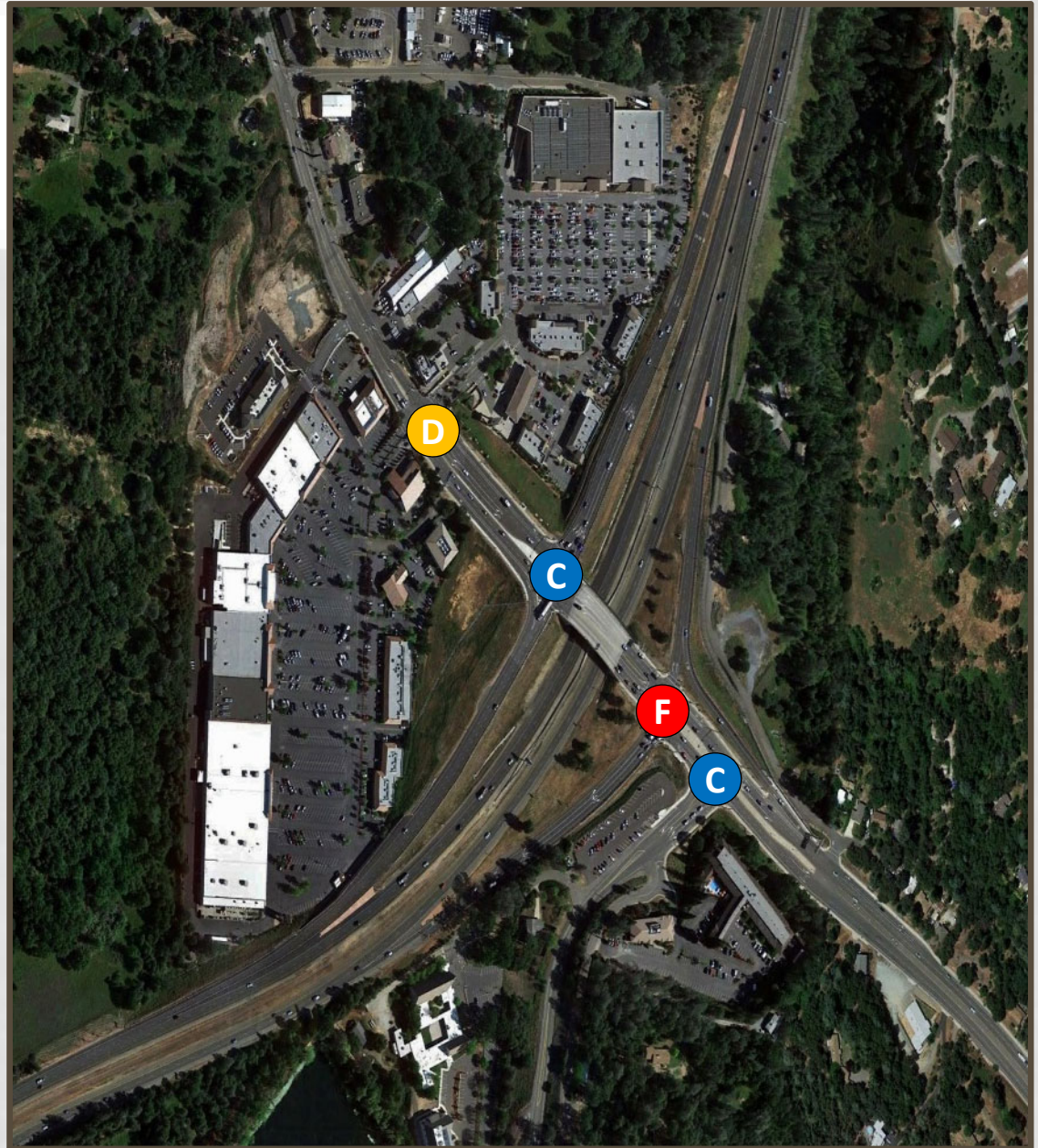


2040 Conditions

Extrapolated
growth beyond
2035

By 2040, cannot
ensure
acceptable
operations at all
4 intersections

Improvements
needed to
separate
conflicting
movements



Alternatives Development Methodology

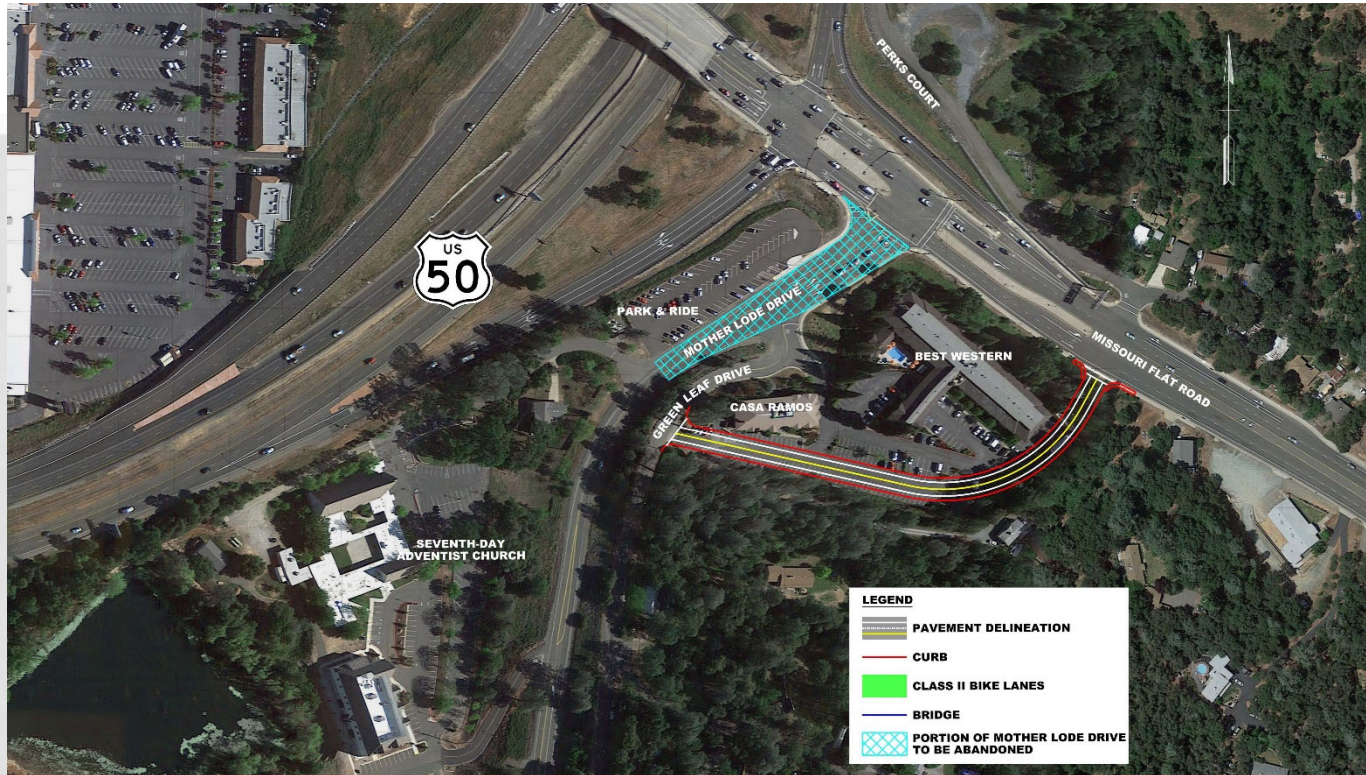
Project Goals

Improve interchange to reduced congestion & accommodate future traffic needs

Provide maintain facilities for bikes/peds via sidewalks & Class II Bicycle Lane

Minimize/Avoid Right of Way Impacts

Motherlode Drive Relocation



Advantages

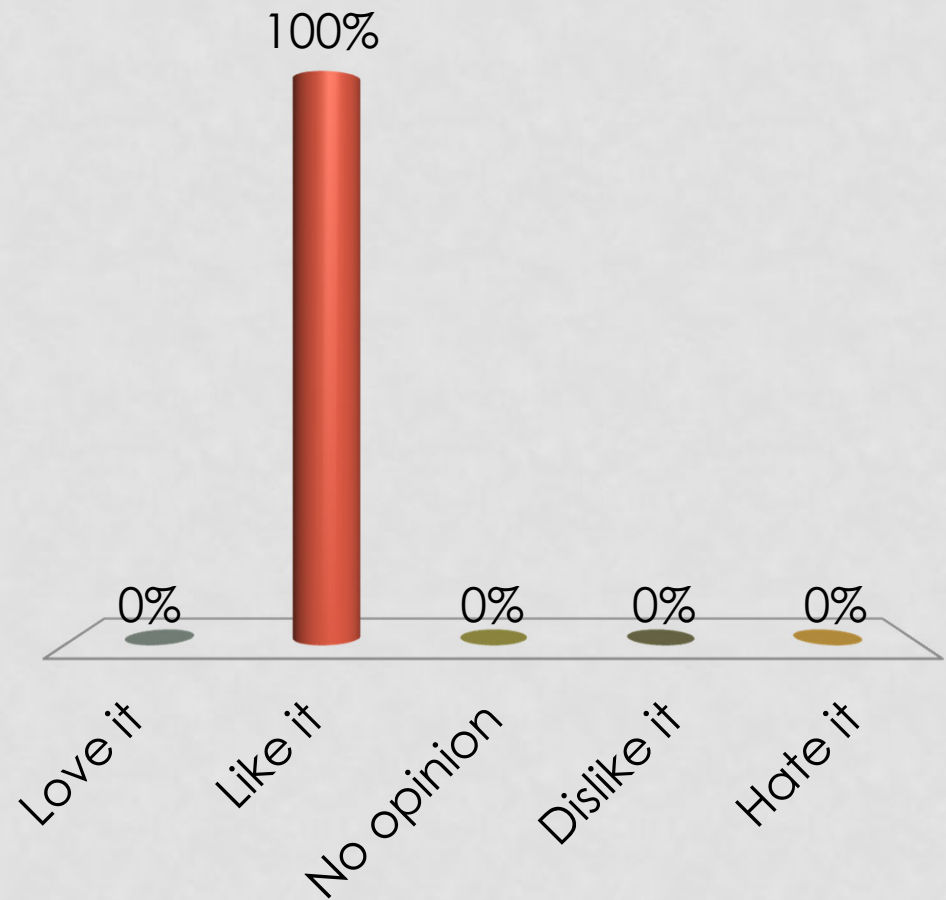
- Improves Traffic operations by Additional Intersection Spacing

Disadvantages

- High Cost (Greater than Interchange Improvements)
- Significant Right of Way Acquisition
- Steep Grades up to 10%

MOTHER LODGE

- A. Love it
- B. Like it
- C. No opinion
- D. Dislike it
- E. Hate it



Lane Reconfiguration #1

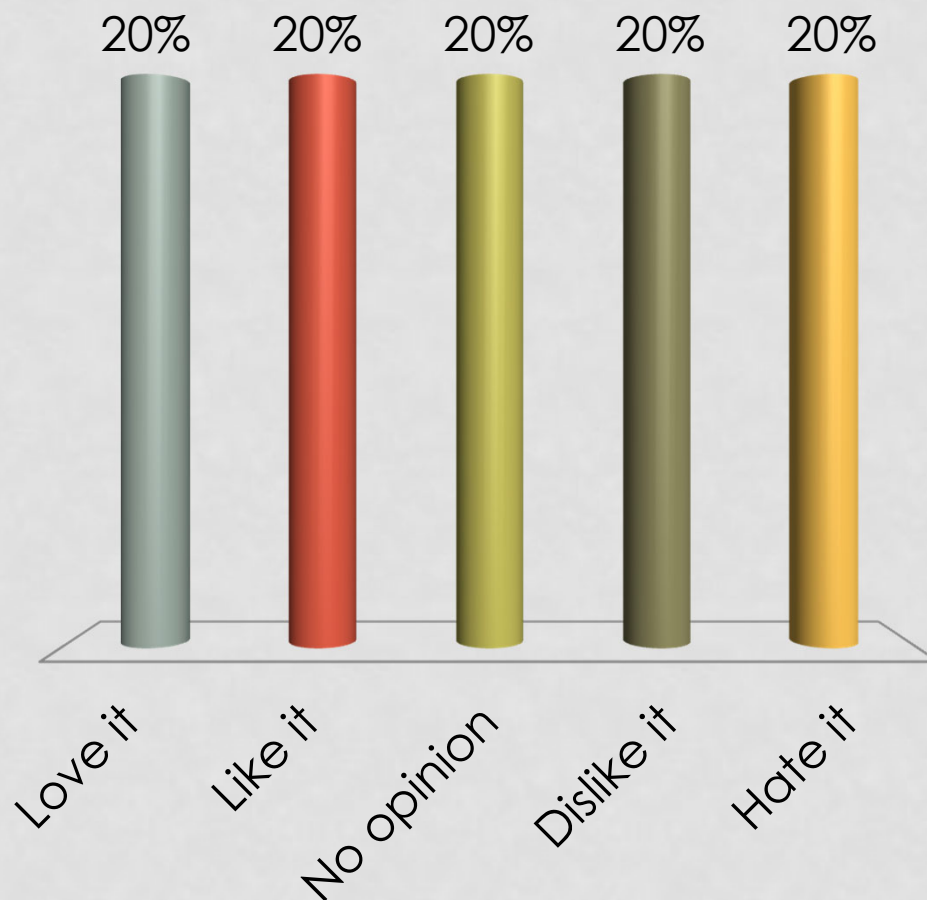


Restripe Missouri Flat with an additional NB Lane

MC&FP Phase II Public Workshop

LANE RECONFIGURATION 1

- A. Love it
- B. Like it
- C. No opinion
- D. Dislike it
- E. Hate it



Lane Reconfiguration #2

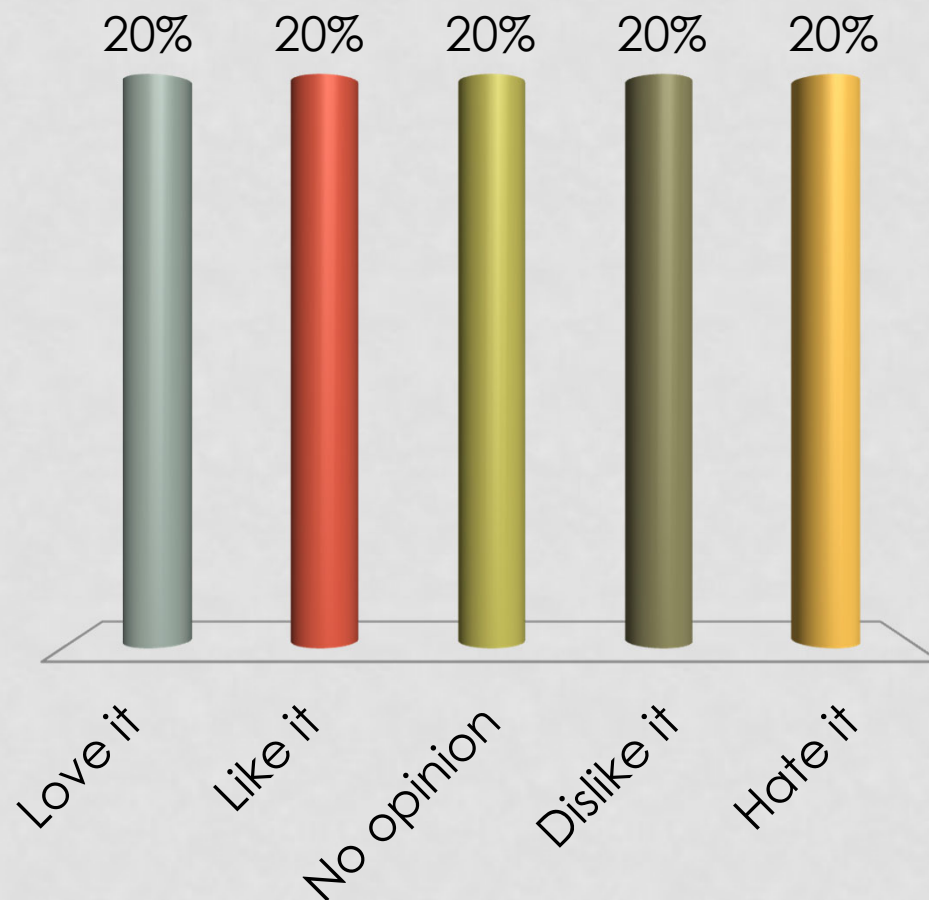


Restripe Missouri Flat with an additional SB Lane

MC&FP Phase II Public Workshop

LANE RECONFIGURATION 2

- A. Love it
- B. Like it
- C. No opinion
- D. Dislike it
- E. Hate it



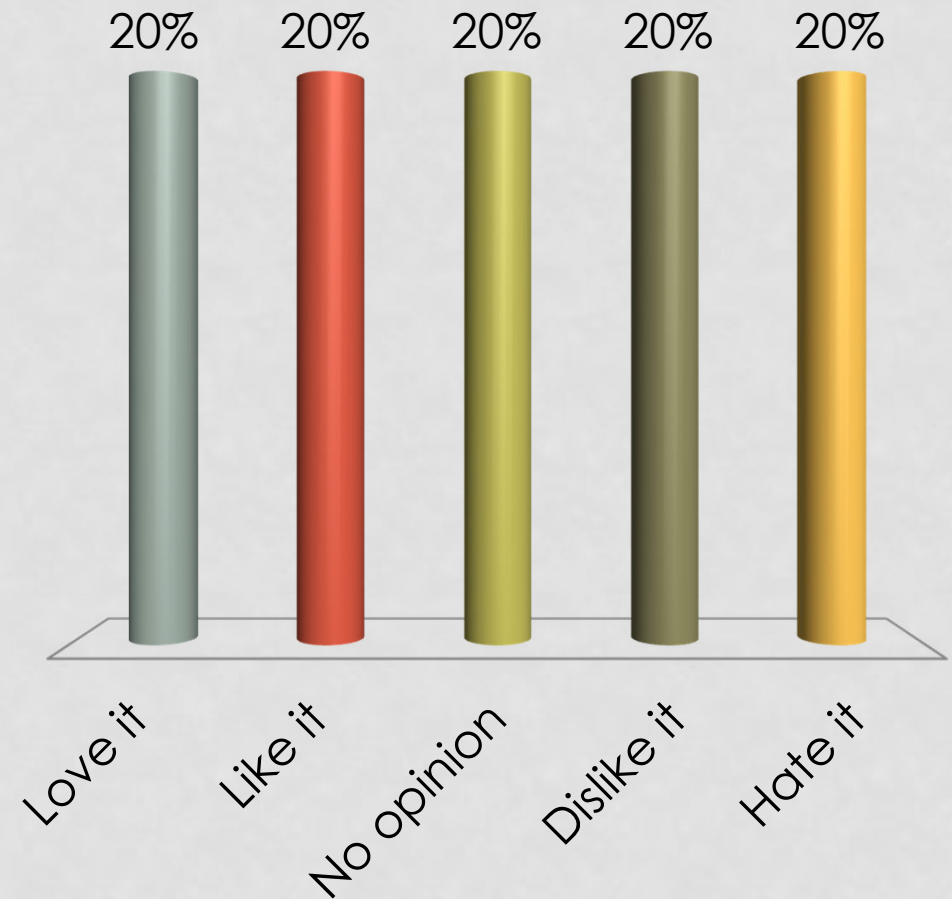
Hook Ramps



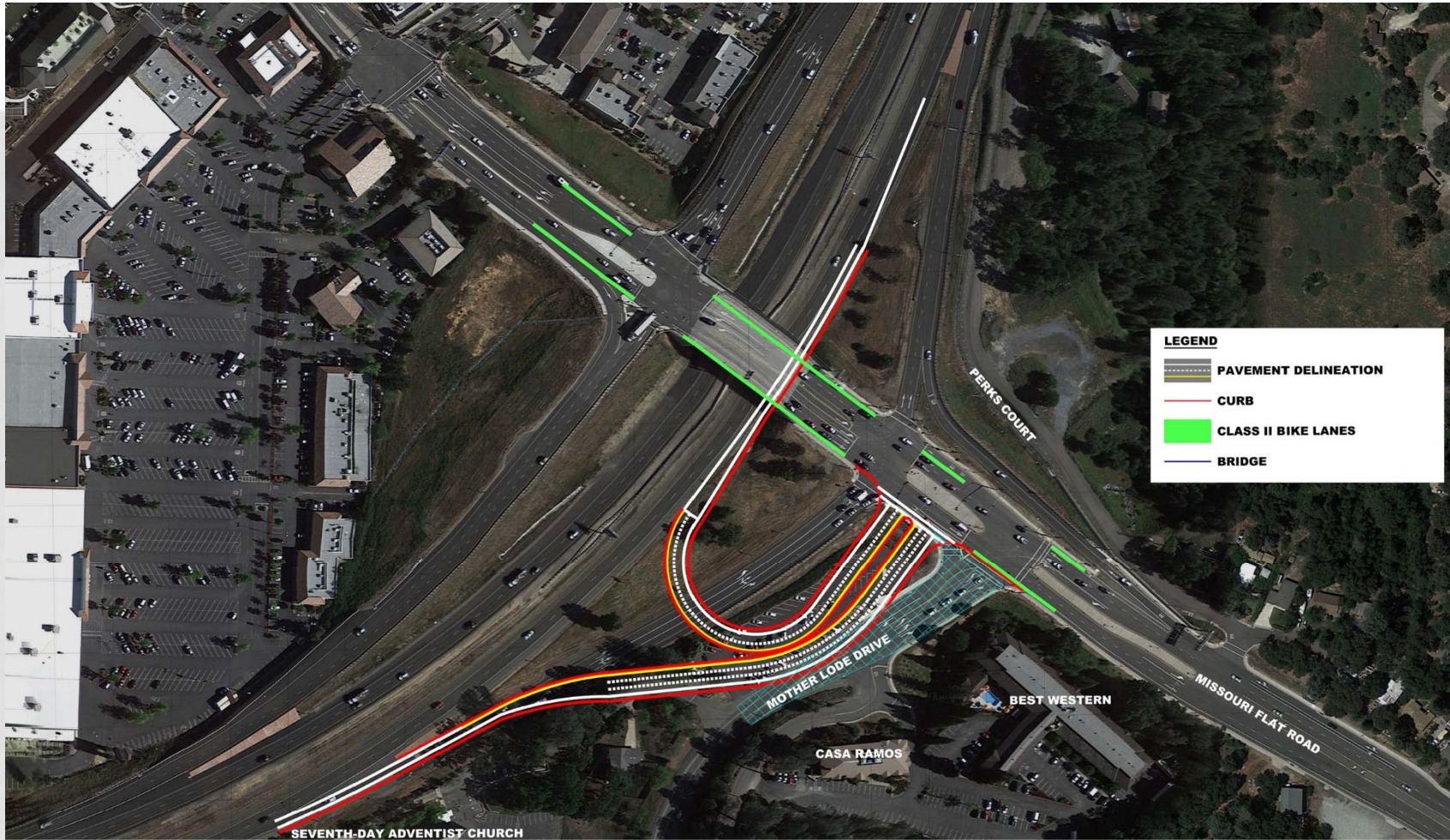
Provides new EB On/off-ramps connecting to Motherlode Drive

HOOK RAMP

- A. Love it
- B. Like it
- C. No opinion
- D. Dislike it
- E. Hate it



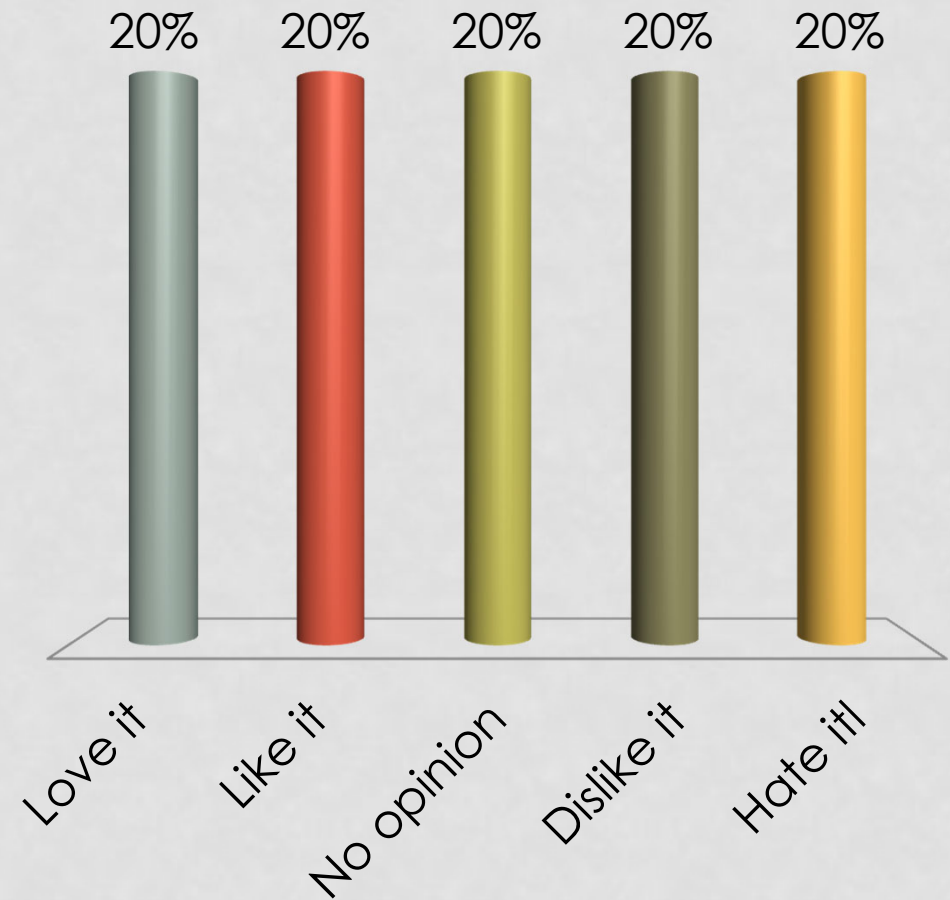
Partial Cloverleaf



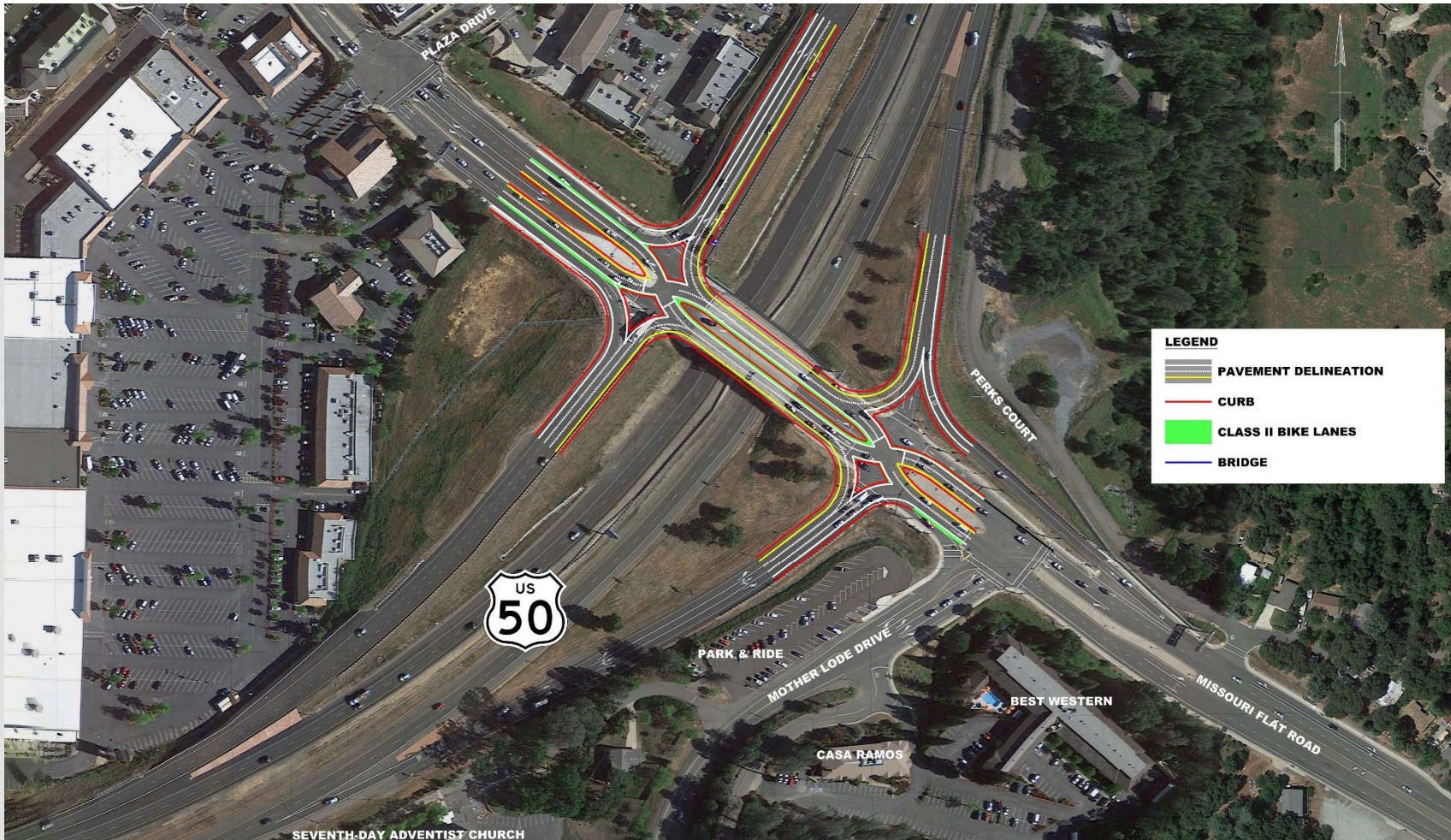
Provides new EB On/off-ramps connecting to Missouri Flat Road in standard configuration. (Requires Motherlode Drive Relocation)

PARTIAL CLOVERLEAF

- A. Love it
- B. Like it
- C. No opinion
- D. Dislike it
- E. Hate it!



Diverging Diamond

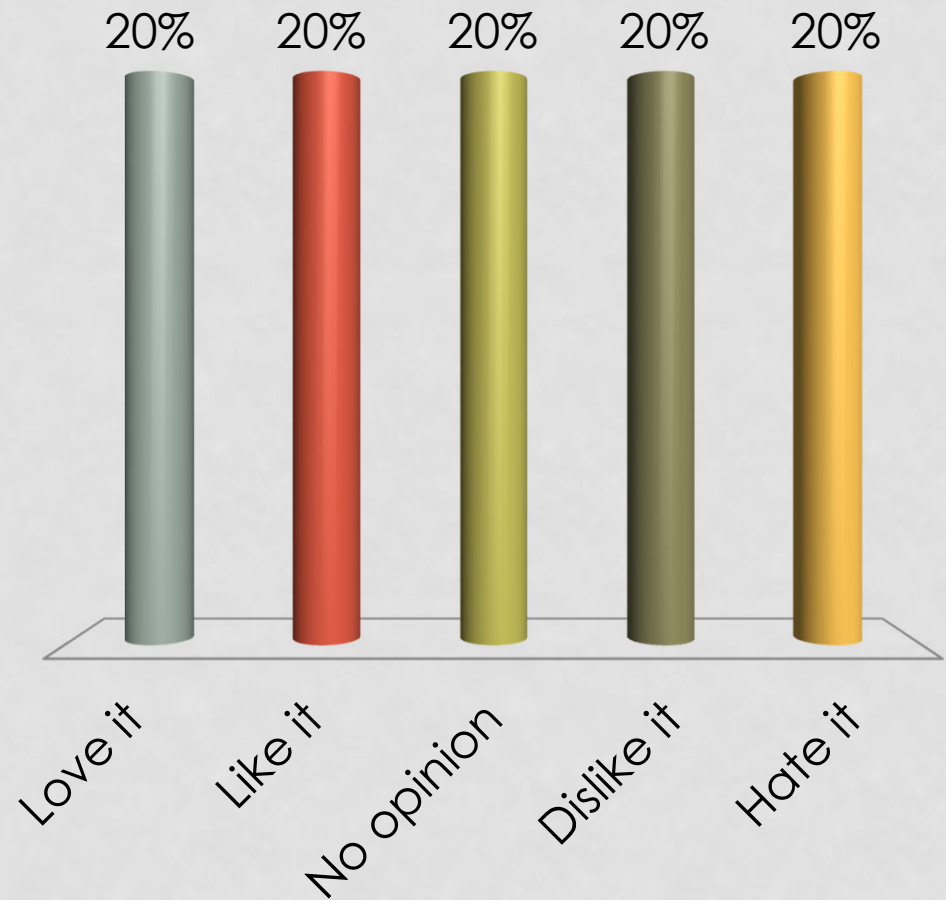


Switches traffic on bridge to left side to allow more efficient traffic operations

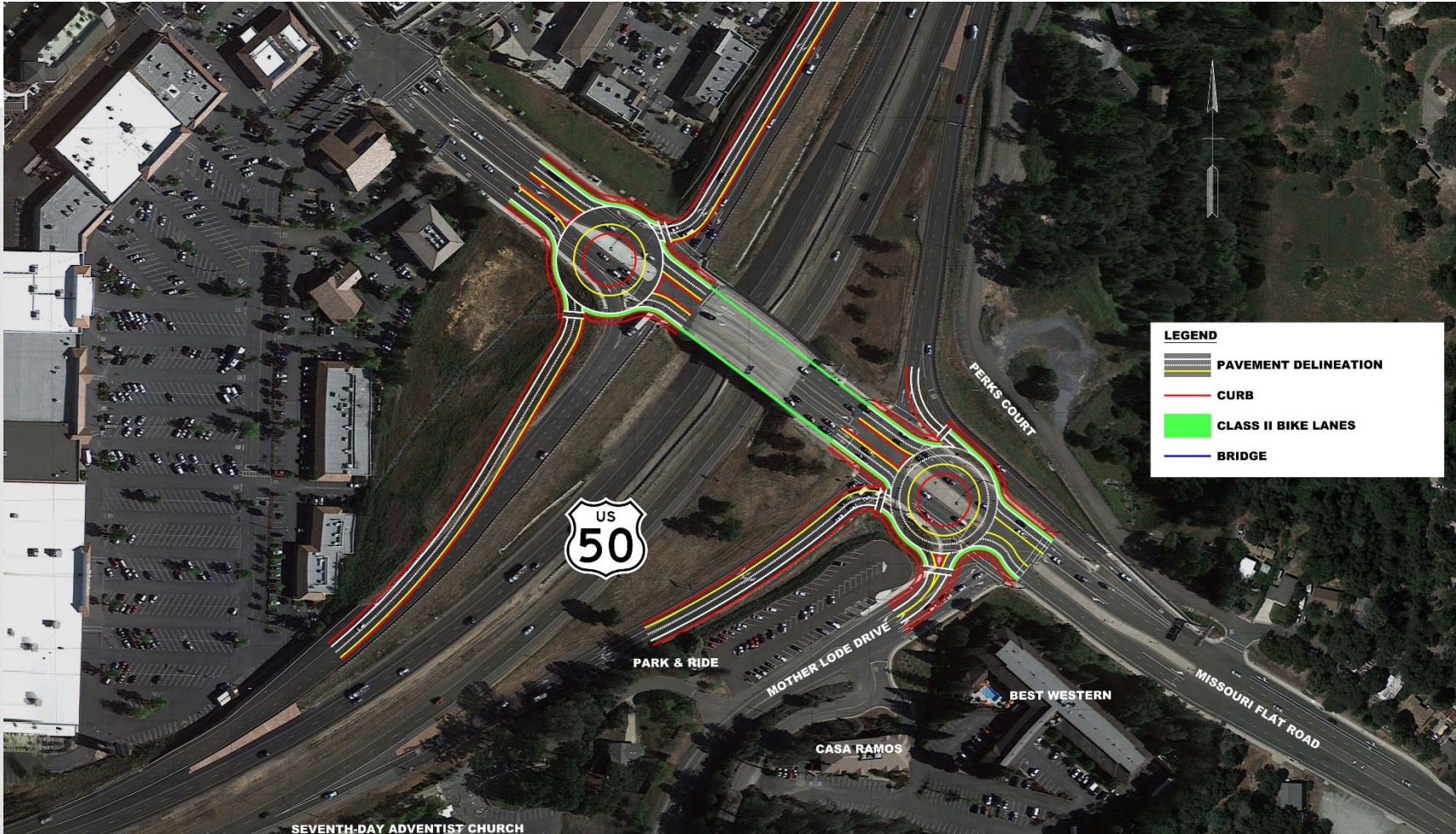
MC&FP Phase II Public Workshop

DIVERGING DIAMOND

- A. Love it
- B. Like it
- C. No opinion
- D. Dislike it
- E. Hate it



Roundabout

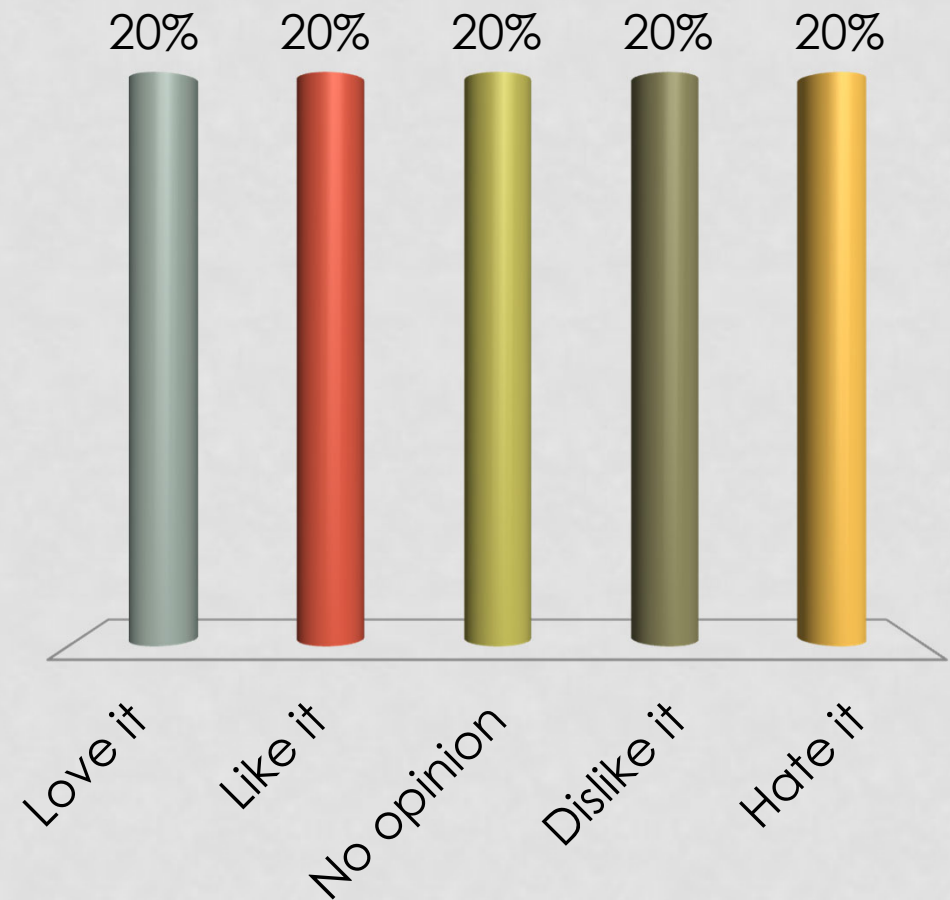


Provides roundabouts at ramp intersections

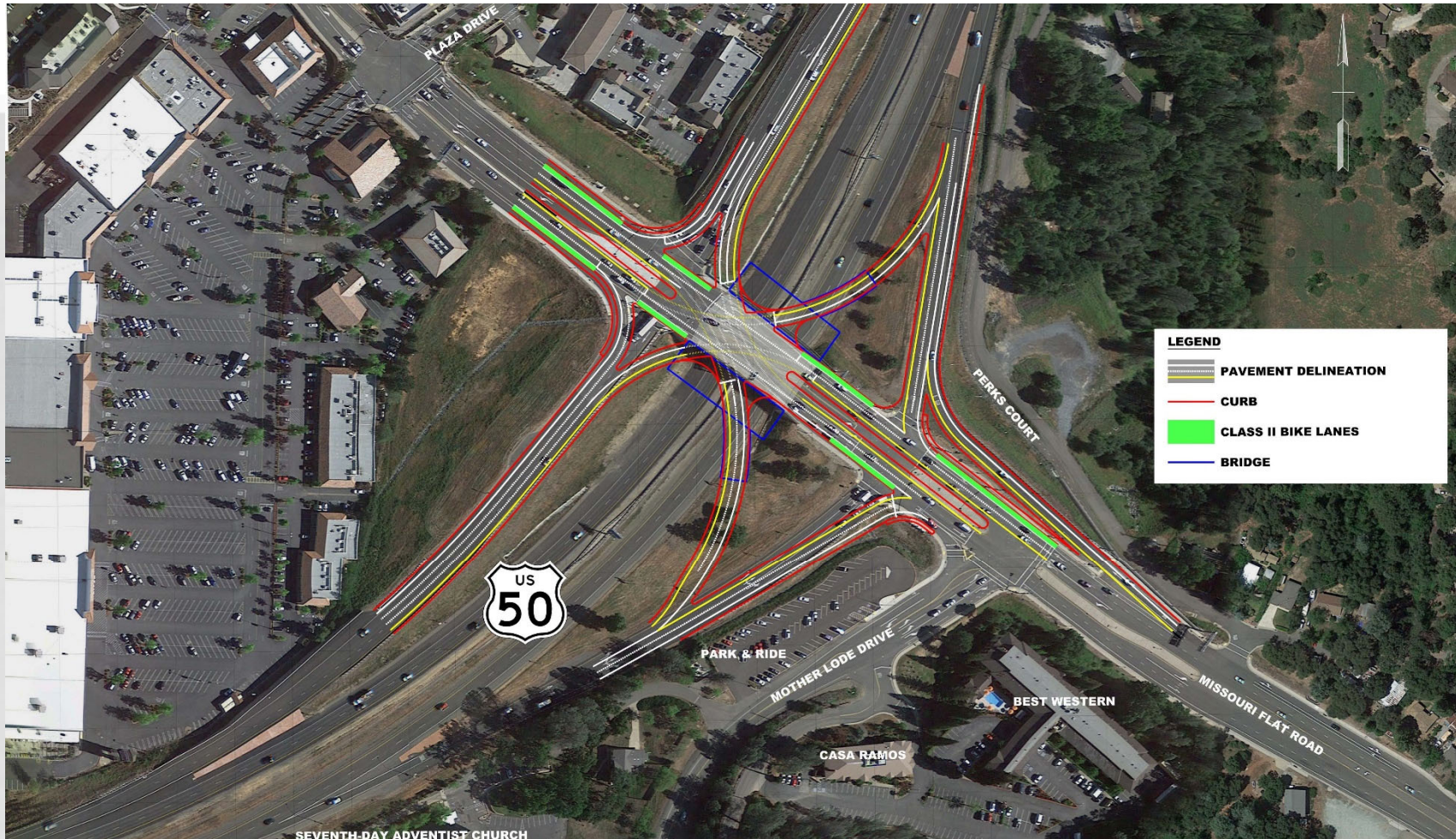
MC&FP Phase II Public Workshop

ROUNDAABOUT

- A. Love it
- B. Like it
- C. No opinion
- D. Dislike it
- E. Hate it



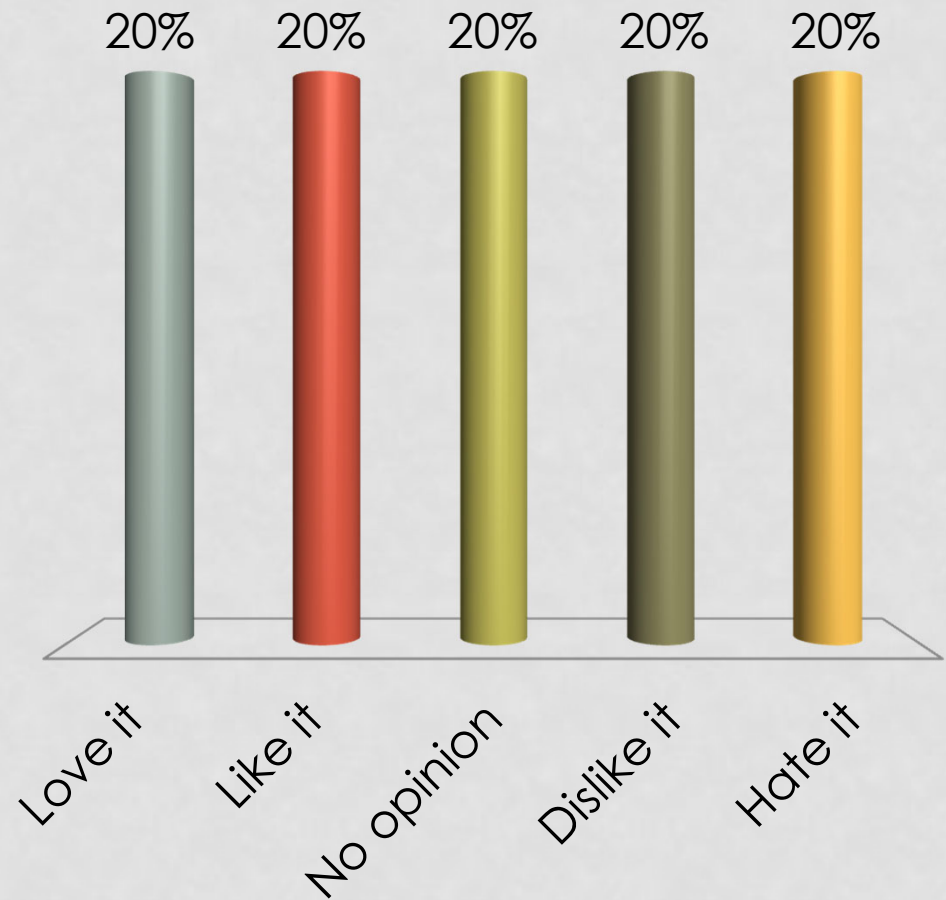
Single Point Diamond



**Combines 2 ramp intersections into a single intersection on bridge.
Originally intended future configuration.**

SINGLE POINT DIAMOND

- A. Love it
- B. Like it
- C. No opinion
- D. Dislike it
- E. Hate it

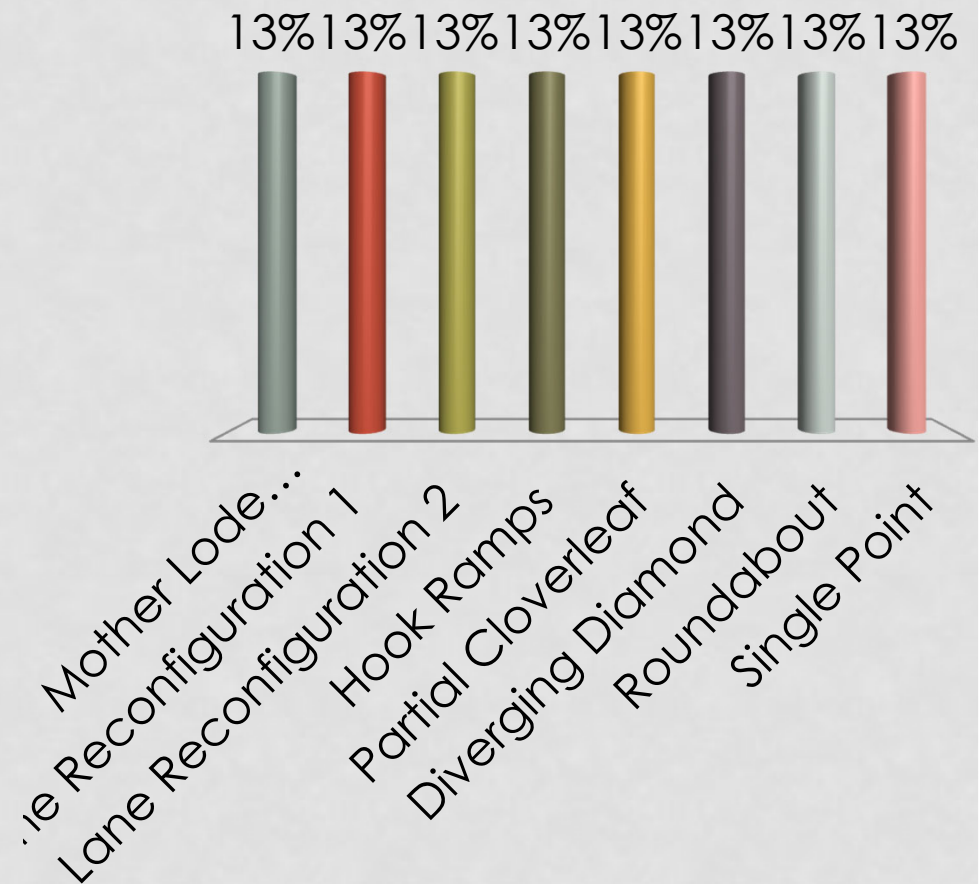


Value Score

	Right of Way Impacts	Environmental Impacts	Traffic Performance (Preliminary)	Caltrans Approvability	Total Score	Cost	Value Index (Score/Cost)
Weighting	20	10	50	10			
No-Build	10	10	1	10	450	\$0	N/A
Lane Reconfiguration #1	10	10	4	4	540	\$900,000	600
Lane Reconfiguration #2	10	10	3	4	490	\$900,000	544
Hook Ramps	6	6	7	2	550	\$3,000,000	183
Partial Cloverleaf	5	5	8	10	650	\$11,750,000	55
Diverging Diamond	9	8	7	9	700	\$2,550,000	275
Roundabout	7	7	8	9	700	\$3,800,000	184
Single Point Diamond	9	8	6	9	650	\$25,750,000	25

WHAT ARE YOUR TOP 3 PICKS

- A. Mother Lode Relocation
- B. Lane Reconfiguration 1
- C. Lane Reconfiguration 2
- D. Hook Ramps
- E. Partial Cloverleaf
- F. Diverging Diamond
- G. Roundabout
- H. Single Point



NEXT STEPS

- January 2018: Board Presentation and Finalize Infrastructure Improvements/Funding Requirements
- February 2018: Environmental Review
- March 2018: Board Study Session & Fiscal Impact Analysis
- April 2018: Financing Plan Assumptions
- May 2018: Board Study Session
- September 2018: Finalize Plan