

# What's going on with the 80/65 interchange?

If you've been stuck on either I-80 or SR-65 as they converge, then you probably don't need to be told that we need to fix that choke point.

The I-80/SR-65 interchange is a heavily-used interchange for residents within the Placer County region and also for those traveling through the region. The congestion created by those using the interchange causes traffic to back up further down I-80 and SR-65. The Placer County Transportation Planning Agency (PCTPA), in collaboration with the California Department of Transportation (Caltrans); Federal Highway Administration (FHWA); the cities of Lincoln, Rocklin and Roseville; and Placer County is currently working on designing a solution to improve the traffic for today and into the future.

The solution must address the congestion and improve safety while maintaining and/or improving local access to businesses and other properties within the corridor. The final alternative must be one that meets all of the project's goals without creating negative unintended consequences. To make sure this happens, PCTPA has embarked on a public engagement process to obtain input from property owners



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and businesses and other stakeholders throughout the development of the project.

Feedback received from the community has helped us to develop alternatives that better fit within the context of the community. As we continue to evaluate and develop these alternatives we will continue to reach out to the community. If you are interested in participating in the process, we encourage you to register at the project's website at <http://8065interchange.org>. In addition to keeping up-to-date information on the site, we also will send you notifications of upcoming meetings.

Some of the corridor issues being addressed include the "I-80 weave" problem in the segment between the Atlantic Street/Eureka Road and SR 65 interchanges. Weaving typically occurs between closely spaced interchanges where drivers cross paths, change lanes and merge as they enter or exit a

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freeway. Not only does the weaving pattern create congestion, but it is a safety and operational concern, as well.

Another consideration is the Taylor Road Interchange. Because of its close proximity to the Eureka Road and SR-65, there are some concerns about the weaving pattern. However, the Taylor Road Interchange is important to vicinity property owners, businesses and other community members. Right now concept alternatives are being considered that would maintain, eliminate or relocate the existing Taylor Road Interchange.

The project team narrowed a list of 20 design alternatives to five including:

- **Alternative 1** – Taylor Road Full Access (Diamond-Shaped) Interchange
- **Alternative 2** – Taylor Road Full Access (Trumpet-Shaped) Interchange
- **Alternative 3** – Taylor Road Interchange Eliminated

- **Alternative 4** – Transportation System Management (TSM)

- **Alternative 5** – No-Build

The first two alternatives shift the Taylor Road interchange east but create access from all four directions. The third alternative, which was originally studied in the 2009 Project Study Report, eliminates the Taylor Road interchange entirely. Alternative 4 identifies transportation system management tools such as ramp meters and HOV bypass lanes to manage the traffic without building anything new.

One of the biggest challenges will be funding, since currently there is no identified funding for the project and most of the future state transportation dollars were spent on other regional projects such as the completion of the SR-65 Lincoln Bypass. While reviewing the design alternatives, the project team is also considering various funding options. Unless circumstances change dramati-

cally with federal and state funding for transportation (which is highly unlikely) or other revenue sources are created, this project may take a long time to be constructed.

Regardless, the project is likely to be designed and built over several phases and could take 20 years or more to complete. Given the current economy and the project's complexity, it may take approximately 10 years before any construction begins. In the meantime, PCTPA is identifying smaller projects that can be completed sooner to provide some interim traffic relief.

The project team will continue to work with project partners, property owners, local businesses and other interested community members to evaluate and refine the five design concepts, eventually developing a final alternative that meets the project goals and objectives. Environmental work will continue and additional community and stakeholder workshops will be held.

We welcome everyone's input and hope that you continue to collaborate with the project team on this journey.

Celia McAdam is the executive director of the Placer County Transportation Planning Agency.