

Rocklin Road/I-80 Interchange Improvement Project
Virtual Open House – October 19th, 2021
Meeting Summary

Introduction:

On Tuesday, October 19th from 4:30 – 6:00 p.m., the City of Rocklin held their first Virtual Open House 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 |
| Justin Nartker | Mike Robinson | Katie DeMaio |

A total of 44 community members attended the Virtual Open House via Zoom.

The objective of the virtual open house was to provide project information, and discuss any possible concerns and opportunities for project improvements with local community members

About the Project:

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.



**Rocklin Road Interchange
Virtual Open House**

October 19, 2021
4:30-6:00 PM
Via Zoom



ROCKLIN ROAD INTERCHANGE

Meeting Format, Objectives and Purpose

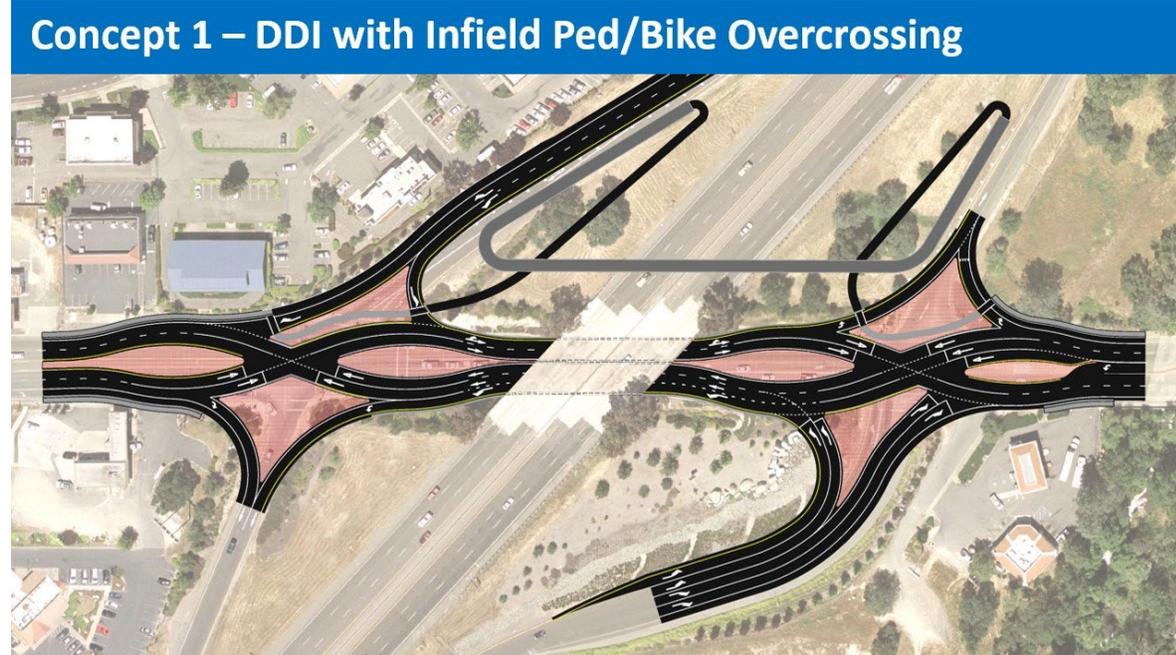
The meeting was held through Zoom. First, Gladys Cornell with AIM Consulting welcomed attendees and introduced the project team and agenda. She then discussed the public outreach of the project which included the current Virtual Open House. Next, Matt McClure, Public Services Manager and Project Manager with the City of Rocklin provided welcoming remarks and a brief project history.

Finally, Luke McNeel-Caird, Senior Project Manager with Jacobs, started the presentation on the project. This included a review of project goals, a presentation of the three concepts, followed with a discussion and information on schedules.

Concept Discussion:

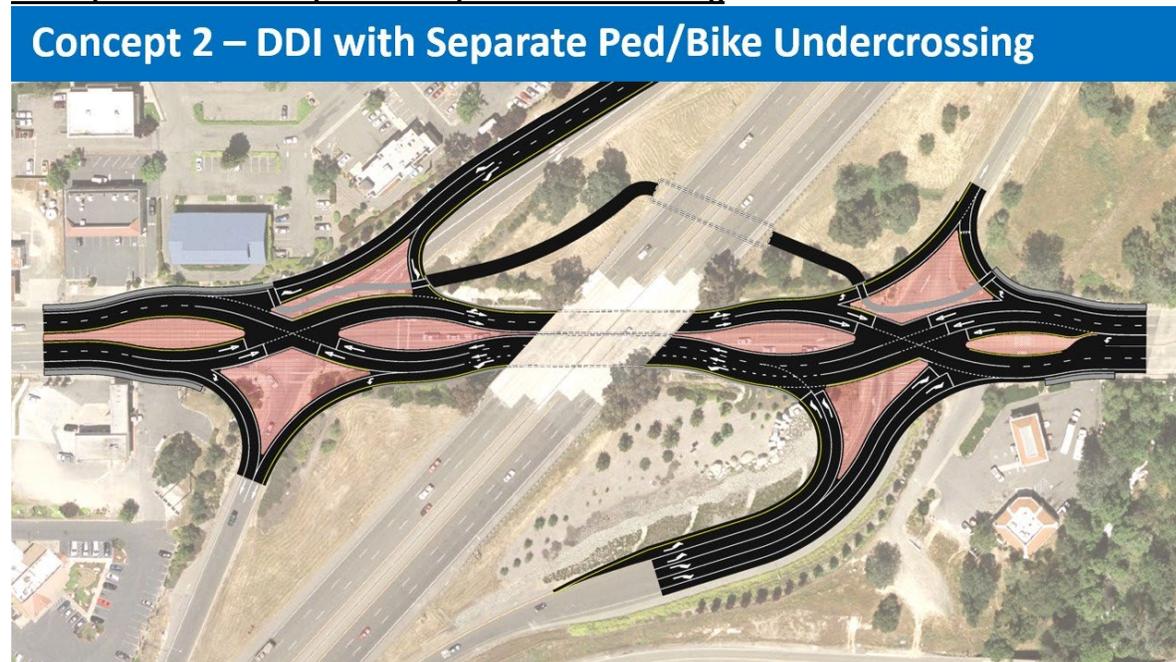
The concept discussion portion of the meeting began with an overview of the three concept proposals followed by a group discussion raising questions and concerns.

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



The key distinctive feature of concept proposal #1 was the Pedestrian/Bike Overcrossing would be in a separate in-field overcrossing.

Concept 2: DDI with Separate Ped/Bike Undercrossing



The key distinctive feature of concept proposal #2 is a separate Pedestrian/Bike Undercrossing under I-80.

Concept 3: DDI with Adjacent Ped/Bike Undercrossing

Concept 3 – DDI with Adjacent Ped/Bike Undercrossing



Finally, key distinction of concept proposal #3 is an adjacent Pedestrian/Bike Undercrossing with a path.

Community Discussion

After presenting all three concepts, the project team opened the meeting for community discussion. The following is a summary of the topics and questions that were covered.

Aguilar Road

A few questions and comments were brought up around the topic of Aguilar Road. The first asked if the signal at Aguilar Road would remain intact, to which the project team assured the community member that it would not change. Next, a cyclist noted that for his trip from Aguilar Road to shopping along Granite Drive, it is unclear how a cyclist or pedestrian would get across reconfigured Rocklin Rd to the north side to cross I-80 to downtown Rocklin. Another participant expressed concern that currently at Aguilar stoplight it allows 3 cars onto Rocklin Rd and the other 6 or 7 cars have to wait for a second or third light to get out, further stating that with the city approving two new developments and 100+ new houses, there is a need for more time at that light.

Planned I-80 Improvements

Participants asked about any plans to widen I-80 from SR 65 to Rocklin Road, with a specific concern that if there is not a new right hand turn lane at the eastbound ramp on the east side of the interchange, the traffic will continue to back up.

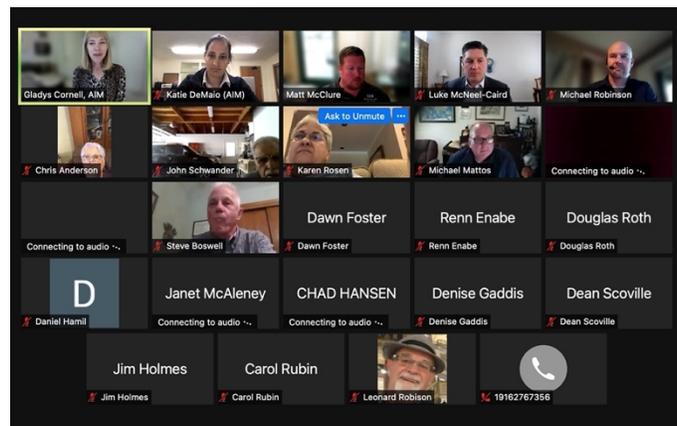
Proposal Process

Participants raised a few questions about the proposal process in general. These included questions about how the decision will be made between the three concepts, preliminary project costs and budget for design and construction, traffic studies and school schedule studies. Finally, a specific question was raised about there being environmental impact reports (EIRs) for several developments upcoming, and whether all these models expected to resolve the impact of the planned new developments.

The project team addressed each of these questions and noted concerns, as well as explaining the difference of the process and budget for each of the three designs.

Bike/Pedestrian Specific

The liveliest discussion topic by far came on questions and concerns relating to bicycle and pedestrian traffic. Questions regarding access to the bike and pedestrian undercrossing, distance and time of bike crossing, elevation loss/gains, ADA requirements for the stairs/ramp including grade, lighting, and a specific question about making a path that would continue all the way to get to the Sierra College campus all were addressed in the discussion with the project team.



Participants during feedback session of Open House

Traffic Signals

Participants had questions about certain traffic signals, with the project team being asked to point out all the signals both new and old on the project map. Others comments included concern about whether the off ramps leaving the freeway would be hot merges or signaled, and that the current traffic light at Aguilar and Rocklin Road should be adjusted to accommodate both pedestrians and car traffic.

Rocklin Road Current Traffic Conditions

The discussion about the current traffic conditions on Rocklin Rd brought up a few questions and comments including what improvements will be made to Rocklin Rd directly, what the path would look like between Granite Drive and the interchange, current congestion problems in the area, as well as a specific question about eastbound Rocklin Rd traffic east of the interchange. A few participants are concerned that right hand turn lanes are needed on the east side of I-80 along Rocklin Road, noting that without the addition of new right hand turn lanes at these intersections, traffic would just continue to back up.

Project Timeline

Final questions surrounding the project timeline were brought up for discussion. These questions included whether the road improvements will begin at the same time as the onsite

developments (commercial/housing), the time duration of the study patterns, and if there will be additional opportunities for public comment as this project proceeds. The project team discussed all timeline related questions including what the next steps for the public feedback and how participants can stay involved in the process.

Draft Comparison Table and Schedule:

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

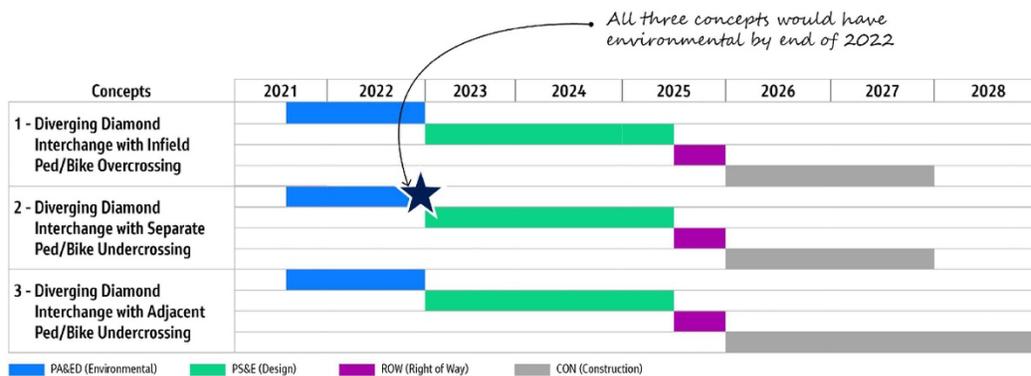
Draft Concept Comparison Table

| 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

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

Project Schedule



Next Steps

The meeting came to conclusion with the project team encouraging the public to reach out to them with any questions or concerns, and highlighting the next steps as follows:

- Two alternatives to start environmental document
- Finalize traffic operational analysis
- Preliminary engineering of alternatives
- Environmental technical studies
- Draft environmental document

Appendix:

- Awareness Flyer and Social Media Image
- Meeting Presentation

Join us for a
Virtual Open House
for the



ROCKLIN ROAD
INTERCHANGE IMPROVEMENTS PROJECT

Enhancing College to Downtown Connection



ROCKLIN
CALIFORNIA

OCTOBER 19
4:30–6:00 PM

Register for the meeting: bit.ly/Rocklin-Interchange

ABOUT THE PROJECT

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. Visit Rocklin.ca.us/RocklinInterchange to sign up for email updates and stay in the loop!



Join us for a
Virtual Open House
for the



ROCKLIN ROAD
INTERCHANGE IMPROVEMENTS PROJECT
Enhancing College to Downtown Connection



OCTOBER 19
4:30–6:00 PM

Register for the meeting: bit.ly/Rocklin-Interchange





ROCKLIN ROAD

INTERCHANGE IMPROVEMENTS PROJECT

Enhancing College to Downtown Connection

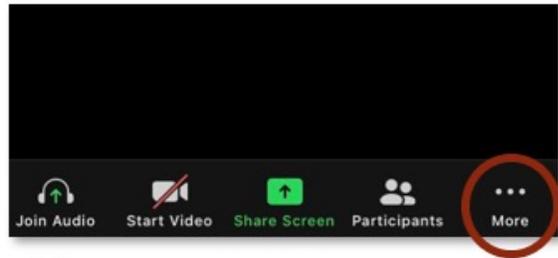
Rocklin Road Interchange Virtual Open House

October 19, 2021

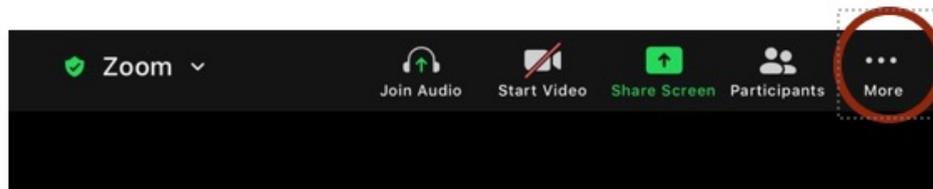
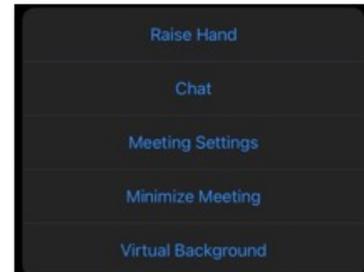
4:30-6:00 PM

Via Zoom

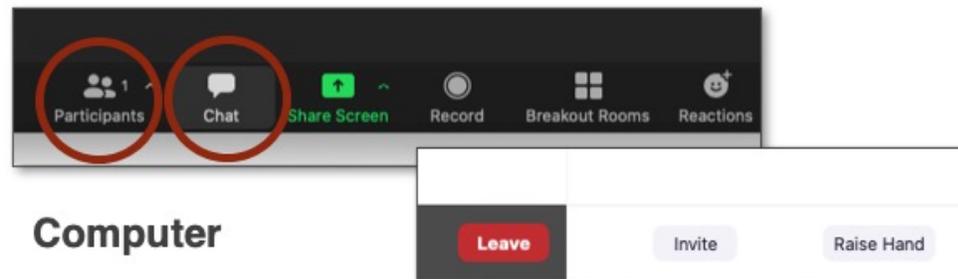
Meeting Orientation



Phone



Tablet



Computer

- Add any questions or comments to the chat box or use the “Raise Hand” function to be unmuted. Press *9 if calling into the meeting and *6 to unmute yourself

Agenda

- Welcome and Meeting Orientation
- Project Team Introductions
- Welcoming Remarks
- Presentation on the Project
- Group Discussion/ Q&A
- Wrap Up



Public Outreach

- Key Stakeholder Focus Group Meetings
- Community Workshops
- Social Media
- Informational Video
- Project Website
 - <https://www.rocklin.ca.us/rocklin-interchange>

ROCKLIN ROAD INTERCHANGE IMPROVEMENTS PROJECT
Enhancing College to Downtown Connection

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 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 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
- USING** an innovative diverging diamond interchange design which channelizes different traffic movements, reduces backups, and improves air quality
- 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 channelizing different traffic movements
- SUPPORTING** alternative transportation options by improving access to the Capitol Corridor passenger rail station and park-and-ride lot

Contact Matt McClure, Public Services Manager, City of Rocklin: Matt.McClure@rocklin.ca.us

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

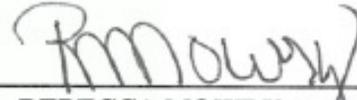
**Request Approval for a Locally Funded Project
To Proceed to PA&ED Phase**

On Interstate 80 and Rocklin Road

Between PM 5.4

And PM 6.4

APPROVAL RECOMMENDED:

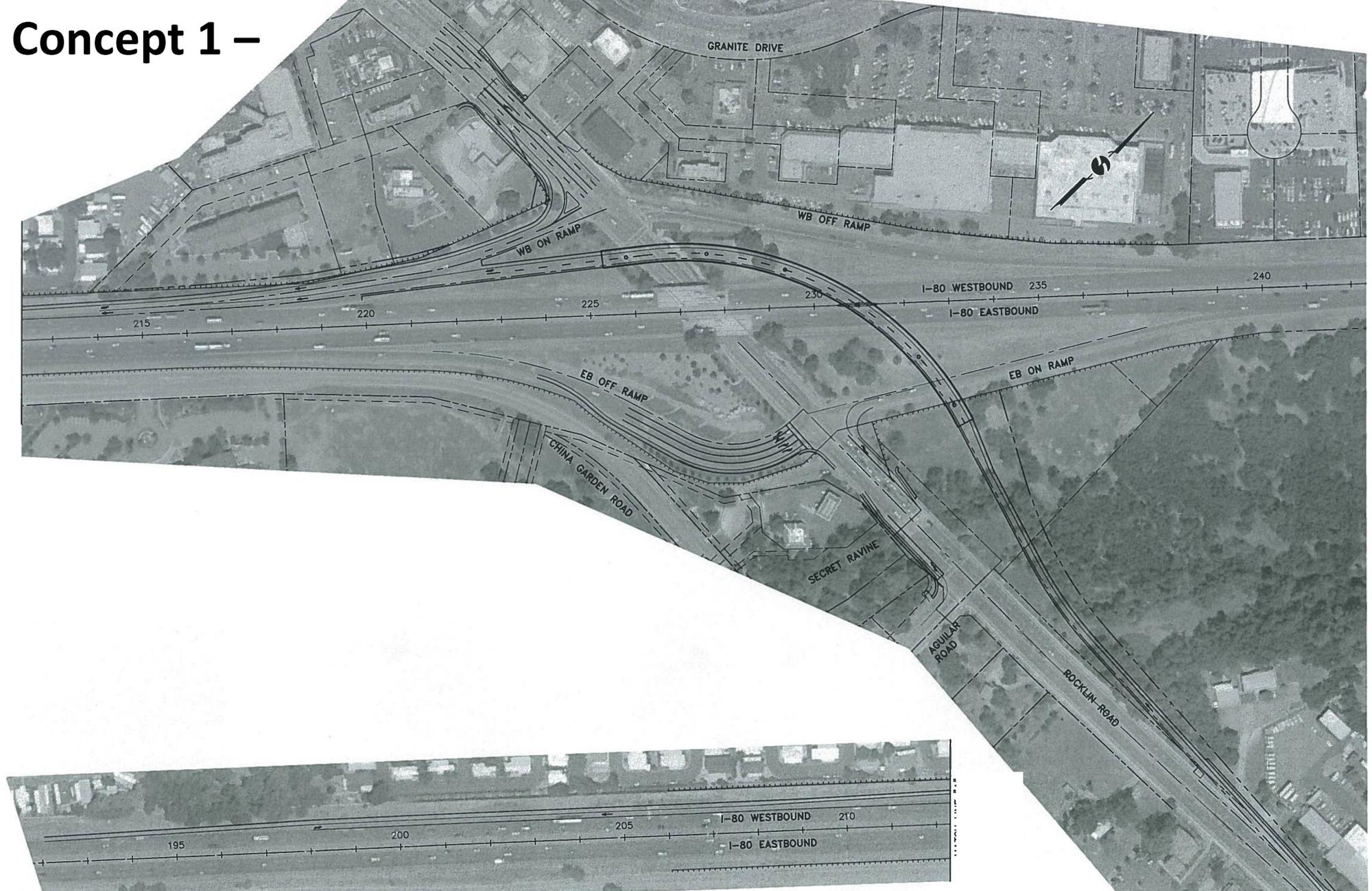

REBECCA MOWRY, Project Manager

APPROVED:

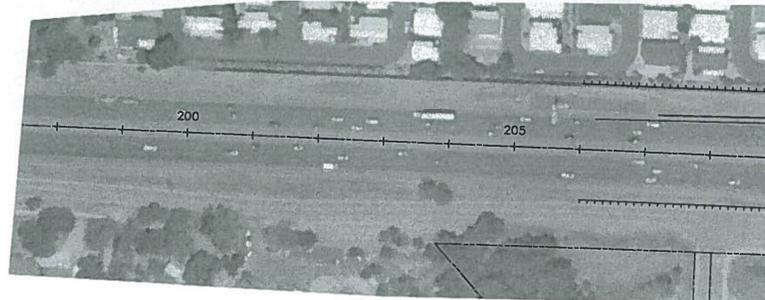
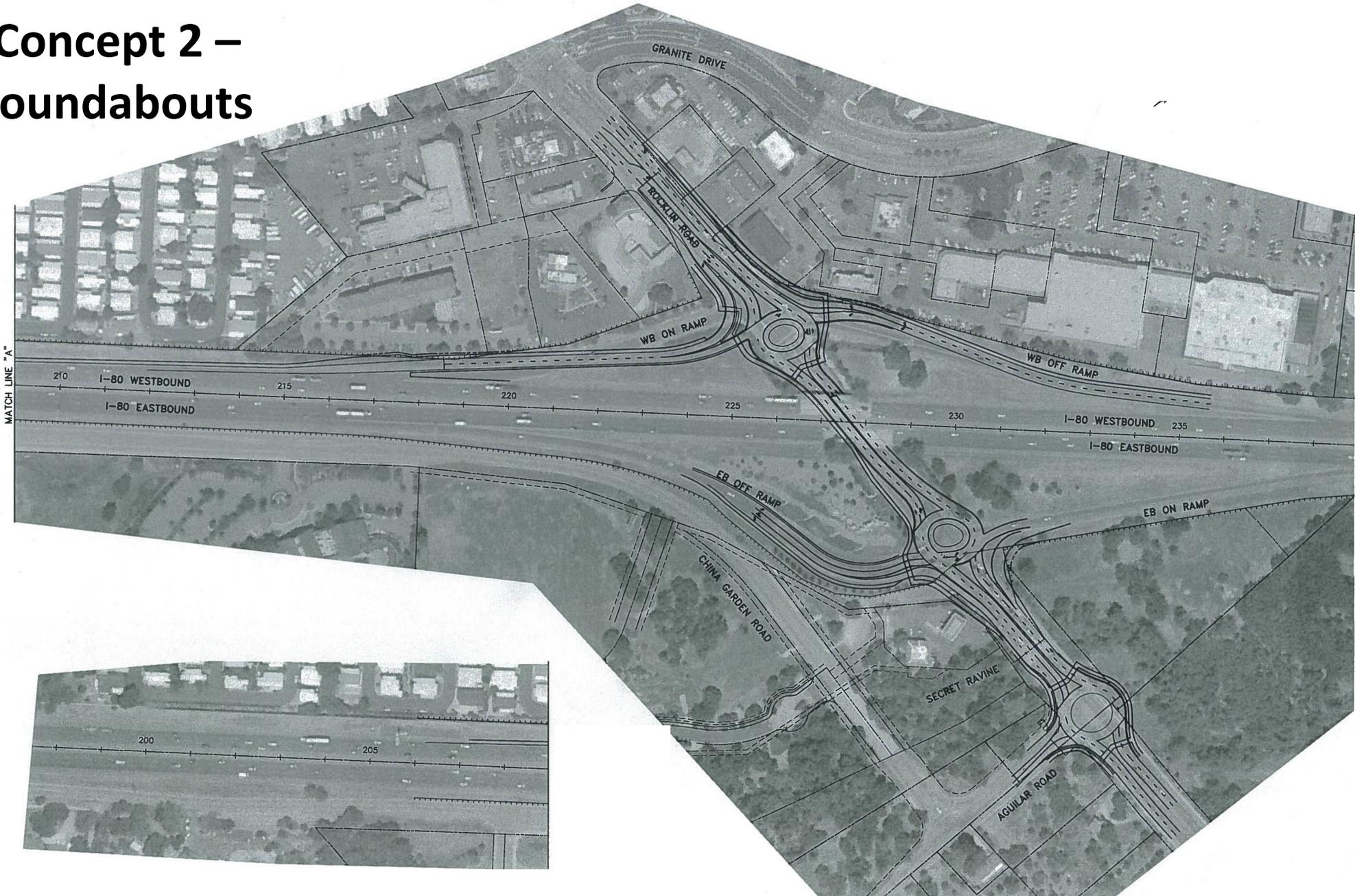

JODY JONES, District 3 Director

8/24/12
Date

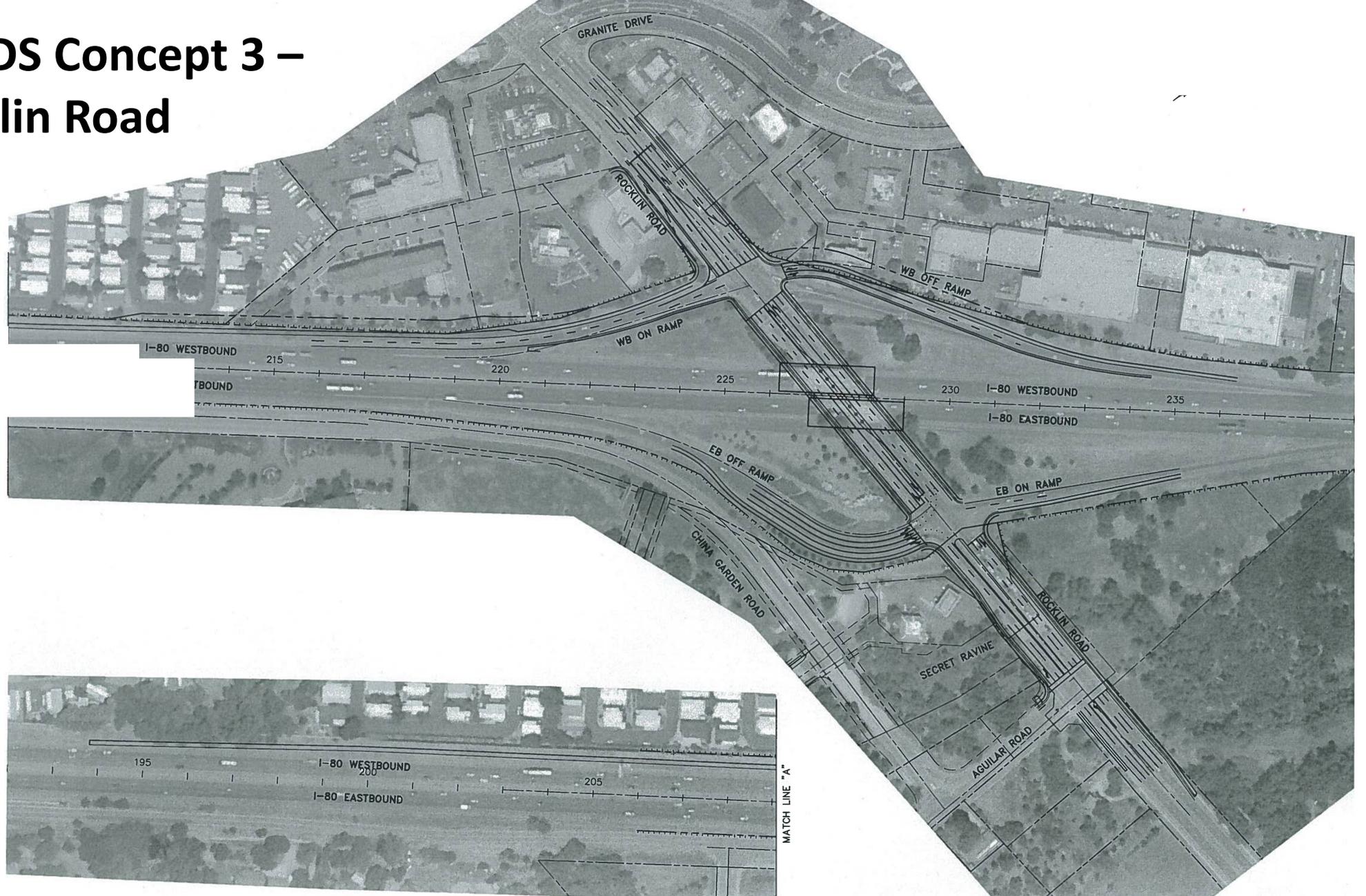
2012 PSR-PDS Concept 1 – Flyover



2012 PSR-PDS Concept 2 – Rocklin Road Roundabouts



2012 PSR-PDS Concept 3 – Widen Rocklin Road

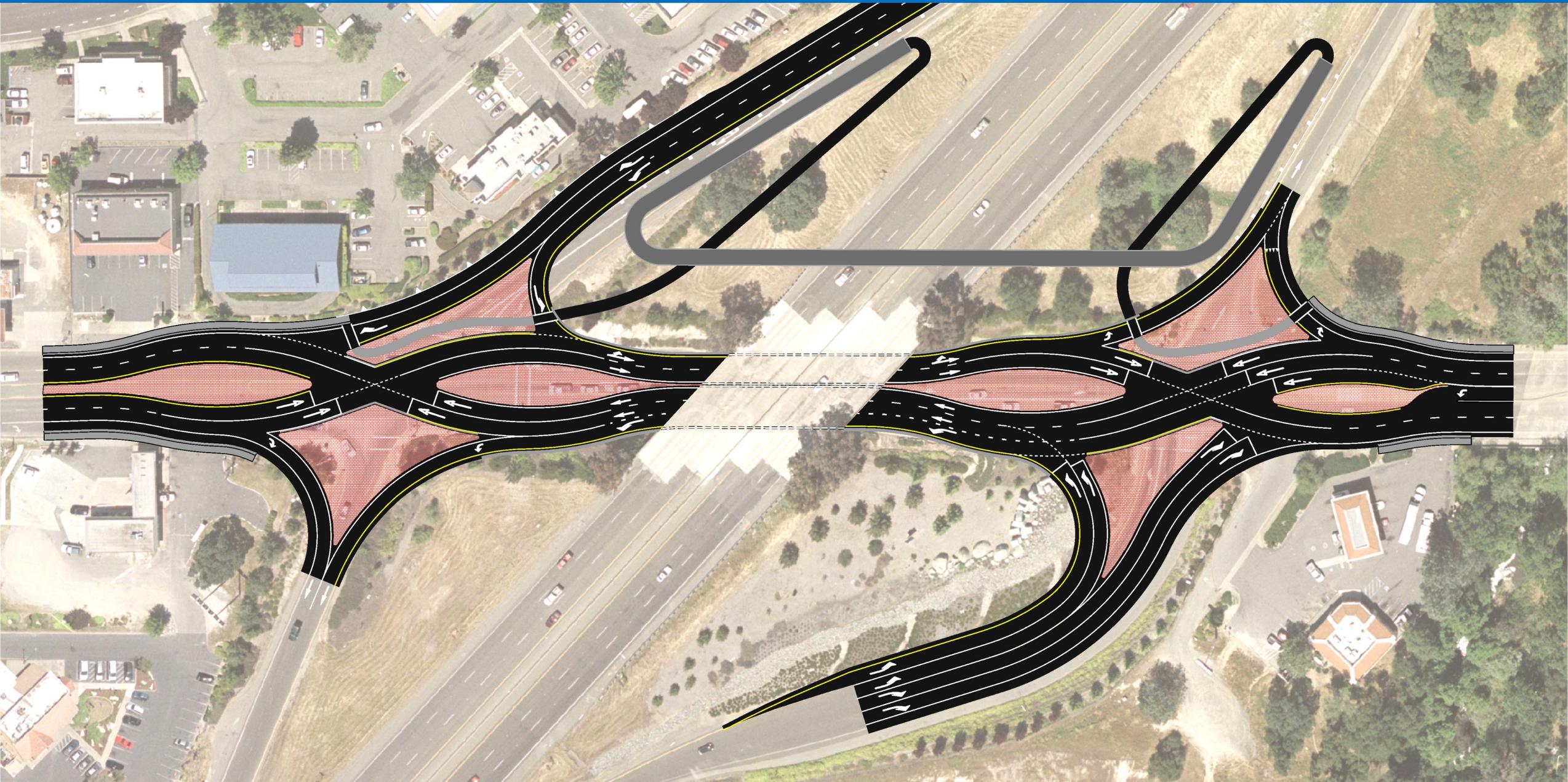


Project Goals

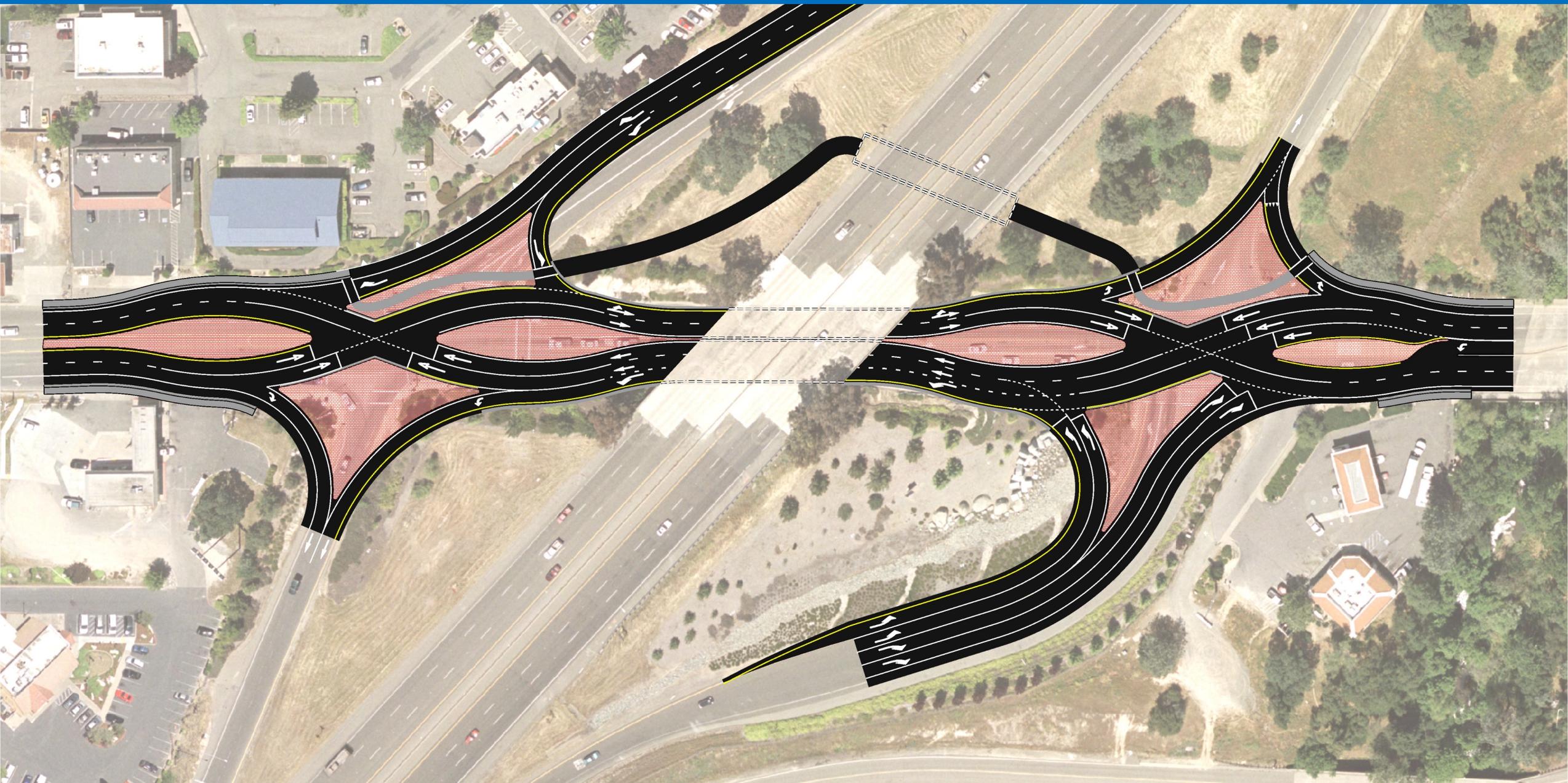
- *Improve Pedestrian and Bicycle Access through the Interchange*
- *Increase Movement of People and Goods*
- *Enhance Safety*



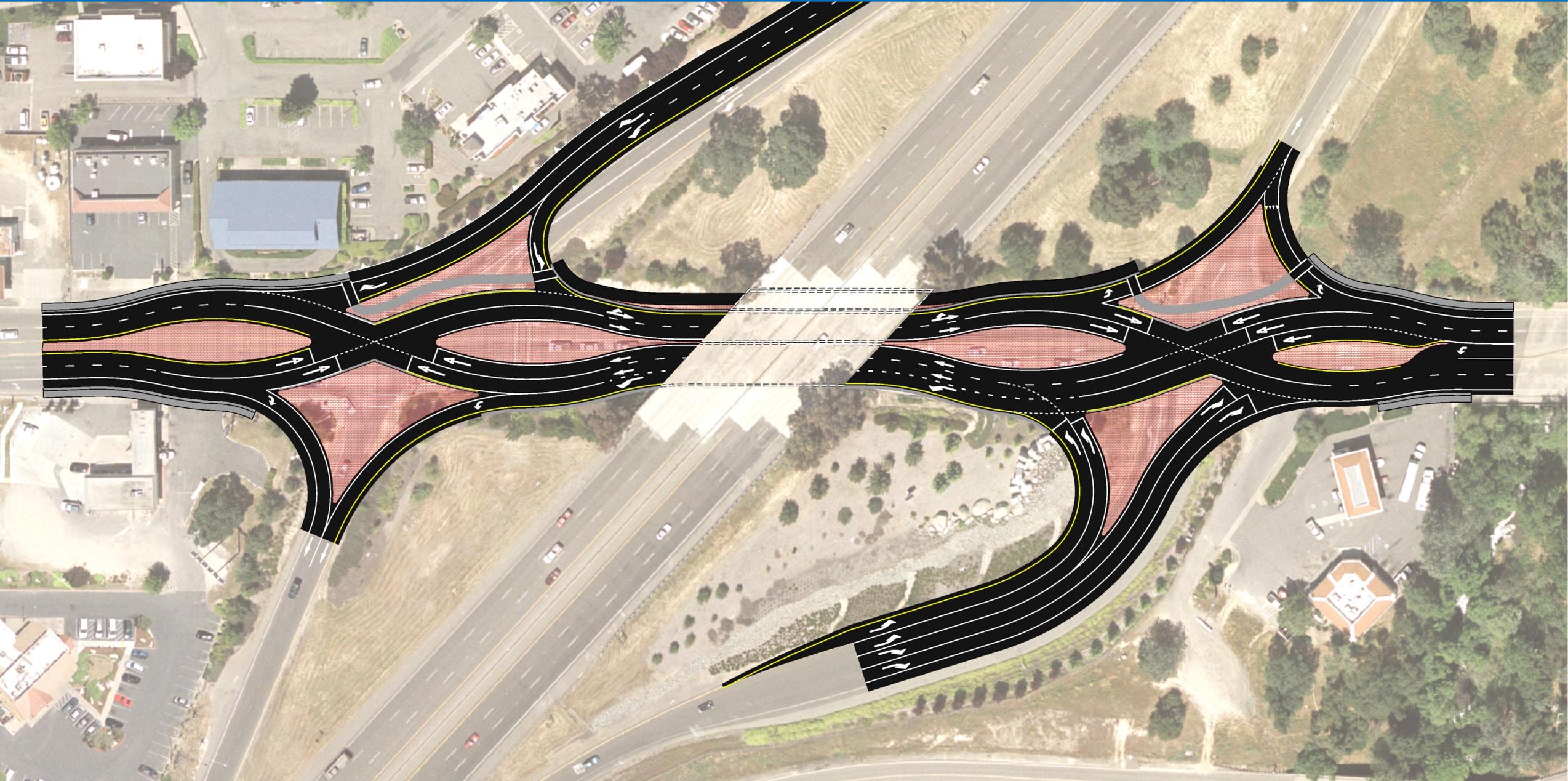
Concept 1 – DDI with Infield Ped/Bike Overcrossing



Concept 2 – DDI with Separate Ped/Bike Undercrossing



Concept 3 – DDI with Adjacent Ped/Bike Undercrossing



Draft Concept Comparison Table

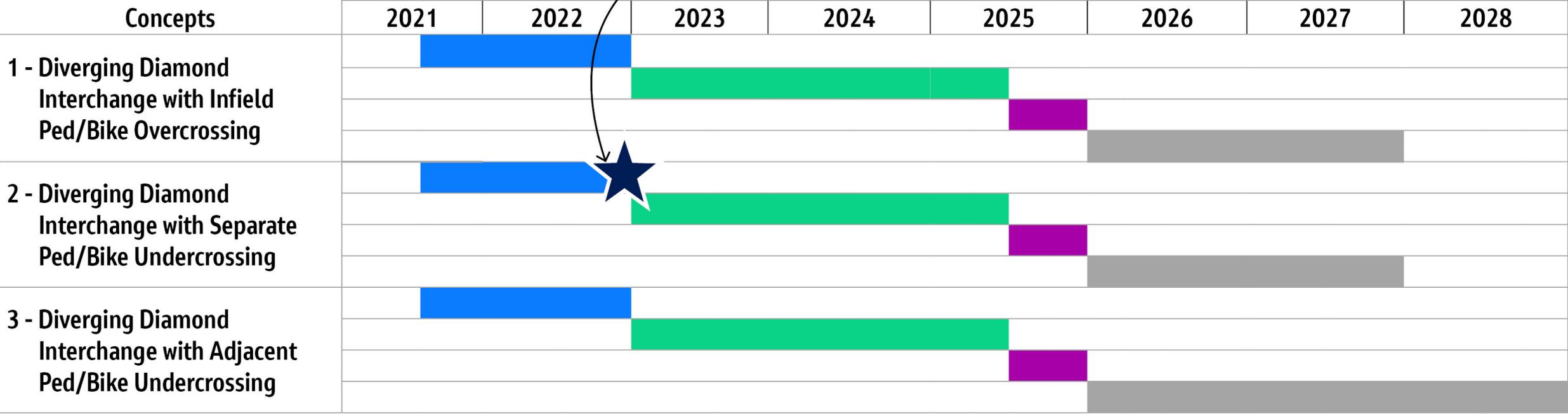
Will be determined based on input from City, public, stakeholders, and Caltrans

| 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



■ PA&ED (Environmental)
 ■ PS&E (Design)
 ■ ROW (Right of Way)
 ■ CON (Construction)

Next Steps

- Select Two Concepts to Start Environmental Document
- Finalize Transportation Analysis
- Preliminary Engineering of Selected Concepts
- Environmental Technical Studies
- Draft Environmental Document



Questions & Answers

