

Rocklin Road/I-80 Interchange Improvement Project Stakeholder Advisory Meeting #1 Meeting Summary

Introduction

On Tuesday, September 28, 2021, from 10:00 – 11:00 a.m., the City of Rocklin held their first Stakeholder Meeting for the Rocklin Road/I-80 Interchange Improvement Project. Below is a list of project team members that were in attendance:

City of Rocklin	Jacobs	AIM Consulting
Matt McClure	Luke McNeel-Caird	Gladys Cornell
	Mike Robinson	Elise Brockett
		Katie DeMaio

Stakeholders from the following nearby businesses participated in the meeting:

- Sierra Community College
- 76 Gas Station
- Arco Gas Station

The objectives of the stakeholder meeting were to provide project information and discuss any possible concerns and opportunities for project improvements with key stakeholders.

Background

The City of Rocklin is making long-term operational and circulation improvements within the area of Rocklin Road/Interstate 80 Interchange. The improvements will address existing traffic congestion and improve walking and biking connections between downtown Rocklin and Sierra Community College.



Photo of the Interchange

Methodology

The meeting was held both in person at Rocklin Historic City Hall and there was an option to join through Zoom. The meeting kicked off with Gladys Cornell with AIM Consulting welcoming attendees and introducing the project team and stakeholders. She then discussed the project outreach efforts which included the current stakeholder meeting process. Next, Matt McClure, Public Services Manager and Project Manager with the City of Rocklin provided welcoming remarks and a brief project history.

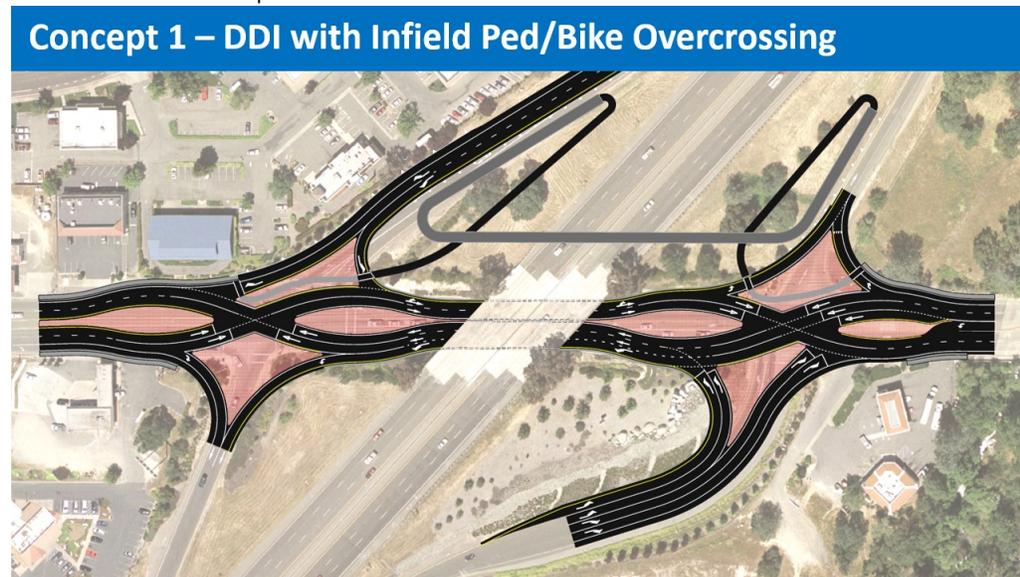
Finally, Luke McNeel-Caird, Consultant Project Manager with Jacobs started the presentation on the project. Reviewing project history, goals, concept discussion, and schedules.

Discussion

The concept discussion portion of the meeting began with a presentation of the specific concept proposal followed by a group discussion raising questions and concerns.

Concept 1: Divergent Diamond Interchange (DDI) with In-Field Ped/Bike Overcrossing

Concept 1 is designed to be a Diverging Diamond Interchange with an infield pedestrian and bicycle overcrossing. This would include adding a third lane on westbound Rocklin Road, with both the I-80 eastbound and westbound ramp intersections still controlled by traffic signals. The design would allow for free movements on to all the ramps including the heavily used I-80 westbound on-ramp from westbound Rocklin Road.



A discussion of the concept proposal #1 raised a few questions from the stakeholders including if the city was looking to expand the I-80 bridge? The project team noted that this design did not require bridge expansion, further explaining that the bridge was in great shape, and avoiding the cost of replacing the bridge would be a huge plus for the project. Next, a question was asked about how cars would cross to the Arco gas station. The project team answered that they would still be able to cross on Aguilar Road. The project team stated that the difference would be how the pedestrian and bicyclists would travel along Rocklin Road.

Concept 2: DDI with Separate Ped/Bike Undercrossing

Concept 2 would construct a separate undercrossing beneath Interstate 80 for bicyclist and pedestrians.

Concept 2 – DDI with Separate Ped/Bike Undercrossing



During the discussion of concept proposal #2, the project team explained that there would be a separate undercrossing under I-80. A stakeholder made a comment noting that he liked the concept and that feels that a separate crossing under the freeway is much safer for the bicyclists.

Concept 3: DDI with Adjacent Ped/Bike Undercrossing

Concept 3 would extend the I-80 bridge to accommodate the adjacent path for bicyclists and pedestrians.

Concept 3 – DDI with Adjacent Ped/Bike Undercrossing



Finally, the discussion really started to pick up when talking about concept proposal #3 that would create an adjacent undercrossing with a path. The stakeholders began opening about some of the issues that have been created by the unhoused population noting that their concern

with the undercrossing access would provide even more places to gather. The project team noted that under Concept 2 the access would be large enough for vehicles including maintenance and patrol cars to monitor the area, while Concept 3 would have openings to see as cars drove under I-80. The stakeholders agreed that daily patrols would be necessary for these two concepts.

Another participant asked a question about the funding and if there was a chance that the college would have to absorb any of these costs. The project team noted that while at this time project funding is not complete, they will be relying heavily on grant funding/impact fees for the project, so there is currently no plan to ask college for funding at this time. This led to a question about whether this project is solely the City of Rocklin or if Placer County involved. The project team answered that while Placer County will provide some regional partner funding, the City of Rocklin is partnering with Caltrans on the project.

The discussion then moved into some very specific property questions about the Arco gas station and how their trucks will be able to access their property. The project team responded that the Concepts would limit at least 1 or 2 of their driveways and the stakeholders were extremely concerned about the problem this would present for their gas delivery trucks. The project team discussed some alternative options including a different access point. The project team plans to revisit these concerns.



Participants at Stakeholder Meeting #1

During the property impact discussion for the 76 gas station, they stated that their third driveway is not as heavily used. There are more options for access points and property owners seemed flexible about the options of approach for their customers.

Additional questions were brought up about the pedestrian access from Sierra Community College to the Arco gas station and asked for the project team to consider a more direct route of how they approach the store as they do not want to deter people from doing business there. The project team reassured them that the Aguilar Road access will stay the same and the only thing that will change is the middle area in the interchange connecting the gas stations.

A comment from Sierra Community College was noted that the facilities master plan included a new parking garage at the college. It opened in August and while it hasn't had a lot of use so far due to the pandemic once the area bounces back, they hope it will relieve some traffic in their area. It will be interesting to track the progress of their goal to alleviate the traffic pattern. Also, good to note that the college is still waiting to see the effect of the pandemic in general and how many students will remain taking classes online.

The last comment came from a participant stating that the U-Turn at Aguilar Road is highly congested and asking why that has not been investigated. The project team noted that a lot of the backup is caused by the traffic light there. The DDI concepts should help with the flow of traffic by having the lights cycle through faster thus helping clear the U-Turn faster.

Project Schedule

After the discussion about the three concept plans and general comments, the project team presented a graph with a draft comparison table of all three concepts and the projected project schedule.

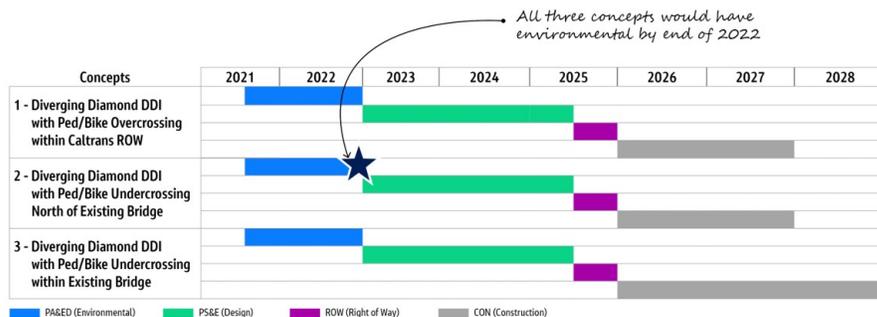
Draft Concept Comparison Table

Will be determined based on input from City, public, stakeholders, and Caltrans

Criteria	Concept 1	Concept 2	Concept 3
Total Cost	Less than \$40m	Less than \$40m	More than \$40m
Construction Schedule	24 months	Same as Concept 1	36 months
Project Approval	Infield Structure	Undercrossing Hurdle	Extension of Existing Bridge
Public Acceptance	?	?	?
Traffic Operations	Solves Congestion	Same as Concept 1	Same as Concept 1
Constructability	Structure over I-80	I-80 Traffic Shifts and Detours	I-80 and Rocklin Road Traffic Shifts and Detours
Ped/Bike	Separate Overcrossing, Out of Direction Travel	Separate Undercrossing, Out of Direction Travel	Adjacent Undercrossing
Environmental	Straightforward	Same as Concept 1	Same as Concept 1
ROW Acquisition	Minimal Impact	Same as Concept 1	Same as Concept 1
Funding	More Competitive with Bike/Ped	Same as Concept 1	Same as Concept 1

Potential Issues: ■ Low ■ Medium ■ High

Project Schedule



Next Steps

The meeting came to conclusion with the project team explaining that they would like to keep an open line of communication and asked participants to reach out to them with any questions or concerns. They ended with the projects next steps which include:

- Community Meeting #1 on October 19 via Zoom
- Two alternatives to start environmental document
- Finalize traffic operational analysis
- Preliminary engineering of alternatives
- Environmental technical studies
- Draft environmental document

Appendix

- Stakeholder Meeting Invitation
- Project Fact Sheet
- Meeting Presentation



Below is a sample email from the Stakeholder Invites:

Dear _____,

The City of Rocklin is making long-term operational and circulation improvements within the area of the Rocklin Road/Interstate-80 Interchange. The improvements will address existing traffic congestion and improve walking and biking connections between downtown Rocklin and Sierra Community College.

Join us for the first stakeholder meeting for the Rocklin Road Interchange Improvements Project. The objective of this meeting is to provide project information and discuss any possible concerns and opportunities for project improvements with key stakeholders. *If you are unable to attend this meeting, we will be hosting more stakeholder meetings in future where you will have the opportunity to learn more about the project and provide your feedback.*

- Rocklin Road Interchange Stakeholder Meeting #1
- When: Tuesday, September 28, 2021 at 10:00 AM - 11:00 AM in (UTC-08:00) Pacific Time (US & Canada).
- Location: Historic City Hall, 3980 Rocklin Road, Rocklin CA 95677, Second Floor Conference Room

We will also have an online/virtual option to participate in the meeting if you are unable to attend in person:

Join Zoom Meeting

<https://us02web.zoom.us/j/81972646499>

ROCKKLIN ROAD

Interchange

Improvements Project



Concept 1: Diverging Diamond Interchange with Infield Ped/Bike Overcrossing



Concept 2: Diverging Diamond Interchange with Separate Ped/Bike Undercrossing



Concept 3: Diverging Diamond Interchange with Adjacent Ped/Bike Undercrossing



Project Overview

The Rocklin Road Interchange Improvements Project, located in South Placer County, CA, will reconfigure an outdated, car-centric interchange at I-80 by:

1. Adding a dedicated, separated bicycle and pedestrian facility
2. Repurposing a narrow undercrossing of I-80 for redirected traffic via an innovative diverging diamond interchange design

Project Benefits



The Rocklin Road Interchange at I-80 is a primary access point to Sierra Community College and a connection with Rocklin's traditional downtown and passenger rail station. In its current configuration, Rocklin Road is a narrow, traffic congested undercrossing of I-80, and the dark sidewalk and lack of bicycle facilities make the route inhospitable to walking and bicycling. The Rocklin Road Interchange Improvements will change that by:

Encouraging multi-modal transportation by providing a safe means of getting across I-80 through a variety of mobility options



Supporting alternative transportation options by improving access to the Capitol Corridor passenger rail station and park-and-ride lot



Improving pedestrian safety and access between Sierra Community College to the east and the vibrant downtown Rocklin area to the west



Improving safety and reducing collisions by separating vehicles from bicycles and pedestrians and channelizing different traffic movements



Using an innovative diverging diamond interchange design which channelizes different traffic movements, reduces backups, and improves air quality

Rocklin Road/I-80 Interchange

September 28, 2021



Meeting Agenda

1. Introductions
2. Project History
3. Project Goals
4. Concepts
5. Schedule
6. Questions & Answers



Public Outreach

- Key Stakeholder Focus Group Meetings
- Community Workshops
- Social Media
- Informational Video
- Project Website

ROCKLIN ROAD Interchange Improvements Project

Concept 1: Diverging Diamond Interchange with Infield Ped/Bike Overcrossing

Concept 2: Diverging Diamond Interchange with Separate Ped/Bike Undercrossing

Concept 3: Diverging Diamond Interchange with Adjacent Ped/Bike Undercrossing

Project Overview
The Rocklin Road Interchange Improvements Project, located in South Placer County, CA, will reconfigure the outdated, car-centric interchange at I-80 by:

1. Adding a dedicated, separated bicycle and pedestrian facility
2. Repurposing a narrow undercrossing of I-80 for redirected traffic via an innovative diverging diamond interchange design

Project Benefits

The Rocklin Road Interchange at I-80 is a primary access point to Sierra Community College and a connection with Rocklin's traditional downtown and passenger rail station. In its current configuration, Rocklin Road is a narrow, traffic congested undercrossing of I-80, and the dark sidewalk and lack of bicycle facilities make the route inhospitable to walking and bicycling. The Rocklin Road Interchange Improvements will change that by:

- Encouraging multi-modal transportation by providing a safe means of getting across I-80 through a variety of mobility options
- Supporting alternative transportation options by improving access to the Capitol Corridor passenger rail station and park-and-ride lot
- Improving pedestrian safety and access between Sierra Community College to the east and the vibrant downtown Rocklin area to the west
- Improving safety and reducing collisions by separating vehicles from bicycles and pedestrians and channelizing different traffic movements
- Using an innovative diverging diamond interchange design which channelizes different traffic movements, reduces backups, and improves air quality

ROCKLIN CALIFORNIA

Contact Matt McClure, Public Services Manager, City of Rocklin: Matt.McClure@rocklin.ca.us or 916-625-5277

Project History

- **2012 PSR-PDS Concept 1 – Flyover**
 - *Nonstandard Geometry*
- **2012 PSR-PDS Concept 2 – Rocklin Road Roundabouts**
 - *Traffic Operations – EB Ramp Backed into WB Ramp and Locked Up Rocklin Road*
- **2012 PSR-PDS Concept 3 – Widen Rocklin Road**
 - *High Cost*

PROJECT STUDY REPORT -Project Development Support (PSR-PDS)

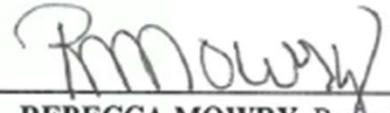
To

**Request Approval for a Locally Funded Project
To Proceed to PA&ED Phase**

On Interstate 80 and Rocklin Road

Between PM 5.4

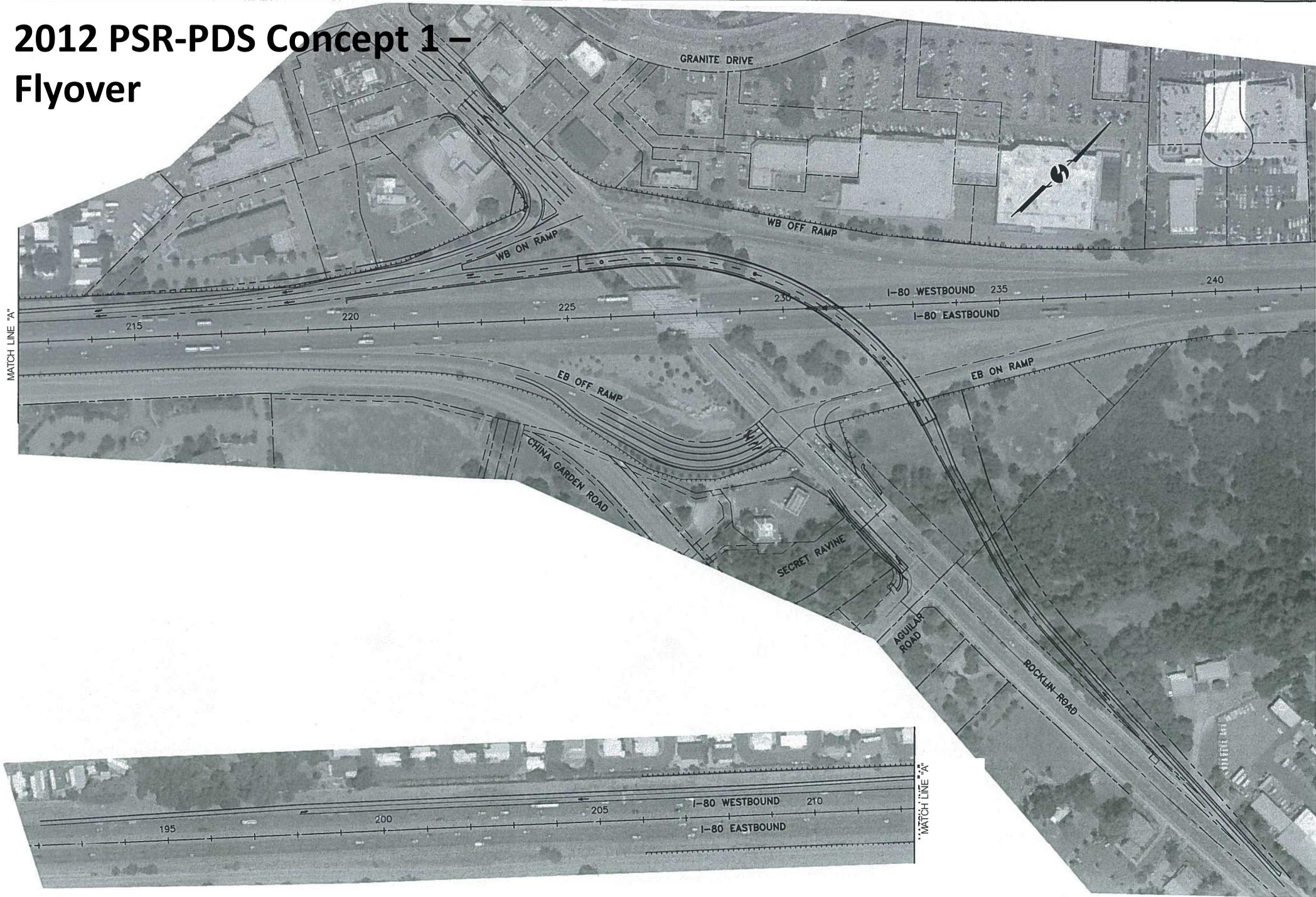
And PM 6.4

APPROVAL RECOMMENDED: 
REBECCA MOWRY, Project Manager

APPROVED: 
JODY JONES, District 3 Director

8/24/12
Date

2012 PSR-PDS Concept 1 – Flyover



NO.	DATE	REVISIONS

PRELIMINARY
 WALNUT CREEK
 REGIONAL
 AIRPORT
 PROJECT
 2012

EXHIBIT
ALT 1 - FLYOVER
ROCKLIN RD / ROUTE 80 IC MOD
 ROCKLIN, CA

S II
 EX1
 K:\PRJ\11861186E\010_3_30_2012\4400-04-PLI-PDI.dwg



2012 PSR-PDS Concept 3 – Widen Rocklin Road

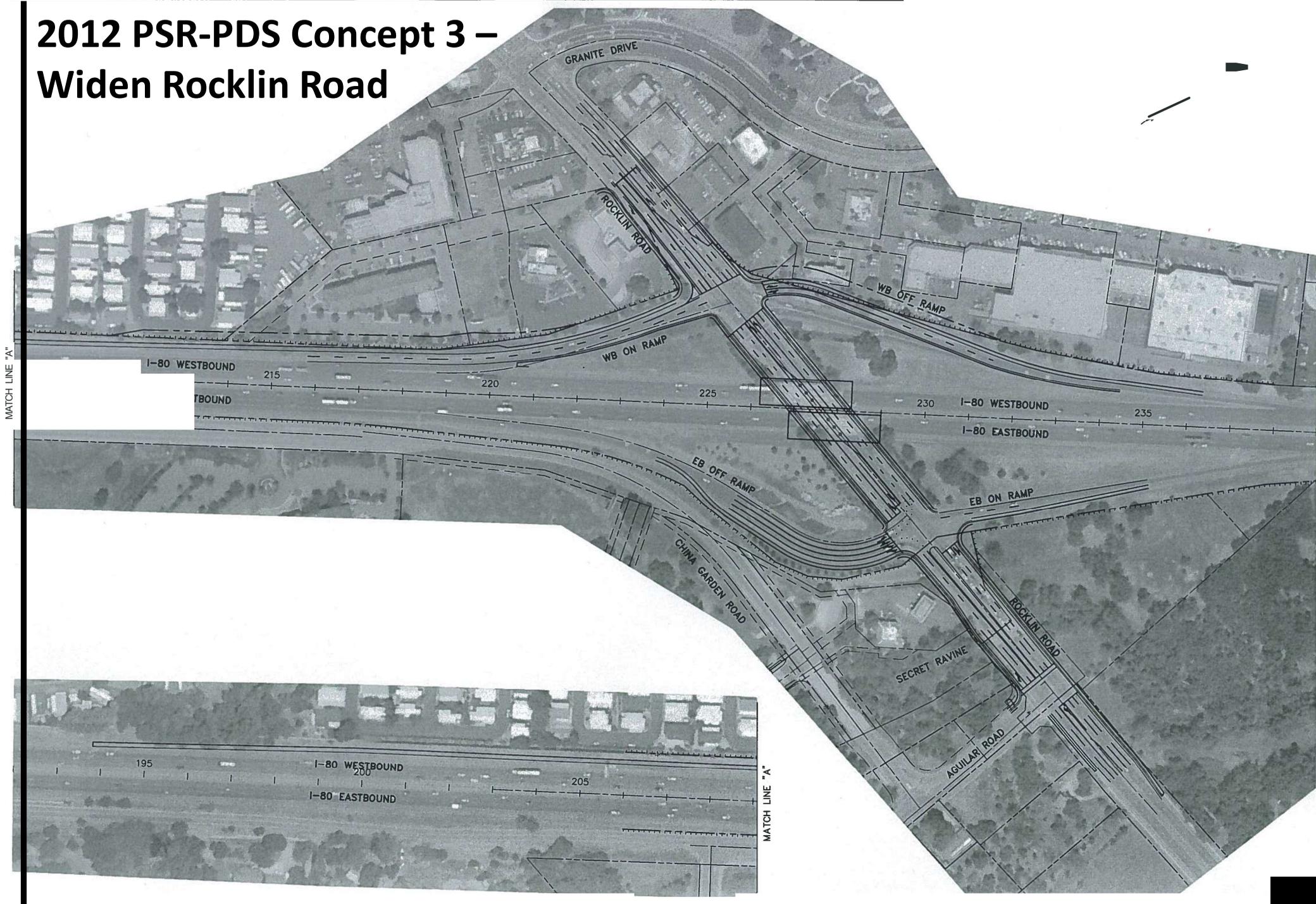


EXHIBIT
ALT 3 - WIDEN ROCKLIN RD TO 6 LANES
ROCKLIN RD / ROUTE 80 IC MOD
ROCKLIN, CA

JOB NO.	11868
DESIGN	CD
DRAWN	
FILE	
CHECKED	
DATE	
SHEET No.	EX3

K:\PRJ\11868\11868\X007.dwg J/30/ 12:02:05 PM PDT 2012

N **R**
 SUPERVISOR OF TRAFFIC CONTROL
 (916) 782-1111
 WIP of... TRISK
 ISBA/AS
 CONSTRUCTION
 JACOBO

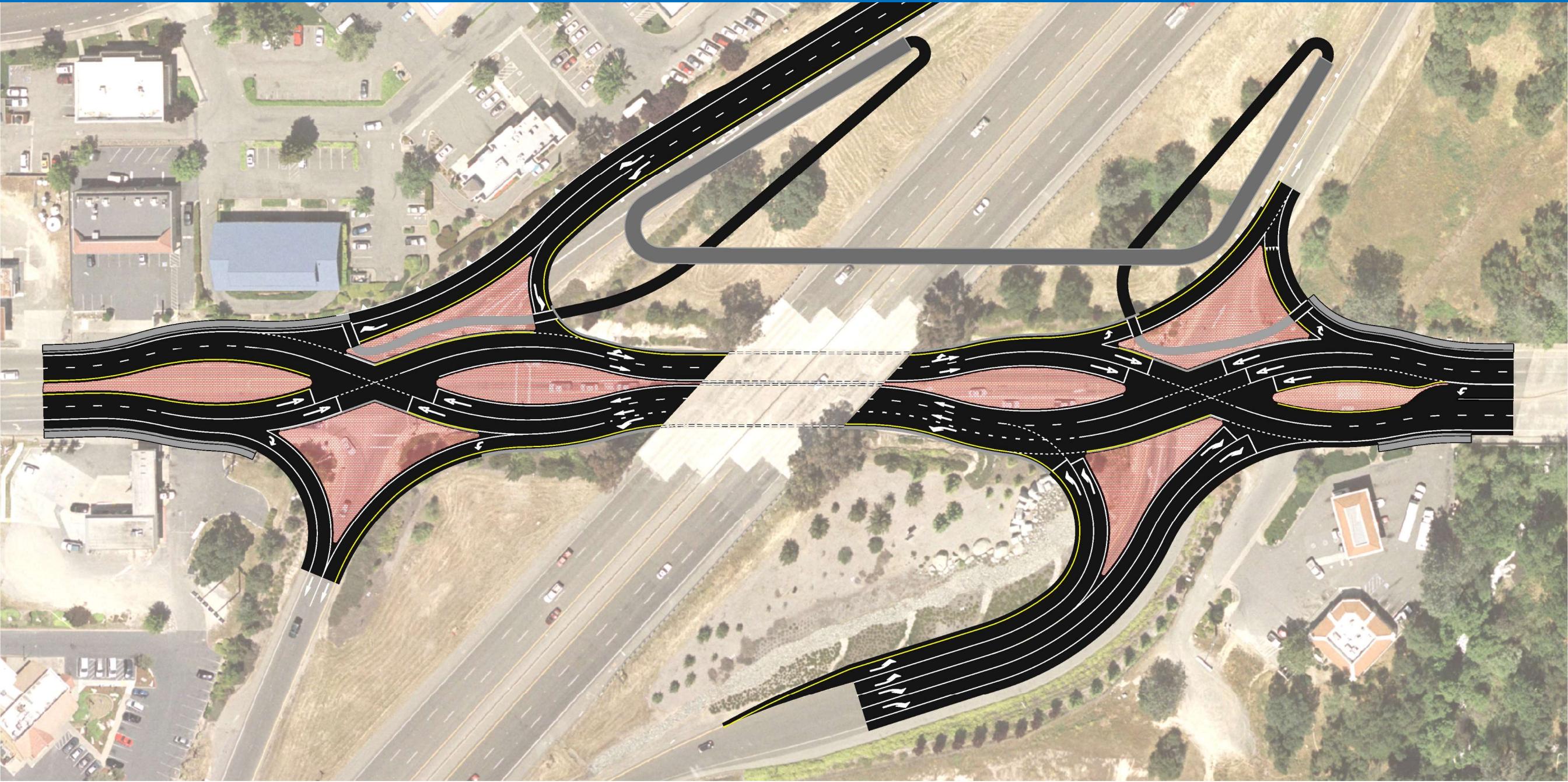
REVISIONS
 11868
 11868

Project Goals

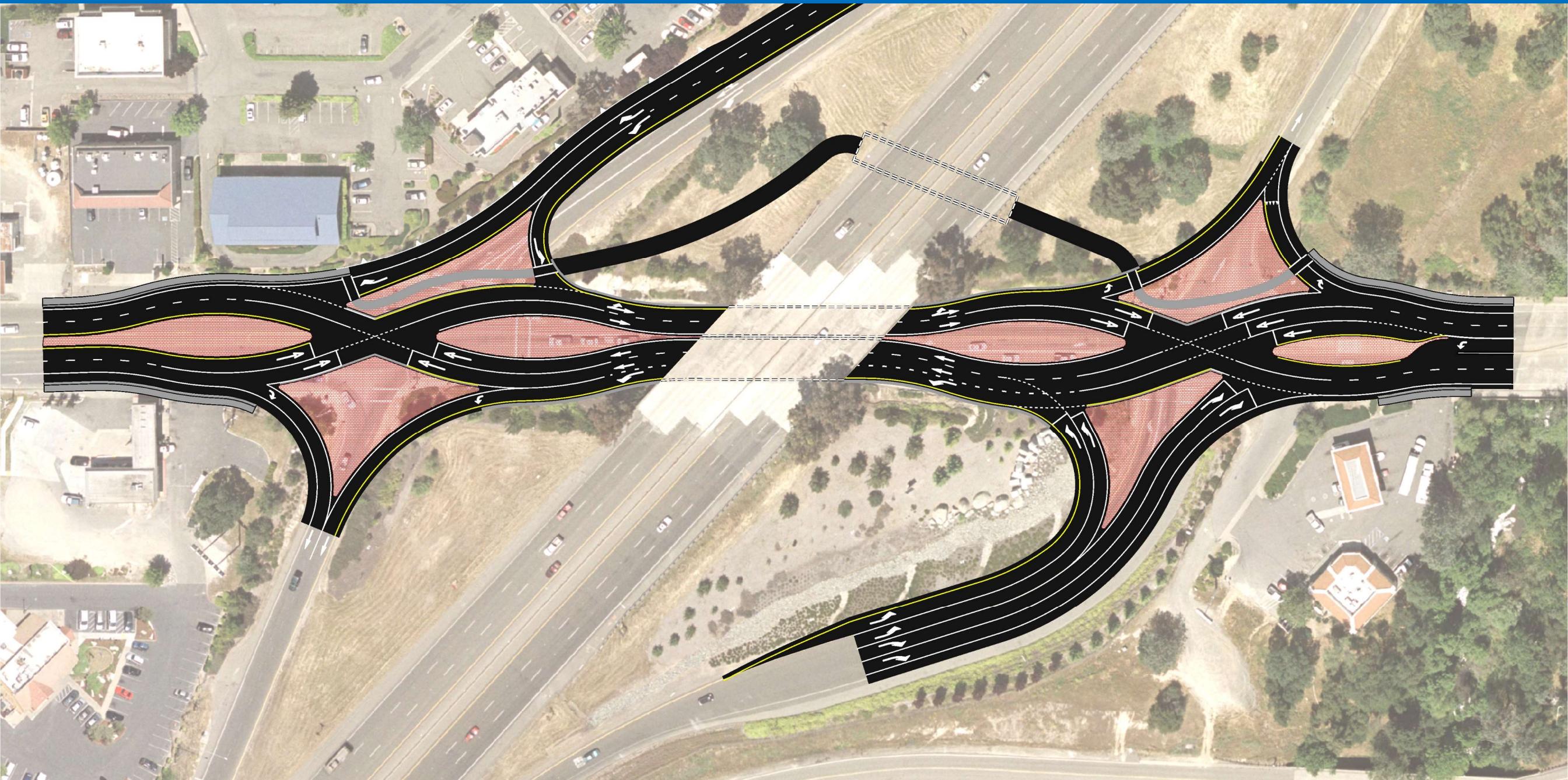
- *Improve Pedestrian and Bicycle Access through the Interchange*
- *Increase Movement of People and Goods*
- *Enhance Safety*



Concept 1 – DDI with Infield Ped/Bike Overcrossing



Concept 2 – DDI with Separate Ped/Bike Undercrossing



Concept 3 – DDI with Adjacent Ped/Bike Undercrossing



Draft Concept Comparison Table

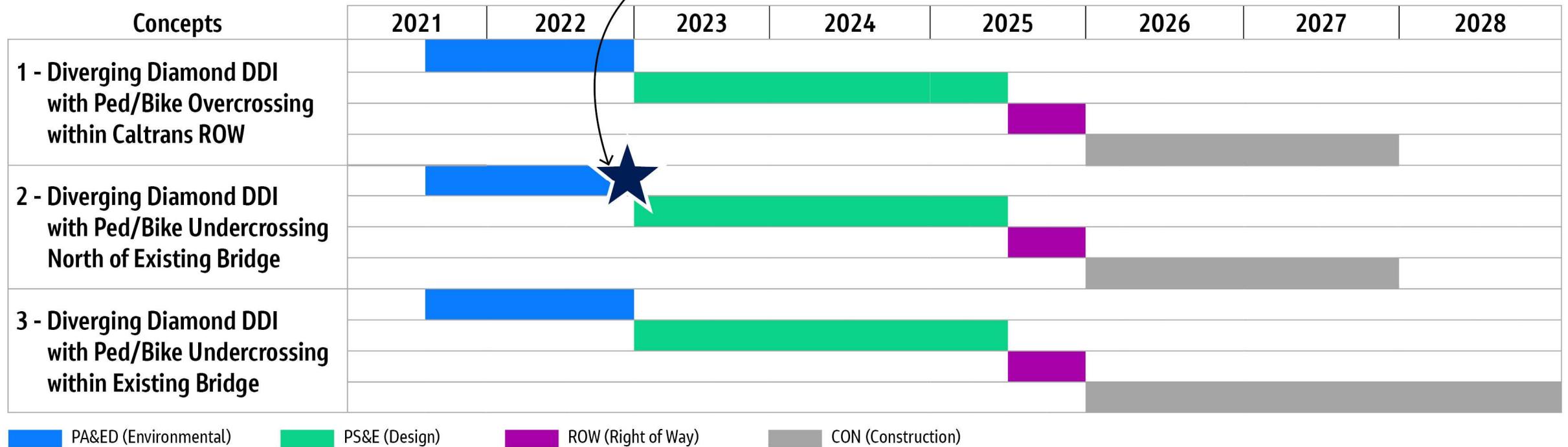
Will be determined based on input from City, public, stakeholders, and Caltrans

Criteria	Concept 1	Concept 2	Concept 3
Total Cost	Less than \$40m	Less than \$40m	More than \$40m
Construction Schedule	24 months	Same as Concept 1	36 months
Project Approval	Infield Structure	Undercrossing Hurdle	Extension of Existing Bridge
Public Acceptance	?	?	?
Traffic Operations	Solves Congestion	Same as Concept 1	Same as Concept 1
Constructability	Structure over I-80	I-80 Traffic Shifts and Detours	I-80 and Rocklin Road Traffic Shifts and Detours
Ped/Bike	Separate Overcrossing, Out of Direction Travel	Separate Undercrossing, Out of Direction Travel	Adjacent Undercrossing
Environmental	Straightforward	Same as Concept 1	Same as Concept 1
ROW Acquisition	Minimal Impact	Same as Concept 1	Same as Concept 1
Funding	More Competitive with Bike/Ped	Same as Concept 1	Same as Concept 1

Potential Issues: ■ Low ■ Medium ■ High

Project Schedule

All three concepts would have environmental by end of 2022



Questions & Answers





Your Role

- **Meeting attendance**
 - **Bring community perspectives to the project**
 - **Provide input on project improvements**
 - Where are existing traffic concerns?
 - What access issues need to be considered?
 - Where might properties be impacted?
 - **Communicate study progress and decisions**
-

Next Steps

- Community Meeting #1 on October 12
- Two Alternatives to Start Environmental Document
- Finalize Traffic Operational Analysis
- Preliminary Engineering of Alternatives
- Environmental Technical Studies
- Draft Environmental Document

