



US 50 / Empire Ranch Road Interchange Project Update

Presentation Agenda



1. Project Overview
2. Project History
3. Alternatives Considered
4. Preferred Alternative
5. Estimated Project Costs
6. Public Meeting Comments
7. Status and Schedule
8. Questions

Project Team and Project Partners



- **City of Folsom Project Manager:**

- Ryan Chance

- **Project Design Team:**

- Dewberry Engineers Prime Consultant
(formerly Drake Haglan & Associates)
- AIM Consulting Outreach
- Kimley-Horn Traffic
- Unico Survey
- Dokken Engineering ROW and Environmental
- Wreco Hydraulics/Hydrology
- Callander Associates Landscape Architecture

- **Community Partners and/or Stakeholders:**

- FHWA/Caltrans
- Sacramento County
- El Dorado County
- Capital Southeast Connector, JPA
- Folsom Chamber of Commerce
- El Dorado Hills and County Chambers of Commerce
- Pique at Iron Point
- Folsom Fire Department
- Folsom Police Department
- Russell Ranch Elementary
- Empire Oaks Elementary School

Project Overview

- Construct a New Interchange between East Bidwell and the Latrobe Interchanges on US 50
- New connections to both Westbound and Eastbound US 50
- Construct auxiliary lanes on US 50
- 4-Lane Overpass with Roundabouts at the Intersections
- 6' Pedestrian Sidewalks
- 8' Bicycle Lanes



Project History

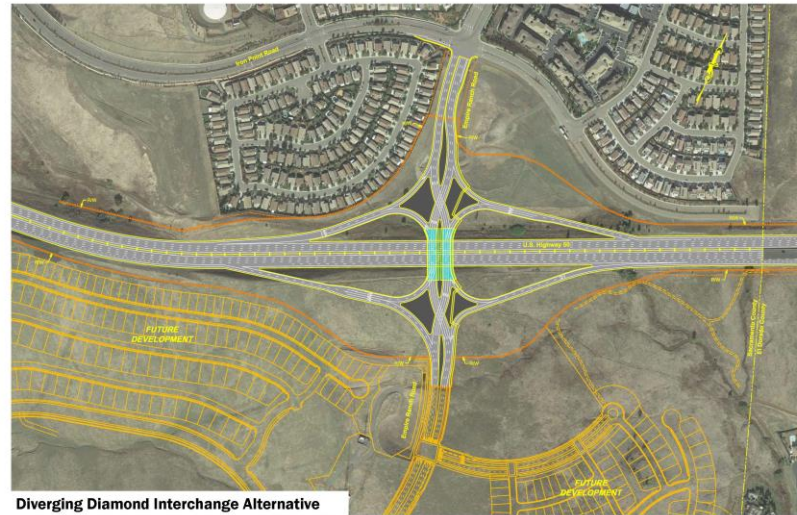


- 1993: Added to General Plan
- 2007: Environmental Impact Report/Environmental Assessment (EIR/EA) Certified
- 2007: Project on hold due to lack of funding
- 2012: City annexed 3,583 acres south of Route 50
- 2018: Reauthorized a \$1.4M earmark under the Safe, Accountable, Flexible, Efficient Transportation Equity Act
- 2018: Caltrans/City execute a Cooperative Agreement to update the Project Report/ Environmental

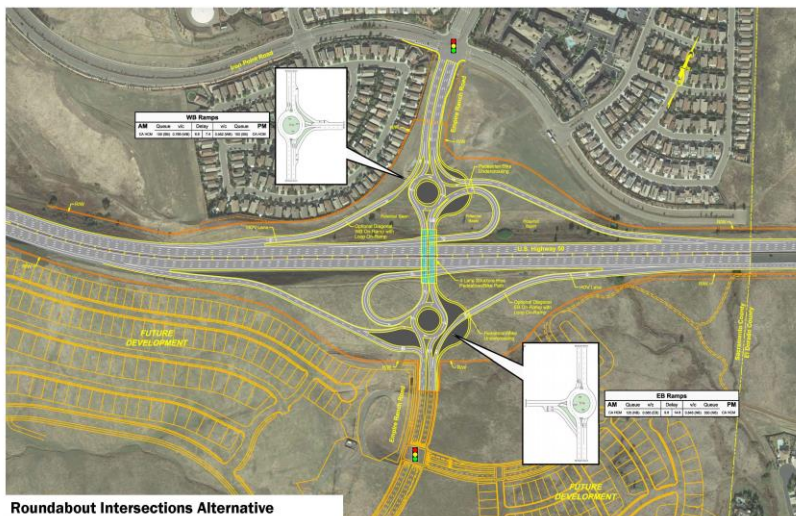
Alternatives Considered



Type L-9 Interchange Alternative



Diverging Diamond Interchange Alternative



Roundabout Intersections Alternative

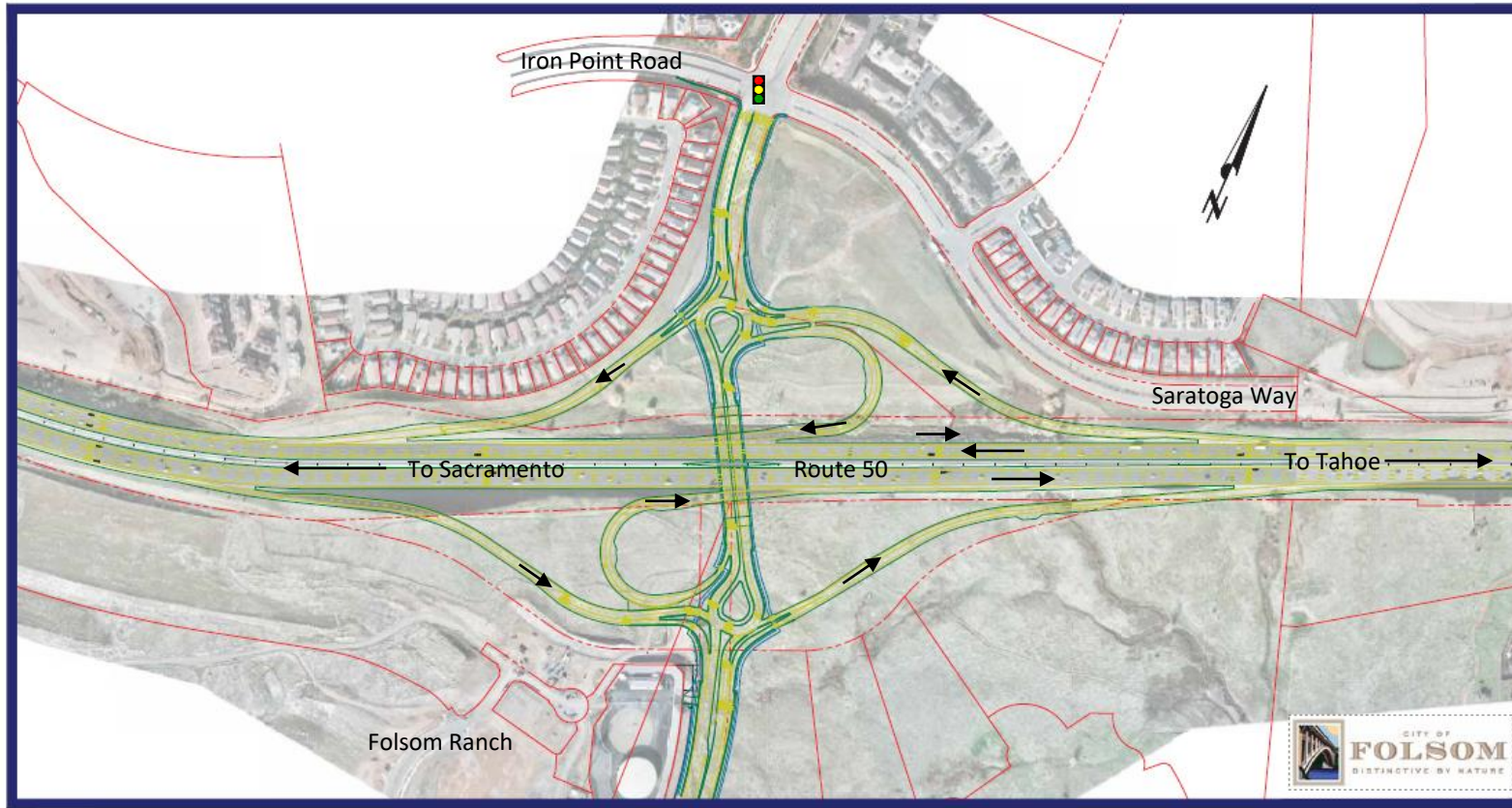


Single Point Urban Interchange Alternative

US Highway 50/Empire Ranch Road Interchange
City of Folsom

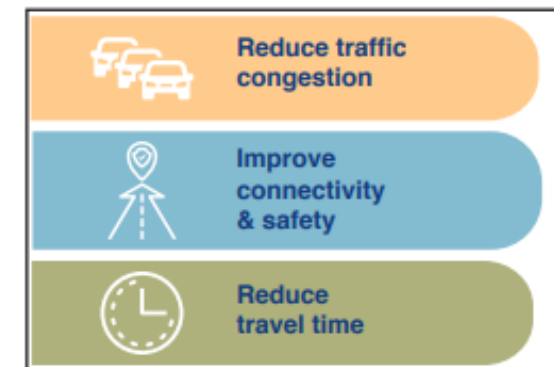
- L-9 Interchange
- Diverging Diamond Interchange
- Signalized vs. Roundabout Intersections
- Single Point Urban Interchange

Preferred Alternative

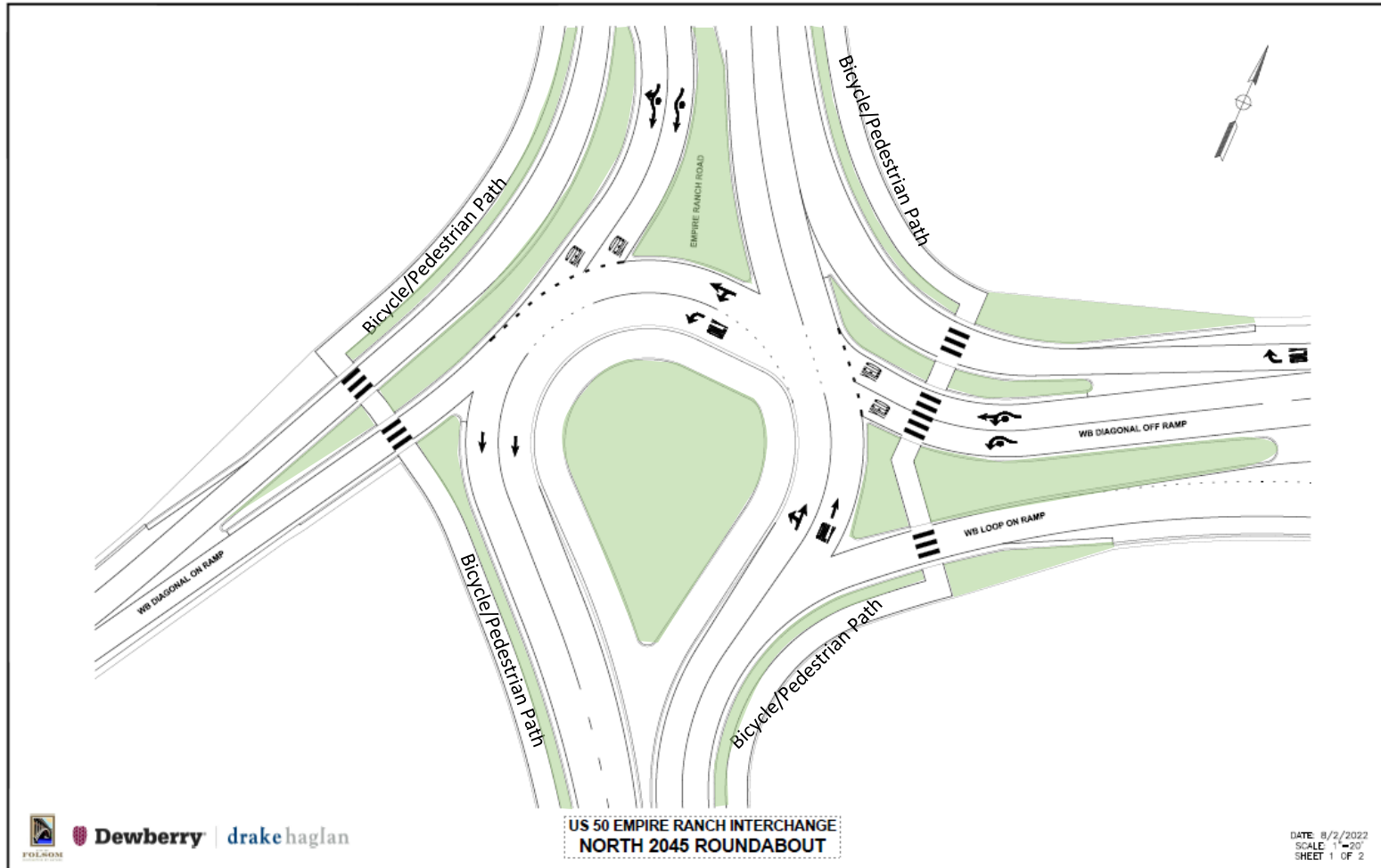


EMPIRE RANCH ROAD/ROUTE 50 INTERCHANGE
ROUNDBOUT INTERSECTION ALTERNATIVE

- Additional East-West connections to Route 50
- Improves operations at adjacent interchanges
- Reduces congestion
- Improves merge safety by providing auxiliary lanes to adjacent intersections on Route 50



Northern Interchange Roundabout

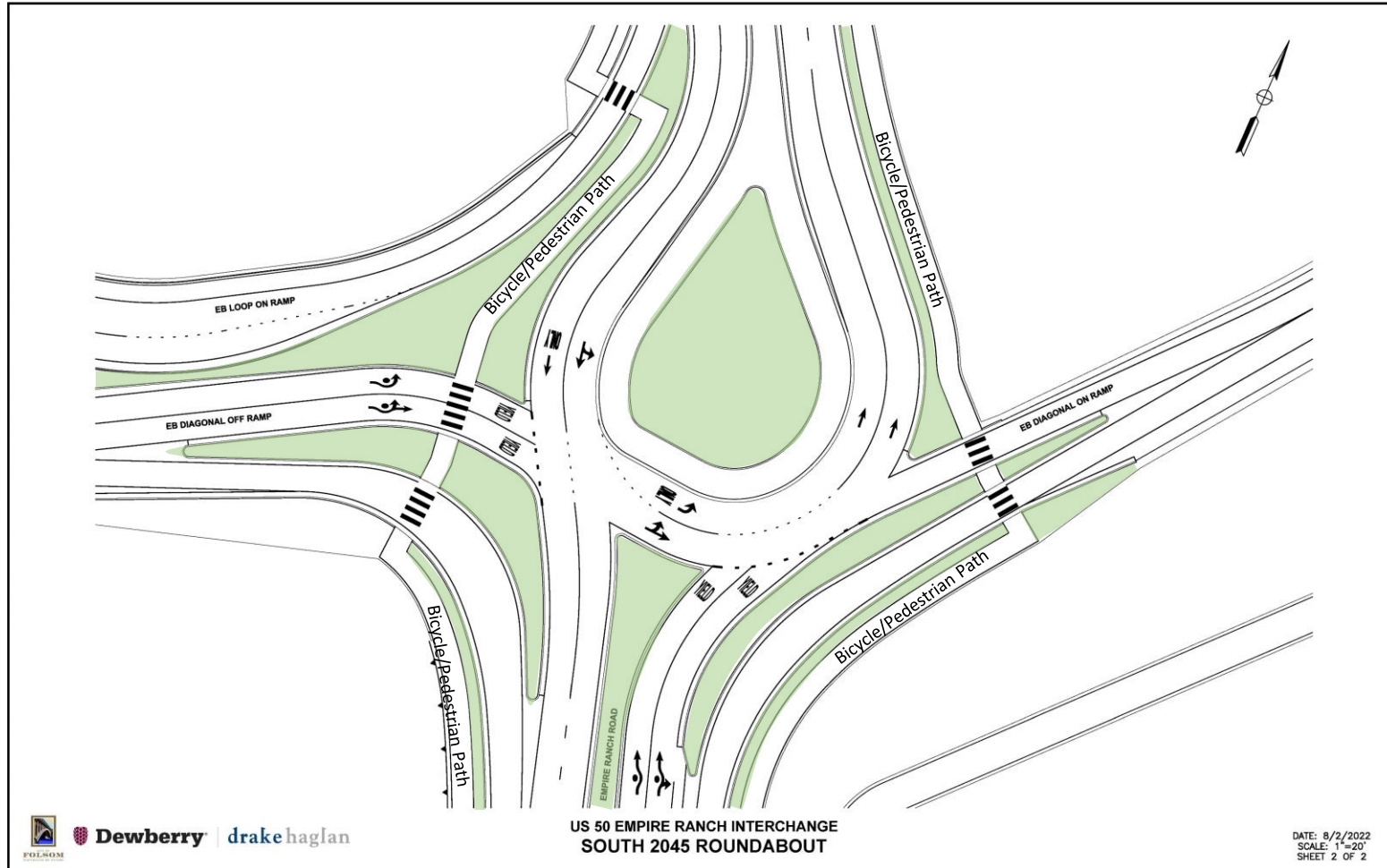


Roundabout(RAB)

Benefits

- Lower delays compared to signalized intersections
- Designed to slow traffic as you enter the roundabout
- Compared to signalized intersections, research shows that roundabouts lead to:
 - 37% less collisions
 - 90% less fatalities

Southern Interchange Roundabout



Roundabout Benefits

- Reduction in pollution and fuel use
- Require less maintenance than signalized intersections
- Bicycles/Peds have their own path

Empire Ranch at Iron Point Road Facing South Towards Interchange



Route 50 Looking Westbound



Route 50 Looking Eastbound




Estimated Project Costs

- Project construction costs include:
 - Interchange (road and bridge)
 - Route 50 auxiliary lanes
 - Bicycle and pedestrian access
 - Environmental mitigation
 - Right of way
 - Utilities (part of Right of Way costs)
 - Aesthetics and landscaping
 - 20% contingency

<i>Project Limits</i>	03-Sac-50 PM 20.1 to 03-ED-50 PM1.0	
	<i>Current Cost Estimate:</i>	<i>Escalated Cost Estimate:</i>
<i>Capital Outlay Support</i>	\$18,500,000	\$20,700,000
<i>Capital Outlay Construction</i>	\$77,000,000	\$110,600,000
<i>Capital Outlay Right-of-Way</i>	\$6,200,000	\$7,400,000

- Federal funds
- Developer impact fees
- Local sales tax
- Gas tax



Public Meeting Comments

Virtual Open House Held February 24, 2021



- How will the intersections improve pedestrian and driver safety
- Bike and pedestrian access
- Environmental implications
 - Noise level / impacts on natural resources
- Traffic impacts and speeding



Many community members had questions that were addressed during the discussion section.

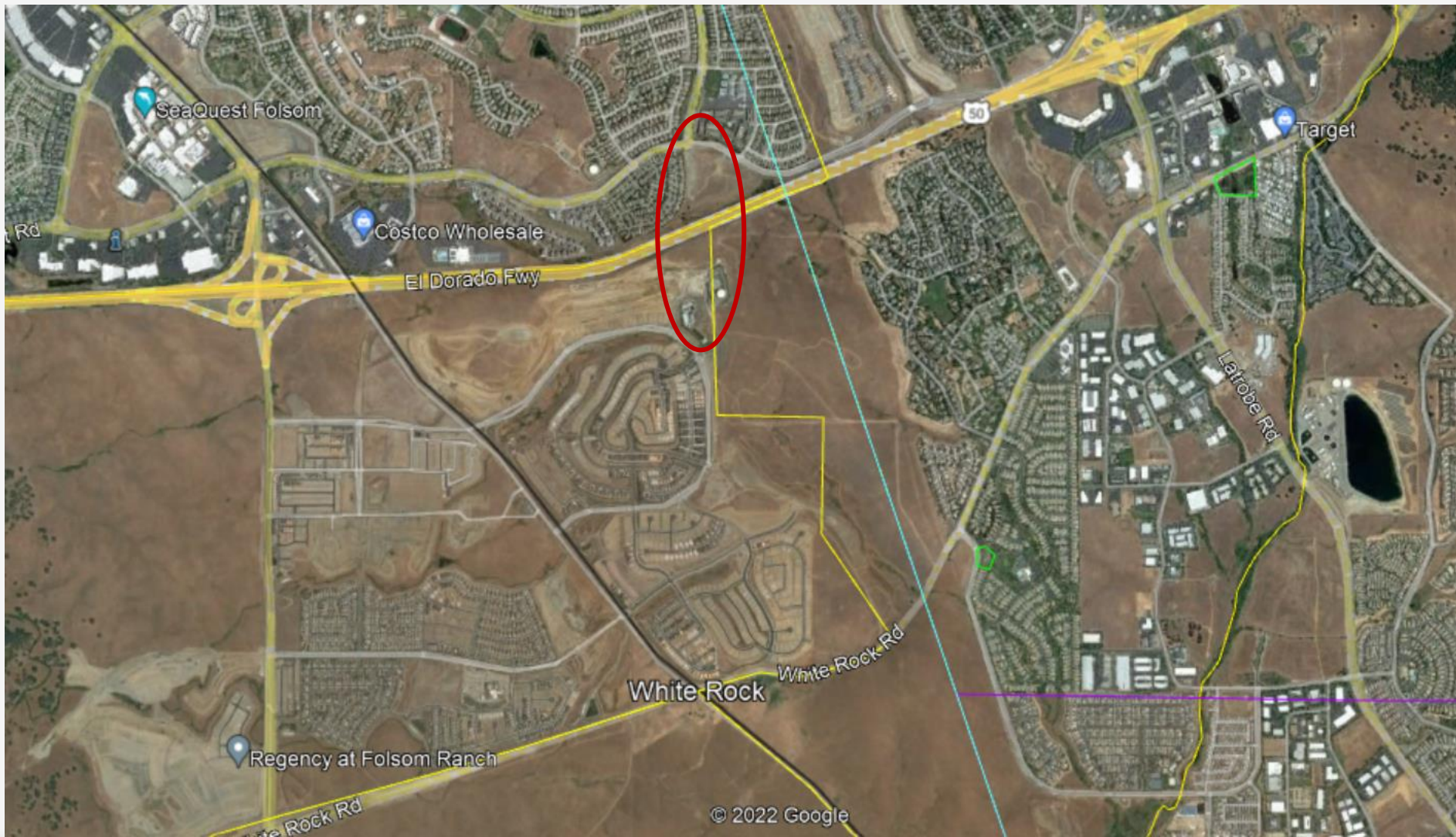
Public Notification and Participation

- Project Website
- Environmental; Video
- Education and Awareness Campaign
 - Facebook
 - Direct Mail
 - > 1,000 residents
- Social Media Reminder (12/3/20)
 - 439 views
 - 94 engagements (clicks)
- Media News Release

Project Status and Schedule

- Currently Completing the Project Approval and Environmental Document (PA/ED) Phase
 - ✓ Preferred Alternative Selected
 - ✓ Environmental Technical Studies approved by Caltrans
 - ✓ Draft Project Report Complete
 - Under Review by Caltrans
 - ✓ Circulate EIR/EA for public review once the Draft Project Report
- After approval of the PA/ED Phase, the Final Design Phase will begin

PHASE	2022				2023				2024				2025			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Preliminary Design & Environmental	ENV. & PREL. DESIGN															
Final Design					DESIGN											
Right of Way									ROW							
Construction													CON ➡			



Thank You - Questions

Traffic Study

US-50/Empire Ranch Road Interchange PA&ED

