



Placer County
Transportation
Planning Agency

I-80/SR 65 Interchange Project “Value Engineering” Workshop

Repackaging the Program

We Convened a Team



Colleagues with experience in the corridor:

- Highway and bridge design
- Traffic engineering
- Environmental planning
- Transportation planning
- Grants and funding strategy
- Corridor operations

Agencies



Consulting Firms

Jacobs



MARK THOMAS

AECOM

FEHR & PEERS

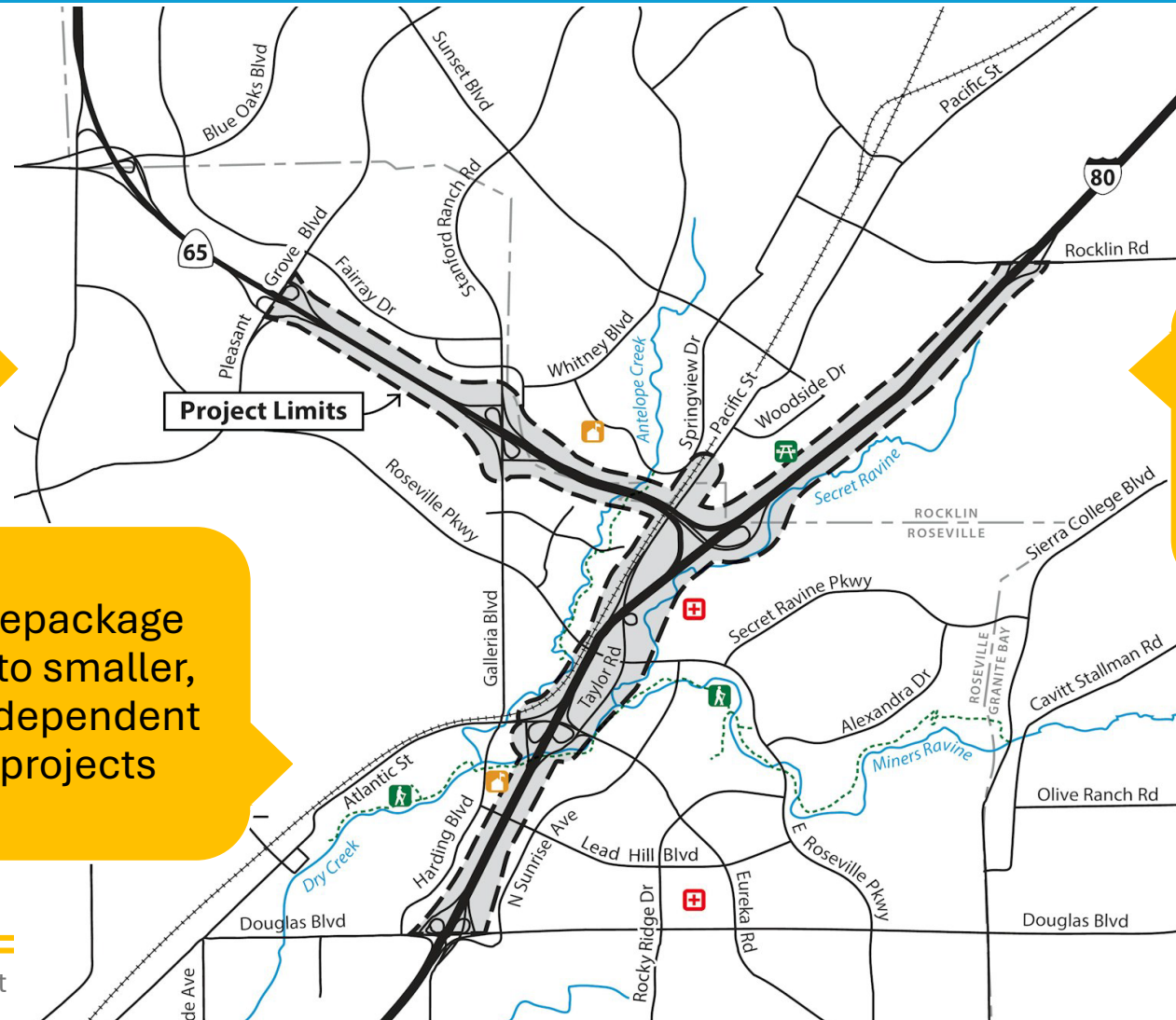
Charge to the Team - The Need to “Repackage”



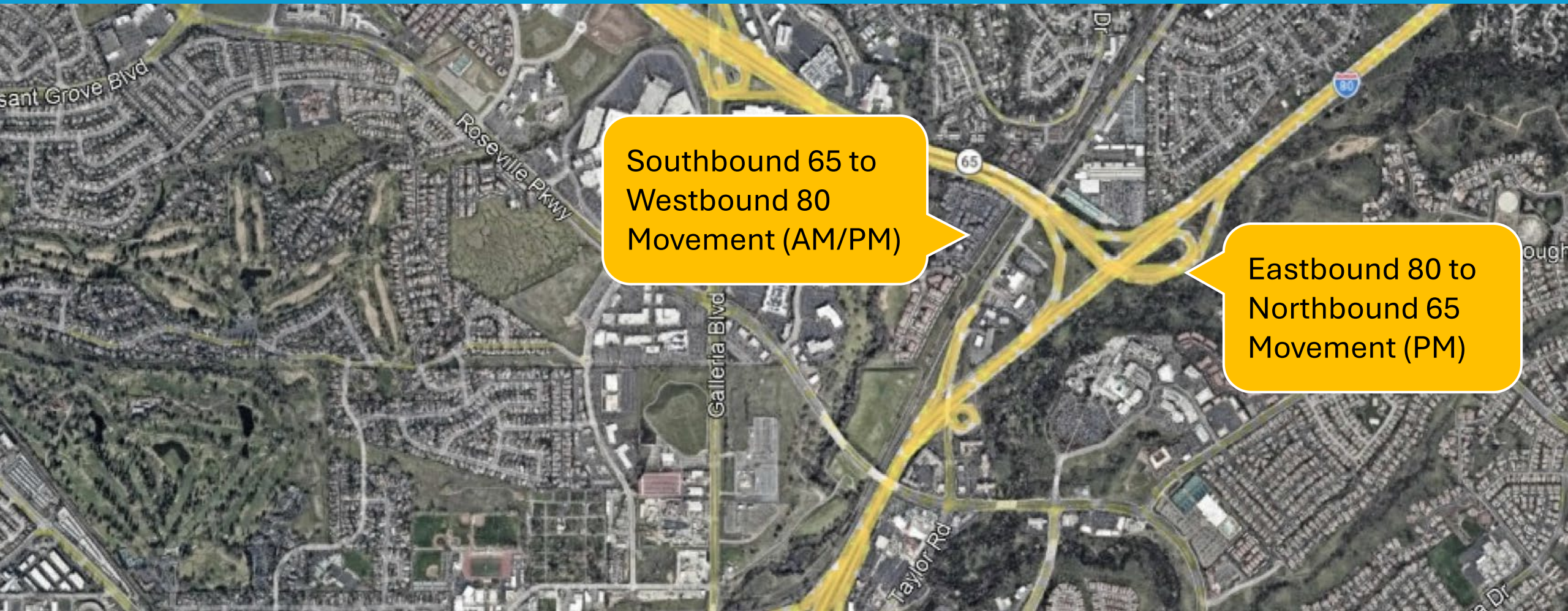
Cost-effective, implementable strategies to **incrementally** improve safety and operations

Repackage into smaller, independent projects

Can we revisit previously discarded solutions?



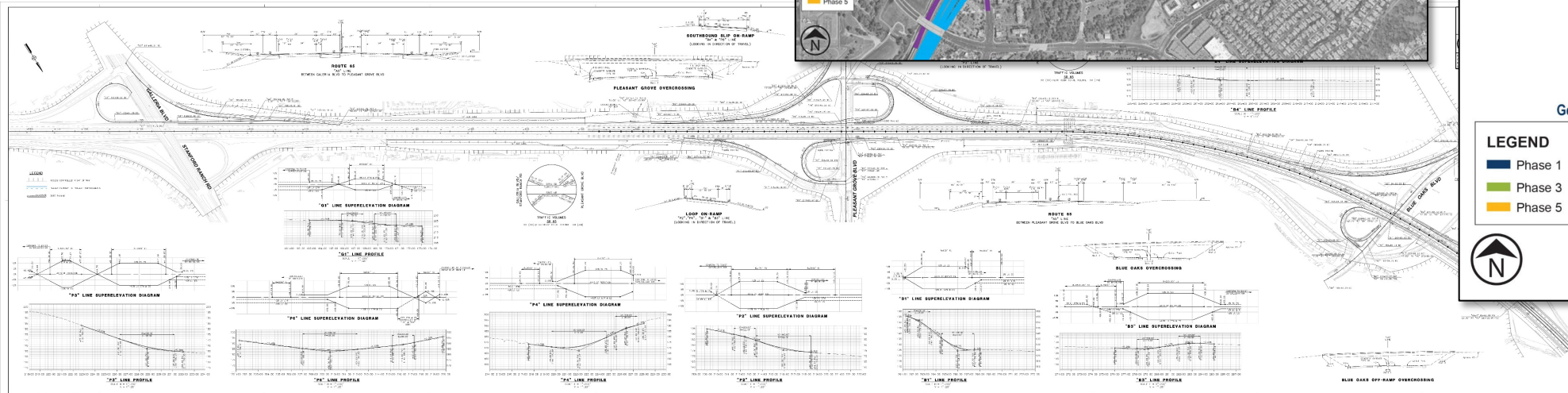
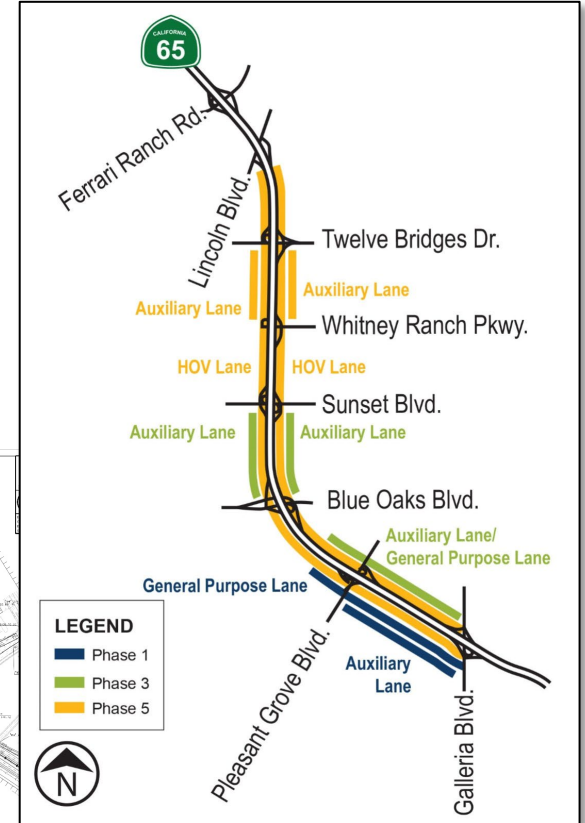
The Problem



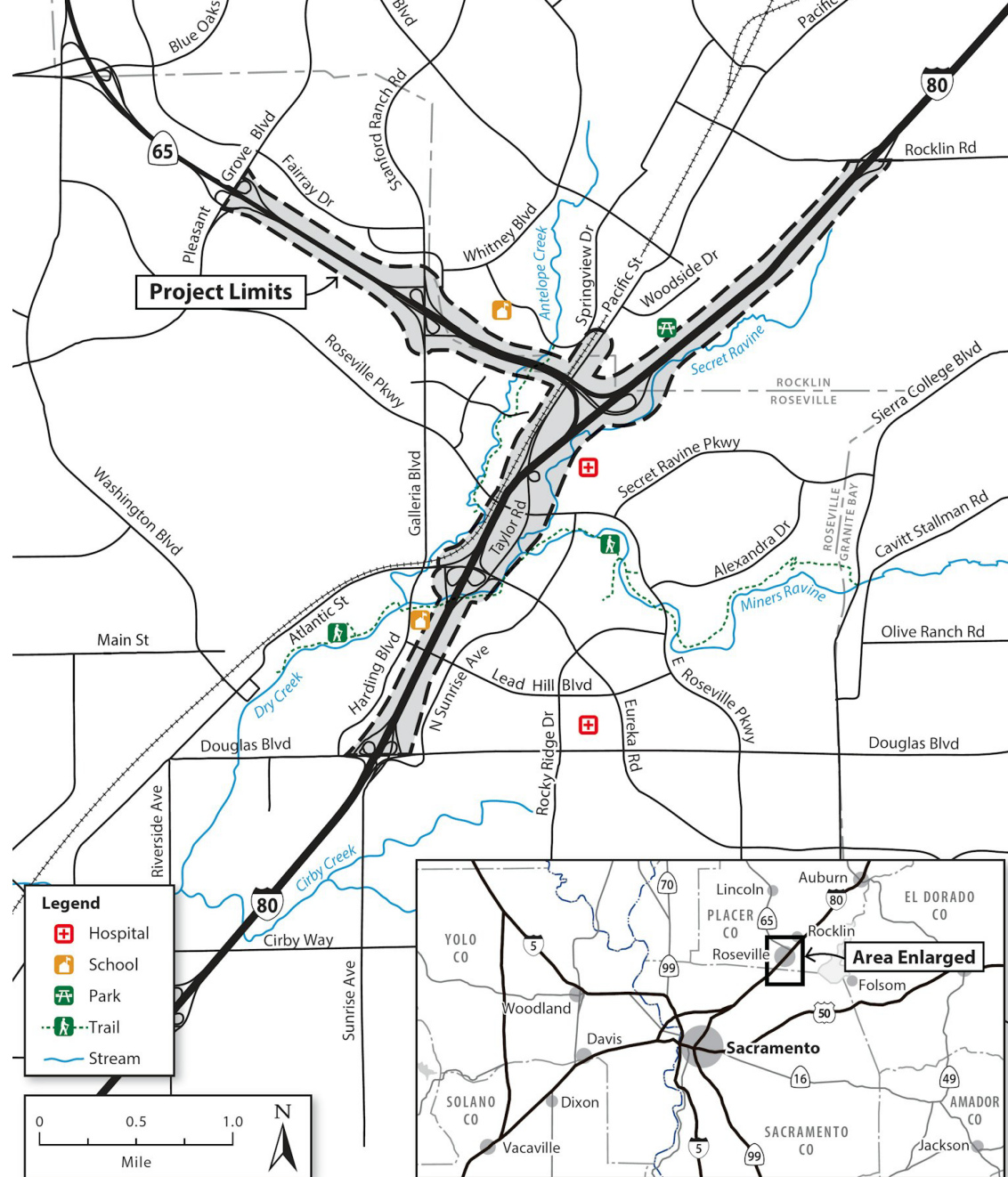
Leverage Past Planning & Design Efforts



- 30% Design Complete
- NEPA/CEQA Approved
- Sequencing and Phasing Studies



We have a NEPA/CEQA Approved “Project”



Repackaging with Grant Funding in Mind



Federal



Better Utilizing Investments to Leverage Development (BUILD)



Infrastructure for Rebuilding America (INFRA)



Safe Streets and Roads for All (SS4A)



Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT)

State



Solutions for Congested Corridors (SCCP)



Trade Corridor Enhancement Program (TCEP)

Charge to the Team - Balance of Considerations



Each smaller project must consider:



**Improving
Safety and/or
Congestion**



**Environmental
Impact**



Cost

Priority Projects Under \$50M



Implementation 0-10 Years

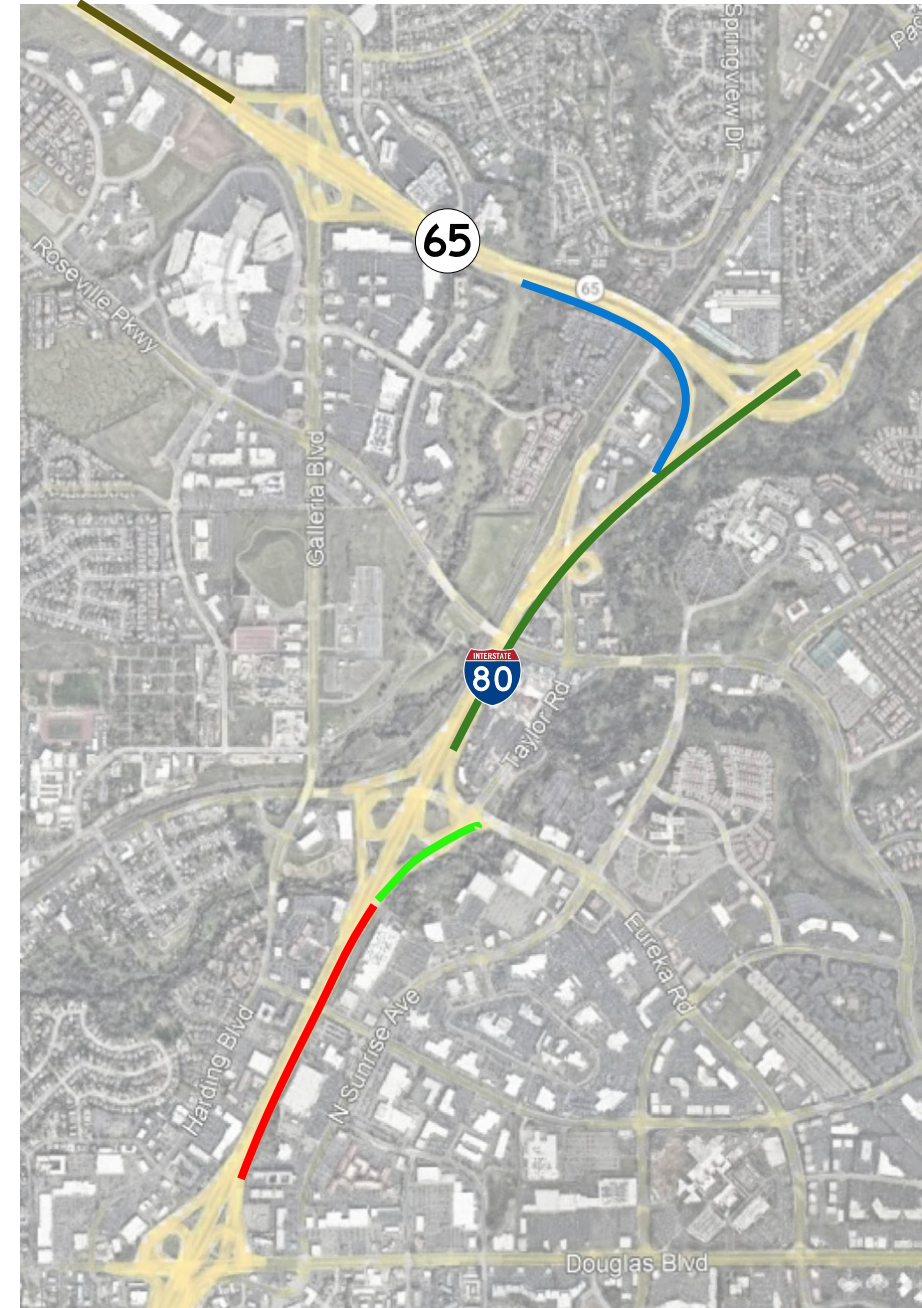
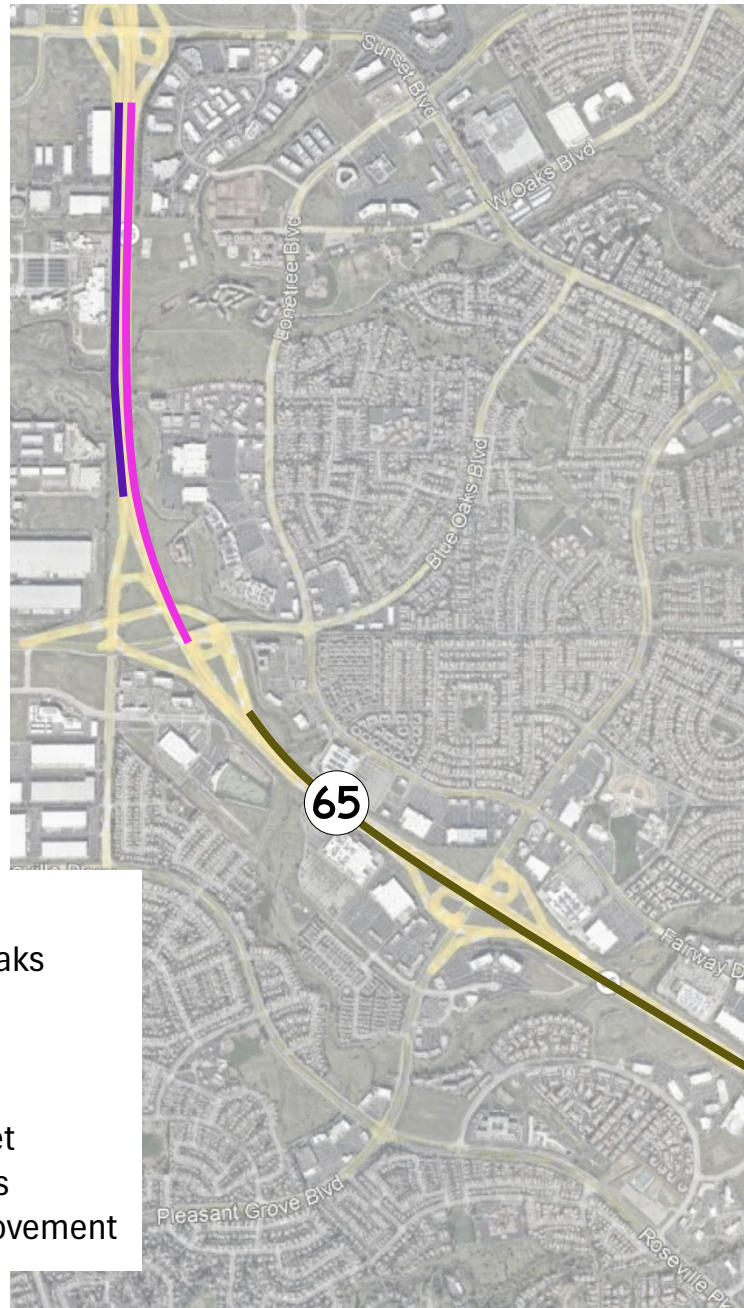
Project	Potential Funding Programs	Environmentally Approved	Planning-Level Estimate
1. NB 65 Auxiliary Lanes Galleria to Blue Oaks	SCCP, BUILD	YES	~\$20M
2. EB 80 Auxiliary Lane Eureka to 65	SCCP, TCEP, BUILD, INFRA	YES	~\$20-25M
3. EB 80 Auxiliary Lane Douglas to Eureka	SCCP, TCEP, BUILD, INFRA, LPP	YES	~\$5M
4. EB 80 Eureka 2-Lane Off Ramp	SCCP, BUILD	NO	~\$10M
5. NB 65 Auxiliary Lane Blue Oaks to Sunset	SCCP, BUILD	YES	~\$5M-8M
6. SB 65 Auxiliary Lane Sunset to Blue Oaks	SCCP, BUILD	YES	~\$5M-8M
7. SB 65 to WB 80 Interim Connector Improvement	BUILD	YES	~\$5M-7M
Corridor-wide Operational Improvements	TBD	TBD	TBD

Priority Projects Under \$50M

Implementation 0-10 Years

LEGEND

-  1. NB 65 Auxiliary Lanes Galleria to Blue Oaks
-  2. EB 80 Auxiliary Lane Eureka to 65
-  3. EB 80 Auxiliary Lane Douglas to Eureka
-  4. EB 80 Eureka 2-Lane Off Ramp
-  5. NB 65 Auxiliary Lane Blue Oaks to Sunset
-  6. SB 65 Auxiliary Lane Sunset to Blue Oaks
-  7. SB 65 to WB 80 Interim Connector Improvement



Feasible Projects Over \$50M



Implementation 10+ Years

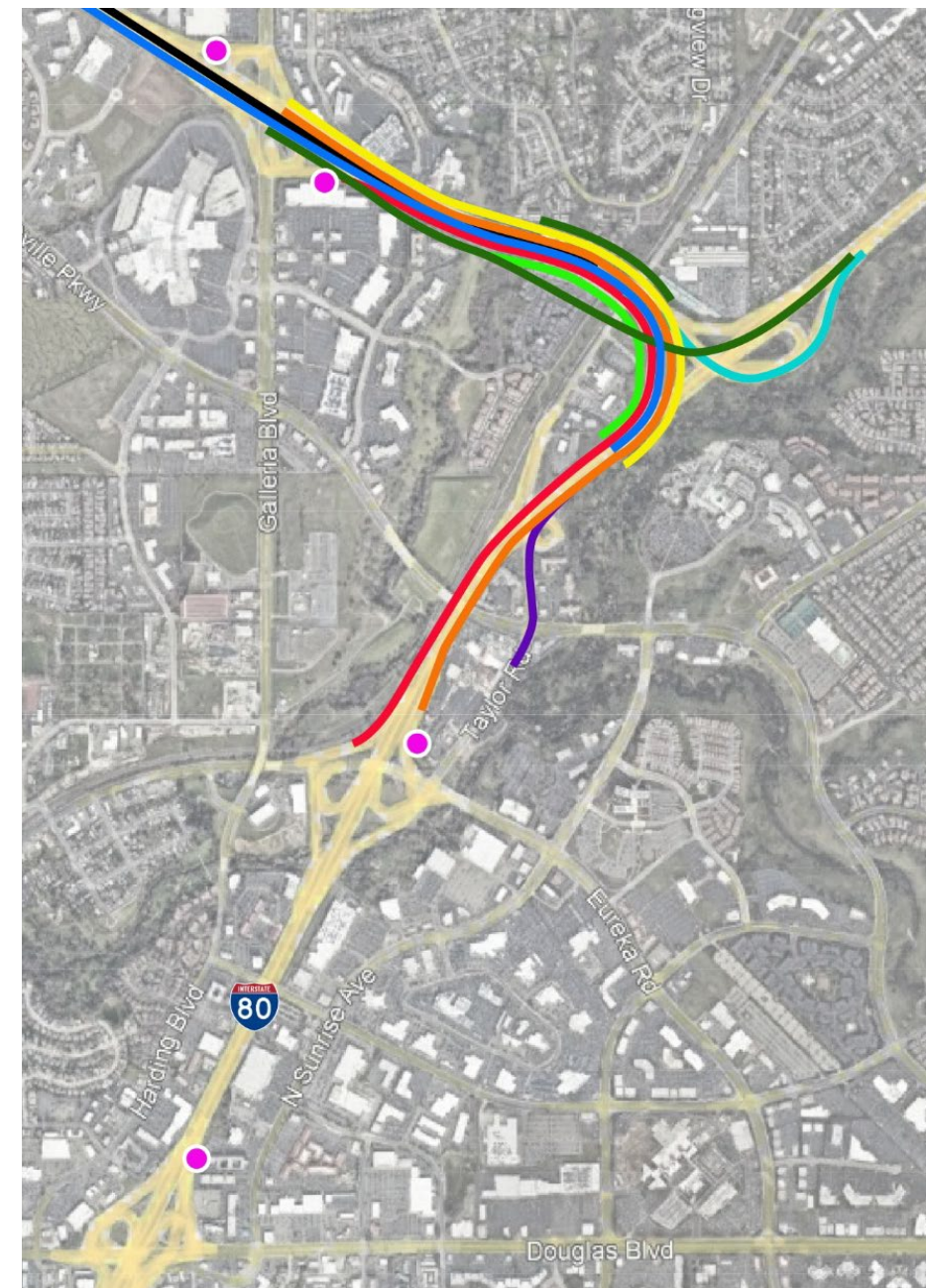
Project	Potential Funding Programs	Environmentally Approved	Planning-Level Estimate
NB 65 Express Toll Lane 80 to Blue Oaks	Limited Opportunity	No	~\$25M
SB 65 to WB 80 Express Toll Lane Connector	Limited Opportunity	Yes	~\$45M
SB 65 to EB 80/ EB 80 to NB 65 Connector (Interim or Ultimate)	SCCP, Federal Grants	Yes	~\$270M
Add 3rd Lane on SB 65 connector ramp to WB 80 Connector	SCCP	Yes	~\$35M
Taylor Road Connectivity & Complete Streets Improvements	SCCP, ATP	Yes	~\$50M
SB 65 Galleria to Eureka	Limited Opportunity	Yes	~\$45M
Modified Alternative Removes Collector Distributor	SCCP, Federal Grants	No	~\$800M
EB 80 Access Reconfiguration via Taylor Road	SCCP, Federal Grants	No	~\$810M
EB 80 Auxiliary Lane & Direct Connector Package	TCEP	Yes	~\$150M
Coordinated Adaptive Ramp Metering Implementation	SCCP	No	TBD

Feasible Projects Over \$50M

*Implementation
10+ Years*

LEGEND

- NB SR 65 Express Toll Lane & Auxiliary Lane
- SB SR 65 to WB I-80 Express Toll Lane Connector
- SB SR 65 to EB I-80/ EB I-80 to NB SR 65 Connector (Interim or Ultimate)
- Add 3rd Lane on SB SR 65 connector ramp to WB I-80
- Southbound Galleria to Eureka
- Reuse Existing SB SR 65 to EB I-80 Connector
- Modified Alternative Removing Collector Distributor
- EB I-80 Access Reconfiguration via Taylor Road
- EB I-80 Auxiliary Lane & Direct Connector Package
- Coordinated Adaptive Ramp Metering Implementation



Next Steps



Further technical environmental and design work needs to be completed

Develop funding strategy that aligns with grant opportunities

Build advocacy amongst key agencies and jurisdictions

Maintain momentum advancing smaller projects for ultimate program completion