



CORRIDOR AESTHETICS MASTER PLAN  
JULY 2020

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## II. EXECUTIVE SUMMARY

The SR 65 aesthetics master plan is intended to provide guidance for individual projects along this 8-mile corridor to ensure aesthetic continuity. The improvements will be made over many years and will involve several agencies, consultants and contractors. This document is intended to establish a general approach to the design of the corridor but also have flexibility to allow each community to express their identity when designing specific elements such as community identification signage and local roadway connections.

The design approach is context sensitive – the overarching goal is to visually unify features along the corridor with a consistent approach that adheres to unique naturalistic and cultural context/vernacular of the region. Design elements reinterpret these natural and cultural features in both a literal and abstracted way.

The overall theme of the corridor celebrates local flora and culture using three primary design elements; the Native Oak Trees, Native Grasses and Native American Basket Weaving. The Oak Tree is expressed through new tree plantings and graphic interpretations of the leaves and acorns of that indigenous species. The native grasses are in particular Tule (an important plant in native American community in this area) expressed through new grass plantings and graphic interpretations. The basket weaving is expressed through graphic interpretations. The graphic interpretations are illustrated in this master plan and include a variety of applications on vertical surfaces such as bridges, abutment walls, slope paving and retaining walls. The design themes are also interpreted within paved areas and crosswalks. The plan identifies a palette of building materials including plants, inert ground plane treatments (such as rock or stone), paint colors and decorative surface elements.

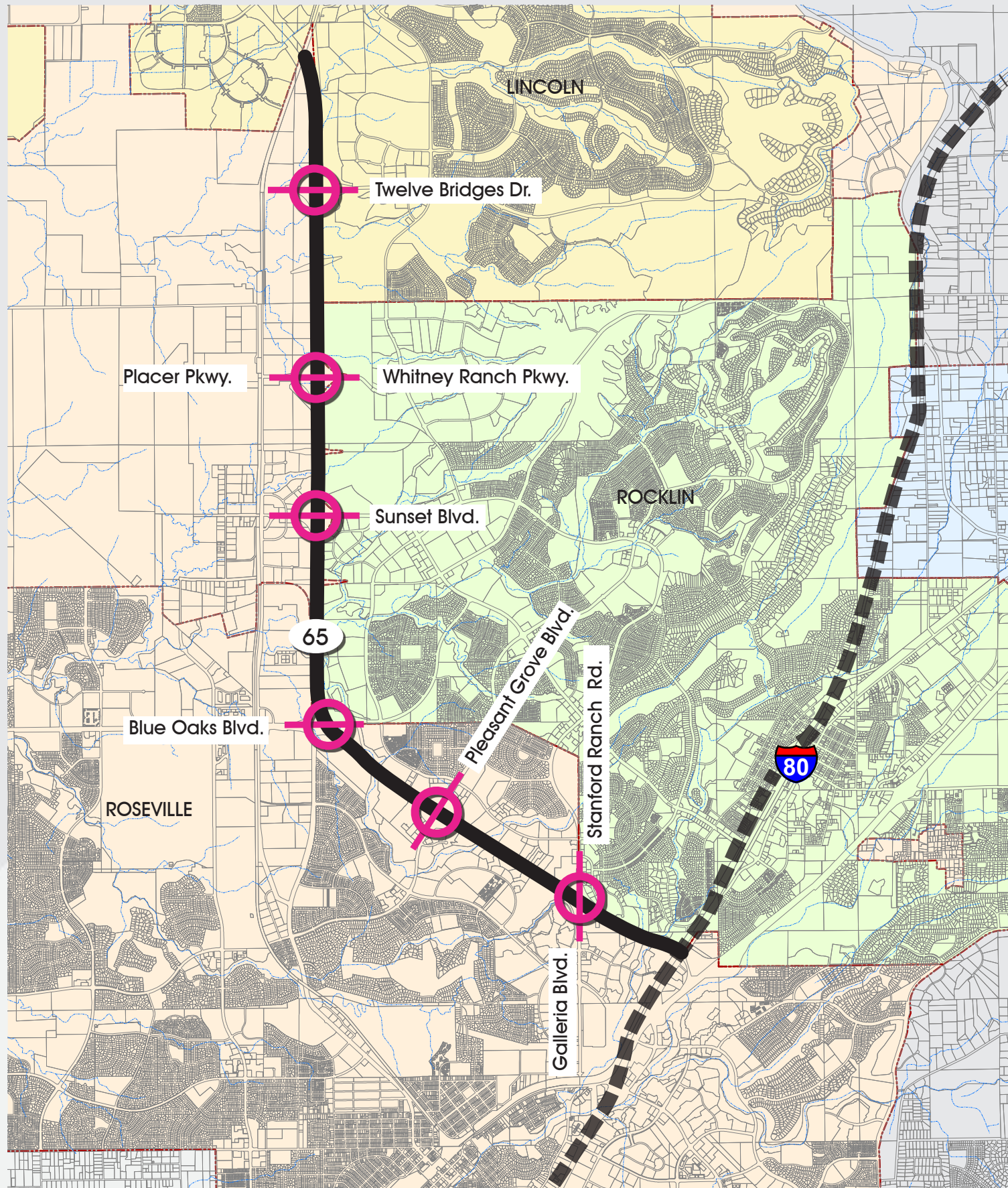
The plan was prepared under the guidance of the Placer County Transportation Planning Agency (PCTPA), Caltrans and involved the local agencies of Roseville, Rocklin and Lincoln. The United Auburn Indian Community (U.A.I.C.) is also a key landholder along the corridor that actively participated in the master plan. Caltrans is a key stakeholder to the planning process and participated in the development of the plan and will retain the master plan and administer the implementation of the plan. This document builds upon the SR 65 Aesthetic Corridor Master Plan prepared by Caltrans District 3 (June 2012) and is specific to the portion of SR 65 between Interstate 80 and the Lincoln Bypass. The objective of this report was to engage the various local agencies and stakeholders to seek input and consensus on the overall theme. Most of the design features identified within the plan are non-standard for Caltrans and are therefore the responsibility of the adjacent land owners noted above. There will be a separate maintenance agreement between the local agencies and Caltrans for each interchange along the corridor.

All concepts included in the master plan are preliminary in nature. The final designs of these elements will be developed by each specific project team and will go through the standard PS&E review process including the appropriate permits and transportation art approvals, as applicable.

The maintenance agreement will address all aspects of maintaining the non-standard improvements. This includes betterments associated with this master plan such as rock mulch weed abatement, irrigation, trimming / fertilizing plants, local agency signage, lighting, art, graffiti removal and others as identified by Caltrans during the plan approval process.







### III. STUDY AREA

#### A. CORRIDOR FRONTAGE

The State Route 65 corridor is approximately 8 miles in length with frontage along 4 separate jurisdictions. The land uses are primary commercial with open spaces & residential interspersed. The terrain is relatively flat with some low spots where creeks cross the corridor.

15.62 miles total corridor frontage

6.20 miles - Roseville

3.93 miles - Rocklin

3.73 miles - Placer County

1.75 miles - Lincoln





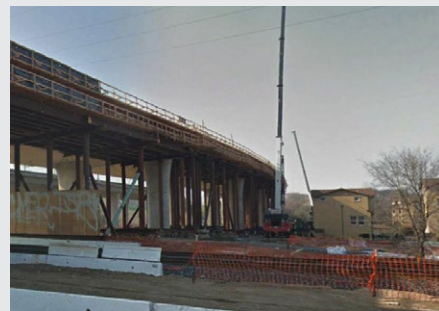
B. EXISTING CONDITIONS



GALLERIA BLVD.  
 • POSSIBLE ROSEVILLE MONUMENT LOCATION



HIGHWAY 65 NORTHBOUND  
 • PROPOSED SOUNDWALL LOCATION



HIGHWAY 65 NORTHBOUND  
 • PROPOSED SOUNDWALL LOCATION



HIGHWAY 65 SOUTHBOUND  
 • PROPOSED SOUNDWALL LOCATION







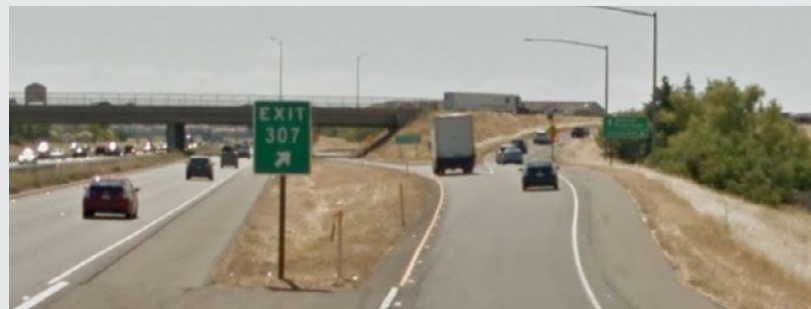
PLEASANT GROVE BLVD.  
ENTRANCE SOUTHBOUND

- POSSIBLE ENHANCED PAVEMENT IN GORE AREA



HIGHWAY 65 NORTHBOUND

- POSSIBLE ENHANCED PAVEMENT IN GORE AREA



GALLERIA BLVD. EXIT  
SOUTHBOUND

- POSSIBLE ENHANCED PAVEMENT IN GORE AREA



GALLERIA BLVD. BRIDGE

- EXISTING SLOPE PAVING
- OPPORTUNITY UNDER BRIDGE



65

Widening





**BLUE OAKS BLVD. BRIDGE**

- FUTURE IMPROVEMENT
- POSSIBLE WALLS AND LANDSCAPE



**PLEASANT GROVE BLVD. EXIT SOUTHBOUND**

- POSSIBLE ENHANCED PAVEMENT IN GORE AREA



**PLEASANT GROVE BLVD. ENTRANCE SOUTHBOUND**

- POSSIBLE ENHANCED PAVEMENT



**PLEASANT GROVE BLVD. BRIDGE**

- POSSIBLE ROSEVILLE MONUMENT LOCATION







SUNSET BLVD. ENTRANCE NORTHBOUND

- POSSIBLE ENHANCED PAVEMENT AREA AND ROCKLIN MONUMENT



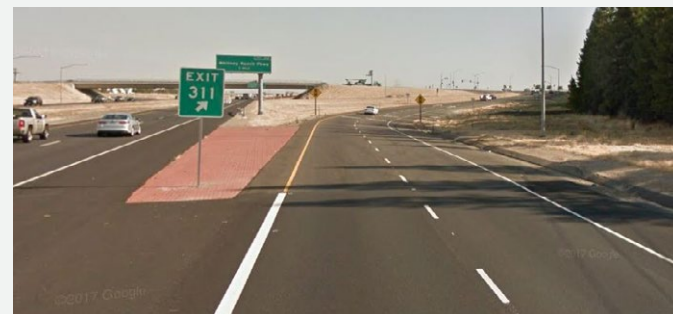
SUNSET BLVD. EXIT NORTHBOUND

- POSSIBLE ROCKLIN MONUMENT



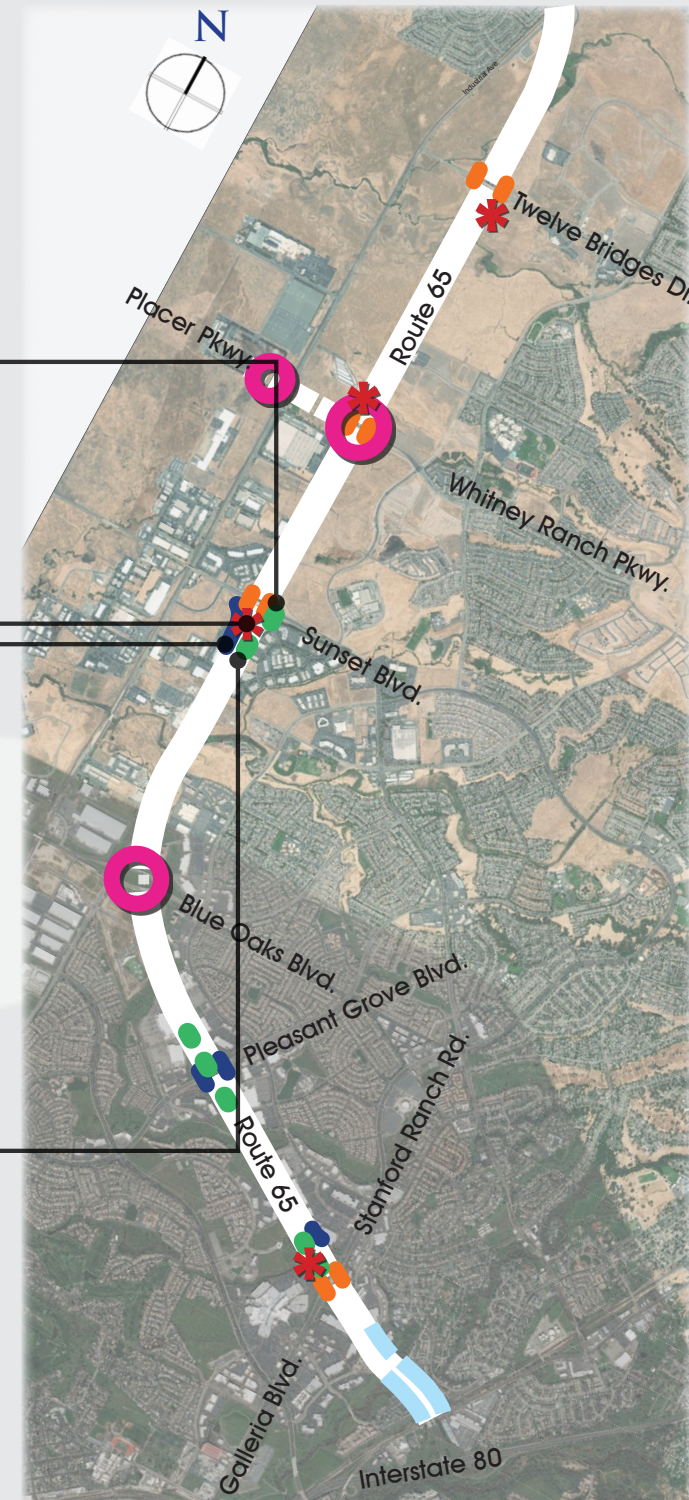
SUNSET BLVD. ENTRANCE SOUTHBOUND

- EXISTING RETAINING WALL / POTENTIAL AESTHETIC ENHANCEMENTS



SUNSET BLVD. EXIT NORTHBOUND

- POSSIBLE ENHANCED PAVEMENT AREA







WHITNEY RANCH PKWY  
ENTRANCE NORTHBOUND

- POSSIBLE UAIC THEME ON BRIDGE AND LANDSCAPE



PLACER PKWY

- POSSIBLE GATEWAY SIGN MONUMENTS FOR THE PARKWAY



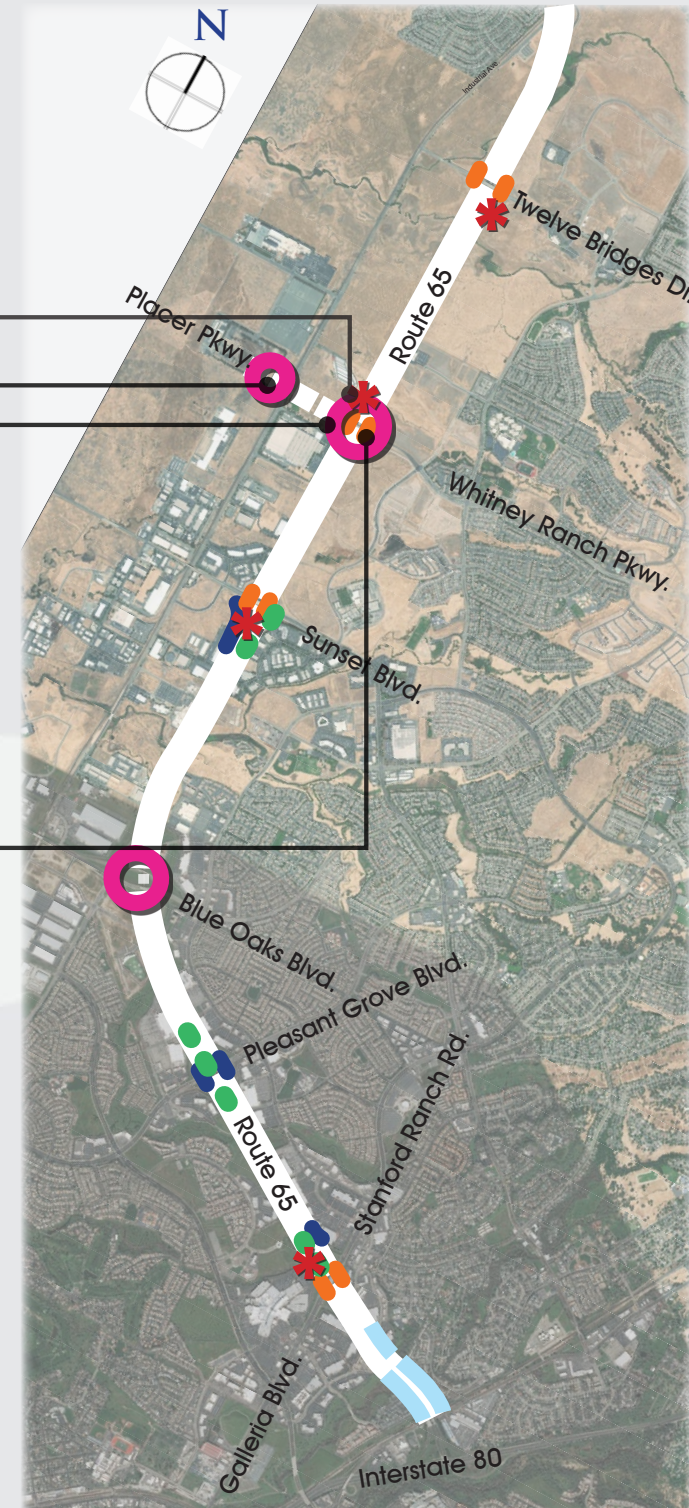
WHITNEY RANCH PKWY BRIDGE

- POSSIBLE UAIC THEME ON BRIDGE AND LANDSCAPE



WHITNEY RANCH PKWY BRIDGE

- POSSIBLE BRIDGE ENHANCEMENTS







TWELVE BRIDGES DR. BRIDGE

- POSSIBLE BRIDGE AND EXISTING SLOPE PAVING ENHANCEMENTS



TWELVE BRIDGES DR.

- POSSIBLE LINCOLN MONUMENT

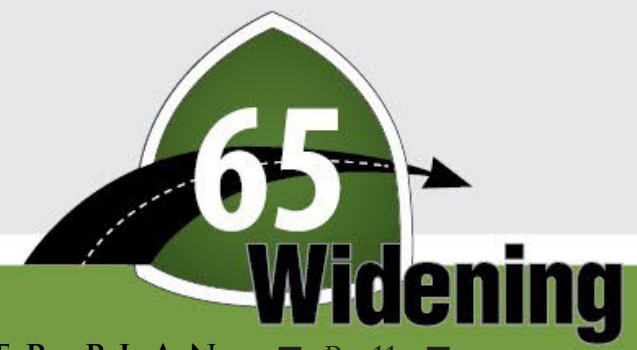
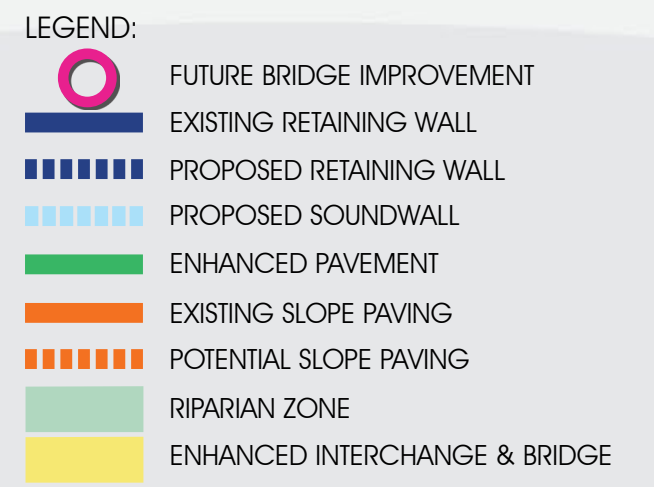
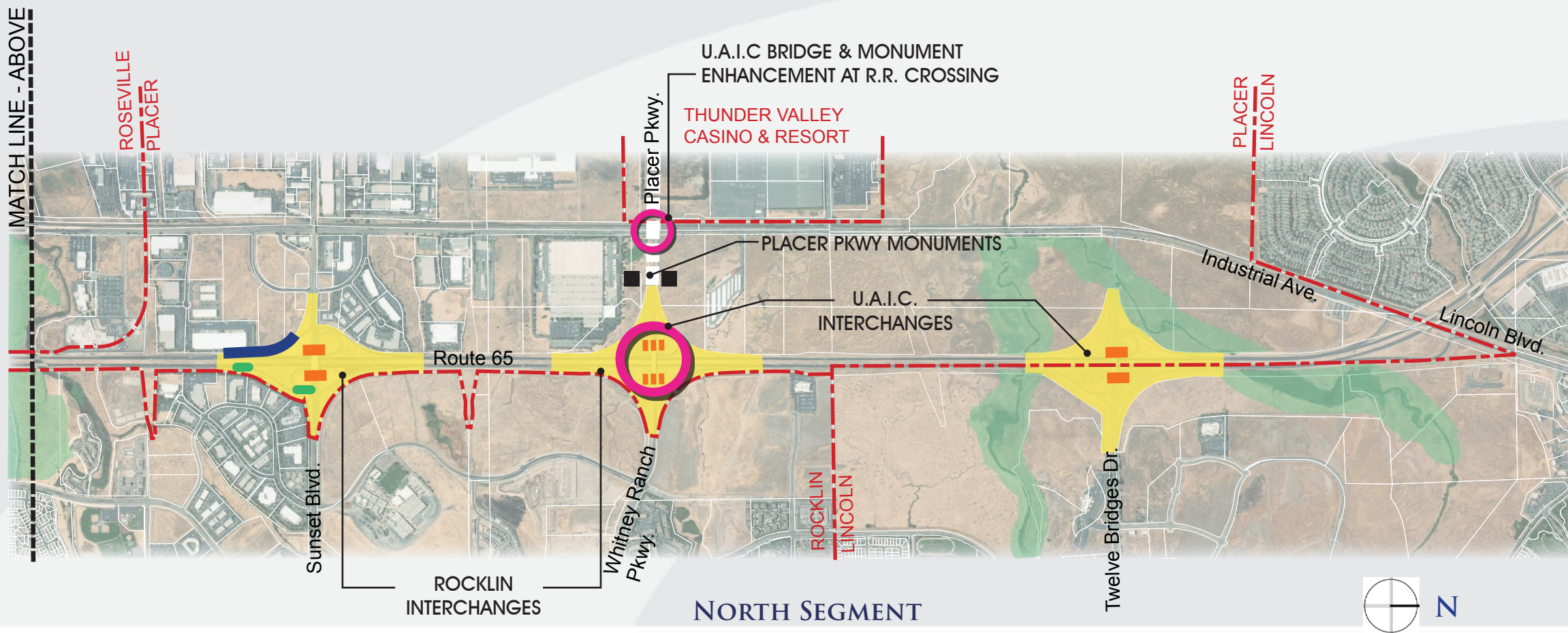
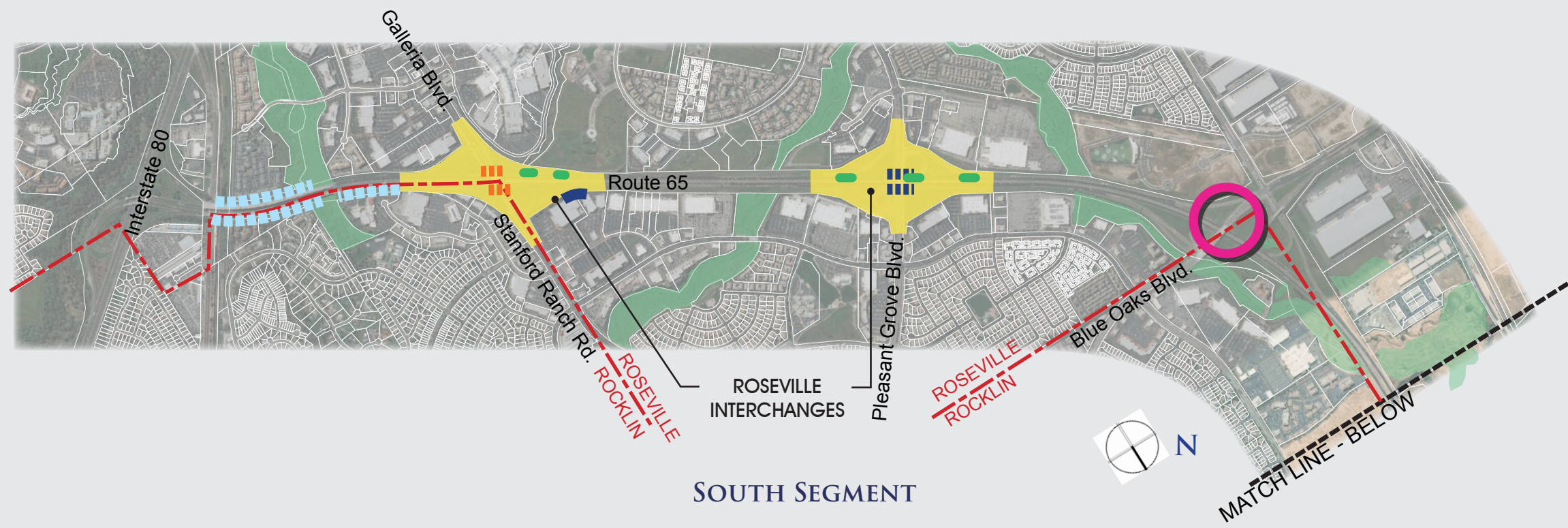




## IV. DESIGN OPPORTUNITIES

### A. OVERVIEW




The primary opportunity to enhance the corridor occurs at the interchanges. Blue Oaks Blvd. was excluded from this plan due to uncertainty about improvements that will occur in this location. It is assumed that the aesthetics for the Blue Oaks interchange will incorporate design elements identified for the other interchanges (5 total) addressed within this plan. The remaining 6 interchanges were assigned to the 3 participating stakeholders of Roseville, Rocklin and U.A.I.C. as shown on this exhibit. Other enhancement opportunities are also identified in the legend below.







LEGEND:

-  FUTURE BRIDGE IMPROVEMENT
-  EXISTING RETAINING WALL
-  PROPOSED RETAINING WALL
-  PROPOSED SOUNDWALL
-  ENHANCED PAVEMENT
-  EXISTING SLOPE PAVING
-  POTENTIAL SLOPE PAVING
-  RIPARIAN ZONE
-  ENHANCED INTERCHANGE & BRIDGE

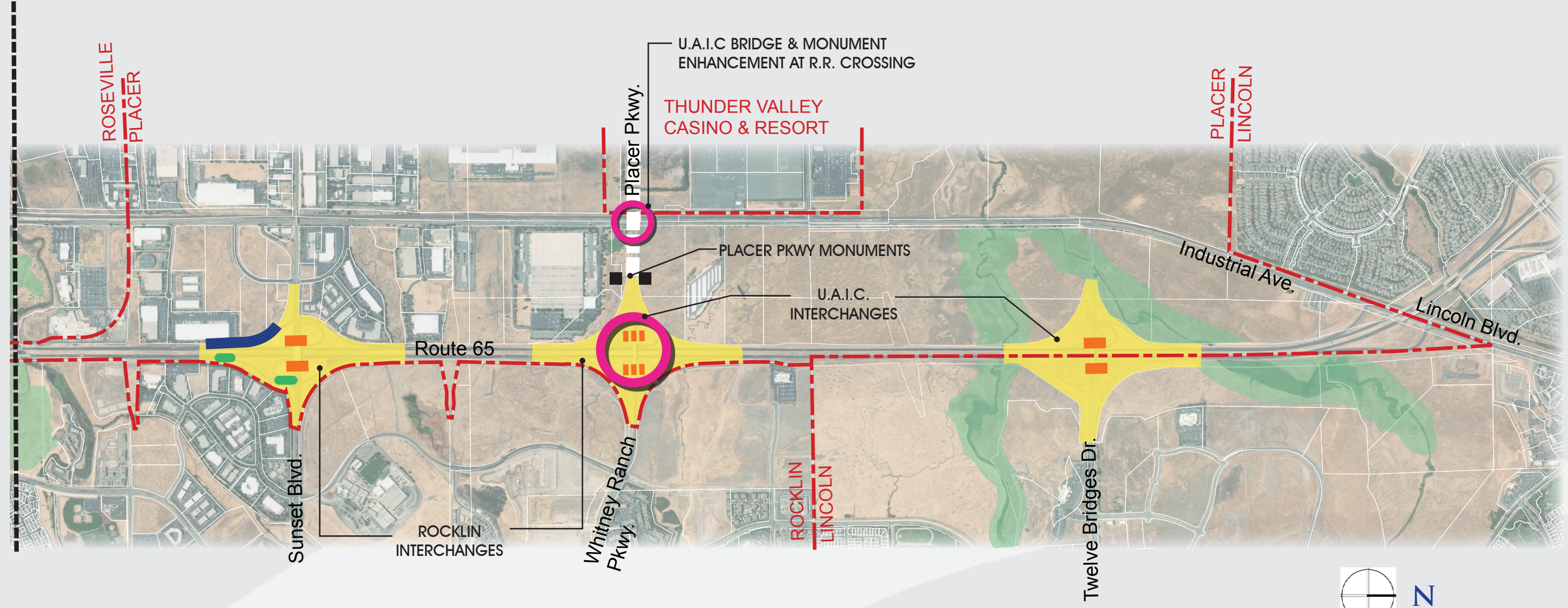











MATCH LINE - PAGE 13





MATCH LINE - PAGE 12



- LEGEND:
-  FUTURE BRIDGE IMPROVEMENT
  -  EXISTING RETAINING WALL
  -  PROPOSED RETAINING WALL
  -  PROPOSED SOUNDWALL
  -  ENHANCED PAVEMENT
  -  EXISTING SLOPE PAVING
  -  POTENTIAL SLOPE PAVING
  -  RIPARIAN ZONE
  -  ENHANCED INTERCHANGE & BRIDGE



### UNIFIED CORRIDOR

- Design features that are consistent
- Unique within the region

### CONTEXT SENSITIVE

- Local Flora
- Indigenous materials
- Agency boundaries

### ENHANCED AESTHETICS

- Vertical surfaces
- Ground plane
- Monuments and placemaking

### B. DESIGN APPROACH

The design approach is context sensitive – the overarching goal is to visually unify features along the corridor with a consistent approach that adheres to unique naturalistic and cultural context/vernacular of the region. Design elements reinterpret these natural and cultural features in both a literal and abstracted way.

The design is intended to maximize the safety, durability and maintainability of corridor improvements



CONTEXTUAL AGRICULTURAL & WILDLIFE PATTERNS



### VERTICAL SURFACES

- Bridge
- Retaining Wall
- Sound Wall
- Slopes

### GROUND PLAIN

- Enhanced paving
- Rock & Stone
- Trees
- Native Grasses
- Cross Walks

### PLACEMAKING

- Signage
- Art

### C. DESIGN OPPORTUNITIES

Aesthetic design treatments for key elements and features presented in the Master Plan will be applied in variety of ways – on vertical surfaces of highway bridges, retaining walls, sound walls and embankment slopes; on the ground plain with textured and colored paving, ornamental rock mulch, cobble and boulders; and in the landscape structure, which includes trees and native grassland. Signage and public art also present opportunities to visually unify and contribute to placemaking along the corridor.



### CONTEXTUAL PLANT & AGRICULTURAL PATTERNS



#### D. CONTEXTUAL INFLUENCES – LANDSCAPE

The regional landscape is comprised of rolling grasslands punctuated by scattered groves of oak trees and other native species. This aesthetic exists in a minimalistic form along the current highway corridor, with extensive areas of grassland and trees. Other landscape elements include naturalistic boulder placements that resemble rock outcroppings of the Placer County foothills.







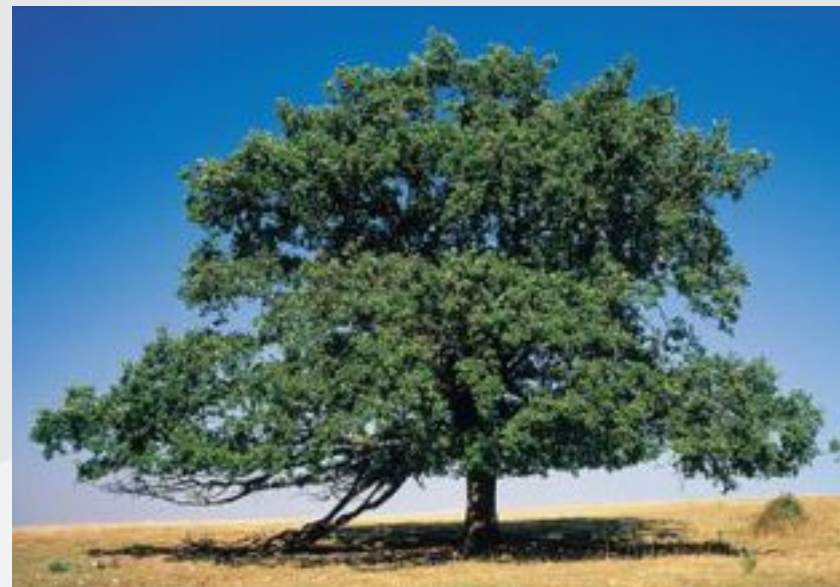
BLUE OAK  
*Quercus douglasii*



BLUE OAK



COAST LIVE OAK  
*Quercus agrifolia*



COAST LIVE OAK



VALLEY OAK  
*Quercus lobata*



VALLEY OAK

### E. CONTEXTUAL INFLUENCES – NATIVE TREES

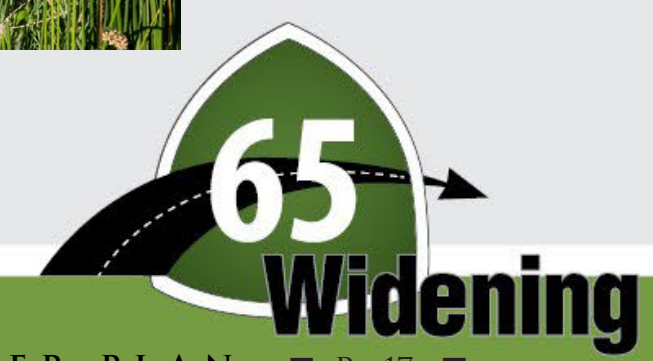
Signature native overstory trees include Blue Oak (*Quercus douglasii*), Coastal and Interior Live Oak (*Quercus agrifolia* and *Quercus wislizenii*) and Valley Oak (*Quercus lobata*). Flowering native trees and large treeform shrubs of the region include Western Redbud (*Cercis occidentalis*), Flannelbush (*Fremontodendron* spp.), California Buckeye (*Aesculus californica*) and *Ceanothus* species, which provide punctuation and color as accent plantings in the landscape.

### F. CONTEXTUAL INFLUENCES – CULTURE

Basketry patterns of the regional Maidu and Miwok Indian cultures provide a unique and culturally inspired design motif that can be applied in a literal or abstracted fashion to vertical and horizontal surfaces. Imagery of a variety of patterned baskets were provided by United Auburn Indian Community stakeholders. The patterns provide visual interest and reference to the local culture on bridge retaining walls, sound walls, fence panels and expressed in flowing, interwoven forms as rock and grassland ground plain materials in the landscape.



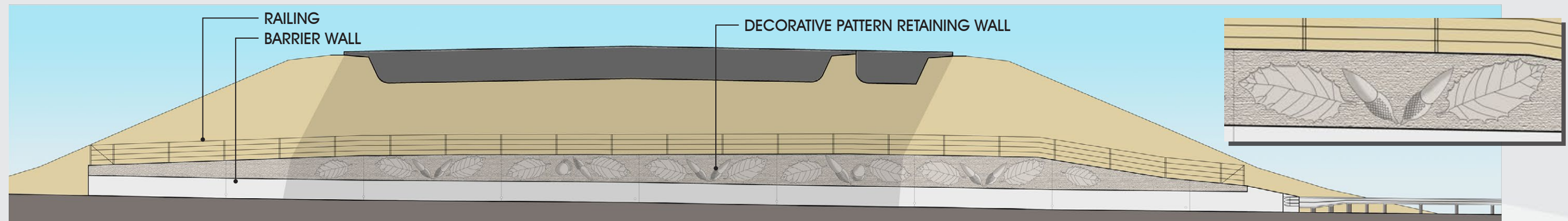
TULE GRASS



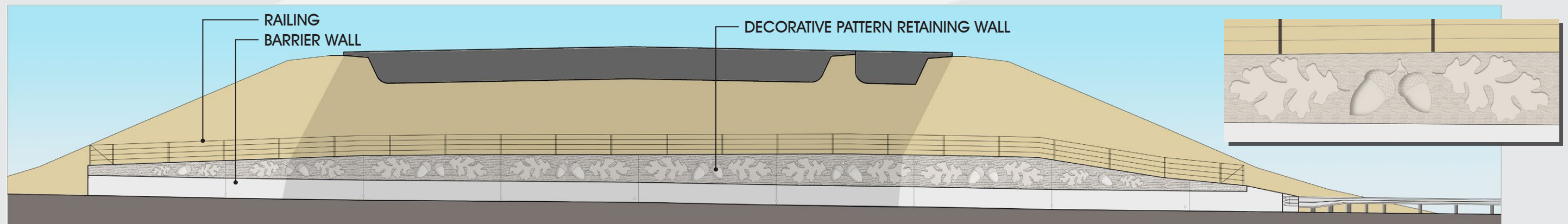


### G. BRIDGE CROSSING RETAINING WALL – LEAF & ACORN PATTERNS

Native oaks are celebrated as leaf and acorn design elements. On bridge crossing retaining walls, these natural design features may be installed as relief or imprinted patterns in cast in place concrete formliner applications or as metal cutouts attached to the wall surface.



LIVE OAK PATTERN



VALLEY OAK / BLUE OAK PATTERN

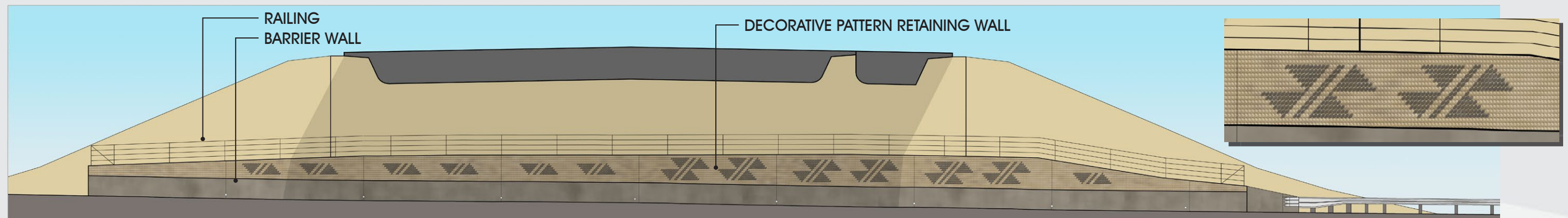
NOTES:

1. Caltrans responds to the statewide graffiti problem by removing the marks quickly, and as often as necessary to discourage the offenders. Refer to Caltrans Deputy Directive DD-39 for the complete graffiti removal and prevention policy.
2. Routine graffiti removal is performed by State forces, Special Programs People and Adopt-A-Highway participants. Graffiti is also removed through contracts with the California Conservation Corps (CCC), local agencies, and private contractors.
3. Graffiti removal for all betterments included in this master plan will be the responsibility of the local agency responsible for that interchange. These conditions will be clearly identified within the maintenance agreement between Caltrans and the local agency.

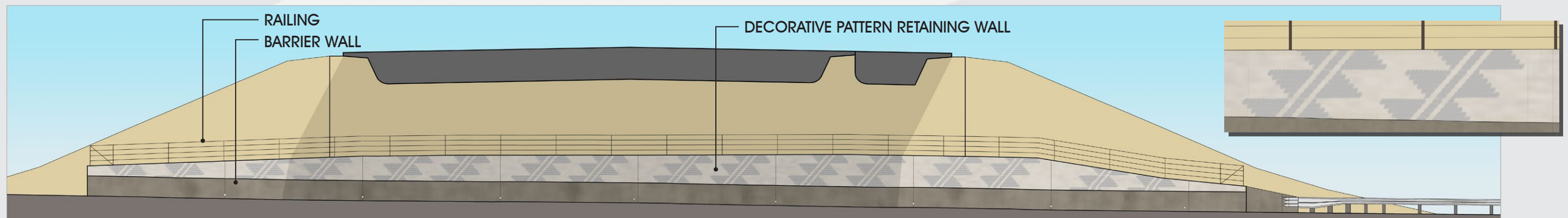
## H. BRIDGE CROSSING RETAINING WALL - BASKET WEAVE PATTERNS

### BASKET WEAVE PATTERNS A & B

Basket weave Patterns A&B are variations on unique U.A.I.C. designs. Pattern A is an extended variation of the traditional weave covering the entire exposed wall face; Pattern B is a representation of the traditional pattern with some extracted shortened pattern segments where the wall narrows. The tan colored background field of both patterns is formliner textured to resemble basket weave while the design patterns are imprinted with formliner application and stained a contrasting darker brown color.



PATTERN A

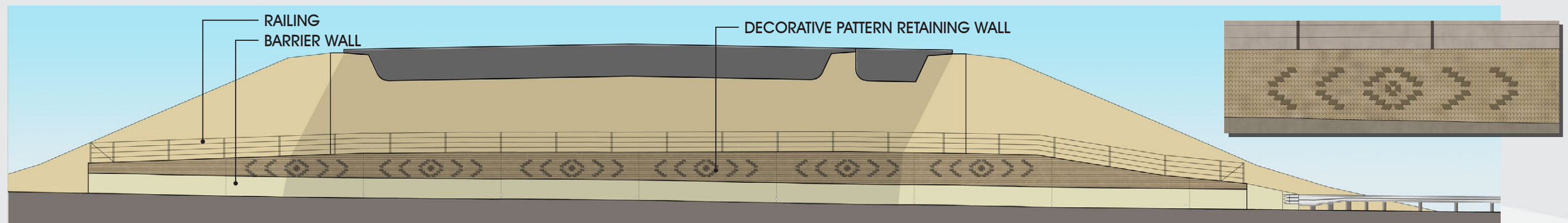


PATTERN B

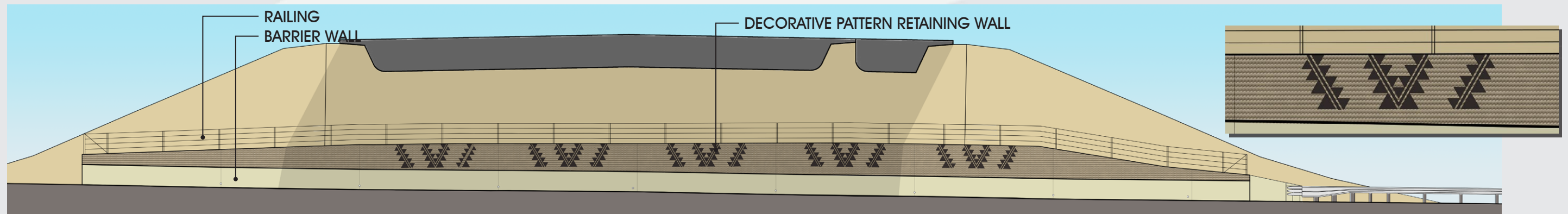


## BASKET WEAVE PATTERN C & D

Basket weave Patterns C & D are variations on unique U.A.I.C. designs. The center pattern is abstracted on either side by pulling the outer banding apart. The reinterpreted pattern expresses movement which is fitting for a highway corridor.



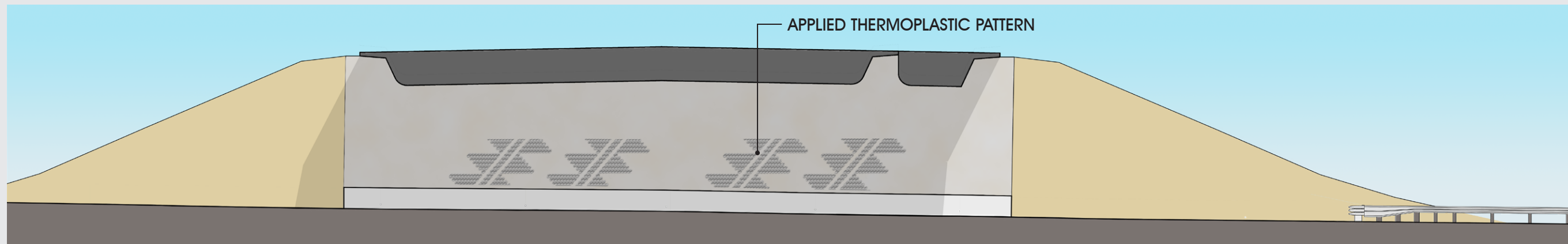
PATTERN C



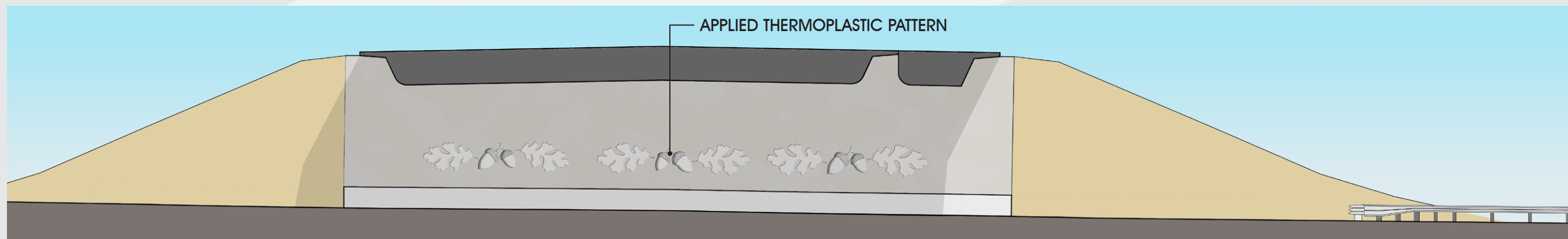
PATTERN D

## I. EXISTING SLOPE PAVEMENT WITH APPLIED THERMOPLASTIC PATTERNS

Thermoplastic graphics applied to existing slope pavement using graphics inspired by the flora and basket weave themes.



BASKET WEAVE PATTERN



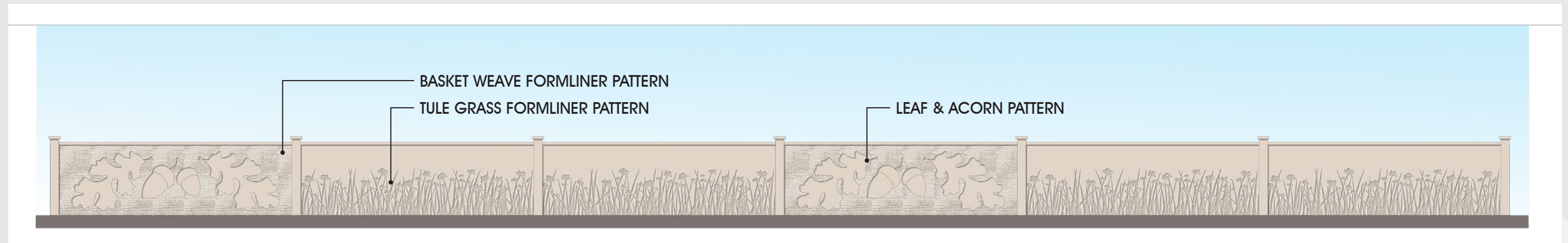
VALLEY OAK PATTERN

NOTES:

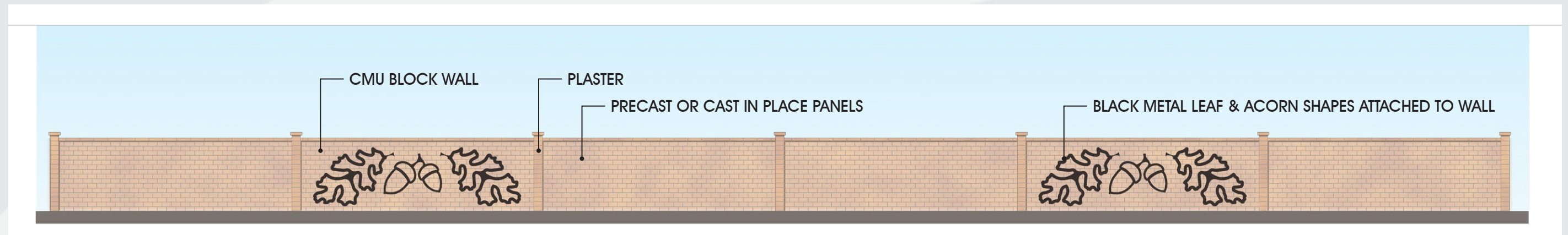
1. Caltrans responds to the statewide graffiti problem by removing the marks quickly, and as often as necessary to discourage the offenders. Refer to Caltrans Deputy Directive DD-39 for the complete graffiti removal and prevention policy.
2. Routine graffiti removal is performed by State forces, Special Programs People and Adopt-A-Highway participants. Graffiti is also removed through contracts with the California Conservation Corps (CCC), local agencies, and private contractors.
3. Graffiti removal for all betterments included in this master plan will be the responsibility of the local agency responsible for that interchange. These conditions will be clearly identified within the maintenance agreement between Caltrans and the local agency.

## J. EXISTING RETAINING WALLS AND SOUND WALLS

Retaining and sound walls provide a canvas for application of the same naturalistic or culturally derived thematic patterning. Newly constructed walls may be enhanced with precast panels or cast in place surface texturing. On existing walls, metal design motif shapes may be attached to cmu block or cast in place walls.

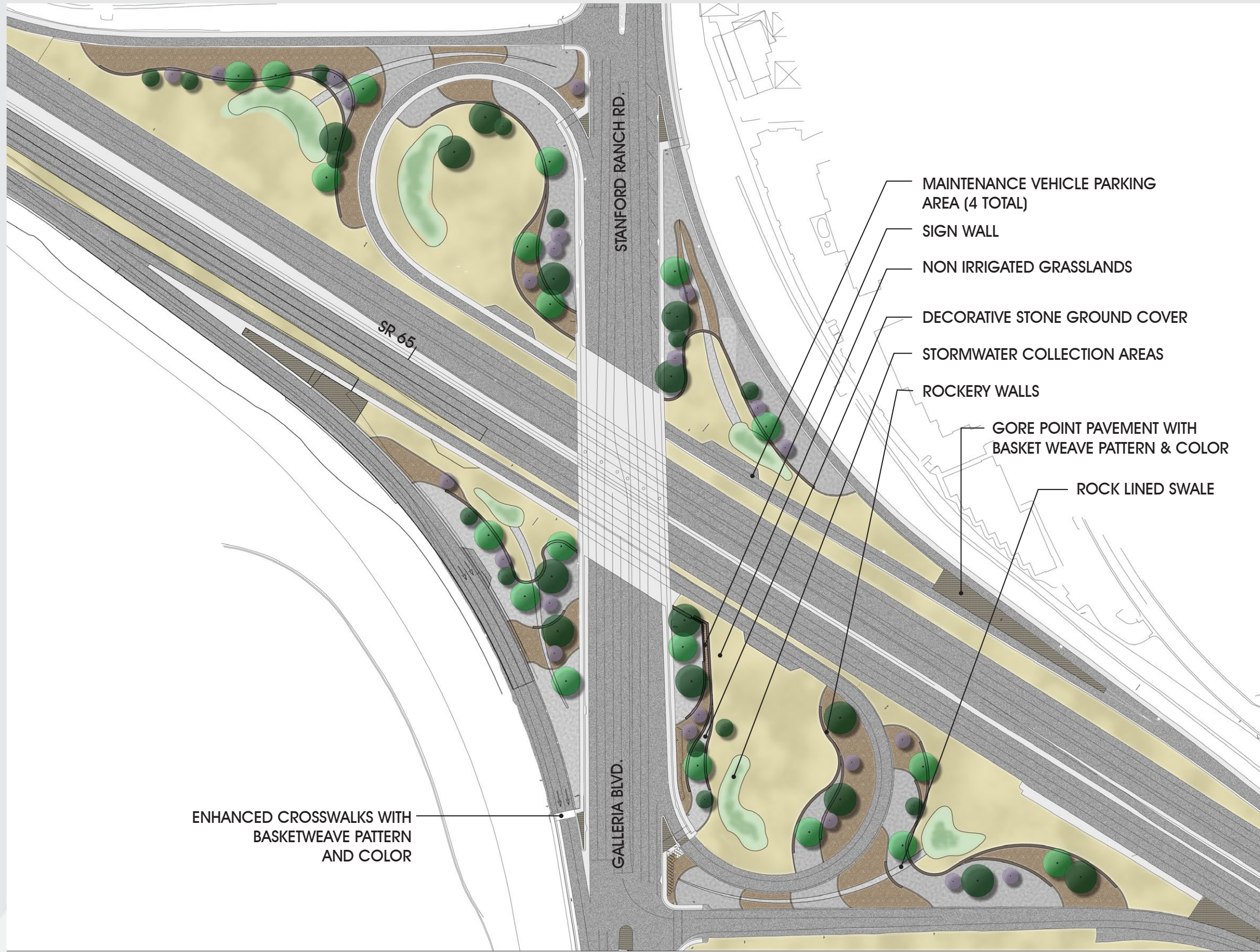


NEW CONSTRUCTION - CAST PATTERNS



EXISTING WALL - APPLIED PATTERNS





## K. ENHANCED INTERCHANGES

The corridor encompasses six interchanges. Interchanges provide a dynamic physical environment where highway travelers can experience design features from a myriad of view points as they navigate from the highway into the intersecting boulevards and parkways. They serve as gateways into the communities and destinations of the corridor. Thematic design elements strengthen the traveler's sense of place and provides wayfinding landmarks.

Each interchange is unique while incorporating a family of design features that visually unify the corridor. Unique variations in design motifs, texture and color palette within respective/individual interchanges are balanced by commonalities such as landscape plant and materials palette, stormwater management features, signage, lighting fixtures and the common structural forms of abutments, walls, fencing and railings.

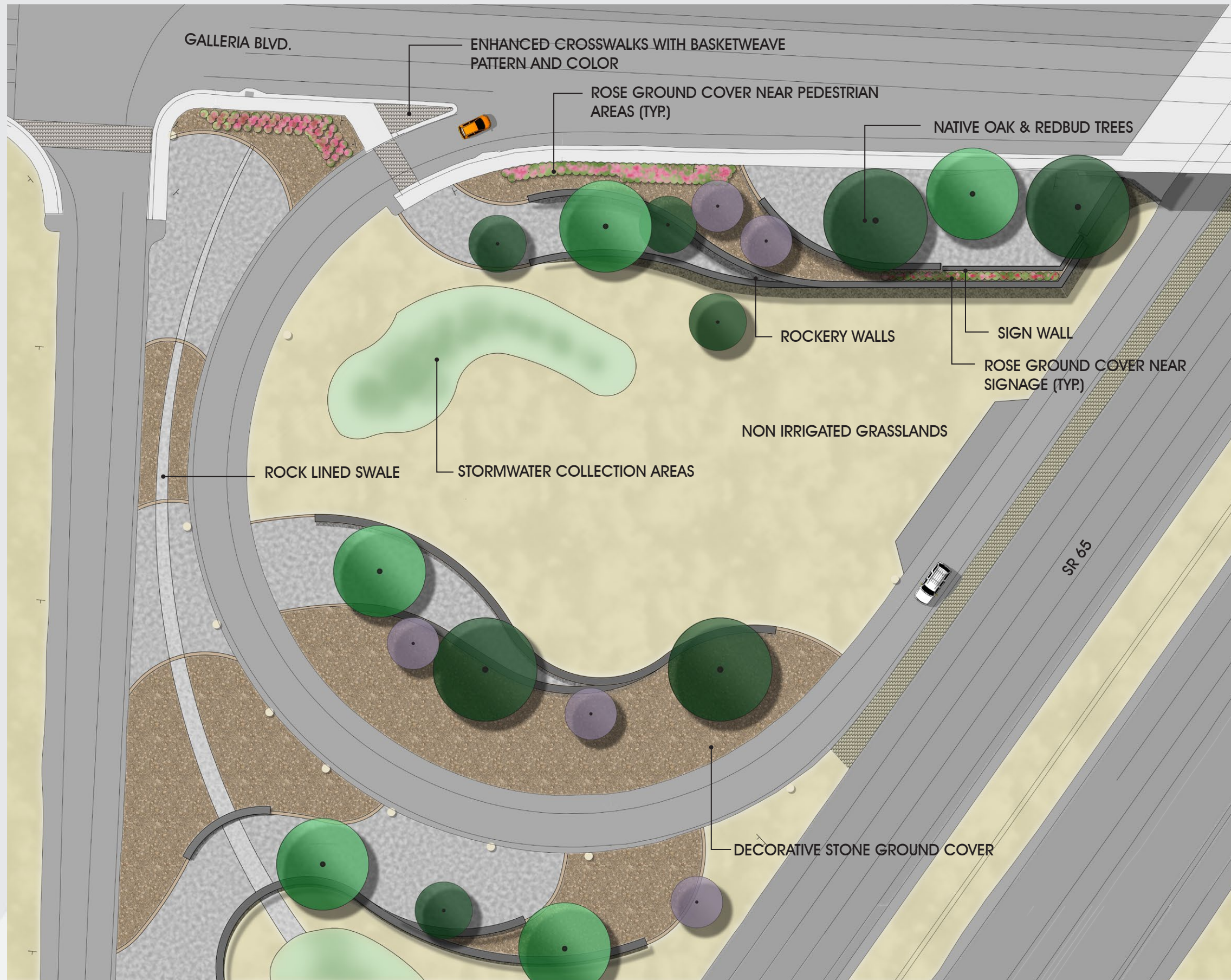
### ENHANCED INTERCHANGE AT GALLERIA BLVD./ STANFORD RANCH RD.

NOTE:

The ultimate placement of walls, shrubs and trees will adhere to Caltrans standards for safety setbacks from the edge of the roadway and visibility criteria for motorists and pedestrians.







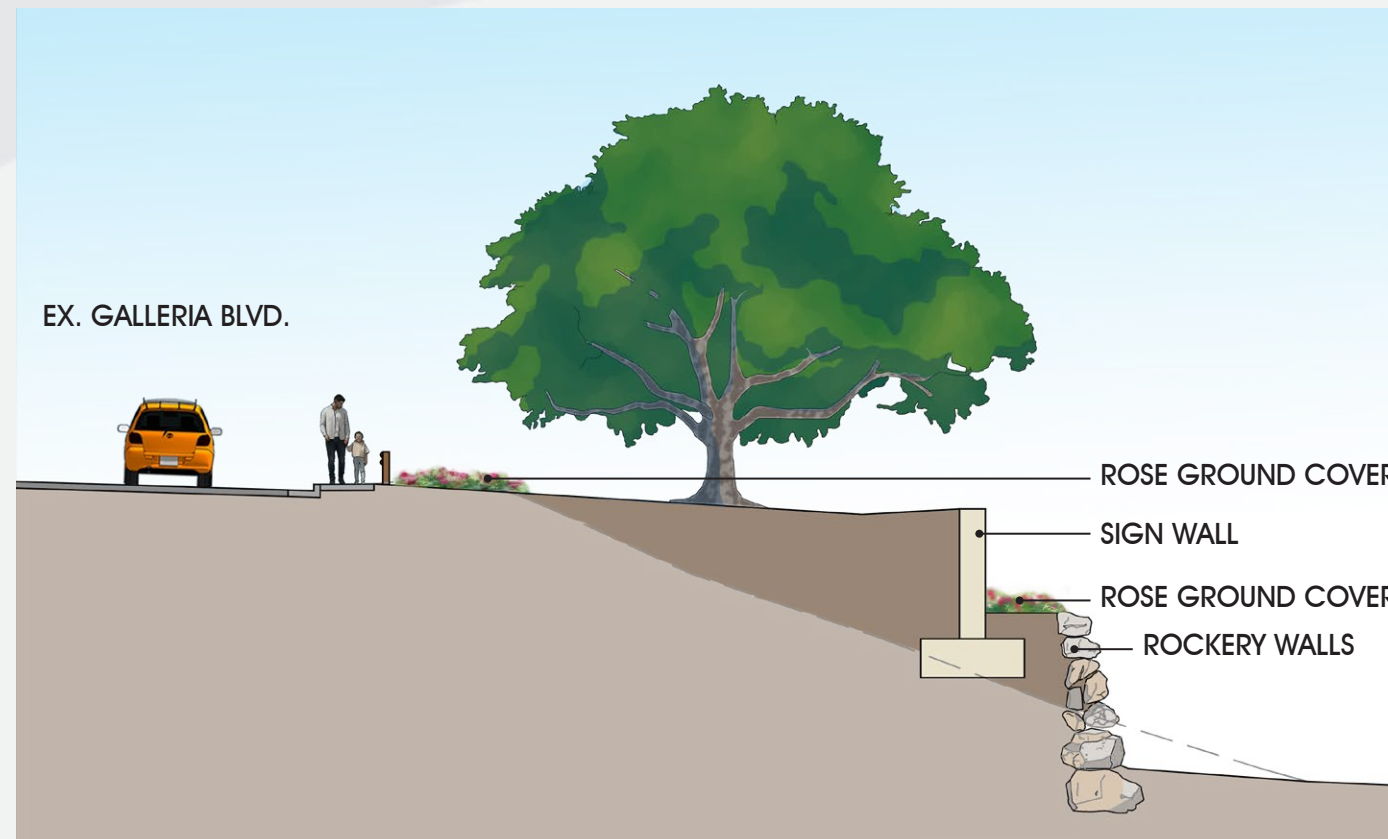
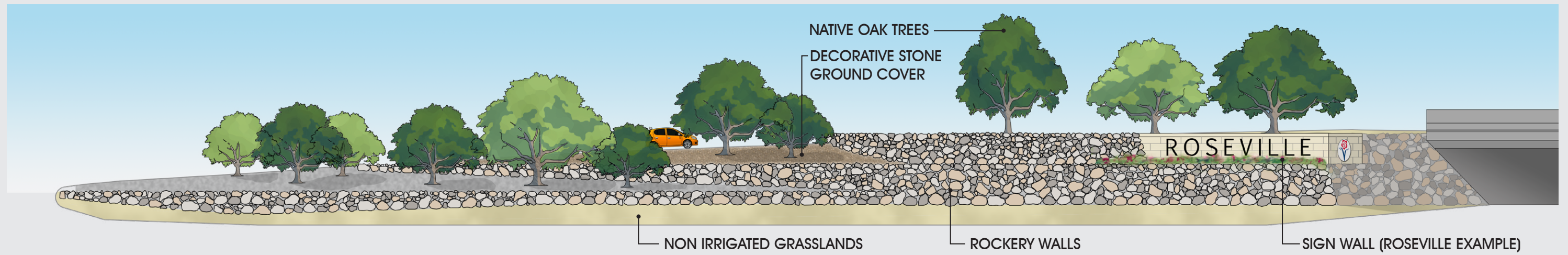
## ENHANCED INTERCHANGE ENLARGEMENT AT GALLERIA BLVD.

### NOTES:

1. Sign walls placed within the Caltrans ROW must be reviewed and approved by Caltrans. Reference the Caltrans Project Development Procedures Manual (section 2) for standards associated with the design.
2. Off-sets between the travel way and design features must adhere to Caltrans standards defined in the Highway Design Manual.
3. Inert ground cover materials such as gravel and rock are non-standard Caltrans design elements that will be maintained by the local agency.



ENHANCED INTERCHANGE WALLS & SIGNAGE





GALLERIA BLVD. BIRD'S EYE VIEW

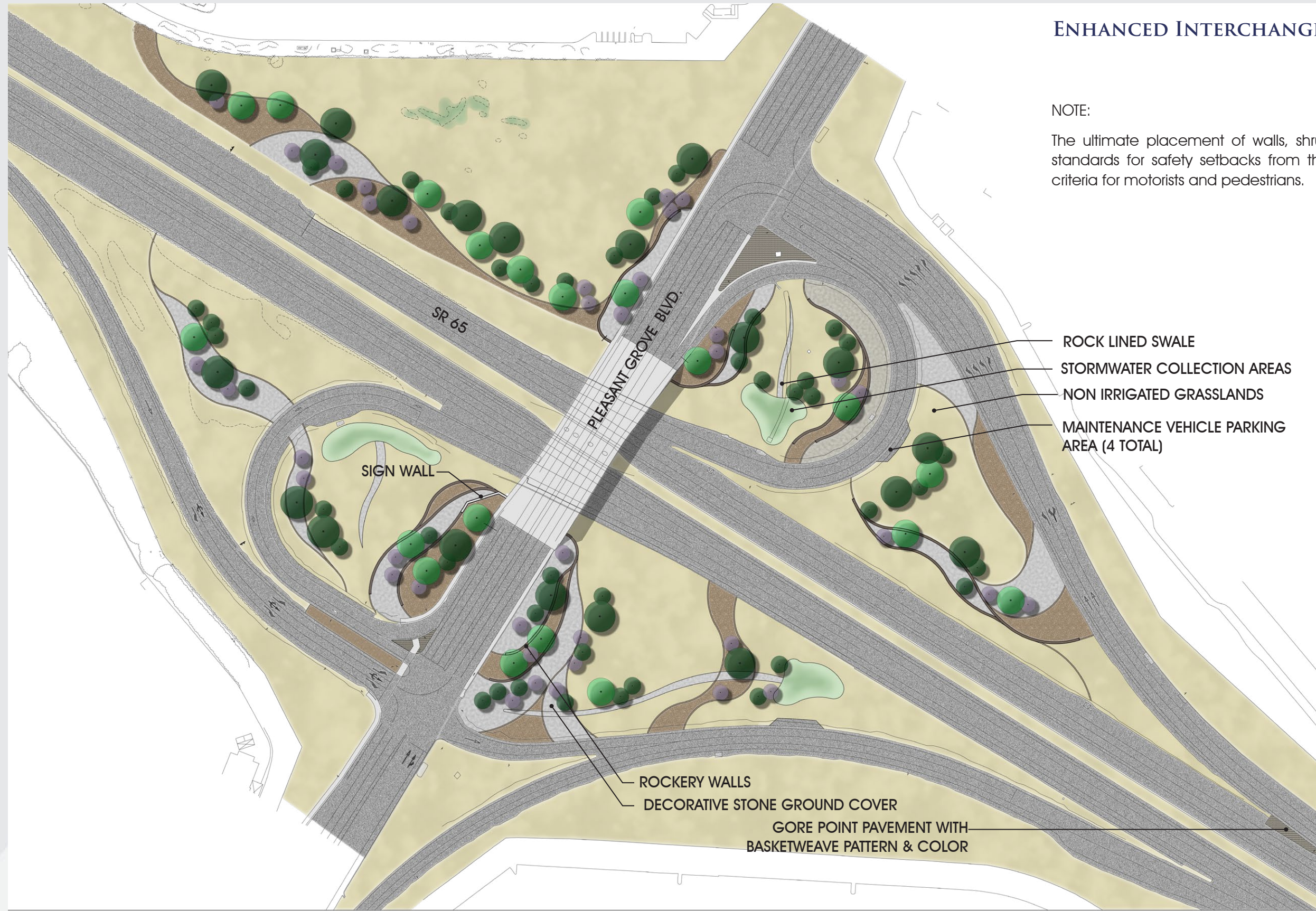




## ENHANCED INTERCHANGE AT PLEASANT GROVE BLVD.

### NOTE:

The ultimate placement of walls, shrubs and trees will adhere to Caltrans standards for safety setbacks from the edge of the roadway and visibility criteria for motorists and pedestrians.



ROCK LINED SWALE

STORMWATER COLLECTION AREAS

NON IRRIGATED GRASSLANDS

MAINTENANCE VEHICLE PARKING AREA (4 TOTAL)

SIGN WALL

ROCKERY WALLS

DECORATIVE STONE GROUND COVER

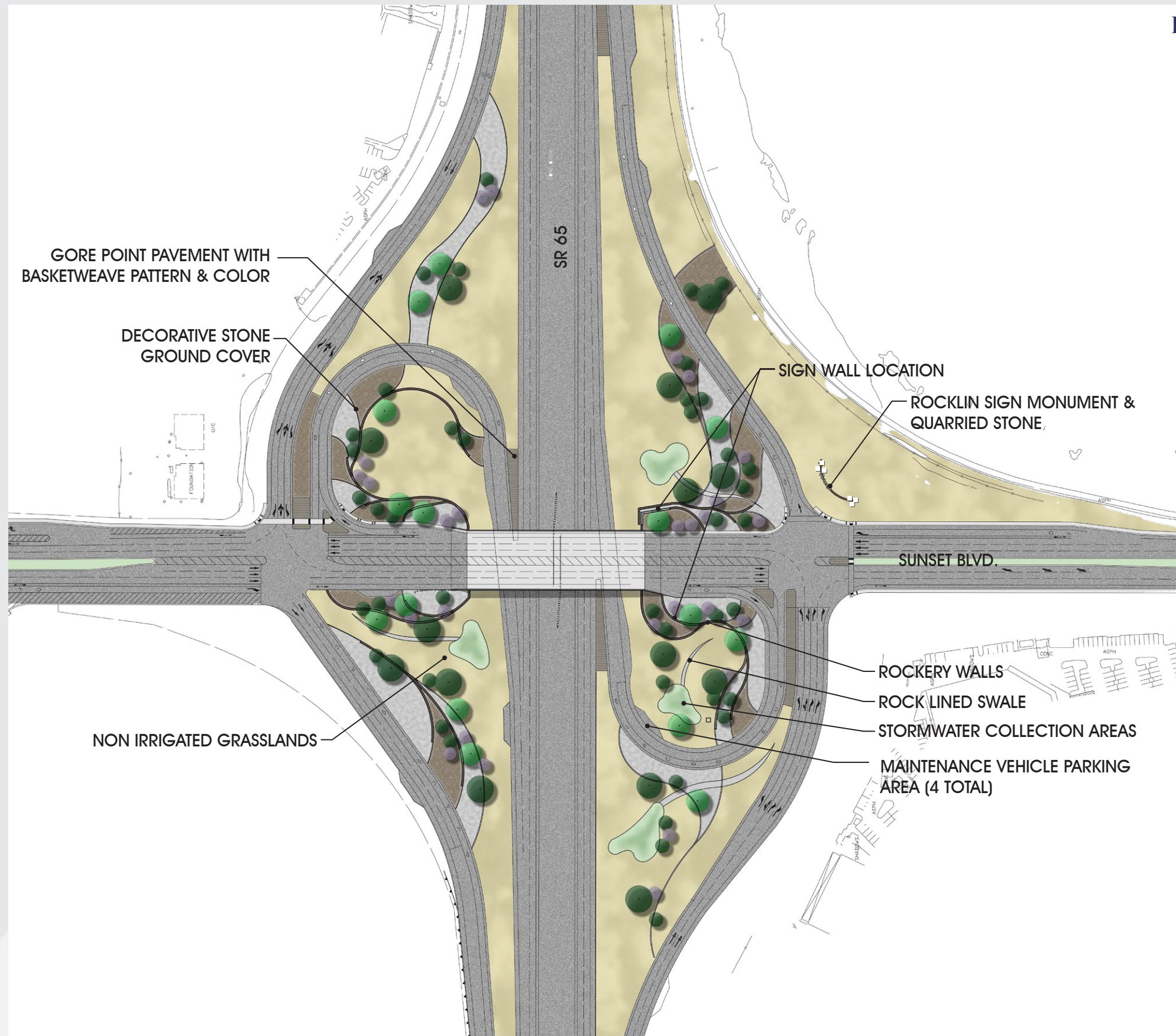
GORE POINT PAVEMENT WITH BASKETWEAVE PATTERN & COLOR

65

Widening



ENHANCED INTERCHANGE AT SUNSET BLVD. PLAN



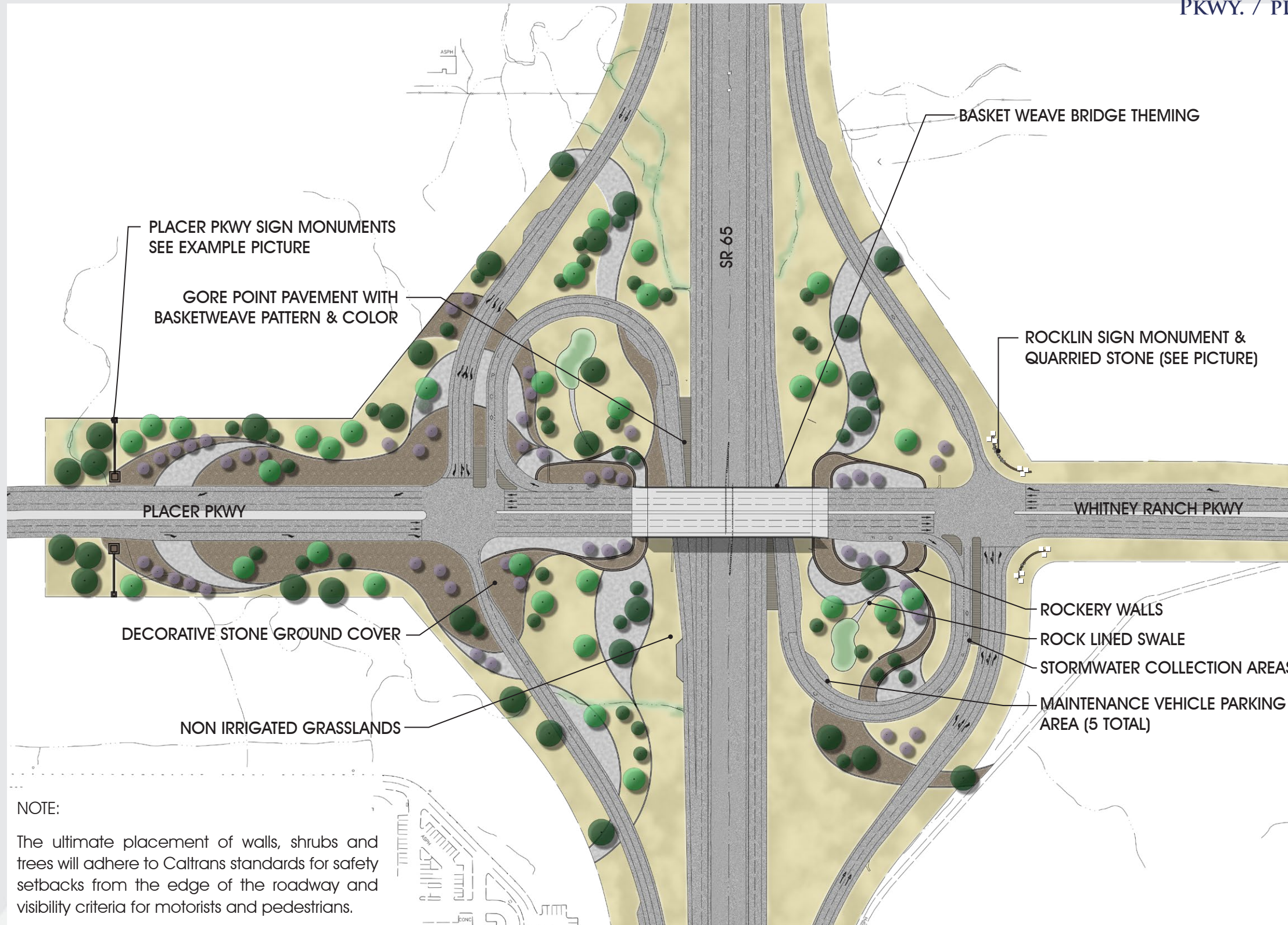
ROCKLIN SIGN MONUMENT

NOTE:

The ultimate placement of walls, shrubs and trees will adhere to Caltrans standards for safety setbacks from the edge of the roadway and visibility criteria for motorists and pedestrians.



ENHANCED INTERCHANGE AT WHITNEY RANCH PKWY. / PLACER PKWY.



NOTE:  
The ultimate placement of walls, shrubs and trees will adhere to Caltrans standards for safety setbacks from the edge of the roadway and visibility criteria for motorists and pedestrians.



ROCKLIN SIGN MONUMENT



EXAMPLE PARKWAY SIGN MONUMENT

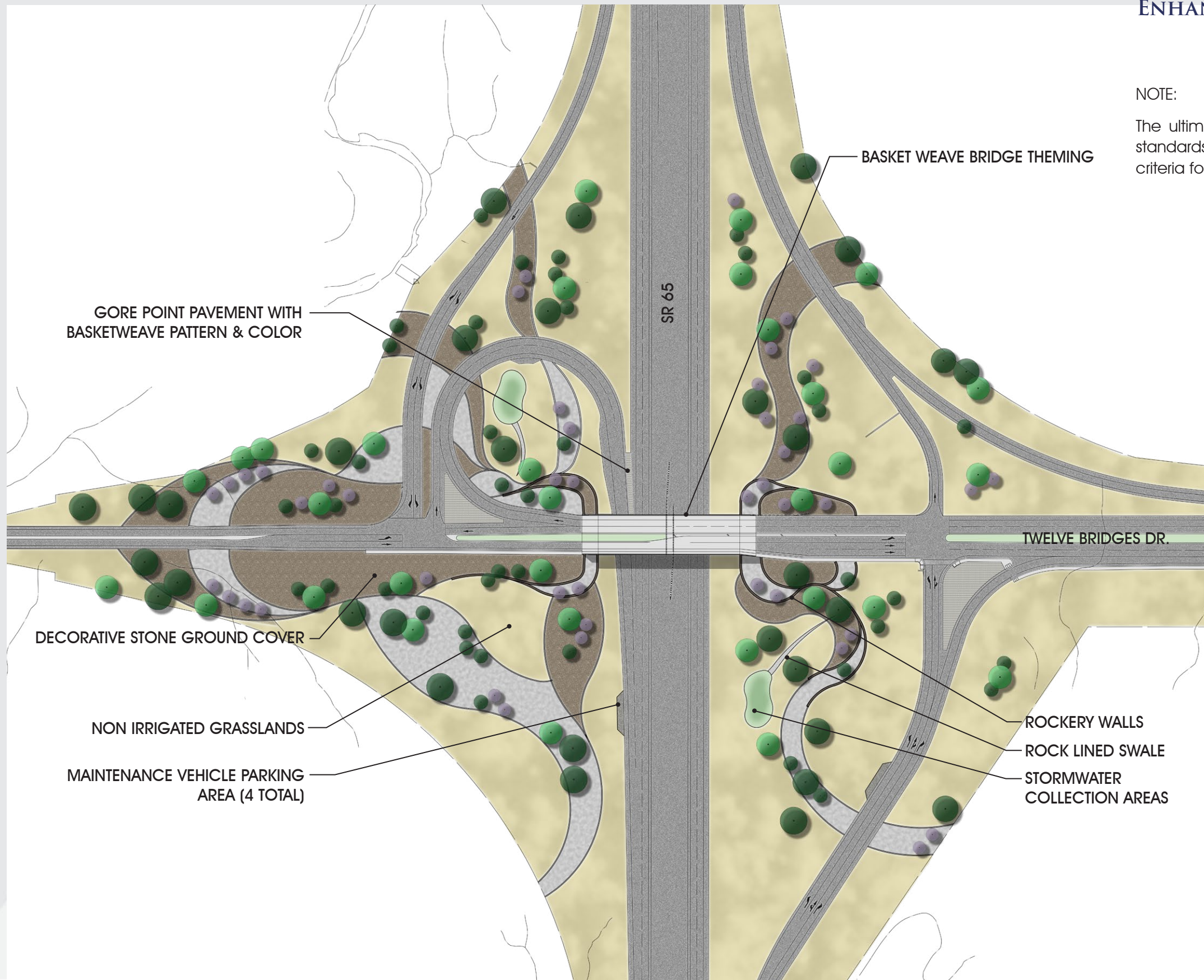
NOTE:  
Signage, freestanding structures and/or sculptural artwork that communicates and identifies with a community's name, culture and history falls within Caltrans' Transportation Art, Community Identification and Gateway Monument Programs and should follow the guidelines and requirements outlined in Caltrans' Project Development Procedures Manual (PDPM).



## ENHANCED INTERCHANGE AT TWELVE BRIDGES DR.

NOTE:

The ultimate placement of walls, shrubs and trees will adhere to Caltrans standards for safety setbacks from the edge of the roadway and visibility criteria for motorists and pedestrians.



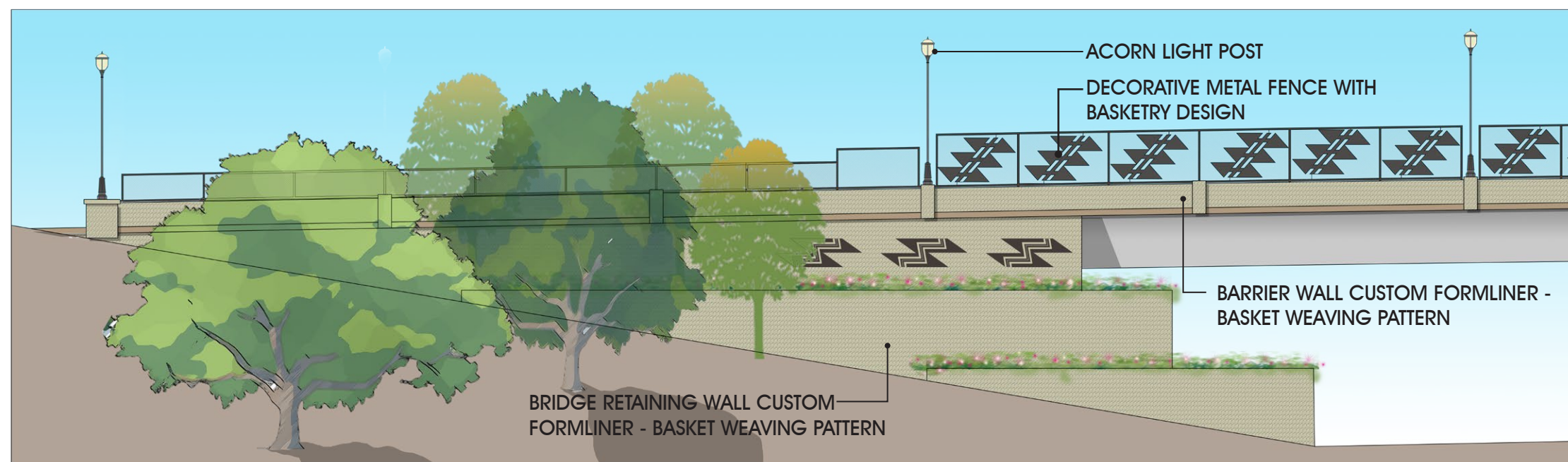


## L. BRIDGE ENHANCEMENT BASKET WEAVE THEMING

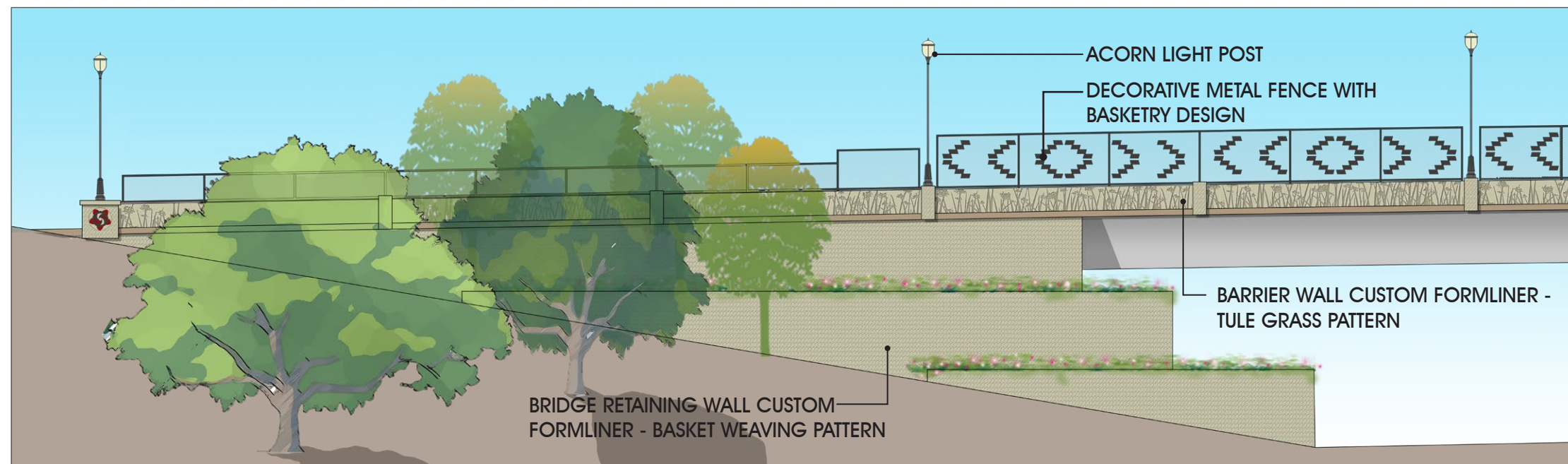
Thematic bridge enhancements at the Whitney Ranch and Twelve Bridgess interchanges incorporate traditional Maidu and Miwok basketry designs onto bridge retaining, barrier walls and fence panels. Overall wall surface finishing, using form liner, evokes the weave texture on the baskets. Accent designs include affixed metal medallions or concrete embedded patterns derived from basketry.

NOTE:

Decorative elements applied to the safety fencing shall be designed to eliminate the potential for climbing to the satisfaction of Caltrans.



CONCEPT A



CONCEPT B



## M. EXISTING BRIDGE ENHANCEMENTS STUDIES:

### Concept A

Concept A integrates natural landscape forms of canopy trees and grassland. The barrier wall is enhanced with a standard formliner grass motif application. Pedestrian light pole fixtures are set on pilasters that project from the bridge barrier wall surface. The pilasters are textured with basketweave pattern. The abstract metal tree form post and rail fabrication provides a structurally strong and visually robust fencing element. Wire mesh fence panels back the sculptural tree rail and post feature.

### Concept B

Concept B replicates the barrier wall and pedestrian lighting elements with a variation on the barrier wall fence. Fence panels feature a naturalistic metal tree form as interim fence post with extended horizontal branching that integrates with the upper fence rail. Metal leaf and acorn shapes affixed to the mesh fence float beneath the tree branches.

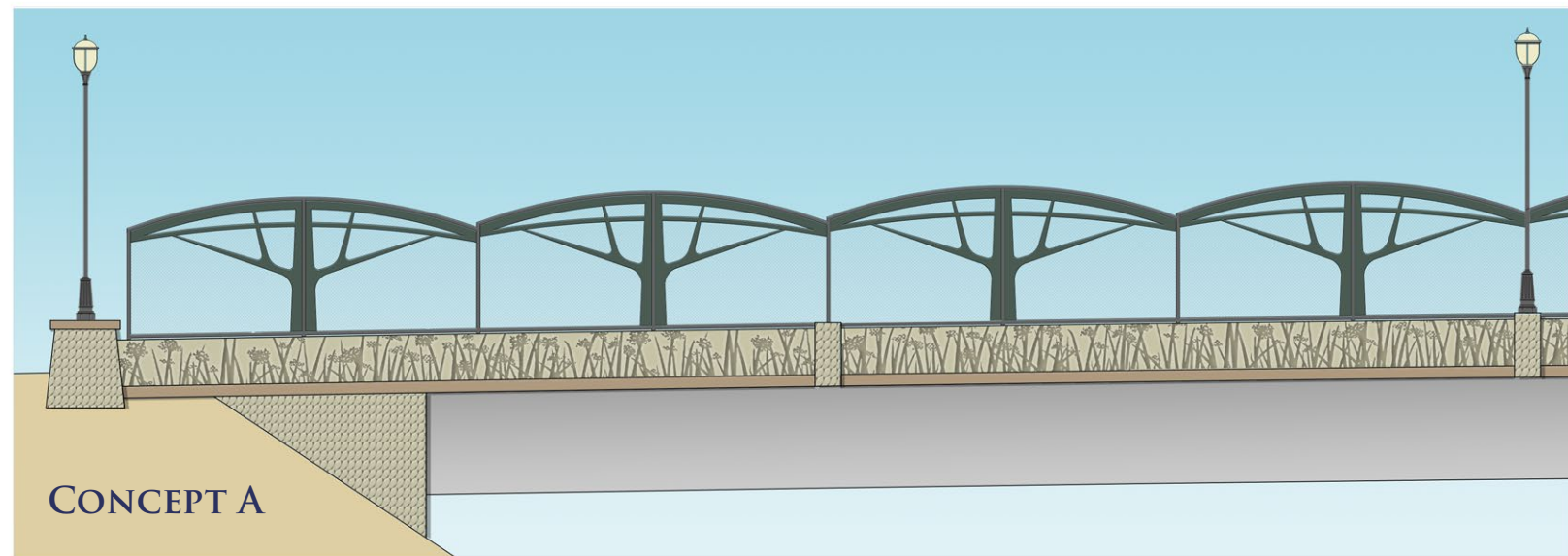
### Concept C

Concept C replicates the barrier wall and pedestrian lighting elements with a variation on the barrier wall fence. Fence panels feature enlarged metal leaf and acorn shapes affixed to the mesh barrier wall fence. These decorative features will be highly legible from a vehicular point of view.

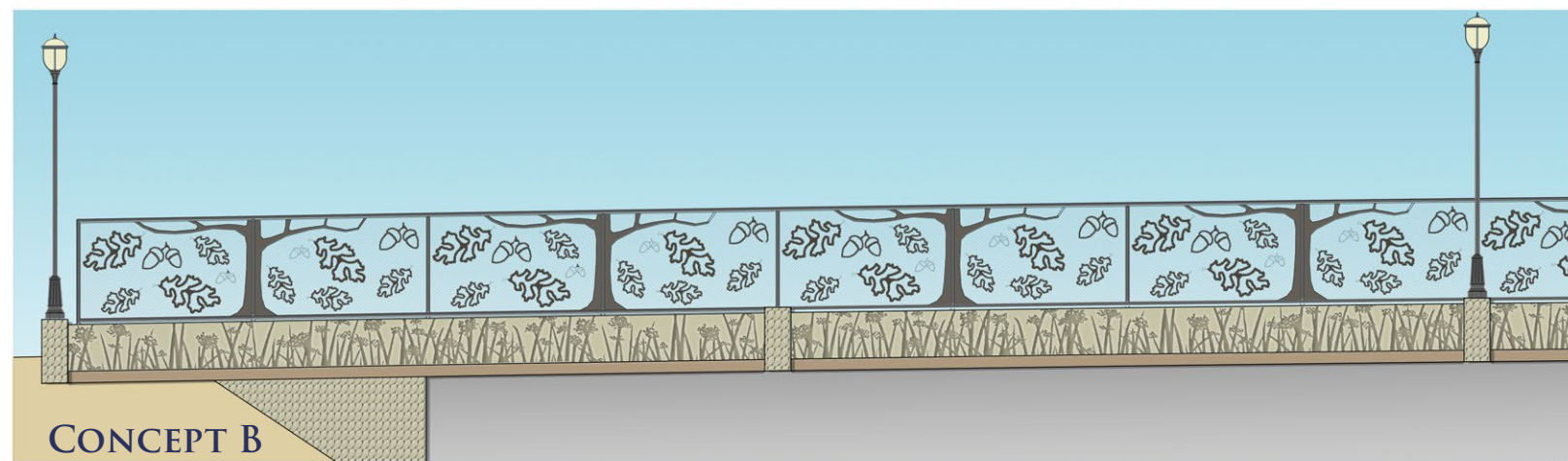
NOTE: Enhancements to the bridge fencing and barrier rail may be considered Transportation Art per PDPM Section 9, 29-78. If so it will require a separate Caltrans application. This will be determined during the PS&E review process.

### NOTE:

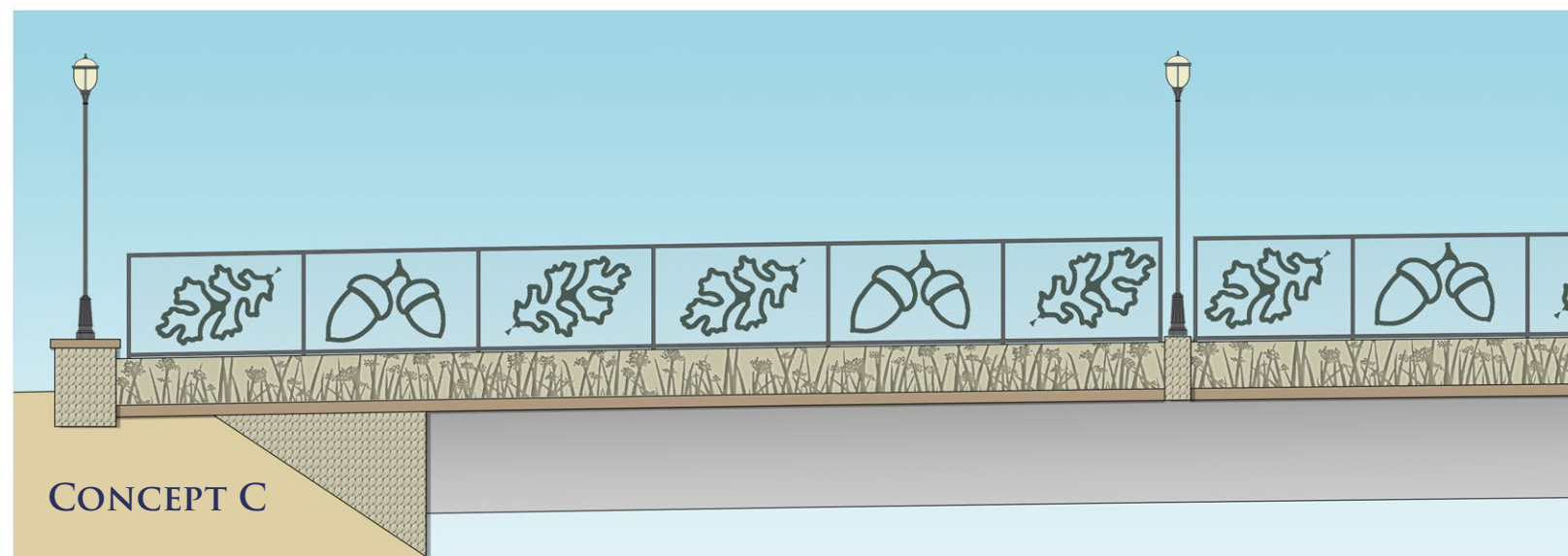
Decorative elements applied to the safety fencing shall be designed to eliminate the potential for climbing to the satisfaction of Caltrans.



CONCEPT A



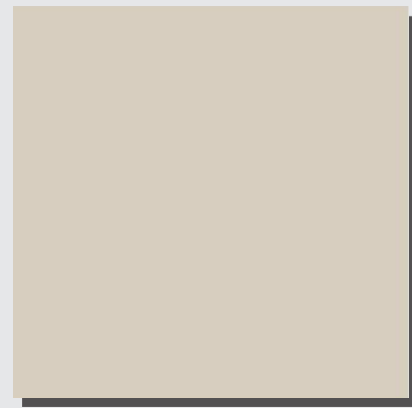
CONCEPT B



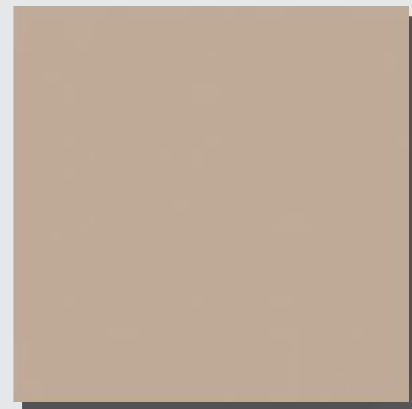
CONCEPT C



## BASE COLORS



AMS-STD-595A:  
33564



AMS-STD-595A:  
33446



AMS-STD-595A:  
33778

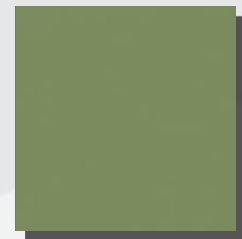
## ACCENT COLORS



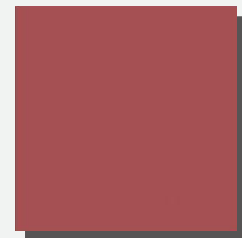
AMS-STD-595A:  
33070



AMS-STD-595A:  
33105



AMS-STD-595A:  
34227



AMS-STD-595A:  
31136



AMS-STD-595A:  
33798

## N. COLOR PALETTE

A consistent color palette could be used on Corridor structures and colored pavements. Colors have been selected to complement the landscape and derived from cultural artifacts such as traditional Maidu / Miwok basketry. Base and accent stain or paint colors are shown at left.

To ensure accurate color references, the colors are matched to the AMS Standard 595A Color system.

Each highway structure within the Corridor should use a selected base color and up to two accent colors. As existing structures require refinishing, they should be stained or repainted to be consistent with the selected color palette.

Accent colors could be used to highlight structural components or details of structures, such as bridge girder or barrier rails. Accent colors are to reinforce structural features or to provide contrast where there is a change in material.

- Colors could be used on all landscape and aesthetic features, barriers, structural features and groundplane treatments.
- Base colors could be used on roadway or bridge barriers, columns, retaining walls and soundwalls, presenting a consistent color from top to bottom with the addition of accent colors.
- Fencing, fabric, posts, gates, guardrails, sign poles, traffic light poles could be treated with a surface stain varnish specifically formulated for galvanized metal. The color effect of the varnish shall be a permanent natural earth tone when applied to galvanize steel.



## O. PLANT PALETTE

### TREES - OAKS

QUERCUS AGRIFOLIA / COAST LIVE OAK  
 QUERCUS DOUGLASII / BLUE OAK  
 QUERCUS LOBATA / VALLEY OAK  
 QUERCUS WISLIZENII / INTERIOR LIVE OAK

### SMALL TREES - FLOWERING ACCENT

AESCULUS CALIFORNICA / CALIFORNIA BUCKEYE  
 CERCIS OCCIDENTALIS / WESTERN REDBUD

### LARGE SHRUBS

ARCTOSTAPHYLOS MANZANITA / MANZANITA  
 CEANOTHUS CUNEATUS / BUCKBRUSH  
 FREMONTODENDRON CALIFORNICUM / CALIFORNIA FLANNEL BUSH  
 HETEROMELES ARBUTIFOLIA / TOYON

### GRASSES, SEDGES, REEDS AND FORBS \* CALTRANS APPROVED

BRODIAEA ELEGANS / HARVEST BRODIAEA  
 ELYMUS MULTISETUS / BIG SQUIRRELTAIL GRASS  
 ESCHSCHOLZIA CALIFORNICA / CALIFORNIA POPPY  
 FESTUCA MICROSTACHYS / PACIFIC FESCUE  
 FESTUCA RUBRA 'MOLATE' / MOLATE FESCUE  
 HORDEUM BRACHYANTHERUM CALIFORNICUM / CALIFORNIA MEADOW BARLEY  
 HORDEUM DEPRESSUM / ALKALI BARLEY  
 JUNCUS PATENS / CALIFORNIA GRAY RUSH  
 JUNCUS PHAEOCEPHALUS / BROWN-HEADED CREEPING RUSH  
 LASTHENIA CALIFORNICA / CALIFORNIA GOLDFIELDS  
 LEYMUS TRITICOIDES / WILD RYE  
 LUPINUS ALBIFRONS / BUSH LUPINE  
 NASSELLA CERNUA / NODDING NEEDLEGRASS  
 NASSELLA PULCHRA / PURPLE NEEDLE GRASS  
 SCHOENOPLECTUS ACUTUS / HARDSTEM BULRUSH  
 SCHOENOPLECTUS CALIFORNICUS / CALIFORNIA BULRUSH

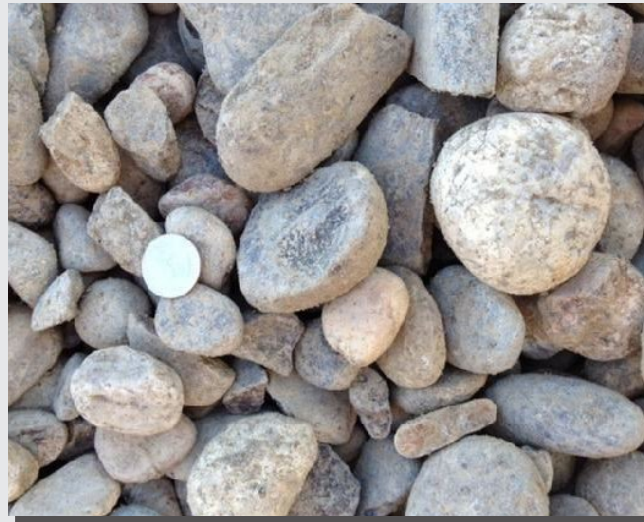
### Notes:

1. Non-native Rose plants are allowable as accent plantings of the two Roseville interchanges (Galleria and Pleasant Grove) adjacent to signage and pedestrian spaces.

2. The plant list can be adapted based on availability of plant materials at the time of implementation.







COBBLE - 3 INCH MINUS (DECORATIVE GROUNDCOVER)



COBBLE - 5 - 8-INCH (SWALES & BASINS)



COBBLE - 3 INCH MINUS (DECORATIVE GROUNDCOVER)



SILVERSTONE 3/4-INCH CRUSHED (DECORATIVE MULCH)



GOLD RIVER ROCK 3X1-INCH (DECORATIVE MULCH)



SONOMA GOLD 1 1/2-INCH CRUSHED (DECORATIVE MULCH)

## P. ROCK STONE PALETTE

The rockery walls and rock mulch beds shall include weed abatement fabrics separating the soil from the rock. Depth of rock shall be sufficient to minimize weed intrusion.



LOCALLY SOURCED BOULDERS (ACCENT OUTCROPPINGS)



SIERRA BOULDER (ROCKERY WALLS)

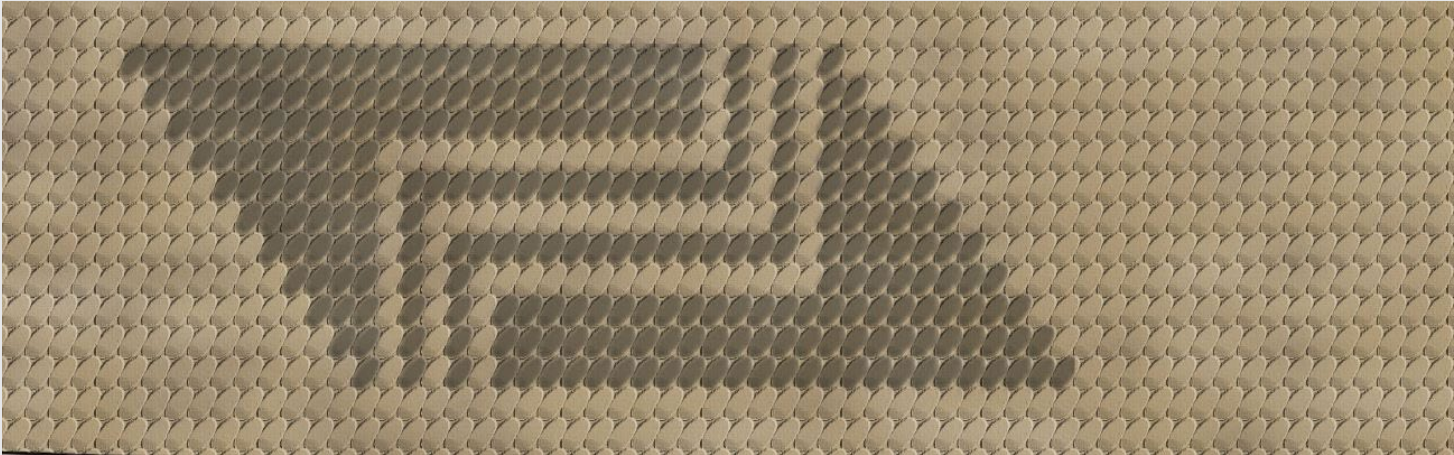


**Q. FORMLINERS AND STAMPED PAVEMENT**

Where enhanced pavement is used in the cross-walks the finish surface treatment shall adhere to Caltrans standards and the U.S Dept of Transportation, FHWA Manual on Uniform Traffic Control Devices. Any impacts to sidewalks and crosswalks would comply with the Americans with Disabilities Act (ADA) and Caltrans Standards. These features would be designed by each specific project team and reviewed and approved through the standard PS&E process.



STAMPED PAVEMENT PROCESS: STAMPED ASPHALT CONCRETE (IMPRESSED) WITH INLAID THERMOPLASTIC COLOR ACCENTUATION (CROSSWALKS AND GORE)  
 CUSTOM BASKETRY PATTERN TO BE APPLIED ON ENHANCED PAVING AREAS (CROSSWALKS & GORE POINTS)



CUSTOM BASKETWEAVE FORMLINER TEXTURE GRAPHIC BASKETRY DESIGNS MAY BE CREATED BY SURFACE STAINING OR INLAIN (RECESSED) IN WALL APPLICATIONS



CUSTOM BASKETWEAVE STAMPED AC WITH THERMOPLASTIC (INLAIN) COLOR ACCENTS



## R. COST ANALYSIS

The aesthetic enhancement cost for the corridor will vary considerably depending on the final design of each interchange and related features. It is also influenced by the material selection, scale and escalation of costs at the time of construction. The enhancements identified in this plan are generally related to the following design features. Costs are noted based on each design element.

- Interchange Landscape (decorative rock, trees, plantings and other ground plane elements) \$1-1.5 Million per interchange
- Interchange Paving (crosswalks and gore areas) \$200-250 Thousand per interchange
- Interchange Walls (rockery and cast in place with formliner) \$300-350 Thousand per interchange
- Interchange Signage & Graphics (locational signs and contextual graphics) \$50-100 Thousand per interchange
- Slope Pavement Graphics (applied on existing concrete) \$20-30 Thousand per embankment
- Retaining Wall Formliners (custom designs for cast in place concrete) \$15 to \$20 per square foot of enhanced wall surface
- Sound-wall Graphics (custom designs for wall panels) \$5 to \$10 per square foot of enhanced wall surface

The cost are presented here for budgeting purposes for each agency / stakeholder within the study area. The estimated total construction cost (2019 dollars) of the aesthetic enhancements per interchange is \$1.6 – 2.3 Million.



## S. MASTER PLAN PROCESS & IMPLEMENTATION

Recent improvement projects along the Highway 65 corridor including the I-80/SR 65 Interchange Improvements (Phase 1) and the Sunset Boulevard Interchange deferred aesthetic treatments as part of their project because an overall and consistent theme had not yet been established for the corridor. The SR 65 aesthetics master plan is intended to provide guidance for individual projects along this 8-mile corridor to ensure aesthetic continuity. The improvements will be made over many years and will likely involve several agencies, consultants, and contractors. This document is intended to establish a general approach to the design of the corridor but also have flexibility to allow each community to express their identity when designing specific elements such as community identification signage and local roadway connections.

The plan was prepared under the guidance of the Placer County Transportation Planning Agency (PCTPA) and involved the local agencies of Placer County, Roseville, Rocklin and Lincoln. The United Auburn Indian Community (UAIC) is also a significant landholder along the corridor that actively participated in the development of the master plan. Caltrans is a key stakeholder to the planning process as the owner and operator of the SR 65 corridor and its interchanges. Caltrans participated in the development of the plan, providing input on conformance to landscape architecture features, safety, and maintenance guidelines and standards.

Caltrans will retain the master plan and administer the implementation of the plan throughout the development of future projects along the corridor. Most of the design features proposed in the corridor plan will require additional maintenance above and beyond what is typically provided by Caltrans; therefore, a separate maintenance agreement will be required between the respective project sponsor and Caltrans for each project along the corridor. Specific criteria that Caltrans will require includes:

- Consideration of MWELO compliance for planting material and irrigation design
- Pollinator species inclusion/emphasis in overall design concepts (Assembly Bill 2062) [https://leginfo.ca.gov/faces/billTextClient.xhtml?bill\\_id=201720180AB2062](https://leginfo.ca.gov/faces/billTextClient.xhtml?bill_id=201720180AB2062)
- Seed Mix and Ground Plane theme and concepts must be consistent with Caltrans criteria
- Maintenance considerations shall be considered – mowing, access, visibility
- Visual Impact Analysis - consider corridor visual management best practices
- Stormwater design elements - ideally fused to any Landscape Architecture (infiltration strips, treatment of TMDLs, bioswales) to maximum extent possible
- Potential for special requirements from permit agreements such as 1602 and any other relevant permits, requirements or agreements.

Several aesthetics discussions were held during Project Development Team (PDT) meetings as well as focus meetings with Caltrans and the UAIC. Jacobs developed initial aesthetic concepts and presented them to the PDT in June of 2019. On June 11, 2019, a survey was sent to the local agencies requesting feedback on the draft aesthetic concepts and each agency’s interest in participating in enhanced aesthetics at particular locations along the corridor. The feedback was compiled and memorialized in an agency feedback memorandum dated July 12, 2019. A copy of this memorandum is included in the appendix of this report. This feedback was incorporated into the master plan and presented to Caltrans and the UAIC in the late summer of 2019. The final document was circulated for final review and comment in February of 2020.

Below is a list of the various meetings conducted throughout the process that helped shape the development of the corridor master plan. The meeting summaries are provided in the appendix of this report.

Meeting Date/Type	Attendees
September 5, 2018/PDT Meeting	PCTPA, Caltrans, City of Roseville
October 16, 2018/Focus Meeting	PCTPA, UAIC
April 3, 2019/PDT Meeting	PCTPA, Caltrans, City of Roseville, City of Rocklin
June 5, 2019/PDT Meeting	PCTPA, Caltrans, City of Roseville, City of Rocklin, City of Lincoln
August 7, 2019/Focus Meeting	PCTPA, Caltrans
August 30, 2019/Focus Meeting	PCTPA, UAIC
September 4, 2019/PDT Meeting	PCTPA, Caltrans, City of Roseville, City of Rocklin, City of Lincoln
May 11, 2020/Caltrans Delivery Hour Mtg	PCTPA and Caltrans District 3





## V. APPENDIX

### A. MEETING MINUTES

#### MEETING SUMMARY



03-1F170

HIGHWAY 65 WIDENING PHASE 1 PDT #1

## Highway 65 Widening Phase 1 PDT #1

**ATTENDEES:** Luke McNeel-Caird/PCTPA  
Eric DeLong/Caltrans Project Management  
Peter Fortune/Caltrans Design  
Steve Mattos/Caltrans Right-of-Way  
Brian Goldman/Caltrans  
Ernesto Villalobos/Caltrans  
Mark Johnson/City of Roseville  
Chris Benson/Jacobs  
Carla Aguilar Rivera/Jacobs  
Patrick Donovan/Jacobs  
Gladys Cornell/Aim Consulting  
Isabelle Gaillard/Aim Consulting

**PREPARED BY:** Carla Aguilar Rivera/Jacobs

**DATE:** September 5, 2018

**PROJECT:** 03-1F170- Highway 65 Widening

#### Objectives

The purpose of this meeting is to discuss the change in approach of the SR 65 Widening Phase 1 Project.

#### Summary

##### Project Funding Overview

PCTPA did not secure funding from the SB-1 Local Partnership Program (LPP) Grant, therefore there is more time to consider an outside widening option of SR 65 instead of a widening towards the median.

##### Phase 1 Project Scope Discussion

Chris Benson/Jacobs provided an overview of the changes in scope for the outside widening project option.

- The proposed outside widening option is a phase of the SR 65 C&O project that is separate from the I-80/SR 65 interchange improvements.
- The previously-contemplated inside widening alternative widened into the median between the Galleria Boulevard/Stanford Ranch Road Interchange and the Pleasant Grove Boulevard Interchange.
  - It was determined during the Constructability Review Meeting that the I-80/SR 65 Phase 1 project had widened the inside shoulder on the northbound direction, which reduced the available space for the proposed drainage within the median.

- Median barrier options were reviewed, given that median space was limited. It was determined that placement of concrete barrier would simplify drainage design. Extending a concrete barrier to the viaduct would result in approximately 15-foot wide pavement that would be unused until the future HOV direct connect ramps were constructed as part of the I-80/SR-65 interchange.
- The outside widening option consists of extending the third SB general purpose lane from Pleasant Grove Blvd to the Galleria Boulevard/Stanford Ranch Road. An auxiliary lane would also be added in the SB direction from the Pleasant Grove Boulevard interchange to the Galleria Boulevard/Stanford Ranch Road interchange. This requires the reconfiguration of the southbound Pleasant Grove Blvd Loop On-Ramp, Pleasant Grove Blvd Slip On-Ramp, and the Galleria Blvd Slip Off-Ramp. This design also requires the extension of a 72" RCP culvert and the addition of a ground anchor wall under the Pleasant Grove Boulevard Overcrossing. The auxiliary lane between the Blue Oaks Boulevard and Pleasant Grove Boulevard interchanges will be restriped as a general purpose thru lane, requiring reconfiguration of the southbound Blue Oaks Slip-On ramp and the Pleasant Grove Slip-Off ramp. Additionally, all slip-on ramps will be converted to a 2+1 configuration and the loop on-ramp will be converted to a 1+1 configuration to include ramp metering and HOV bypass lanes.
- PCTPA noted the importance of the aesthetics along the SR 65 corridor for the stakeholders. PCTPA to meet with the United Auburn Indian Community (UAIC) and discuss the aesthetics of the corridor as a first step and then the PDT can meet to develop the aesthetic approach as a team. PCTPA/Jacobs is planning to conduct aesthetic workshops to establish the aesthetic theme for the corridor.
- Caltrans expressed concerns with the impacts to congestion by modifying the current auxiliary lane between Pleasant Grove Boulevard and Galleria Boulevard/Stanford Ranch Road.
  - PCTPA noted that the conversion to a general purpose lane would increase capacity.
  - The proposed improvement is the first phase of the ultimate C&O Project, which will include inside widening.
- Caltrans inquired about the approval process that PCTPA would pursue to move forward with the outside widening option. Luke McNeel-Caird responded that once the PDT is in agreement with moving the selected project option forward, then the item will go to the PCTPA Board for approval.

#### Design Discussion

- Jacobs to work with Caltrans/ROW if design determines that TCE's are required to construct the cut and fill slopes.
- Jacobs to confirm that the facility maps from the SR 65 C&O project include sufficient information for utilities at ramps. The reconfiguration of the Blue Oaks and Pleasant Grove ramps could potentially impact these utilities and would require utility relocation.
  - Jacobs to reach out to Mary Ann Hudspeth's group at Caltrans for information on the electric camera pull boxes under the Pleasant Grove Overcrossing. This information has since been provided by Caltrans.
- PCTPA will pay for all required mitigation costs associated with impacts to wetlands and waters for the entire SR 65 C&O project at the beginning of this Phase 1 project.



**Survey**

- The final design level survey package has been prepared for the entire corridor from Blue Oaks Boulevard to Galleria Boulevard/Stanford Ranch Road for Caltrans' review and the team is currently waiting on the Caltrans point of contact for submittal.
  - Eric/Caltrans reach out to Scott Mann for Survey Review contact. This has since been completed.

**Geotechnical/Traffic/Design**

- Jacobs calculated the traffic index (TI) for the southbound direction of SR 65 based on a 20-year design life with the following results:
  - Lane 1 (inside lane): TI=13.5
  - Lane 2 & 3 (outside lanes): TI=16.0
  - It is noted that the 15% truck percentage is from the late 1990's and truck percentage may have dropped since then.
- Jacobs to set up a conference call with Caltrans to discuss the calculations and assumptions used for northbound direction TI, in an effort to ensure consistency in approach to TI calculations. This has since been completed.
- Jacobs to work with Caltrans in the next couple of weeks to define pavement section.
- The Geotech report is in draft form and needs to be amended to include the wall and sign structure recommendations before the submittal to Caltrans.
- PCTPA requested that Caltrans review the shoulder structural section policy and asked Caltrans to consider the shoulder not have a full structural section. The implementation of a reduced structural section on the shoulder would reduce cost, and any future widening to the outside that could potentially use the shoulder section is decades ahead.
  - Caltrans to send the shoulder structural section policy

**Public Outreach**

- AIM to revise the current project narrative from the kickoff meeting to include the description of the outside widening option. PCTPA requested AIM to update the website and add a graphic that depicts the additional auxiliary lane.
- Once the aesthetic workshop meetings are conducted with the UAIC and other stakeholders, the team will share 2-3 options for aesthetics. The approach to sharing this information with the public will be discussed in future PDT meetings.

**Project Schedule**

- The overall project schedule has delayed approximately one month as the team has worked through rescoping of the project.
- Next milestones are as follows:
  - Field survey, planimetrics, survey surface DTM, and topography survey files to be reviewed and approved, pending Caltrans' response on a survey contact.
  - The geotechnical report is to be submitted once the ground anchor wall and sign structure recommendations are included.
- GAD's are a critical path item to be submitted in approximately four weeks.

- PCTPA suggests that during this design phase there can likely be fewer PDT meetings, and focus meeting can be held, as necessary, to resolve specific design issues and submittal reviews.

**Action Items**

1. **Jacobs to update project schedule**
2. **Jacobs to submit GAD to Caltrans**
3. **Jacobs to submit Survey deliverable to Caltrans review (Complete 9/18/2018)**
4. **Jacobs to package up TI calculations and send to Caltrans (Complete 9/7/2018)**
5. **Jacobs to schedule and attend conference call with Caltrans for TI discussion (Complete 9/20/2018)**
6. **Jacobs to distribute the outside widening exhibit to the PDT (Complete 09/6/2018)**
7. **AIM to update the narrative and schedule and create an exhibit for the website (Exhibit Complete 09/13/2018)**
8. **Eric Delong/Caltrans to reach out to Scott Mann/Caltrans for Survey Review contact and provide contact for TI discussion (Complete 9/13/2018)**
9. **Caltrans to provide shoulder structural section policy (Sathish provided an excerpt on 9/21/2018)**
10. **Jacobs to reach out to Maryanne Hudsmith's group at Caltrans for information on the electric camera pull boxes under the Pleasant Grove Overcrossing (Complete 9/25/2018)**



## Highway 65 Widening Phase 1 PDT #2

**ATTENDEES:** Luke McNeel-Caird/PCTPA  
 Brent Massey/Caltrans Structures  
 Steve Mattos/Caltrans Right of Way  
 Brian Goldman/Caltrans Right of Way  
 Robert Ronald/Caltrans Right of Way and Utilities  
 Marcy Millet/Caltrans Landscape Architecture  
 Mark Johnson/City of Roseville  
 Roland Neufeld/City of Lincoln  
 Chris Benson/Jacobs  
 Lauren Reinking/Jacobs  
 Patrick Donovan/Jacobs  
 Isabelle Gaillard/AIM Consulting

**PREPARED BY:** Patrick Donovan/Jacobs

**DATE:** April 3, 2019

**PROJECT:** 03-1F1701- Highway 65 Widening Phase 1

### Objectives

The purpose of this meeting was to provide an update on the ongoing Highway 65 Widening project and discuss upcoming project milestones.

### Summary

#### Introduction

- Luke McNeel-Caird/PCTPA provided an overview of the project history. The design team had investigated a streamlined project from a schedule, permitting, and budget perspective that primarily widened SR 65 inside between just north of Pleasant Grove Blvd. to the Galleria Blvd overcrossing. At the last PDT meeting, in consideration of planned improvements in the northbound direction, associated drainage challenges, and the need to construct more ultimate improvements in the median of SR 65, the PDT opted to widen to the outside. This approach would reduce the overall amount of unused pavement for the SR 65 Phase 1 project. The design team has advanced towards the 60% PS&E phase and submitted to Caltrans and the PDT for review on February 22, 2019.

#### Design Discussion

Lauren Reinking/Jacobs and Chris Benson/Jacobs provided an overview of the 60% design submitted to and reviewed by Caltrans and the PDT.

- The objective is to provide 3 general purpose lanes along Southbound (SB) SR 65 from I-80 to the Blue Oaks Blvd interchange.
- The scope of Phase 1 includes:
  - Widen the SB Blue Oaks Slip On-Ramp to the ultimate 2+1 configuration and update the ramp metering system.

- Restripe the existing auxiliary lane (from the Blue Oaks Slip On-Ramp to the Pleasant Grove Slip Off-Ramp) to be a third general purpose lane. The exit to Pleasant Grove will now be an optional exit instead of a trap lane.
- Pleasant Grove Slip Off-Ramp to be reconstructed and widened.
- Pleasant Grove Loop On-Ramp to be reconstructed and widened to a 1+1 configuration with adjacent retaining wall under the overcrossing.
- Pleasant Grove Slip On-Ramp to be reconstructed and widened to a 2+1 configuration.
- Existing Pleasant Grove Slip-On Ramp connection from westbound Pleasant Grove Blvd. to be removed.
- Mainline SR 65 to be widened from Pleasant Grove to Galleria, adding a third general purpose lane and an auxiliary lane.
- Galleria Slip Off-Ramp to be reconstructed.

- There are two pinch points that may require temporary construction easements.
  - Along Galleria Slip Off-Ramp where toe of proposed fill slope comes within 8' of the existing R/W (adjacent R/W here owned by the City of Roseville).
  - Along mainline SR 65 where top of proposed cut slope comes within 2' of R/W (adjacent R/W here owned by Roseville Land Holdings LLC).
  - PCTPA/Caltrans are working on a draft co-op agreement.
    - In general, Caltrans prefers to avoid temporary construction easements to avoid condemnation.
    - TCE at Galleria Slip Off-Ramp from City of Roseville is not expected to be an issue.
  - Caltrans requested an updated R/W Data Sheet on Chapter 4 template in lieu of Local Programs template.
- Construction staging plan shows a temporary closure of the Pleasant Grove Loop On-Ramp, anticipated to be an extended weekend closure (similar to upcoming NB loop off-ramp closure as part of the I-80/SR-65 Interchange project).
- Erosion control plans will be advanced as part of the 90% PS&E submittal.
  - Landscape plans should show bioswale and biostrip locations in coordination with drainage plans.
  - Jacobs should investigate use of 70% revegetation standard in lieu of RUSLE2 method Rule for achieving NOT.
  - Revegetation design should account for staging and construction access areas.
  - Caltrans Landscape is open to intermediate submittals or other coordination ahead of 90% submittal.
- No anticipated impacts to existing utilities in 60% design. Jacobs identified an existing CCTV camera installation at the Pleasant Grove overcrossing and solicited and received as-builts of the installation from Caltrans.
- Caltrans may want to use this project as an opportunity to lay new fiber lines. Caltrans requested Jacobs check with the Caltrans Electrical Unit to understand Caltrans' future plans for fiber within the project limits.



#### Geotechnical Update

- Jacobs submitted the foundations and geotechnical reports on March 5, 2019.
- On March 15, 2019 Jacobs requested Caltrans update the pavement recommendation to include a reduced depth structural section for the outside shoulder along mainline SR 65.

#### Aesthetics

- Guidelines for consistent aesthetics along the SR 65 corridor will be developed as part of the Hwy 65 Widening Phase 1 project, in coordination with the PDT.
- The PDT generally agrees that a corridor theme should be incorporated into the wall facing for the Type 7 retaining wall under the Pleasant Grove Blvd. overcrossing. This wall facing would be shown as part of the 90% PS&E submittal to Caltrans and the PDT.
- Feedback from United Auburn Indian Community on their concepts and ideas for aesthetic treatment is expected by April 10, 2019. Jacobs/PCTPA will schedule an aesthetics meeting or workshop and will tentatively plan for the June 5, 2019 PDT date to hold this meeting.

#### Public Outreach

- AIM will update website following the upcoming PCTPA Board meeting on April 24, 2019.

#### Project Schedule

- Chris Benson/Jacobs provided a review of the current project schedule.
- 60% plans were submitted to Caltrans on February 22, 2019 with comments returned after four weeks. Jacobs is in the process of responding to comments and may need to schedule design focus meetings with Caltrans to discuss specific comments in greater detail. It is likely that focus meetings will be held with various functional units (if needed).
- The design team has received no comments on the 60% PS&E submittal from local agencies. Jacobs will re-upload plans for review.
- 90% design submittal is targeted for end of July.
- The Right of Way and Aesthetics processes are close to becoming critical path items.

#### Action Items

1. **Jacobs to reupload 60% design submittal to FTP and share with City of Roseville and City of Lincoln (this has since been completed).**
2. **Jacobs to investigate selection of RUSLE2 Method (this has since been completed).**
3. **Jacobs/PCTPA to schedule aesthetics meeting (tentatively planned for June 5, 2019).**
4. **Jacobs to provide updated Right of Way data sheet to Caltrans Right of Way ahead of 90% PS&E submittal.**





## Highway 65 Widening Phase 1 PDT #3

**ATTENDEES:** Luke McNeel-Caird/PCTPA  
 Rodney Murphy/Caltrans  
 Peter Fortune/Caltrans  
 Ernesto Villalobo/Caltrans  
 Brent Massey/Caltrans Structures  
 Steve Mattos/Caltrans Right of Way  
 Marcy Millet/Caltrans Landscape Architecture  
 Justin Nartker/City of Rocklin  
 Keith Jukes/City of Rocklin  
 Mark Johnson/City of Roseville  
 Roland Neufeld/City of Lincoln  
 Chris Benson/Jacobs  
 Lauren Reinking/Jacobs  
 Jeff Townsend/Jacobs  
 Carla Aguilar/Jacobs  
 Isabelle Gaillard/AIM Consulting

**PREPARED BY:** Carla Aguilar/Jacobs

**DATE:** June 6, 2019

**PROJECT:** 03-1F1701- Highway 65 Widening Phase 1

### Objectives

The purpose of this meeting was to provide an update on the ongoing Highway 65 Widening project and discuss upcoming project milestones. Action items are in bold.

### Summary

#### Geotechnical

- Lauren explained ongoing discussions with Caltrans to reduce the shoulder structural section as a cost savings opportunity. Caltrans indicated they would like Highway 65 to have a full depth structural section in the future to not preclude the use of the shoulder in the future and for a consistent approach throughout the corridor.
- The 60% design included a full structural section in the shoulder and cost estimate; therefore, no changes will be necessary for the 90% submittal
- Now that this decision had been made, the geotechnical materials report and structures foundation reports can be finalized. **Jacobs will submit the reports to PCTPA and Caltrans by June 25, 2019**

#### Right-of-Way

- Lauren revisited the temporary construction easement discussion and the right-of-way process required to move forward.

- The TCE on the City of Roseville property may be able to be covered under an encroachment permit. **Mark Johnson will confirm with the City** (This has since been completed and confirmed)
- The TCE on the Roseville Land Holdings LLC property will need to be appraised and formally acquired. A qualified local agency or SPRTA will need to lead the Right-of-Way efforts.
- Mitigation requirements, as defined in the Environmental Document, need to be specified in the R/W Data Sheet.

#### Design

- The design team is incorporating 60% comments and will begin internal QC at the end of the month.
- The 90% design submittal to PCTPA and Caltrans is scheduled for July 26, 2019.
- Permitting efforts can begin shortly after the 90% submittal. Overall project funding and delivery strategy will need to be discussed to determine how and when permitting efforts begin.
- The timeframe target for 100% design to completed is the end of the year. Timing of developing documents for the RTL milestone is pending construction funding.
- **Rodney will work with Caltrans to schedule the safety review (typically 4 months prior to RTL)**

#### Corridor Aesthetics Concepts

- This project has the opportunity to set the aesthetics theme for the corridor with the intent to provide a unified corridor that is context sensitive.
- Jeff Townsend presented the aesthetics design approach and explained the various design opportunities including vertical surfaces, ground plain, and placemaking.
- There is an opportunity for each local agency to have a unique gateway/entrance into the city. The local agencies were asked to gauge interest internally whether they would be interested in participating and maintaining special treatments at key locations along the corridor.
- The design team has researched the history of the area and met with the United Auburn Indian Community. Through those efforts, the landscape, native trees, and cultural history served as contextual influences in the aesthetics concepts.
- The design team presented potential wall treatment patterns and other opportunities for aesthetic treatments.
- **The design team will send the local agencies a questionnaire to help shape the direction of the aesthetics master plan.** (This has since been completed)
- **Local agencies will provide responses to the questionnaire by June 21, 2019.**
- The design team will use the feedback to develop a draft master concept.
- Next steps will be to meet with UAIC and finalize the master concept.

#### Action Items

1. **Jacobs will submit the reports to PCTPA and Caltrans by June 25, 2019**
2. **Mark Johnson will confirm with the City if an encroachment permit is acceptable in lieu of a formal TCE** (This has since been completed and confirmed)
3. **Rodney will work with Caltrans to schedule the safety review (typically 4 months prior to RTL)**



4. **The design team will send the local agencies a questionnaire to help shape the direction of the Aesthetics/Corridor Master Plan.** (This has since been completed)
5. **Local agencies will provide responses to the questionnaire by June 21, 2019.**
6. **Jacobs will update ROW data sheet and send to Caltrans for review.**
7. **Peter Fortune will check on status of Design Decision Document signatures.** (This has since been completed).
8. **Rodney will work internally with Caltrans to check on status of the Cooperative Agreement for ROW.**
9. **Marcy will confirm Caltrans reviewers that will provide input on the Aesthetics/Corridor Master Plan.**





## Highway 65 Widening Phase 1 Aesthetics Focus Meeting

**ATTENDEES:** Luke McNeel-Caird/PCTPA  
Rodney Murphy/Caltrans  
Sheila Ennes/Caltrans  
Kathryn Lugo/Caltrans  
Marcy Millet/Caltrans Landscape Architecture  
Lauren Reinking/Jacobs  
Jeff Townsend/Jacobs  
Abigail Wong/Jacobs

**PREPARED BY:** Abigail Wong/Jacobs

**DATE:** August 7, 2019

**PROJECT:** 03-1F1701- Highway 65 Widening Phase 1

### Objectives

The purpose of this meeting was to present various corridor aesthetics concepts and discuss feasibility and maintenance concerns. Action items are in bold.

### Summary

#### Corridor Aesthetics Concepts

- Lauren gave brief update that the local agencies provided feedback on the aesthetics theme for the corridor, but we need to circle back with the United Auburn Indian Community (UAIC) for input before settling on a concept.
- Caltrans confirmed that their Planning Department can keep the aesthetics master plan for future projects within the corridor, including design files.
- Caltrans indicated that depending on the type, the aesthetics design may be considered transportation art/monumentation, which follows a different process.
- Transportation artwork is considered separate from the overall project and requires an encroachment permit application to be submitted by a local agency (City, County, or Tribe). There are often maintenance agreements and other provisions tied to the permit. The transportation artwork would also be subject to a public meeting. Caltrans HQ would review the application for adherence to the guidelines but would not provide input on the artwork itself. The artwork is ultimately reviewed by the district director and requires HQ approval. The transportation art will also require a copyright for the artist.
- **Kathryn Lugo will provide additional guidance related to the transportation artwork approval process.**
- Jeff Townsend presented aesthetics concepts developed from the feedback provided by the local agencies.

- The theme is meant to unify the corridor with enhanced aesthetics that are context sensitive and representative of the different groups present.
- Riparian zones identified are microclimate areas that can be an opportunity to plant native trees and plant species.
- Retaining wall designs vary based on pattern, material, color.
- Caltrans indicated that color as a part of the aesthetic design could be considered transportation art.
- Patterns may also be considered transportation art and would need approval by the local agencies, general public, and Caltrans. Anything placed on the retaining wall would most likely require approval.
- Jeff presented options for the fences along overcrossings. The Horseshoe Bar Road Overcrossing was discussed as an example. **Rod Murphy will determine who maintains the specialty fencing at this location.**
- If the design is considered transportation art, it is then likely that the local agency would be responsible for maintenance; otherwise, Caltrans would be responsible or as outlined in the maintenance agreement. The I-80/Rocklin Road interchange is an example of Caltrans maintenance agreement.
- Applied metal detailing versus a precast pattern may be the difference between transportation art and design.
- Jeff Townsend presented enhanced interchanges that would maintain the natural habitat of defined wetland areas.
- There is opportunity to continue aesthetic designs on gore paving and rockery wall, depending on the cost.
- The sign port is considered a gateway monument, but the wall design may be considered transportation art which would still need to go through encroachment approval and maintenance agreement.
- Marcy mentioned the need to check existing maintenance and utility spaces for maintenance vehicle pullouts (MVPs)
- Caltrans may control irrigation, but that is situationally dependent.

### Action Items

1. **Kathryn Lugo will provide additional guidance related to the transportation artwork approval process.**
2. **Rod Murphy will determine who maintains the specialty fencing at this location.**
3. **Jacobs will check the proposed aesthetic design against clear recovery zone and other setback requirements to ensure they meet the appropriate standards.**





## Highway 65 Widening Phase 1 Aesthetics Focus Meeting

03-1F1701

**ATTENDEES:** Luke McNeel-Caird/PCTPA  
Brian Guth/UAIC  
Jerome Encinas/UAIC  
Lauren Reinking/Jacobs  
Jeff Townsend/Jacobs

**PROJECT:** Highway 65 Phase 1 Widening/EA 03-1F1701

**MEETING DATE:** August 30, 2019

**MEETING TIME:** 2:00 PM

**LOCATION:** PCTPA – 299 Nevada Street, Auburn, CA 95603

**PREPARED BY:** Lauren Reinking/Jacobs

### Objectives

The purpose of this meeting was to provide an update on the ongoing Highway 65 Widening project, focusing on the planned aesthetic treatment opportunities along the corridor. Action items are in bold.

### Summary

#### 1. Introduction/Welcome

#### 2. Corridor Aesthetics Concepts

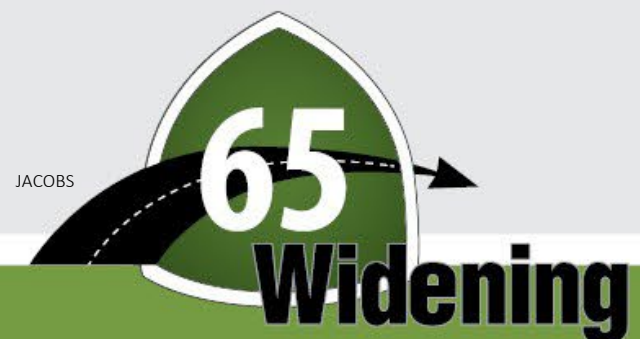
##### a. Corridor master plan update

- Aesthetics for Phase 1 will only apply to the retaining wall under the Pleasant Grove Overcrossing, but the master plan will set aesthetics standards for the entire corridor from I-80 to the Lincoln Bypass.
- The plan encompasses a context-sensitive approach with indigenous material, local flora, vertical and horizontal surfaces (including bridges, retaining walls, sound walls, rockery walls, terraced walls, fencing, slope walls, the ground itself), public art and signage to create unique identifiers.
- Interchanges are the biggest areas with potential improvements. Placer County, the Cities of Rocklin and Roseville, and the UAIC expressed interest in having their name or symbolic artwork displayed. The first two interchanges (Galleria and Pleasant Grove) are opportunities for Roseville signage. Sunset and Whitney Ranch overcrossings would be Rocklin opportunities. Whitney Ranch and Twelve Bridges could be opportunities for UAIC placemaking.
  - The Twelve Bridges Interchange area has significant cultural history to the tribe and would potentially be of interest to the UAIC

- Boulders, oak trees, grasslands and native topography are being considered in the theme. Blue, Coast Live, and Valley Oak trees are central to the design, such as patterns inspired by the valley oak inscribed on bridges. The UAIC tribes' unique basket weaving patterns will be emulated at the interchanges related to the UAIC.
  - Brian indicated that particular oak trees and acorns represented different meanings. The quality of the acorns determined specific purposes i.e. harvesting, planting, etc. **Brian will circle back whether a specific oak tree/acorn species would be preferred.**
- Different finishes are being explored for different patterns and surfaces.
- Whitney Ranch Parkway overcrossing could have multiple thematic references including: UAIC theming on the bridge, a Rocklin sign monument on the east, and Placer theming on the west.

#### 3. Action Items

1. **Lauren will send the UAIC the pdf of the presentation (Completed)**
2. **Brian will provide an update at the tribe council meeting on 9/4/2019 and the preservation meeting on 9/6/2019. Brian will solicit feedback and provide to PCTPA/Jacobs.**
3. **PCTPA/Jacobs would be willing to present the concepts to additional representatives of UAIC if desired.**





## Highway 65 Widening Phase 1 PDT #4

**ATTENDEES:** Luke McNeel-Caird/PCTPA  
 Mohan Bonala/Caltrans Project Management  
 Rodney Murphy/Caltrans Project Management  
 Peter Fortune/Caltrans Design  
 Ernesto Villalobos/Caltrans Design  
 Michael Oguro/Caltrans Landscape Architecture  
 Steve Mattos/Caltrans Right of Way  
 Robert Ronald/Caltrans Right of Way/Utilities  
 Sheila Ennes/Caltrans  
 Keith Jukes/City of Rocklin  
 Araceli Cazarez/City of Lincoln  
 Mark Johnson/City of Roseville  
 Chris Benson/Jacobs  
 Lauren Reinking/Jacobs  
 Jeff Townsend/Jacobs  
 Lilly Nowlakha/Jacobs

**PROJECT:** Highway 65 Phase 1 Widening/EA 03-1F1701

**MEETING DATE:** September 4, 2019

**MEETING TIME:** 10:00 AM

**LOCATION:** PCTPA – 299 Nevada Street, Auburn, CA 95603

**PREPARED BY:** Lilly Nowlakha/Jacobs

### Objectives

The purpose of this meeting was to provide an update on the ongoing Highway 65 Widening project, address points of coordination among the parties in attendance, and discuss upcoming project milestones. Action items are in bold.

### Summary

#### 1. Introduction/Welcome

- Since the initial phases of the project, the inside widening considered has been replaced in favor of an outside widening alternative. The inside widening alternative had high costs due to additional unused pavement, drainage issues, and need for median barrier. The outside widening has a total cost around \$21M. PCTPA will pursue state funding, but it will be difficult to meet the local match necessary if the amount required to match is greater than \$10M. If funding is unavailable, PCTPA will consider using the sales tax measure for 2020. Construction is slated to begin in 2021.
- **Caltrans needs to modify the project's EA number to be 1F1711**, as this is a phase of the overall project. This is defined as Phase 1 in the program.

03-1F1701

#### 2. Right-of-Way

- Temporary construction easements
  - Two temporary construction easements are anticipated to facilitate the constructability of the side slope. In these locations, the contractor will need to take down existing right-of-way fence. A focus meeting was held with Caltrans and the design team on August 15, 2019 to clarify processes and specific requirements.
  - Jacobs confirmed there are no utility relocations required for this phase.
- Right-of-way data sheet status
  - The right-of-way data sheet has been initiated, and **Jacobs will be working on this moving forward.**

#### 3. Design

- 90% design
  - The draft 90% PS&E were submitted on July 26, 2019. Comments have been returned, and **Jacobs is working on addressing them.**
- Constructability review
  - Lauren is working with **Peter Fortune to get constructability review set up in early November.**
  - The timeline will likely be one month for Caltrans to review after the 90% submittal, then a constructability review meeting and safety meeting can be held simultaneously. The meeting will be at least four hours long. The writer of the specifications and a construction representative should attend.

#### 4. Corridor Aesthetics Concepts

- Corridor master plan update
  - Feedback was received from different agencies in June and the United Auburn Indian Community (UAIC) last week.
  - Aesthetics for Phase 1 will only apply to the retaining wall under the Pleasant Grove Overcrossing, but the master plan will set aesthetics standards for the entire corridor from I-80 to the Lincoln Bypass.
  - The plan encompasses a context-sensitive approach with indigenous material, local flora, vertical and horizontal surfaces (including bridges, retaining walls, sound walls, rockery walls, terraced walls, fencing, slope walls, the ground itself), public art and signage to create unique identifiers.
  - Interchanges are biggest areas with potential improvements. Placer County, the Cities of Rocklin and Roseville, and the UAIC expressed interest in having their name or symbolic artwork displayed. The first two interchanges (Galleria and Pleasant Grove) are opportunities for Roseville signage. Sunset and Whitney Ranch overcrossings would be Rocklin opportunities. Whitney Ranch and Twelve Bridges would be part of UAIC placemaking.
  - Boulders, oak trees, grasslands and native topography are being considered in the theme. Blue, Coast Live, and Valley Oak trees are central to the design, such as patterns inspired by the valley oak inscribed on bridges. The UAIC tribes' unique basket weaving patterns will be emulated at the interchanges related to the UAIC.





- Different finishes are being explored for different patterns and surfaces.
- Whitney Ranch Parkway overcrossing could have multiple thematic references including: UAIC theming on the bridge, a Rocklin sign monument on the east, and Placer theming on the west.
- The requirements for clear recovery zone and tree setbacks have been considered. There was a meeting with Caltrans regarding the aesthetic elements, so the safety and engineering aspects are being considered simultaneously.
- Maintenance will be the responsibility of the sponsoring agency for non-standard aesthetic treatment. Any input from Caltrans on maintenance of aesthetically treated areas is invited.
- Michael brought up that Callander Associates is also looking at the I-80 corridor for the City of Roseville. The City of Roseville is having them cost out some things on a separate project. **Michael to send Mark what he has received from Callander. Mark to give Lauren and Jeff status to make sure efforts are coordinated and not being duplicated. [This has since been completed].**
- Jeff to refine corridor concepts with UAIC comments and progress until an overall plan draft is ready to be formally circulated. **Jeff will circulate draft master plan to agencies once complete. This is anticipated in early October.**
- **Mark to ask the City of Roseville’s landscape architecture group for clarification on their ongoing aesthetics related efforts along SR 65.**

**5. Project Schedule**

- The current project status is between draft and final 90% design. Submittal of the 90% design is planned for October 11<sup>th</sup>.
- The constructability review will be in the first two weeks of November.
- State funding applications will determine the next submittals, 100% design should be ready to submit in Spring 2020.
- Jacobs is ready to start looking at impacts and will kick off ICF to initiate permitting efforts. Permitting is scheduled to be completed concurrently with 100% design.

**6. Action Items**

1. **Caltrans will modify the EA number to 1F1711.**
2. **Jacobs will submit 90% design on October 11<sup>th</sup>, 2019.**
3. **Jacobs will initiate the right-of-way data sheet.**
4. **Peter and Lauren will set a meeting date for constructability review and safety in early November.**
5. **Michael will send Mark more information about Callander’s aesthetic work in the I-80 corridor. [This has since been completed].**
6. **Mark will ask the City of Roseville’s landscape architecture group for clarification on their ongoing aesthetics related efforts along SR 65. Jacobs will coordinate with the City to incorporate input on aesthetic areas within the SR 65 Corridor.**
7. **Jeff will circulate a draft master plan for corridor aesthetics by early October.**





**ATTACHMENT A**

The following responses were provided in response to the Conceptual Design Concepts presented to the PDT on June 5, 2019.

**Subject** Corridor Aesthetics - Agency Feedback on Conceptual Design **Project Name** Highway 65

**Attention** Project Design Team

**From** Lauren Reinking/Jacobs

**Date** July 12, 2019

**Copies to** Luke McNeel-Caird/PCTPA File

On June 5, 2019 each stakeholder agency was asked to respond to the key elements of the conceptual corridor aesthetics plan. The following responses were received from each stakeholder agency. They are summarized in the table below. Actual responses are provided in attachment A.

	Rocklin	Roseville	Lincoln	Placer
<b>Level of Interest</b>	High	High	Low	Medium
<b>Maintenance Participation</b>	Prefer Site Specific but open to corridor-wide	Prefer Site Specific but open to corridor-wide	None	Corridor-wide or Site Specific
<b>Preferred Interchange for Site Specific</b>	Whitney Ranch	Galleria and Pleasant Grove	None	Placer Parkway
<b>Preferred Design Theme</b>	Oak Tree	Valley Oak	Oak Tree	Oak Tree
<b>Signage</b>	Yes, Whitney Ranch	Yes, Galleria Interchange	No	Yes, Sunset Interchange

**PLACER COUNTY**

**From:** Richard Moorehead <[RMoorehe@placer.ca.gov](mailto:RMoorehe@placer.ca.gov)>  
**Sent:** Tuesday, July 2, 2019 1:51 PM  
**To:** 'Luke McNeel-Caird' <[lmcneel-caird@pctpa.net](mailto:lmcneel-caird@pctpa.net)>  
**Cc:** Reinking, Lauren/SAC <[Lauren.Reinking@jacobs.com](mailto:Lauren.Reinking@jacobs.com)>; Benson, Chris/SAC <[Chris.Benson1@jacobs.com](mailto:Chris.Benson1@jacobs.com)>  
**Subject:** [EXTERNAL] RE: SR 65 - Aesthetics Master Concept

Luke,

Here are our responses to the questions and we would want to have further discussion about anticipated costs prior to making any firm commitments.

Please review the attached Conceptual Design Slides (PDF) that were presented in the PDT meeting on June 5, 2019 and provide feedback to Jacobs before June 21, 2019. In that meeting Jacobs presented ideas about unifying and enhancing the Highway 65 corridor. Concepts for enhancing bridges, walls and ground plain areas were presented. Placemaking through sculpture and signage were also discussed.

Specifically, we would like feedback from the agency that you represent for:

1. Level of Involvement
  - a. Would the agency be willing to participate in a shared maintenance agreement with others along the corridor to cover costs for enhanced aesthetics and maintenance?
  - b. If not (a), then would the agency be interested in taking responsibility for one of the interchanges along the corridor to cover costs for enhanced aesthetics and maintenance?

*Similar to the comments from Roseville, I think we're open to discussing a shared agreement but option B seems to be cleaner for all involved. The County has had discussions with the Tribe about options for aesthetic treatment at the Parkway interchange and would be supportive of exploring the treatment at that location.*

- c. If yes to (a) or (b), which interchange would the agency be most interested in?

**Placer Parkway interchange**

2. Preferred design theme



Two thematic ideas were presented; (1) Oak leaf & acorn patterns and (2) Native American basket weave patterns. These will be used for vertical surfaces such as retaining walls, sound walls and bridge abutments. They may also be incorporated into railing, landscaping and signage elements.

- a. Does the agency support the use of these two themes?

**Yes we're supportive of either theme.**

- b. Does the agency have a preference between the two themes?

**We believe the theme should be consistent along the corridor and from our understanding the oak/acorn pattern has been supported by the Cities. With that knowledge, we're support that theme for the corridor.**

- c. There are three oak tree and two basket weave patterns in the presentation, any preference between these?

**The County does not have a preference at this time.**

### 3. Signage

Would your agency be interested in having a municipal sign monument?

**I don't believe at this time we would be, but it may be something we want to consider in the future for the Sunset Area.**

Richard Moorehead, PE, TE  
Engineering Manager  
Department of Public Works  
(530) 745- 7533 | (530) 745-3567 fax | [rmoorehe@placer.ca.gov](mailto:rmoorehe@placer.ca.gov)



## CITY OF ROSEVILLE

**From:** Johnson, Mark <[MJohnson@roseville.ca.us](mailto:MJohnson@roseville.ca.us)>

**Sent:** Thursday, June 27, 2019 4:02 PM

**To:** Reinking, Lauren/SAC <[Lauren.Reinking@jacobs.com](mailto:Lauren.Reinking@jacobs.com)>; [justin.nartker@rocklin.ca.us](mailto:justin.nartker@rocklin.ca.us); Keith Jukes (<[keith.jukes@rocklin.ca.us](mailto:keith.jukes@rocklin.ca.us)> <[keith.jukes@rocklin.ca.us](mailto:keith.jukes@rocklin.ca.us)>); Roland Neufeld (<[Roland.Neufeld@lincolnca.gov](mailto:Roland.Neufeld@lincolnca.gov)>); [rmoorehe@placer.ca.gov](mailto:rmoorehe@placer.ca.gov)

**Cc:** Luke McNeel-Caird <[lmcneel-caird@pctpa.net](mailto:lmcneel-caird@pctpa.net)>; Murphy, Rodney L@DOT (<[rodney.murphy@dot.ca.gov](mailto:rodney.murphy@dot.ca.gov)>); Benson, Chris/SAC <[Chris.Benson1@jacobs.com](mailto:Chris.Benson1@jacobs.com)>; Townsend, Jeff A. (<[Jeff.Townsend@jacobs.com](mailto:Jeff.Townsend@jacobs.com)>)

**Subject:** [EXTERNAL] RE: SR 65 - Aesthetics Master Concept

Lauren and Project Design Team,

Thank you for providing Roseville the opportunity to review and comment on the preliminary design of the SR-65 Widening project aesthetics. We appreciate the inclusion and are pleased to participate in continued discussions of options to enhance the 65 corridor with the future capacity improvement projects. Our comments are inserted below.

Sincerely,  
-Mark Johnson

Please review the attached Conceptual Design Slides (PDF) that were presented in the PDT meeting on June 5, 2019 and provide feedback to Jacobs before June 21, 2019. In that meeting Jacobs presented ideas about unifying and enhancing the Highway 65 corridor. Concepts for enhancing bridges, walls and ground plain areas were presented. Placemaking through sculpture and signage were also discussed.

Specifically, we would like feedback from the agency that you represent for:

#### 4. Level of Involvement

- a. Would the agency be willing to participate in a shared maintenance agreement with others along the corridor to cover costs for enhanced aesthetics and maintenance?
- b. If not (a), then would the agency be interested in taking responsibility for one of the interchanges along the corridor to cover costs for enhanced aesthetics and maintenance?

**Roseville is open to either of these concepts and would like to explore the costs and details. Our preference leans towards option B for simplicity of maintaining a single location with individual agency oversight. Roseville is also preferential to high visibility hardscape features that require minimal ongoing maintenance such as the "Welcome to Modesto" example shown on pages 4 and 16 of the Aesthetics Workshop #1 attachment.**

- c. If yes to (a) or (b), which interchange would the agency be most interested in?





**Roseville's would be most interested in the Galleria/Stanford Ranch interchange and Pleasant Grove Blvd. interchange as these provide direct access to major retail centers.**

5. Preferred design theme

Two thematic ideas were presented; (1) Oak leaf & acorn patterns and (2) Native American basket weave patterns. These will be used for vertical surfaces such as retaining walls, sound walls and bridge abutments. They may also be incorporated into railing, landscaping and signage elements.

- d. Does the agency support the use of these two themes?

**Yes.**

- e. Does the agency have a preference between the two themes?

**Yes, Roseville prefers the Oak/Acorn treatment and also prefers the cast pattern over the applied patterns (absent cost discussions).**

- f. There are three oak tree and two basket weave patterns in the presentation, any preference between these?

**Yes. In order of preference:**

- 1. Valley Oak**
- 2. Live Oak**
- 3. Pattern B**

**Pattern A not preferred**

6. Signage

Would your agency be interested in having a municipal sign monument?

**Yes, Roseville is interested in exploring design options and costs of a monument at the Galleria/Stanford Ranch interchange location as indicated on the location maps on page 5 and 6 of the Aesthetics Workshop #1 attachment.**

**Mark Johnson, T.E.**

*Senior Engineer*

Development Services Dept. – Land Development Engineering

**o:** (916) 774-5481

**f:** (916) 746-1339

*Working together to build a quality community.*

**Civic Center | 311 Vernon Street | Roseville, CA | 95678**

## CITY OF ROCKLIN

**From:** Justin Nartker <[Justin.Nartker@rocklin.ca.us](mailto:Justin.Nartker@rocklin.ca.us)>

**Sent:** Friday, June 28, 2019 11:22 AM

**To:** Reinking, Lauren/SAC <[Lauren.Reinking@jacobs.com](mailto:Lauren.Reinking@jacobs.com)>

**Subject:** [EXTERNAL] RE: SR 65 - Aesthetics Master Concept

Good morning.

This effort was received very well by City Hall. They are very interested improving the aesthetics of the corridor through future expansion projects, and depending on associated costs, are willing to consider art within the area. Comments are inserted below.

Regards,

Justin



**Justin Nartker** | Director  
Public Services Department | City of Rocklin  
4081 Alvis Court | Rocklin, CA 95677  
**direct:** (916) 625-5500 | **fax:** (916) 625-5501  
[justin.nartker@rocklin.ca.us](mailto:justin.nartker@rocklin.ca.us) | [www.rocklin.ca.us](http://www.rocklin.ca.us)

Please review the attached Conceptual Design Slides (PDF) that were presented in the PDT meeting on June 5, 2019 and provide feedback to Jacobs before June 21, 2019. In that meeting Jacobs presented ideas about unifying and enhancing the Highway 65 corridor. Concepts for enhancing bridges, walls and ground plain areas were presented. Placemaking through sculpture and signage were also discussed.

Specifically, we would like feedback from the agency that you represent for:

1. Level of Involvement

- a. Would the agency be willing to participate in a shared maintenance agreement with others along the corridor to cover costs for enhanced aesthetics and maintenance?
- b. If not (a), then would the agency be interested in taking responsibility for one of the interchanges along the corridor to cover costs for enhanced aesthetics and maintenance?

Rocklin is open to either of these concepts and would like to explore the costs and details. Rocklin leans towards option B.

- c. If yes to (a) or (b), which interchange would the agency be most interested in?

Sunset Blvd Interchange and Whitney Ranch Parkway Interchange would be considered the higher priorities for Rocklin.

2. Preferred design theme





Two thematic ideas were presented; (1) Oak leaf & acorn patterns and (2) Native American basket weave patterns. These will be used for vertical surfaces such as retaining walls, sound walls and bridge abutments. They may also be incorporated into railing, landscaping and signage elements.

- a. Does the agency support the use of these two themes?

Yes

- b. Does the agency have a preference between the two themes?

Pending the talks surrounding cost, Rocklin prefers the cast Oak/Acorn pattern/application.

- c. There are three oak tree and two basket weave patterns in the presentation, any preference between these?

Similar to Roseville, we shared the same order of preference:

1. Valley Oak
2. Live Oak
3. Pattern B

Pattern A not preferred

### 3. Signage

Would your agency be interested in having a municipal sign monument?

Rocklin is indeed interested in exploring design options and costs of a monument at the Whitney Ranch Interchange.

## CITY OF LINCOLN

**From:** Roland Neufeld <[Roland.Neufeld@lincolnca.gov](mailto:Roland.Neufeld@lincolnca.gov)>

**Sent:** Wednesday, June 19, 2019 11:19 AM

**To:** Reinking, Lauren/SAC <[Lauren.Reinking@jacobs.com](mailto:Lauren.Reinking@jacobs.com)>

**Cc:** [lmcneel-caird@pctpa.net](mailto:lmcneel-caird@pctpa.net)

**Subject:** [EXTERNAL] RE: SR 65 - Aesthetics Master Concept

Lauren,

Following a conversation that I had with the City Manager and Public Works Director yesterday, here is Lincoln's input:

- Lincoln prefers the oak tree theme, and is not a fan of the basket weave theme.
- Lincoln likes the idea of the cast pattern and the applied metal pattern for the oak tree, although the applied patterns provided in the aesthetic document could use some refining.
- Lincoln is not interested in having a municipal sign monument or in participating in enhanced aesthetics or maintenance.

Let me know if you have any questions or would like any additional information.

Thanks

**Roland Neufeld**

Associate Civil Engineer

City of Lincoln

Office (916) 434-2481

[Roland.Neufeld@LincolnCA.gov](mailto:Roland.Neufeld@LincolnCA.gov)



# Highway 65 Aesthetics Delivery Hour

03-1F170

**ATTENDEES:** Luke McNeel-Caird/PCTPA  
Brian Alconcel/Caltrans  
Andy Alvarado/Caltrans  
Amarjeet Benipal/Caltrans  
John Ballantyne/Caltrans  
Mohan Bonala/Caltrans  
Tom Brannon/Caltrans  
Karl Dreher/Caltrans  
Rex Hervey/Caltrans  
Peter Fortune/Caltrans  
Nicki Johnson/Caltrans  
Scott Mann/Caltrans  
Suzanne Melim/Caltrans  
Michael Oguro/Caltrans  
Carlos Portillo/Caltrans  
Nadarajah Suthahar/Caltrans  
Sukhvinder Takhar/Caltrans  
Chris Benson/Jacobs  
Jeff Townsend/Jacobs  
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**PROJECT:** Highway 65 Widening/EA 03-1F170

**MEETING DATE:** May 11, 2020

**MEETING TIME:** 8:30 AM

**LOCATION:** Webex Meeting

**PREPARED BY:** Lauren Reinking/Jacobs

## Objectives

The purpose of this meeting was to present the Highway 65 Aesthetics Corridor Master Plan (Master Plan) to Caltrans Executive Management. Action items are in bold.

## Summary

### Welcome

- Luke McNeel-Caird provided an overview of the aesthetics corridor master plan development.

- Numerous stakeholders were engaged throughout the process including the Cities of Roseville, Rocklin, and Lincoln, Placer County, and the United Auburn Indian Community (UAIC). There was also extensive coordination with Caltrans staff.
- The Master Plan incorporated stakeholder feedback and developed conceptual designs to be implemented on any future project along the Highway 65 corridor between Interstate 80 and the Lincoln Bypass.

Jeff Townsend provided an overview of the master plan

- There are six interchanges along Highway 65 that would adhere to the master plan guidelines. Conceptual designs were developed for 5 of the 6 interchanges. The Blue Oaks Blvd interchange was not designed to a conceptual level due to unknown improvements that will be made in the future; however, any future aesthetics design of this interchange would also comply with the master plan guidelines. **A statement will be added to the master plan clarifying the Blue Oaks Boulevard Interchange should be aesthetically designed to be consistent with the rest of the corridor.**
- Roseville, Rocklin, Placer County, and the UAIC all expressed interest in potentially participating in interchange enhancements along the corridor as future projects are constructed. The City of Lincoln opted out of any interchange enhancement participation but remained engaged and provided input throughout development of the master plan.
- The master plan was developed using a context sensitive aesthetic approach, acknowledging existing riparian zones, unique natural features (Rocks, Oak Trees), and designs aimed to conserve water (inert materials, non irrigated grasses, etc.). All stakeholders embraced this approach early in the development process.
- The UAIC felt strongly for Tule grass and basket weaving specific to their culture.
- Concepts were developed for both existing and future construction elements. New construction focused on formliner designs while metal cutouts and appliques were considered for existing elements.
- The interchange aesthetics enhancements would be funded by and maintained by the applicable local agencies including graffiti mitigation, landscaping, and lighting. **The language in the master plan will be expanded to be all-inclusive of these efforts.**
- All concepts included in the master plan are preliminary in nature. The final designs of these elements would be developed by each specific project team and need to go through the standard PS&E review process including the appropriate permits and transportation art approvals, as applicable.

Jeff highlighted elements of each conceptual interchange design to provide future teams a sense of how the master plan concepts could be implemented. The master plan should be inspirational to help designers follow the overall theme for the corridor.

### Galleria Boulevard/Stanford Ranch Road

- Would highlight the entrance into the City of Roseville
- Native trees, inert materials (rock, mulch), non-irrigated grasslands and rockery walls





- Unique signage for the City of Roseville
- Vertical surfaces would be designed to prevent or deter graffiti and other vandalism to the extent possible. Walls would include anti-graffiti coating, strong lettering and/or recessed elements.
- Rosebushes were added at the request of the City of Roseville

#### **Pleasant Grove Blvd**

- Also, an interchange of interest to the City of Roseville.
- Same concepts at Galleria Boulevard/Stanford Ranch Road would apply.
- Aesthetics plan being implemented now with construction of the retaining wall under the overcrossing, as part of the Highway 65 Phase 1 PS&E efforts (1F171).

#### **Sunset Boulevard**

- Interchange of interest to City of Rocklin, same concepts as presented for other interchanges
- Focus on rockery/quarry landscape similar to the I-80/Rocklin Road Interchange

#### **Whitney Ranch Parkway**

- Interchange of interest to the City of Rocklin, Placer County, and UAIC
- East side would be dedicated to City of Rocklin
- West side would serve as the entrance into Placer Parkway and UAIC land holdings
- Opportunity for monument signage or other gateway elements
- Focus on tribal patterns (basket weaving, acorns, etc.)

#### **Twelve Bridges Drive**

- Interchange of interest to UAIC
- Similar concepts as presented for Whitney Ranch Parkway

#### **Color Palette**

The original master plan proposed the Dunn Edwards color palette. Through coordination and feedback from Caltrans, **the master plan will be updated to reference the federal color system, AMS STANDARD 595A COLOR.** This will help with long-term maintenance and consistency throughout the corridor.

#### **Rock Stone Palette**

**Master plan will be updated to call for weed abatement in the rock stone palette**

**Crosswalks** – Crosswalks were identified as an opportunity to incorporate the basket weaving pattern. **The master plan will be revised to clarify the bright green photos are examples from other projects and not proposed as part of the Highway 65 corridor theme.**

**Master plan will include language that crosswalks need to comply with MUTCD guidelines** as Caltrans has been put on notice by FHWA, accordingly

#### **Other comments/action items provided by Executive Management:**

1. Add text to the master plan clarifying the Blue Oaks Boulevard and Twelve Bridges Drive Interchanges should adhere to the overall corridor theme

2. Add additional disclaimers throughout the report for specific elements that will be included in the maintenance agreements
3. Consider how graffiti removal will be addressed with the Tule grass pattern on vertical surfaces
4. Consider the location of walls relative to the travel way and shoulder. If future maintenance is required for graffiti removal or other services, the traffic control costs for lane and shoulder closures should be addressed in the maintenance agreements.
5. Set any applied artwork on walls high enough to prevent or deter climbing.
6. Trees and shrub placement need to consider sight distance, especially at loop ramps.
7. Transportation art needs to be consistent with gateway monumentation guidelines and may have limitations with respect to size.
8. Make sure there is no negative space for soundwall placement. Soundwalls should be placed in their ultimate location to avoid relocating. Maintainability needs to be considered.
9. Sidewalks and bikeways need to be addressed in the master plan. The design team clarified there are no bikeways within the corridor limits. Sidewalks exist along the overcrossings but not along the corridor. Any changes to sidewalks will comply to Caltrans and ADA standards and would be designed in detail during final design.
10. Add stronger language in the master plan that maintenance requirements for the interchange enhancements and any transportation art will not fall on the State's maintenance forces.
11. Invisible areas need to be avoided to reduce homeless encampments.
12. What agency is responsible for cleanup at these locations should an encampment settle there? Would cleanup be the responsibility of local agencies? If people call Caltrans, whom should our CSL's (Customer Service Liaisons) pass calls to?



## Response to District 3 Comments, May 11, 2020 Meeting

Number	Comment	Responses
1	A statement will be added to the master plan clarifying the Blue Oaks Boulevard Interchange should be aesthetically designed to be consistent with the rest of the corridor.	Narrative added in "overview" statement on Page 11.
2	The interchange aesthetics enhancements would be funded by and maintained by the applicable local agencies including graffiti mitigation, landscaping, and lighting. The language in the master plan will be expanded to be all-inclusive of these efforts.	New paragraph added to the narrative on Page 3.
3	All concepts included in the master plan are preliminary in nature. The final designs of these elements would be developed by each specific project team and need to go through the standard PS&E review process including the appropriate permits and transportation art approvals, as applicable	New paragraph added to the narrative on Page 3.
4	The original master plan proposed the Dunn Edwards color palette. Through coordination and feedback from Caltrans, the master plan will be updated to reference the federal color system.	Colors change to Federal System on Page 33.
5	Master plan will be updated to call for weed abatement in the rock stone palette	Note added to Page 35.
6	Master plan will include language that crosswalks need to comply with MUTCD guidelines as Caltrans has been put on notice by FHWA, accordingly	Note added to Page 36.
7	Add text to the master plan clarifying the Blue Oaks Boulevard and Twelve Bridges Drive Interchanges should adhere to the overall corridor theme	Blue Oaks - Narrative added in "overview" statement on Page 11. Twelve Bridges - this design is shown on page 30, no new information was added.
8	Add additional disclaimers throughout the report for specific elements that will be included in the maintenance agreements	Rather than repeat this message throughout the document a new paragraph was added to the narrative on Page 3.
9	Consider how graffiti removal will be addressed with the Tule grass pattern on vertical surfaces	General graffiti note added to Page 19 and 22. It is assumed that the same techniques for removing graffiti for this formaliner pattern will be used on all patterns. Techniques may include chemical washing, power-washing and sand-blasting.
10	Consider the location of walls relative to the travel way and shoulder. If future maintenance is required for graffiti removal or other services, the traffic control costs for lane and shoulder closures should be addressed in the maintenance agreements.	(1) A note was added to Pages 23, 27, 28, 29 and 30 regarding the placement of walls and trees. (2) lane closures was added to the maintenance note on Page 3.
11	Set applied artwork on walls to prevent or deter climbing.	Note added to Pages 31 and 32.
12	Trees and shrub placement need to consider sight distance, especially at loop ramps.	A note was added to Pages 23, 27, 28, 29 and 30 regarding the placement of walls, shrubs and trees.
13	Transportation art needs to be consistent with gateway monumentation guidelines and may have limitations with respect to size.	Note added to Page 29.
14	Make sure there is no negative space for soundwall placement. Soundwalls should be placed in their ultimate location to avoid relocating. Maintainability needs to be considered.	This plan does not address the placement of soundwalls, no changes were made to address this item. These are design considerations that would occur during each specific project development in the PS&E Phase
15	Sidewalks and bikeways need to be addressed in the master plan. The design team clarified there are no bikeways within the corridor limits. Sidewalks exist along the overcrossings but not along the corridor. Any changes to sidewalks with comply to Caltrans and ADA standards and would be designed in detail during final design.	A statement was added to Page 36 clarifying that sidewalk and crosswalk enhancements would comply with ADA and Caltrans standards.
16	Add stronger language in the master plan that maintenance requirements for the interchange enhancements and any transportation art will not fall on the State's maintenance forces.	New paragraph added to the narrative on Page 3.
17	Invisible areas need to be avoided to reduce homeless encampments	Although specific designs at each location would be vetted during the standard PS&E review process, reducing the opportunities for homeless encampments was discussed/presented during the Delivery Hour on Page 3 (re: maintenance agreements) and Page 22 (re: Retaining Walls and Soundwalls) for the PDT to be aware of this issue.
18	What agency is responsible for cleanup at these locations should an encampment settle there? Would cleanup be the responsibility of local agencies? If people call Caltrans whom should our CSL's (Customer Service Liasons) pass calls to?	A paragraph was added to Page 3 clarifying that maintenance of enhanced areas would be outlined in individual maintenance agreements for each specific project.