

Dalidio Ranch Initiative

**Presentation to the
Joint County/City
Committee
August 16, 2006**



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Three Principal concerns

- **TRAFFIC CIRCULATION**
- **HYDROLOGY**
- **COST OF THE PRADO ROAD I/C**



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TRAFFIC CIRCULATION

A comprehensive Traffic Impact Study (TIS) needs to be conducted in order to:

- (1) identify project impacts &**
- (2) determine appropriate actions to mitigate those impacts**



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TRAFFIC CIRCULATION

A TIS should engage all of the transportation stakeholders (City of SLO, County of SLO, SLOCOG & Caltrans) in the development of the scope & process



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TRAFFIC CIRCULATION

**A Memorandum of Assumptions
(MOA) should be developed between
the County and other stakeholders to
guide the TIS**



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TRAFFIC CIRCULATION

An MOA would establish the methodology & parameters for:

- **Regional demand forecast model**
- **Locations to be analyzed (roads segments, intersections, etc.)**
- **Network & land use assumptions**
- **Alternative mitigation scenarios**



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TRAFFIC CIRCULATION

- **An MOA would establish:**
 - **Milestones in the TIS at which all of the stakeholders would “meet & concur”**

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HYDROLOGY

- **Increased flooding of U. S. Route 101 was previously identified as an impact of the Market Place proposal (even without an interchange)**
- **The additional flooding risk to U. S. Route 101 by the construction of the Prado Road interchange is substantial**
- **Any increased flooding of U. S. Route 101 is a significant concern for Caltrans and mitigation to eliminate any increase should be part of the project**



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HYDROLOGY

**No hydraulic analysis of the current
development proposal has been
provided to Caltrans**



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PRADO ROAD INTERCHANGE

- **In 2004, the cost of the Prado Road I/C was estimated at \$22 to 27 million**
- **Current cost estimate: \$32 to 39 million (2006 Dollars)**
- **Increase in road construction materials (steel, concrete and asphalt)**

