



MEMORANDUM

TO: Board of Directors **DATE:** October 9, 2012

FROM: Celia McAdam, Executive Director
Luke McNeel-Caird, Senior Planner/Engineer

SUBJECT: **I-80/SR 65 INTERCHANGE IMPROVEMENT PROJECT – SR 65 VIADUCT RESTRIPING AND I-80 WESTBOUND AUXILIARY LANE**

ACTION REQUESTED

Direct staff to pursue authorizations required to:

1. Construct an auxiliary lane on westbound Interstate 80 (I-80) between the Douglas Boulevard on-ramp and the Riverside Avenue off-ramp as a separate project.
2. Restripe the northbound State Route (SR) 65 viaduct from 2 to 3 lanes as a phase of the I-80/SR 65 Interchange Improvement project.

BACKGROUND

On January 25, the Board conducted Community Workshop #2 on the I-80/SR 65 Interchange Improvement Project. PCTPA, along with the Caltrans, Federal Highway Administration (FHWA), the cities of Lincoln, Rocklin, Roseville, and the County of Placer, are project partners.

The Board discussed seven concepts that were developed for the I-80/SR 65 interchange. Board members also inquired about the potential to restripe the existing northbound SR 65 viaduct from 2 to 3 lanes; and the possibility of an auxiliary lane on westbound I-80 from Douglas to Riverside. Based on Board direction, staff has worked with the CH2M HILL consultant team to further investigate the feasibility of these two improvements. A focused meeting with Caltrans and FHWA staff was held on October 4th to present the findings of the project feasibility analysis.

DISCUSSION

Both the westbound I-80 auxiliary lane and the restriping of the northbound SR 65 viaduct are under consideration as accelerated improvements to the congestion problems at these locations. However, they would not replace the need for the larger, long-term I-80/SR 65 Interchange Improvement Project. Moreover, each would need special permissions from Caltrans, known as design exceptions, to allow variances from highway standards.

The westbound I-80 auxiliary lane between Douglas and Riverside has two potential concepts. The first concept would use the existing pavement with non-standard shoulders requiring approval of a design exception from both Caltrans and FHWA, at a preliminary cost estimate of \$3 million. The second concept would require additional pavement construction but would provide standard shoulder widths, at a preliminary cost estimate of \$6 million. Either concept would have an anticipated approval and construction process between 2-1/2 and 3 years.

The northbound SR 65 viaduct restriping would result in non-standard lanes and shoulders that would require approval of several design exceptions from Caltrans and possibly FHWA. It is

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anticipated the approval and construction process will take 2-1/2 to 3 years. The preliminary cost estimate to construct this improvement ranges from \$750,000 to \$1 million.

PCTPA staff, along with the CH2M HILL consultant team, will provide the Board with an overview of the work to determine the viability of the northbound SR 65 viaduct restriping and the I-80 westbound auxiliary lane ideas, and the pros and cons identified so far.

State and Federal Agency Issues

PCTPA will need to resolve Caltrans and FHWA issues to obtain the design exceptions needed to construct either or both projects. The primary concerns expressed by those agencies relate to public safety and liability issues associated with permitting construction of non-standard highway facilities.

Caltrans staff was supportive of the I-80 westbound auxiliary lane project, especially providing standard shoulder widths with concept 2. However, they raised concerns about the northbound SR 65 restriping related to narrow lanes and shoulders on a raised viaduct potentially increasing accident rates, as well as the resulting major congestion and safety issues. Caltrans staff was interested in further evaluating other short term alternatives to reduce traffic backups, such as ramp meters, or widening the viaduct to provide standard shoulders.

Local Issues

The preliminary information was also shared with the PCTPA TAC, which generally agreed both projects should be pursued further. The TAC did discuss the safety issues and the need for adequate shoulders on I-80 next to the recently constructed carpool lanes.

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