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: 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

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

<table>
<thead>
<tr>
<th>Project Limits</th>
<th>03-Sac-50 PM 20.1 to 03-ED-50 PM1.0</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Current Cost Estimate:</td>
</tr>
<tr>
<td>Capital Outlay Support</td>
<td>$18,500,000</td>
</tr>
<tr>
<td>Capital Outlay Construction</td>
<td>$77,000,000</td>
</tr>
<tr>
<td>Capital Outlay Right-of-Way</td>
<td>$6,200,000</td>
</tr>
</tbody>
</table>

- 20% contingency
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

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

<table>
<thead>
<tr>
<th>PHASE</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Design &amp; Environmental</td>
<td></td>
<td>ENV. &amp; PREL. DESIGN</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Final Design</td>
<td></td>
<td></td>
<td>DESIGN</td>
<td></td>
</tr>
<tr>
<td>Right of Way</td>
<td></td>
<td></td>
<td>ROW</td>
<td></td>
</tr>
<tr>
<td>Construction</td>
<td></td>
<td></td>
<td></td>
<td>CON</td>
</tr>
</tbody>
</table>
Thank You - Questions