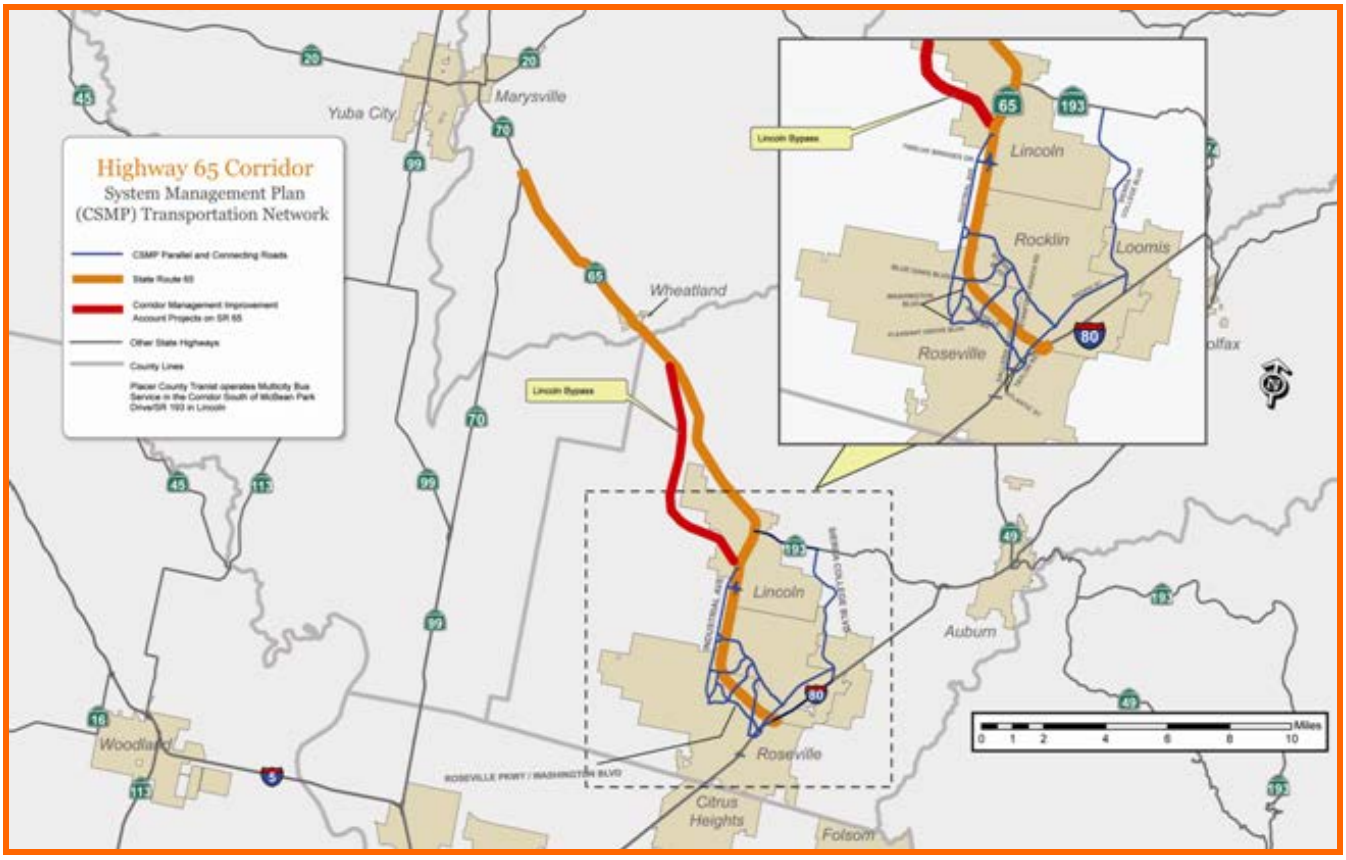
State of the Corridor Report

2012 Report on the State Route 65 Corridor System Management Plan



Overview:

Corridor System Management Plans (CSMPs) are comprehensive operations and management plans intended to maintain and enhance corridor mobility through the integrated management of all travel modes within the corridor. This includes highways and freeways, parallel and connecting local and regional roadways, public transit (bus, bus rapid transit, light rail, intercity rail) and bikeways. Together these facilities comprise the CSMP managed network and are displayed in the map above. CSMPs have been developed to provide one unified concept for managing, operating, and preserving a corridor for all travel modes and across all jurisdictions resulting in the integration of capital improvements, traffic management, and transit management strategies. Each CSMP includes current management strategies, existing travel conditions and mobility challenges, corridor performance management, proposed management strategies, and needed capital improvements. The State Route (SR 65) corridor begins at Interstate 80 (I-80) in Placer County and ends at State Route 70 (SR 70) in Yuba County.

Purpose of the State of the Corridor Report:

The annual State of the Corridor (SOTC) Reports further the momentum started by the completion of the 2009 CSMPs, and the 2010 and 2011 SOTC Reports by monitoring and reporting annual corridor performance and ongoing implementation of CSMP strategies. The first two SOTC Report editions covered fiscal year activity from July 1st through June 30th. **This 2012 SOTC Report covers July 1, 2011 through December 31, 2011.** Future editions of this report will identify corridor performance and implementation of strategies on a calendar year rather than a fiscal year basis. The reason for this change is to utilize the performance data in the *District 3 Mobility Performance Report* (MPR), which is reported by calendar year rather than fiscal year. The MPR, which is produced by the Division of Maintenance and Traffic Operations, evaluates the operational performance of freeways in the District. The major benefit of this reporting period change will be a SOTC report that contains more accurate and up-to-date reporting of corridor performance and eliminates redundancy.

The 2012 SR 65 SOTC Report includes the following components:

- Status of the Corridor Mobility Improvement Account Projects
- Major Corridor Accomplishments
- Performance Measures: State Highway System, Transit, and Bicycle
- Moving Forward: CSMP Strategies, Traffic Operations Improvement Strategies, and Micro-simulation Modeling

Corridor Mobility Improvement Account Bond Project Status:

CSMPs were developed for corridors associated with the Corridor Mobility Improvement Account (CMIA) Program, supported by the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, Proposition 1B. One multi-phase project on SR 65 in District 3 was awarded CMIA funds. The status of this project is as follows:

SR 65 Lincoln Bypass – Phase I: The California Transportation Commission (CTC) allocated construction funding for Phase I of the SR 65 Lincoln Bypass project in February 2008. Phase I of the Lincoln Bypass will construct a new 4-lane expressway/freeway on a new alignment from Industrial Avenue (Ave.) to north of Nelson Lane and continue north with two lanes from Nelson Lane to Sheridan south of the Bear River Bridge. This phase of the project is scheduled to be completed and open to the public by Fall 2012.

SR 65 Lincoln Bypass – Phase IIA: Phase IIA of the Lincoln Bypass project will extend the 4-lanes that were constructed in Phase I from Nelson Lane to West Wise Road. In October 2011, the CTC awarded $20 million in CMIA savings to match $3 million in local funds to complete Phase IIA. Project construction is set to begin in mid summer of 2012 with project completion in April 2013.

SR 65 Lincoln Bypass – Phase IIB: Phase IIB will extend the 4-lane section from West Wise Road to Sheridan. Final design for this phase is scheduled to be completed by the end of 2012. Construction of this phase is currently unfunded.

Once completed, the Lincoln Bypass projects will save 124,110 average daily peak duration person-minutes of delay, save 1,814 daily vehicle hours of delay, and save $108.7 million in travel time savings over 20 years.

Major Corridor Accomplishments:

I-80/SR 65 Interchange (IC) Project: The project includes constructing bi-directional High Occupancy Vehicle (HOV) direct connector lanes between I-80 and SR 65, replacing the eastbound (EB) to northbound (NB) SR 65 loop connector with a flyover connector, structure widening of the east Roseville viaduct, possible relocation of the Taylor Road interchange, and widening the southbound (SB) SR 65 and westbound (WB) I-80 to NB SR 65 connectors. In 2009 Caltrans initiated the project by completing a Project Study Report that documents agreement on the projects scope, schedule, and estimated cost. In early Spring 2011, PCTPA began development of the Project Approval & Environmental Document (PA&ED). The PA&ED phase of the project includes the development of purpose and need, alternative analysis, preliminary design, environmental document/report, and public meetings. This phase is expected to be complete in the Spring of 2015.

SR 65/Whitney Ranch Parkway IC: In September of 2010, the Project Study Report/Project Report and the environmental document for the SR 65/Whitney Ranch Parkway IC were approved. The project includes the construction of a new interchange at SR 65/Whitney Ranch Parkway from approximately one mile north of the newly constructed Sunset Boulevard

(Bl.) IC to 0.8 miles south of Twelve Bridges Drive and north/southbound auxiliary lanes between the Sunset Boulevard IC and Whitney Ranch Parkway. Established in the City of Rocklin's General Plan, this project will serve the planned development and will improve traffic operations and circulation for the both the City of Rocklin and Placer County. Ultimately, the project serve as the eastern connection with SR-65 with the future Placer Parkway, which is planned to extend from SR 65 to SR 99/70 in Sutter County, and provide the public with an additional route to the Sacramento International Airport. This project is projected to be phased in conjunction with the Placer Parkway; PS&E is scheduled to be completed by 2013 with construction starting in 2014.

I-80 "Fixing the Bottleneck" Project: This expansion project widens the freeway from nearly a mile east of SR 65 to the Placer/Sacramento County line and is the result of over a decade of planning by local, state and federal officials. This project was completed in three phases, with the first phase completed in August 2007. Phase 2 and 3 were completed in Fall 2011. This I-80 Bottleneck expansion project will help reduce traffic congestion, increasing fuel efficiency and making it easier for people to spend time with their families, instead of in traffic. This project was originally estimated at $210M but ended up closer to $89M. Savings from this project are being used for other projects along the I-80 Bottleneck including improvements at the I-80/Eureka Road Interchange as well as environmental work on the I-80/SR 65 Interchange Improvements project. Savings from Phase I have been redesignated to do preconstruction for an eastbound auxiliary lane between SR 65 and Rocklin Road.

Performance Measures:

A diverse mixture of transportation modes and roadways such as state highways, major arterial roadways, transit services and bicycle facilities, make up the managed network and combine to provide mobility in the SR 65 corridor. Continuous monitoring of the network through the use of performance measures is an integral part of corridor management and investment decision making by aiding in the identification of immediate, efficient, and effective system operational strategies and capital improvements.

State Highway System Performance Measures:

The District MPR is now being used to track and report on highway performance in each CSMP corridor. This will ensure data and reporting consistency in the most efficient manner possible. It is anticipated that the SR 65 CSMP will be revised during the next two fiscal years and that the performance measures will be further refined.

Traffic Congestion:

- **Vehicle Hours of Delay (VHD):** Total VHD at 60 miles per hour in both directions decreased in 2011 over 2010 in Placer County by 64 percent. VHD data was not available for Yuba County. The decrease in Placer County may be attributed to completion of the "Fixing the Bottleneck" and the SR 65 Sunset Boulevard Interchange (IC) projects, and the downturn of the economy. The results are as follows:

Route	County	2009	2010	2011
SR 65	PLA	424,843	276,342	99,787
	YUB	----	----	----

- **Top 10 Congested Freeways:** Based on the VHD of all State Highway urban corridors in the greater Sacramento area of District 3, the congestion of SR 65 for 2010 and 2011 were ranked with the other corridors. As identified below, the SR 65 corridor is becoming less congested, which may be due to completion of the "Fixing the Bottleneck" and the SR 65 Sunset Boulevard Interchange (IC) projects, and the downturn of the economy.

Route	County	2010 Rank	2011Rank
SR 65	PLA	9	11
	YUB	--	--

- **Top Congestion Locations:** Unlike other urban freeway in the Sacramento Region, SR 65 did not rank in the top 10 list of bottleneck locations for 2011. Nevertheless, there are still areas along SR 65 where delay occurs. The locations listed below identify the time period of either during the AM peak or PM peak, direction, average daily VHD, and duration of the delay. Pleasant Grove Boulevard is the top congestion location along SR 65 where there was 27 hours of an average daily VHD during 2011.

Route	County	Approx. Location	Post Mile	AM/PM, Direction	2011 Av. Daily VHD	2011 Av. Duration (min)
SR 65	PLA	Stanford Ranch Rd.	R6.5	PM, SB	7	6
		Stanford Ranch Rd.	R6.5	AM, SB	1	1
		Pleasant Grove Bl.	R6.9	PM, SB	27	33
		Joiner Parkway	12.6	PM, NB	2	1
		S. of Wise Rd.	16.4	PM, SB	1	1

Transit and Bicycle Performance Measures:

Beginning with the 2011 SOTC Report, it was determined that the implementation of the infrastructure needs for transit and bicycles would be used as the performance measures for each. Although this is an "output" and not an "outcome" measure, it is considered the best indicator of increasing the contribution of each mode to corridor mobility at this preliminary stage of system management and reporting. The 2011 Report established the baseline by listing transit and bicycle system infrastructure needs and each SOTC Report reports on implementation progress. Projects selected as infrastructure needs connect to or are on the managed system network identified in the original 2009 CSMP and are included in Tables 1 and 2.

The sources used for the identification of improvement needs were the *2035 Placer County Regional Transportation Plan*, the *2035 SACOG Metropolitan Transportation Plan*, the *2007 Placer County Transit Master Plan for South Placer County*, *2008 South Placer County BRT Service Plan, 2009 City of Lincoln Short Range Transit Plan, 2011 City of Roseville Short Range Transit Plan, 2011 Placer County Short Range Transit Plan*, the *SACOG 2011 Regional Bicycle, Pedestrian, and Trails Master Plan*, the *Placer County Regional Bikeway Plan*, the *Lincoln Bikeway Master Plan*, and the *Roseville Bicycle Master Plan*.

Table 1: SR 65 Corridor Transit System Need Update

Transit Operator	Project Description	Total Cost Estimate (1,000)s	Implementation Status
Roseville DPW	Roseville Transfer Point & Bus Stop Improvement Project: In Roseville, improve bus stop and pedestrian along Riverside Avenue and improve the transfer point at Sierra Gardens/Santa Clara Drive.	$1,398	2035 PCTPA RTP (PLA 25200) Programmed Completion Year: 2014. City of Roseville plans on moving forward with engineering/environmental in 2014, and construction in 2015. Absent cost estimates based on construction drawings, their intention is to stay within the funding secured through FTA 5307 and LTF.
City of Rocklin	Rocklin Multi Modal Station Park & Ride (P&R) lot: In Rocklin on Rocklin Road, construct approximately 105 additional spaces, includes lighting and landscaping to the existing lot	$1,080	(PLA 25514) 50 Spaces, Phase 2 to be completed by 2015
Roseville DPW	Sierra Gardens Transfer Point: Improve Sierra Gardens Transfer Point to include new bus turnouts, shelters, restrooms, landscaping, lighting, crosswalks, sidewalks, and other pedestrian improvements such as bulb-outs	$2,542	2035 PCTPA RTP (PLA 25323) Programmed Completion Year: 2015 City of Roseville plans on moving forward with engineering/environmental in 2014, and construction in 2015. Absent cost estimates based on construction drawings, their intention is to stay within the funding secured through FTA 5307 and LTF.
Roseville DPW	Louis/Orlando Transfer Point: In Roseville, on Louis Boulevard at Orlando Ave, develop and construct an improved transfer point and add a 75-space P& R lot	$6,438	2035 PCTPA RTP (REG 17928) Programmed Completion Year: 2017 This project is moving forward. It's in the MND stage.
PCTPA & Sac RT	I-80 BRT 1 & 3, Phase 1: Add BRT along Watt/80 LRT, SR 65, Roseville Galleria, Blue Oaks, Foothills, Sunset, and proposed CSU, in Placer County and along Sierra College Blvd.	$4,755 (phase 1 capital cost only)	2008 South Placer County Bus Rapid Transit Service Plan. City of Roseville is working to retain R/W as new development occurs along the potential BRT corridors, but funding and project status will need input from PCTPA when it occurs.
PCTPA & Sac RT	I-80 BRT-1: Add BRT along Watt/80 LRT, SR 65, Roseville Galleria, Blue Oaks, Foothills, Sunset, and proposed CSU, in Placer County; BRT -2: Add additional BRT routes along Watt Av.; and BRT 3: Add routes along Sierra College Blvd.	$243,906 (Full build-out all 3 phases)	2008 South Placer County Bus Rapid Transit Service Plan. City of Roseville is working to retain R/W as new development occurs along the potential BRT corridors, but funding and project status will need input from PCTPA when it occurs.
Caltrans	P&R: at SR 65/Industrial Ave: Design and construct a P&R facility with the Lincoln Bypass (Part of the Lincoln Bypass	$1,244	2035 PCTPA RTP SACOG MTP/MTIP

Table 2: SR 65 Corridor Bicycle System Need Update

County	Project Description	Total Cost Estimate (1,000)s	Implementation Status
PLA	Bicycle Detection: Traffic signal detection for bicycles at various locations throughout the City of Roseville	$364	2035 PCTPA RTP
PLA	Roseville Bikeway Master Plan Implementation: Provide signs and striping for new Class II and III bikeways	$114	2035 PCTPA RTP
PLA	G Street Bicycle, Pedestrian, Neighborhood Electric Vehicles (NEV), and Intelligent Transportation Systems (ITS) Improvements: In Lincoln, construct various pedestrian, bicycle, NEV, and ITS improvements along the SR 65/G St corridor from Sterling Parkway to 7th St. Improvements will consist of gap sidewalk construction, pedestrian improvements to railroad crossings, pedestrian crossings, bicycle and NEV lanes, connection to the existing trail along Auburn Ravine east of SR 65, roadway narrowing through the construction of landscape medians and frontage improvements where appropriate, and traffic signal interconnection and coordination along the corridor	$3,315	2035 PCTPA RTP, MTIP 2011-14 (PLA 25464) Completion Year: 2014. This project is being funded with CMAQ. Phase 1 is about $3 M and is anticipated to begin construction next summer. Applications were submitted for TIGER III and IV, but were not successful. Have received approval for approximately $1 M of HSIP that will predominantly go towards signal replacement, and $1M of FFY 2015/2016. CMAQ will go towards Phase 2 of the project. Total project will be about $14 M.

Moving Forward:

Implementation of 2009 SR 65 CSMP Strategies:

During the development of the 2009 CSMP a number of strategies were identified to assist in the effort to enhance corridor mobility. The following strategies listed in Table 3 are a subset of the original strategies that were implemented from July 1, 2011 through December 31, 2011. The implementation actions do not represent the final enactments of individual strategies, but are part of the ongoing long-term implementation progress.

Table 3: SR-65 CSMP Strategies

Strategy	Description	Implementation Status	Implementation Challenges
Construct planned and programmed key capital projects along the State Highway System and parallel roadways that serve to reduce congestions along SR 65 and I-80	Implementation of the capital improvements identified in the 2009 CSMP Key Programmed and Planned Project lists and approved in the regional transportation plans for all transportation modes within the scope, schedule, and cost specified.	Move forward with the widening of Washington Blvd (2009 SR 65 Key Capital Project) in Roseville, by actively pursuing Federal funding to reconstruct the Washington/Andora underpass under the Union Pacific Railroad. Continue to work towards implementation of the Placer Parkway.	Funding availability, funding competition within the region
Comprehensive daily monitoring of the status of all modes providing service on the CSMP transportation network	Full deployment of multimodal transportation service status detection systems for all CSMP network components	Close coordination between Planning & Traffic Operations to identify detection need locations. Incorporated into 3-Year PID Program, TSDP, and seek funding opportunities.	Funding availability, funding competition within region
Continually monitor and analyze the CSMP transportation network to improve system performance.	Monitor transportation performance measures and make system modifications, as appropriate, on a frequent and timely basis.	Developed the 2012 SOTC Report for SR 65 corridor.	Staff resources and data availability
Implement & expand Transit Automatic Vehicle Locator (AVL) / Transit status information enhancements for system users.	Expand the use of AVL systems utilizing GPS technology to track in real-time the location of transit vehicles, monitor transit schedules, dispatch transit vehicles, and provide real-time passenger information such as “next bus” or “next train” arrival times.	Roseville purchased AVL and GPS equipment for the entire B-Line fleet with $1 million in Congestion Monitoring Air Quality (CMAQ) funding to enhance their performance measures.	Funding availability, funding competition within the region.
Construct planned and programmed corridor capital improvement projects	Implementation of the capital improvements in the corridor included within the approved Regional Transportation Plan for all transportation modes within the scope, schedule, and cost specified	Caltrans, PCTPA, and City of Lincoln continue to coordinate on the Lincoln Bypass Project Phase I and II and the development of the 2011 CMIA Cost Savings applications for proposed Phase IIA and IIB.	Funding availability, funding competition within the region
Expand P&R lots at key locations	Add additional capacity to existing P&R lots near transit stations and other locations that are approaching capacity.	Included Rocklin Multi Modal Station P&R lot, Louis/Orlando Transfer Point, and Roseville P&R projects in the 2012 SOTC report transit gap analysis.	Funding availability, funding competition within the region and available land.
Improve bike-pedestrian access in the CSMP transportation network	Plan and program for construction of additional bicycle paths / lanes, and related improvements for access and connectivity to transit, P&R lots, and destination points.	Updated the gap analysis for transit and bicycle projects for inclusion into the 2012 SR 65 SOTC report.	Funding availability, funding competition within the region

Traffic Operational System (TOS) Improvements and Intelligent Transportation Systems (ITS) Plans and Studies:

The primary and highest priority method for SR 65 corridor system management is the development, implementation, and use of system and operational management strategies to facilitate efficient and effective transportation network use. These strategies include TOS projects such as ramp metering, auxiliary lanes, transition lanes, bus/carpool (a.k.a. HOV) lanes, and short mixed flow lane extensions, and ITS projects such as Closed Circuit Television Systems, Changeable Message Signs, Blue Tooth Readers, Highway Advisory Radio, and Traffic Monitoring Stations. Plans and studies are utilized to identify needed TOS and ITS improvements. Several plans and studies underway are as follows:

District 3 ITS/Operational Improvement Plan: An improvement plan will be prepared that will identify and prioritize new TOS and ITS projects for urban highway corridors within District 3. TOS and ITS improvements utilize very low cost strategies that allow the system to operate at optimal performance without adding significant through-capacity. Currently, there are numerous individual TOS and ITS plans that were prepared by different District 3 Divisions, Caltrans Headquarters, and various local and regional agencies. The purpose of the Plan will be to provide a unified document that can be used by all District Divisions, and local and regional agencies for programming and deployment of projects identified in the Plan.

Project Initiation Documents (PID) Work Program for Corridor Projects: The District's System Planning process identifies a spectrum of projects to address deficiencies on the transportation system. The bridge between the identification of needed system improvements and the actual programming (funding) of these projects is the PID. The PID provides refined information regarding the specific scope, schedule, and cost of the proposed improvement, thereby providing critical information for decision makers and assuring the efficient delivery of capital improvement projects. The selection of PIDs for development and inclusion in the annual 3-Year PID Work Program is based on the prioritization of the project through the System Planning process, a comprehensive dialogue with our local and regional partner agencies, and the likelihood of the project being programmed for at least project development work. Before a project can be programmed to receive funding for project development and construction, a PID must first be prepared. High priority projects included in the 2009 SR 65 CSMP as well as new projects that may be identified in aforementioned plans and studies are included in the 3-Year PID Work Program. TOS and ITS projects being considered for the inclusion into the Work Program are listed in Table 4.

Table 4: Proposed PID Work Program

Non-SHOPP (Lead Agency)	Project Description	Total Cost Estimate (1,000s)	Estimated PID Completion Year
Caltrans	SR 65 from I-80 to Industrial Avenue: Add bus/carpool lanes	$42,400	2012
Caltrans	Install ramp meters and ITS elements at various locations including SR 65	TBD	2013
SHOPP	**Project Description**	**Total Cost Estimate (1,000s)**	**Estimated PID Completion Year**
Caltrans	Detection Repair and Upgrade Communications at178 locations on Routes 5, 65, 80, 50, 51, 89, 99	$2,700	2013
Caltrans	CCTV Camera System Upgrade at 80 locations on Routes 5, 65, 80, 50, 51, 89, 99	$1,900	2013
Caltrans	HAR Upgrade at 25 locations on Routes 5, 65, 80, 50, 51, 89, 99	$1,500	2013
Caltrans	RWIS Upgrade at 18 locations on Routes 5, 65, 80, 50, 51, 89, 99	$1,500	2013
Caltrans	Upgrade CMS panels to LED at 40 locations on Routes 5, 65, 80, 50, 51, 89, 99	$2,600	2014

Micro-simulation Modeling:

Since the beginning of the development of the CSMPs, Caltrans has been developing micro-simulation traffic models for several CSMP corridors, including the SR 65 corridor. These CSMP models include a calibrated 2006 base model, a future 2020 No Build model, and several 2020 scenario models that evaluate the traffic impacts of programmed, planned, and key CSMP projects. The models will also allow Caltrans to evaluate project sequencing and prioritization strategies.