TRANSPORTATION CORRIDOR CONCEPT REPORT INTERSTATE 80

The Transportation Corridor Concept Report (TCCR) is Caltrans' long range (20-year) planning document for each State Highway Route. The purpose and need of each TCCR are to identify existing route conditions and future needs, including existing and forecasted travel data, a concept level of service (LOS) standard, and the facility needed to maintain the concept LOS and address mobility needs over the next 20 years.

While this Interstate 80 (I-80) TCCR presents travel data for all of I-80 in Caltrans District 3, Segment Summaries are provided only for the portion of I-80 between Sierra College Boulevard in Placer County (City of Rocklin) and I-80's entry into the State of Nevada at the Sierra County/ Washoe County Line (Segments numbered 9 through 16). The I-80 and Capital City Freeway (SR 51) Corridor System Management Plan (CSMP) now serves as the TCCR for I-80 from SR 113 in rural Solano County to Sierra College Boulevard in the City of Rocklin in Placer County (Segments 1 through 8). The CSMP and TCCR combine to provide a comprehensive vision for all 131 miles of I-80 in District 3 as well as the SR 51 portion of the Capital City Freeway.

Approvals:

for **Jeff Pulverman** **District 3 Deputy Director** **Planning and Local Assistance**	9/13/10 **Date**	Jody Jones **Jody Jones** **District 3 Director**	9/13/10 **Date**

Interstate 80 Summary

Interstate 80 (I-80) is a primary transcontinental freeway serving passenger and goods movement between the San Francisco Bay Area, Northern California, ports and transshipment facilities, transcontinental highway networks, the Midwest, Canada, and the eastern United States. It is the principal east-west route through Northern California and the sole freeway crossing of the Sierra Nevada range. Within Caltrans District 3, I-80 varies from four to fourteen lanes (counting auxiliary lanes). It extends 131 miles from the Solano/Yolo County Line (City of Davis) to the California/Nevada State Line, passing through Yolo, Sacramento, Placer, Nevada, and Sierra Counties. From Segment 8 to the 7,239-foot Donner Summit (several miles north of the Donner Pass), I-80 climbs 7,000 feet in under 72 miles.

Long-term planning for I-80 is addressed in two documents, the I-80 Corridor System Management Plan (CSMP), available online at www.corridormobility.org, which addresses I-80 from State Route (SR) 113 near Davis to Sierra College Boulevard in Rocklin (described using Segments 1 through 8), and this transportation corridor concept report (TCCR), which discusses Segments 9 through 15, addressing I-80 from Sierra College Boulevard to the Nevada State Line.

The California Interregional Transportation Strategic Plan designates Interstate 80 as a "High Emphasis" route, giving it elevated interregional importance and eligibility for funding of improvements through the Interregional Improvement Program component of the State Transportation Improvement Program.

Concept Level of Service (LOS) represents the minimum acceptable service conditions over the next 20 years. District 3 has established minimum Concept LOS standards for the twenty-year planning horizon at LOS D for rural segments and LOS E for urban segments. The following discussion explains why the Concept LOS for some segments departs from these minimums:

- It would not be feasible to maintain or re-attain LOS D on Segments 9 through 14 due to lack of funding under current projections and to factors such as the cost of adding more lanes to I-80's numerous structural elements. For these segments, targeted operational improvements, Intelligent Transportation Systems (ITS), transportation demand management (TDM) , and active multimodal corridor management strategies will be needed to maximize operational capacity.

Segment 9 lies within the Greater Sacramento commuting area and will be heavily affected by land development. In this area, Friday conditions feature high volumes of eastbound traffic including commuters, shoppers, Bay Area and regional travelers seeking recreation, and truck movements that are infeasible to shift to other modes or to off-peak hours. Where Segment 9 serves weekday peak commutes of varying distances, including commutes from the SR 49 corridor, Segment 10 is more characterized by long-distance commuting. While Segment 10 will have development impacts, surrounding lands will support less density as they become more mountainous. As commute trips decrease, conditions are increasingly influenced by trucks and recreational traffic.

Segments 11 through 15 cross the Sierra Nevada; besides heavy truck and recreational traffic, they feature winter operations. While these segments have occasional truck climbing lanes, additional lanes may be needed on uphill and downhill grades in the future, due to the substantial effects that large vehicles and winter conditions have on traffic flow on freeway grades.

Transit agencies operating bus service in the I-80 Corridor include Sacramento Regional Transit District, Yolobus, Roseville Transit, and Placer County Transit. Amtrak's Capitol Corridor service operates 16 trains in each direction between Sacramento and the Bay Area, with one train serving Auburn and then buses extending to Reno. Greyhound provides bus service in the corridor.

Winter Operations and Goods Movement

District 3 has joined the states of Nevada, Utah, and Wyoming in the I-80 Winter Operations Coalition, intended to enhance traffic and maintenance operations by improving 1) the quality of information provided to travelers and 2) the quality of real-time information shared among agencies for decision making. Coalition efforts to improve operations include activities specific to Goods Movement.

Seaports, regional distribution centers, and other trucking businesses along I-80 in the Bay Area, West Sacramento, Sacramento, and Nevada generate high volumes of shipments by truck. Because these truck volumes continue through winter, the California Highway Patrol and Caltrans consider where truck drivers are likely to park their rigs and to find food and lodging when setting up storm-related closures and other advisories against use of I-80. Typically, full closures result from visibility issues or efforts to clear multi-car accidents.

Following upon I-80 Winter Operations Coalition efforts to identify potential grant needs, the Nevada State DOT and Caltrans are competing for TIGER II funding in order to implement an I-80 Truck Parking Study addressing winter closure parking needs for the 3,000 trucks per day that use I-80 in each direction.

Caltrans is aware that additional truck parking is needed elsewhere along I-80; however, it can be difficult to identify locations and to plan and implement facilities. For example, the need for truck drivers to park for a time is often driven not by weather or driving hours, but by terminal facility commercial practices, which in some areas can cause truck operators to drive significant distances to find parking.

State—Local Responsibility

Improvements to the State Highway System are the responsibility of both Caltrans and partner agencies. Developments affecting this State Route and the regional State Highway System may necessitate local jurisdictions to provide nexus-based proportional fair-share funding for future highway improvements and other transportation system improvements.

Segment Summaries

The following pages provide summaries of I-80 segments not covered by the Corridor System Management Plan. These summaries provide a segment overview, traffic analysis data, and a list of future projects. Reference maps are also provided. Needed improvement projects appear in one of three categories—Planned, Programmed, or Conceptual:

A **Planned** Improvement or Action is a project in a long-term plan such as an approved Regional Transportation Plan (RTP or MTP) or Capital Improvement Plan. If an RTP/MTP contains the project but does not find that it can be funded within constrained funding limits, the Project may remain Conceptual (see below), requiring advocacy to bring it within financial constraints, regardless of the completion year.

A **Programmed** Improvement or Action is a project in a near-term Programming Document identifying funding amounts by year, such as the State Transportation Improvement Program or the 4-year State Highway Operations and Protection Plan Program.

A **Conceptual** Improvement or Action is a project that is needed to maintain mobility or serve multimodal users, but is not currently included in a financially constrained list within a long-term plan and is not currently programmed.

Project Data Glossary

Highway Improvement Project Acronyms and Definitions

Information in the following Segment Summaries may contain the following acronyms, defined here for your reference:

AADT Average Annual Daily Traffic is the average number of vehicles per day in both directions.

LOS Level of Service (LOS) is a measure of traffic density conditions, with "A" representing the least amount of density and "F" the most congested conditions. The levels A through F are individually described at the bottom of Page 6.

SHOPP Refers to either the 4-year "State Highway Operations and Protection Program" of Highway Maintenance or Improvement projects or to the associated 10-Year SHOPP Plan. The 4-Year SHOPP used was amended in July 2009 and approved by the California Transportation Commission in August 2009, and the 10-Year SHOPP (Plan) information used is from District 3 information supplied for the 2009 10-Year SHOPP.

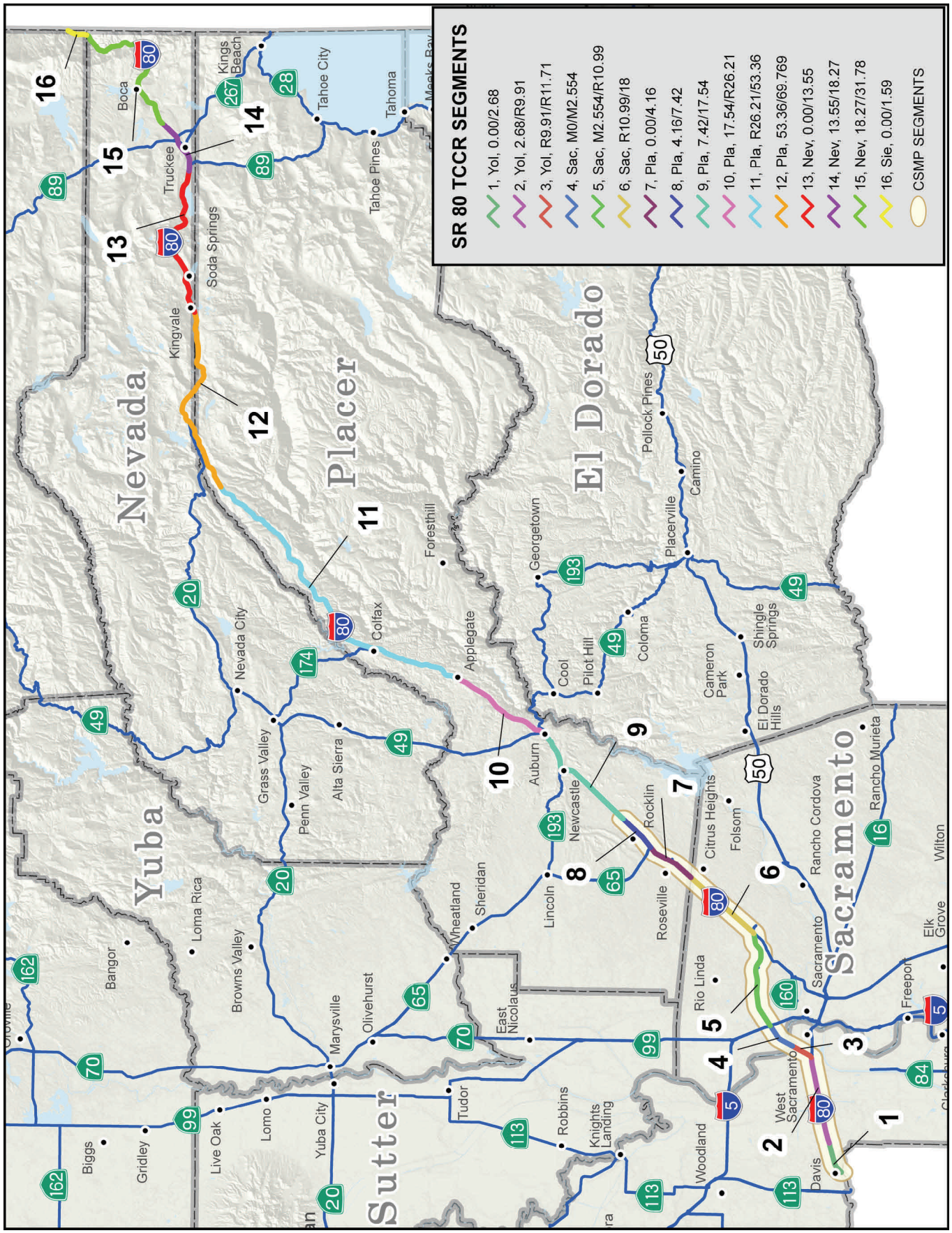
MTP Metropolitan Transportation Plan is the title given by the Sacramento Area Council of Governments (SACOG) to its Long-Range Transportation Plan, which is produced according to guidelines approved by Caltrans and the Federal Highway Administration and the Federal Transit Administration.

MTIP Metropolitan Transportation Improvement Program is the title given by Sacramento Area Council of Governments (SACOG) to its federal programming document, which is produced according to guidelines approved by Caltrans and the Federal Highway Administration and the Federal Transit Administration.

RTP Regional Transportation Plan is the title given by the Placer County Transportation Planning Association (PCTPA) and the Nevada County Transportation Commission (NCTC) to their Long-Range Transportation Plans, produced according to guidelines approved by Caltrans and the Federal Highway Administration and the Federal Transit Administration.

RTIP Regional Transportation Improvement Program is the title given by the Placer County Transportation Planning Association (PCTPA) and the Nevada County Transportation Commission (NCTC) to their federal programming documents, which are produced according to guidelines approved by Caltrans and the Federal Highway Administration and the Federal Transit Administration.

I-80 Segmentation Map

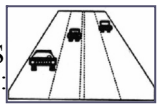
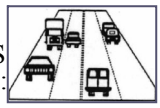
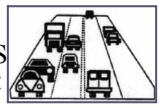
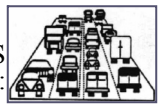


Interstate 80 TCCR Data

Location					Forecasted Level of Service[1] (LOS) and Facility Type					
Segment	Description	County	From Post-Mile	To Post-Mile	Current LOS[1]	20-Yr No Build LOS[1,2]	20-Yr Concept LOS[1,3]	Existing Facility[4]	Concept Facility[4,5,6]	Ultimate Facility[4,5,7]
–	SR 113 to Solano/Yolo County Line (Dist. 4 has Official Data)	SOL	42.67	44.72	C	–	–	8F, 1.74 miles 7F, 0.30 miles	See District 4's I-80 East CSMP	See District 4's I-80 East CSMP
1	Solano/Yolo County Line to Mace Boulevard	YOL	0.00	2.68	E	F	F	6F	6F	6F+2HOV
2	Mace Boulevard to U.S. Highway 50	YOL	2.68	9.55	F	F	F	6F	6F+2HOV to Enterprise Blvd, then 6F	6F+2HOV to Enterprise Blvd, then 6F
3	U.S. Highway 50 to Yolo/Sacramento County Line	YOL	9.55	11.23	D	F	F	6F (4F between US 50 connectors)	6F (4F between US 50 ramps)	6F+2HOV (4F+ 2HOV between US 50 ramps)
4	Yolo/Sacramento County Line to Interstate 5	SAC	0.00	2.55	D	F	F	6F, 2.55 miles (5F between I-5 connectors)	6F to West El Camino Ave., then 6F+2HOV	6F to West El Camino Ave., then 6F+2HOV
5	Interstate 5 to Capital City Freeway (State Route 51)	SAC	2.55	10.99	F	F	F	6F+2AUX to Northgate Bl., 6F to Longview Dr., 6F+2HOV +2AUX to Auburn Bl., then 6F+2HOV	6F+2HOV+2AUX	6F+2HOV+2AUX
6	Capital City Freeway (State Route 51) to Sacramento/Placer County Line	SAC	10.99	18.00	F	F	F	9F+2HOV+3AUX to Madison, 9F+2HOV to Greenback, then 8F+2HOV	9F+2HOV+3AUX to Madison, 9F+2HOV +1AUX to Greenback, then 8F+2HOV+2AUX	9F+2HOV+3AUX to Madison, 9F+2HOV +1AUX to Greenback, then 8F+2HOV+2AUX
7	Sacramento/Placer County Line to State Route 65	PLA	0.00	4.16	F	F	F	8F to Riverside, 6F to Douglas (EB Lane added 9/07) 7F+1AUX, to Atlantic, 8F+1AUX to Taylor, 8F to SR 65	8F+2HOV+2AUX to Riverside,8F+2HOV +1AUX to Atlantic, 8F+2HOV +2AUX to Taylor, 8F+2HOV +2AUX to SR 65	8F+2HOV+2AUX to Riverside Ave., 8F+2HOV+1AUX to Atlantic St., 8F+2HOV+2AUX to SR 65
8	State Route 65 to Sierra College Boulevard	PLA	4.16	7.42	F	F	F	6F	6F	6F+2HOV
9	Sierra College Boulevard to State Route 49	PLA	7.42	17.54	D	F	F	6F	6F	6F+2HOV
10	State Route 49 to Applegate Exit (Crother Road)	PLA	17.54	26.21	C	F	F	6F	6F	8F/6F
11	Applegate Exit (Crother Road) to Blue Canyon Exit	PLA	26.21	53.36	E	F	F	4F	4F	6F
12	Blue Canyon Exit to Placer/Nevada County Line	PLA	53.36	69.77	D	F	F	4F	4F	6F
13	Placer/Nevada County Line to Donner Pass Rd	NEV	0.00	13.60	C	E	E	4F	4F	6F
14	Donner Pass Rd to Truckee Airport Road	NEV	13.60	18.27	D	F	F	4F	4F	6F
15	Truckee Airport Road to Nevada/Sierra County Line	NEV	18.27	31.78	C	D	D	4F	4F	4F
16	Nevada/Sierra County line to State of Nevada	SIE	0	1.59	C	C	D	4F	4F	4F

Notes/Definitions

1. Level of Service (LOS)-A measure of traffic density conditions, with "A" representing the least amount of density and "F" the most congested conditions. For the above peak hour LOS, A and B are not needed to provide good conditions.

LOS A:  LOS B:  LOS C:  LOS D: LOS E:  LOS F:

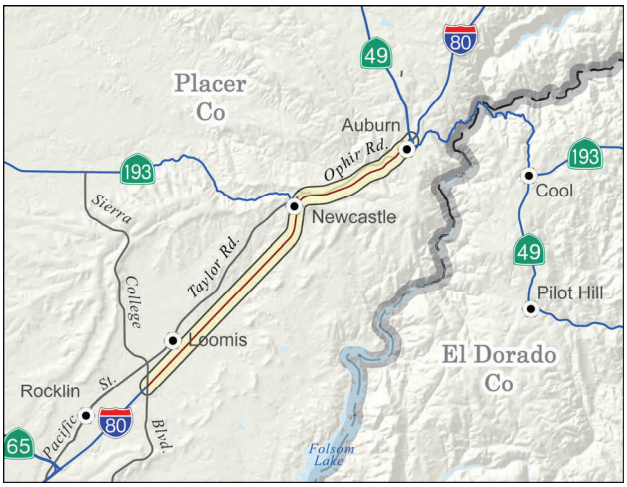
LOS A – Free Flowing Conditions.
LOS B – Speeds at or near free-flow speed, but presence of other users begins to be noticeable.
LOS C – Speeds at or near free-flow speed, but freedom to maneuver is noticeably restricted.
LOS D – Speeds begin to decline slightly with increasing flow; freedom to maneuver is more restricted.
LOS E – Operating conditions at or near roadway capacity. Even minor disruptions to the traffic stream can cause delay.
LOS F – Breakdown in vehicle flow. Queues form quickly behind point in the roadway where the arrival flow rate temporarily exceeds the departure rate.

Interstate 80 TCCR Data *continued*

	Current Traffic Data—2007					Prior 3 Years	Future Traffic Data — 2028					
Segment	Percentage of Trucks	Peak Directional Split[8]	Peak Hour Traffic	Average Annual Daily Traffic[9]	Volume over Capacity[10]	Reported Collision Rate Comparison (% Compared to State Average)[11]	Peak Hour Traffic (No-Build)	Ave. Annual Daily Traffic (No-Build) [9]	Volume over Capacity[10] (No-Build)	Peak Hour Traffic (Build)	Ave. Annual Daily Traffic (Build) [9]	Volume over Capacity[10] (Build)
—	6.7%	53%	9,100	118,000	0.57	-31.0%	See D-4 CSMP	See D-4 CSMP	See D-4 CSMP	See D-4 CSMP	See D-4 CSMP	See D-4 CSMP
1	8.8%	52%	11,100	126,000	0.96	-34.9%	16,810	190,800	1.45	17,510	198,800	1.13
2	7.4%	52%	11,500	149,000	1.00	-45.4%	17,770	230,300	1.55	18,140	235,000	1.18
3	10.0%	60%	7,700	92,000	0.72	+15.4%	14,580	174,200	1.36	14,980	178,900	1.39
4	9.5%	60%	7,700	92,000	0.72	-17.1%	13,270	158,600	1.24	13,760	164,500	0.96
5	6.4%	60%	15,200	148,000	1.43	-31.1%	18,830	209,200	1.83	19,610	217,900	1.14
6	4.0%	60%	21,900	232,000	1.20	-22.1%	26,790	334,900	1.29	27,330	341,600	1.31
7	6.2%	56%	13,700	170,000	1.22	-23.9%	20,110	249,500	1.86	20,890	259,300	1.20
8	5.6%	60%	10,800	122,000	1.06	-56.0%	16,180	182,800	1.59	16,470	186,100	1.59
9	7.6%	60%	7,600	88,000	0.81	-55.2%	10,760	124,600	1.14	10,790	125,000	1.14
10	8.5%	60%	6,300	64,000	0.66	-29.2%	10,230	103,900	1.07	10,270	104,300	1.07
11	16.0%	63%	4,350	40,000	0.88	+60.5%	6,410	58,900	1.30	6,410	58,900	1.30
12	18.8%	64%	4,950	27,000	0.87	+79.2%	7,020	38,300	1.23	7,030	38,300	1.23
13	17.9%	60%	4,000	27,000	0.68	+106.8%	5,900	39,800	1.00	5,890	39,800	1.00
14	17.7%	60%	4,350	35,000	0.75	+24.1%	6,180	49,700	1.06	6,180	49,700	1.06
15	18.6%	60%	3,300	28,000	0.56	+68.6%	4,510	38,300	0.77	4,510	38,300	0.77
16	18.6%	60%	3,300	28,000	0.51	-36.0%	4,510	38,300	0.69	4,510	38,300	0.69

2. **20-Year LOS (No Build)**–The LOS that would be expected at 20 years with no improvements.
3. **20-Year Concept LOS-**The minimum acceptable LOS over the next 20 years.
4. **Facility Type Codes-**C = Conventional Highway; E = Expressway; F = Freeway; HOV = High Occupancy Vehicle lanes; Aux = Auxiliary lanes.
5. **Operational Improvements** are included in future facilities for all segments. Examples of operational improvements include Traffic Operations Systems improvements and Auxiliary Lanes.
6. **Concept Facility-**The future roadway with improvements needed in the next 20 years. If LOS "F", no further degradation of service from existing "F" is acceptable, as indicated by delay performance measurement
7. **Ultimate Facility**-The future roadway with improvements needed beyond a 20 year timeframe.
8. **Peak Directional Split-**The percentage of total traffic in the heaviest traveled direction during the peak hour.
9. **Average Annual Daily Traffic (AADT)-**The average number of vehicles per day in both directions.
10. **Volume over Capacity (V/C)-**The volume of traffic in the Peak Hour compared to the capacity of the roadway.
11. **Reported Collision Rate Comparison (% Compared to State Average)–** The percentage by which each segment's reported collisions rate (fatal, injury, and property-damage-only) is above or below the statewide average reported collisions rate on comparable facilities. Source: 3-Year Caltrans Traffic Accident Surveillance and Analysis System data.

Interstate 80 Segment 9 & 10 Summaries



Segment 9– Sierra College Boulevard to State Route (SR) 49 in Auburn (7.42/17.54)

Segment 10 - State Route (SR) 49 in Auburn to Applegate Exit (Crother Road) (17.54/26.21)

Segment 9 is a 6-lane freeway that begins near the Rocklin/Loomis border and ends 10.1 miles to the northeast at SR 49 in Old Town Auburn. Northwest of I-80, parallel capacity is provided by Taylor Road in connection with Ophir Road. However, a large share of local trips use Segment 9 as part of the fastest route available. Caltrans encourages additional parallel road capacity that would provide an attractive alternative for local traffic and provide relief during incident management

In 2007, Segment 9 operated at LOS D, with an AADT of 88,000. By the year 2028, peak hour operation is expected to decline to LOS F, with the AADT increasing to 124,600 due to development impacts and growth in interregional traffic.

Segment 10 is a 6-lane freeway that begins at State Route (SR) 49 in Auburn and ends 6.0 miles to the northeast at the Applegate Exit (Hazel Avenue), crossing through suburban Auburn and foothill rural residential areas. The volume of commute trips drops away in the eastbound direction, making up much of the AADT difference between Segments 10 and 11. No capacity improvements are planned before 2028.

In 2007, Segment 10 operated at LOS C, with an AADT of 64,000. By the year 2028, peak hour operation is expected to decline to LOS F, with the AADT increasing to 103,900 due to development impacts and growth in interregional and interstate traffic.

Highway Improvement Projects

With Construction Cost in Millions (M) and Year of Funding or Completion

Segment 9

Planned: (In 2009 10-Year SHOPP Plan unless Otherwise Noted):

- Replace Bridge, 1 of 6 in a $45.7M project; Fund in 2014/15
- Retrofit Bridges (Seismic), 3 of 8 in a $12.8M project; Fund in 2015/16

Programmed (In 2008 4-Year SHOPP unless Otherwise Noted):

- Widen Horseshoe Bar Rd. overcrossing from 2 to 4 lanes and improve ramps, $15M; Funding 2017, Completion in 2020 (Engineering and Environmental costs Programmed in MTIP)
- Improve vertical clearance at 6 overcrossings and 1 railroad underpass, share of $36M; Funding Year 2012/13, Carried over to 2010 SHOPP; also in MTIP
- Rehabilitate Bridge Decks, Share of $16.2M; 2010/11
- Polyester Overlay, Share of $12.5M; Fall 2011
- Install Intelligent Transportation Systems, share of a $4.6M project and share of a $13.2M project, both with Funding in 2010/11

Conceptual:

- Encourage parallel capacity to the southeast of I-80
- Construct westbound transition lane, King Rd to Horseshoe Bar Rd, $8.8M; 2025 (TSDP)
- Extend Bus/Carpool Lanes from SR 65 to SR 49; 2030 (TSDP)
- Consider widening the outside shoulders (currently 8 and 9 feet in width) to a width of 10 feet between the Newcastle and Ophir Road overcrossings, to meet the minimum Interstate standard
- Improve the Maple Street/Nevada Street Interchange
- Investigate extension of existing auxiliary lanes between Ophir Road and Old Town Auburn to reach SR 49 by connecting existing auxiliary lanes to existing Old Town/SR 49 weave lanes and reconfiguring Old Town access.

Segment 10

Planned:

- Maintenance and Operations

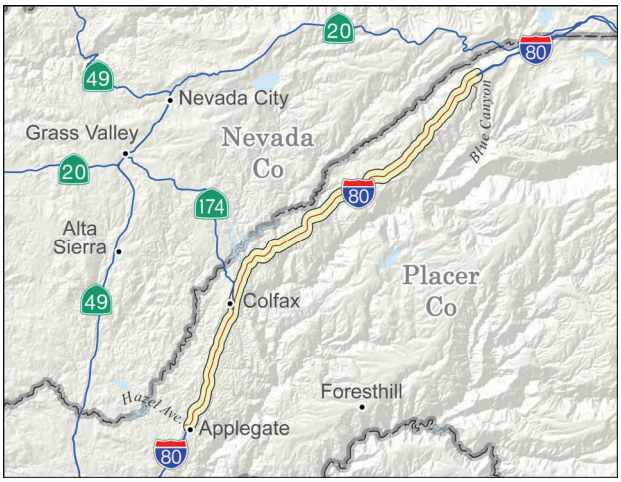
Programmed (In 2008 4-Year SHOPP unless Otherwise Noted):

- Rehabilitate roadway from 0.5 mi. W of Ophir Rd to Russell Rd, $7.52M; Funding in 2012 (MTIP, formerly 2008 SHOPP Long Lead)
- Widen Auburn Ravine Rd overcrossing from 2 to 4 lanes, $6M in Local Developer Fees; 2013 (MTIP)
- Widen Bowman Rd overcrossing from 2 to 4 lanes, $1.05M in Local Developer Fees; 2014 (MTIP)
- Improve vertical clearance, 2 overcrossings, share of $27M; Funding Year TBD, Completion in Summer 2014 (also in MTIP)
- Rehabilitate Bridge Decks, Share of $16.2M, Funding in 2010/11 (also in MTIP)
- Polyester Overlay, Share of $12.5M; Fall 2011 (2008 SHOPP)
- Install Intelligent Transportation Systems, share of two projects funded at $4.6M and $13.2M; Fund in 2010/11

Conceptual:

- Between SR 49 and Foresthill Road, monitor the possible need for Auxiliary Lanes.
- Rehabilitate Drainage Systems, east of Dry Creek Overcrossing, Share of $2.5M; Funding by 2026 (Beyond 10-Year SHOPP)
- Install Intelligent Transportation Systems (ITS) elements

Interstate 80 Segment 11 & 12 Summary



Segment 11 - Applegate Exit (Crother Road) to Blue Canyon Exit (26.21/53.36)

Segment 11 is a four-lane freeway that begins at the Applegate Exit and ends at the Blue Canyon Exit. Segment 11 passes through rural areas and the Town of Colfax, climbing to over 5,000 feet on a series of grades. With fewer trips made in passenger vehicles, the proportion of trucks increases from 8.5% in Auburn to 16% on Segment 11.

On mountainous terrain (Segments 11 - 13), trucks, RVs, and buses have a substantial effect on how many vehicles I-80 can accommodate, particularly on extended grades.

In 2007, Segment 11 operated at LOS E with an AADT of 40,000. By the year 2028, peak hour operation is expected to decline to LOS F, with the AADT increasing to 58,900 primarily due to growth in interregional and interstate traffic.

Segment 12 - Blue Canyon Exit to Nevada County at Kingvale(53.36/69.77)

Segment 12 is a four-lane freeway, primarily on divided alignment, that begins at the Blue Canyon Exit, connects with State Route 20 inside Nevada County, returns to Placer County, and ends at the Placer/Nevada County line just west of Kingvale. Segment 12's elevation gain from 5,200 feet to 6,000 feet creates recurring congestion during peak recreational traffic demand.

In 2007, Segment 12 operated at LOS D, with an AADT of 27,000. By the year 2028, peak hour conditions are expected to decline to LOS F, with AADT at 38,300 primarily due to growth in interregional and interstate traffic.

Highway Improvement Projects

With Construction Cost in Millions (M) and Year of Funding or Completion

Segment 11

Planned (In 2009 10-Year SHOPP Plan unless Otherwise Noted):

- Replace Bridges, 3 of 6 in a $45.7M project; Fund in 2014/15
- Bridge Seismic Retrofits, 2 of 8 in a $12.8M project; Fund in 2015/16
- Rehabilitate Drainage Systems, SR 174 to Alta Rd, $4.9M; Fund in 2013/14
- Other Maintenance and Operations

Programmed (In 2008 4-Year SHOPP unless Otherwise Noted):

- Roadway rehabilitation, truck climbing lanes, and ITS (Colfax Narrows), $357M; Funding in 2009/10, 2014/15; Completion 2021 (2008 SHOPP GARVEE Listing; also in MTIP)
- Improve vertical clearance at selected overcrossings, $33.1M; Summer 2013 (Funding in 2010/11); (also in MTIP)
- Rehabilitate bridge decks, Share of $16.2M; 2013 (Funding in 2010/11); Carried over to 2010 SHOPP; also in MTIP
- Polyester Overlay (to Weimar Cross Rd), Share of $12.5M; Fall 2011 (2008 SHOPP)
- Upgrade Median Barrier to Concrete, 0.6 mi. east of Monte Vista Exit to Alta Exit, $3.2M; Funding in 2011/12

Conceptual:

- Operational improvements at I-80/SR 174 Interchange $7.2M; the SACOG MTP indicates year 2035, but Caltrans advocates funding by 2028
- Truck climbing lanes in locations other than the Colfax Narrows.
- Rehabilitate Drainage Systems west of SR 174, Share of $2.5M; Funding by 2026

Segment 12

Planned (In 2009 10-Year SHOPP Plan unless Otherwise Noted):

- Replace Bridges, 2 of 6 in a $45.7M project; Fund in 2014/15
- Bridge Seismic Retrofits, 2 of 8 in a $12.8M project; Fund in 2015/16
- Line and Replace Culverts, Emigrant Gap (Carpenter) to Rainbow (Hampshire Rocks), $803K; Fund in 2017/18
- Other Maintenance and Operations

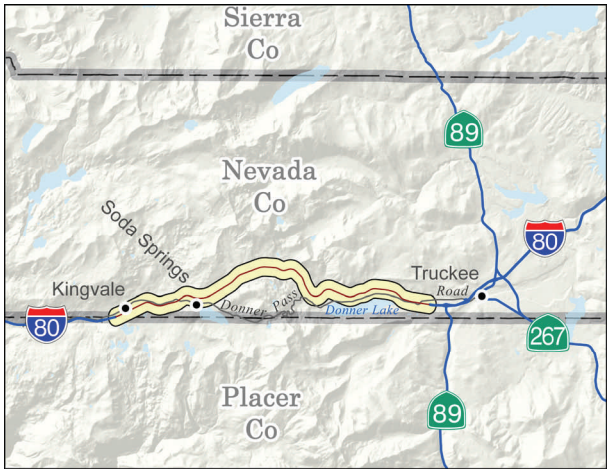
Programmed (In 2008 4-Year SHOPP unless Otherwise Noted):

- Emigrant Gap PCC Lane Replacement, $199.6M; Fall 2013
- Nyack Pavement Rehabilitation, $33.7M; Fall 2010 (also in MTIP)
- Bonded Wearing Course Overlay, Troy Undercrossing to Soda Springs; $1.5M; 2009/10 (Caltrans Internal 2009/10 Resources)
- Rehabilitate bridges at SR 20 (Yuba Pass undercrossing) and Rainbow Exit (Hampshire Rocks undercrossing), $3.15M; Fall 2011
- Construct slope embankment on westbound alignment from 1 to 1.8 miles west of Yuba Gap, $10.2M; Funding in 2009/10
- Install Intelligent Transportation Systems, share of two projects for $4.6M and $13.2M; Fund in 2010/11

Conceptual:

- Bridge Preventative Maintenance, share of $1.7M; Funding in approximately 2026
- Investigate a westbound truck climbing lane from 0.8 miles east of SR 20 back to Yuba Gap (Lake Valley Rd). A climbing lane in this location would help not only with handling of slow vehicles and backups, but also with weaving between Yuba Gap and SR 20.

Interstate 80 Segment 13 & 14 Summary



Segment 13 - Placer/Nevada County Line to Donner Pass Road (0.00/13.60)

Segment 13 is a 13.1-mile, four-lane freeway that begins west of Kingvale, climbs 5.7 miles to Donner Summit, and descends just east of the Donner Pass Road ramps, west of Truckee. On both sides of the summit, this segment features long, steep grades uninterrupted by level stretches, and harsh winter conditions. Bridges are monitored for ice. Segment 13 serves recreation areas at Soda Springs and Donner Lake. Intelligent Transportation Systems elements are needed to maximize operational capacity.

In 2007, Segment 13 operated at LOS C, with an AADT of 27,000. By the year 2028, peak hour operation is expected to decline to LOS E, with the AADT increasing to 39,800, primarily due to growth in interregional and interstate traffic. At up to 18 percent of AADT, trucks have a substantial effect on weekday peak flow rates.

Segment 14 - Donner Pass Road to Truckee Airport Rd (13.60 to 18.27)

Segment 14 is a four to six-lane freeway serving the Town of Truckee. Running 4.7 miles from Donner Pass Road to Airport Road, it was recently rehabilitated. Between I-80's south junction with State Route (SR) 89 and its north junction with SR 89 at SR 267, Segment 14 serves the Tahoe Basin and Truckee area destinations. Lack of familiarity with area facilities becomes a factor in operations because many drivers visit the area infrequently for skiing and other recreation.

In 2007, Segment 14 operated at LOS D, with an AADT of 35,000. By 2028, peak hour operation is expected to decline to LOS F, with the AADT increasing to 49,700, due to growth in interregional and interstate traffic, plus growth in local trips contributing to total growth higher than that of Segment 13.

Highway Improvement Projects

With Construction Cost in Millions (M) and Year of Funding or Completion

Segment 13

Planned (In 2009 10-Year SHOPP Plan unless Otherwise Noted):

- Replace Bridge over Castle Peak Undercrossing, $2M; Fund in approximately 2017/18
- Remove isolated offramp, Laing Rd, $640K; 2018/19
- Other Maintenance and Operations

Programmed (In 2008 4-Year SHOPP Plan unless Otherwise Noted):

- Bonded Wearing Course, Troy Undercrossing to Soda Springs; $1.5M (Caltrans Internal 2009/10 Resources)
- Pavement Overlay (Donner I), $78.7M; Fall 2010 (2008 SHOPP)
- Roadway Rehabilitation, (Donner III), $90.5M; Fall 2013
- Rehabilitate Safety Roadside Rest Areas at Donner Summit ("West Lakes"), $15.7M; Fall 2011
- Install Intelligent Transportation Systems, share of $4.6M; Fund in 2010/11 (2009 10-Year SHOPP Plan)

Conceptual:

- Bridge Preventative Maintenance, share of $1.7M; Fund By 2026
- To address recurring westbound congestion, the westbound Soda Springs onramp lane could be extended for additional acceleration and merging.

Segment 14

Planned:

- Ramp Intersection Improvements: Donner Pass Rd Interchange, WB Ramps (2) with Cold Stream Rd/Donner Pass Rd, and EB Ramps (3) with Donner Pass Rd; $2M in Developer Fees; By 2012 (RTP)
- Other Maintenance and Operations

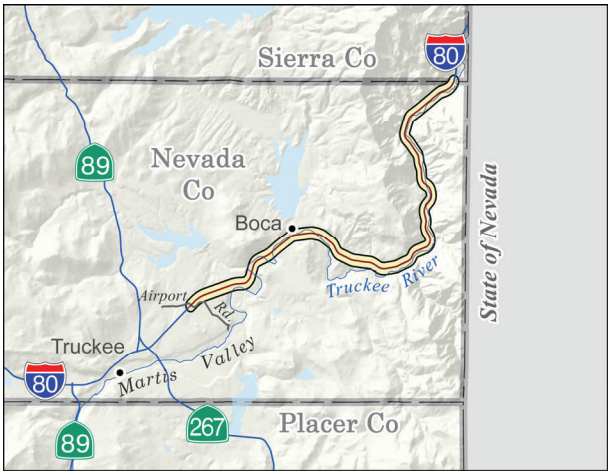
Programmed:

- Water quality improvements from Prosser Dam Rd. undercrossing to Union Mills Bridge (Truckee River), $10.4M; Funding in 2010/2011 (2008 SHOPP)
- Install Intelligent Transportation Systems, share of $4.6M; Fund in 2010/11 (2009 10-Year SHOPP Plan)

Conceptual:

- Bridge Preventive Maintenance, share of $1.7M; Funding in Approximately 2026

Interstate 80 Segment 15 & 16 Summary



Segment 15 - Truckee Airport Road to Nevada County/Sierra County Line (18.27/31.78)

Segment 15 is a four-lane freeway that begins at Airport Road in east Truckee and ends 11.2 miles to the northeast at the Nevada County/Sierra County Line. It passes north of the Martis Valley and then follows the Truckee River through unincorporated areas of Nevada County. Most of the trips using interchanges are recreational in nature, while nearly all trips are interstate with at least one distant trip end. Four-foot outside shoulders, below the interstate standard of 10 feet, begin at PM 28.21 and continue into Segment 16.

In 2007, Segment 15 operated at LOS C, with an AADT of 28,000. By the year 2028, peak hour operation is expected to decline to LOS D, with the AADT increasing to 28,300 due to growth in interregional and interstate traffic.

Segment 16, Nevada/Sierra County line to State of Nevada (0.00/1.59)

Segment 16 begins at the Nevada County/Sierra County Line and ends 1.6 miles northeast at the California/Nevada State Line. This four-lane segment passes through Sierra County's portion of the Truckee River Canyon. Recreational traffic makes up a high percentage of passenger vehicles, while nearly all trips are interstate with at least one distant trip end. Four-foot outside shoulders, below the interstate standard of 10 feet, continue through Segment 16 and well into the State of Nevada.

In 2007, Segment 16 operated at LOS C, with an AADT of 28,000. By the year 2028, peak hour operation is expected to decline to LOS D, with AADT at 28,300 due to growth in interregional and interstate traffic.

Highway Improvement Projects

With Construction Cost in Millions (M) and Year of Funding or Completion

Segment 15

Planned (In 2009 10-Year SHOPP Plan unless Otherwise Noted):

- Scale Cut Slope W of Bridges #17-0063R/L, $1.5M; Fund in 2017/18
- Replace Bridges #17-0063R/L E of Floriston, $92.4M; Fund in 2018/19
- Donner Pass Truck Scales ITS, $1.32M; Funding in 2015/16
- Build Tahoe Pyramid Bikeway, unpaved phase for Mountain Bikes, Hirschdale to Floriston, $ TBD; Year TBD (Truckee-Donner Recreation and Park District Project Study Report & Tiered Negative Declaration)

Programmed (In 2008 4-Year SHOPP Plan unless Otherwise Noted):

- Truckee River Canyon Portland Cement Concrete Rehabilitation, $73M; Spring 2012 (2008 SHOPP GARVEE Listing)
- Replace Bridge Deck, Truckee River Bridge Eastbound Span (#17-0063R), $6.9M; Funding in 2009/10
- Water quality improvements, Boca Drainage, Prosser Dam Rd to Union Mills Bridge, $10.4M; Build 2010/Funding in 2009/10
- Rehabilitate and upgrade weigh-in-motion station, Donner Pass Inspection Facility, $3.28M; Funding in 2009/10
- Repaint Truckee River Bridges #17-0063R/L, $3.4M; Funding in 2012/13 (2010 SHOPP)

Conceptual:

- Tahoe-Pyramid Bicycle Facility Dirt and Paved Phases, $TBD; By 2026
- Ttruck climbing lane on the westbound climb from the Floriston ramps to the rise 2.2 miles east of the Boca Exit.
- Water Quality Improvements, Boca Drainage east of Union Mills Bridge and Floriston Drainage, adjacent projects totaling 8.8 miles and $9.4M; By 2026
- Bridge Preventative Maintenance, share of $1.7M; By 2026
- Widening outside shoulders to 10 feet other than on bridges, to meet the minimum Interstate Highway standard (See also Segment 16).

Segment 16

Planned:

- Maintenance and Operations

Programmed:

- Rehabilitate Portland Cement Concrete through Truckee River Canyon , $73M; Spring 2012 (2008 SHOPP GARVEE Listing)

Conceptual:

- Tahoe-Pyramid Bicycle Facility Dirt and Paved Phases, $TBD; By 2026
- Coordinate with the State of Nevada DOT to jointly consider widening outside shoulders to 10 feet other than on bridges, to meet the minimum Interstate Highway standard.

The "Get Across 80" Program

Addressing Seasonal Construction and Elevated Traffic

Caltrans makes every effort to limit impacts to the public caused by construction. However, in order to preserve the safety of motorists and road crews, drivers may experience extensive delays due to construction and/or rerouting of traffic that may be necessary. The Get Across 80 Program and website (www.getacross80.com) are designed to inform drivers of delay conditions and help them avoid potential delays by offering construction schedules and timelines, detour information and project updates for projects on I-80 in the Sierra Nevada mountain range. Visitors to the website may enter their email address to receive periodic email alerts with the latest construction and traffic information. New traffic sensors will add to information available at this website and others such as www.sacregion511.org.

Caltrans is using the Get Across 80 Program and website with several construction projects on Interstate 80 between the Town of Colfax in Placer County and the California/Nevada State line. A map of the projects appears below.

These improvements to I-80 include removal and replacement of worn roadway, rehabilitation of ramps, improved drainage, widening of shoulders and replacement of metal guardrails. Actual project timelines vary, but weather permitting, seasonal construction in the Sierra Nevada takes place between March and November each year.

The projects numbered 1,2, 4, and 5 on the map, all of which are maintenance projects, have been completed through construction. Projects yet under construction are listed below according to the numbers provided on the map:

3. **Emigrant Gap**, Spring 2010 to Fall 2013: Resurfacing and restoration of roadway along Interstate 80 in Placer and Nevada Counties from Carpenter Flat under-crossing at the Emigrant Gap Interchange to Hampshire Rocks at the Rainbow Interchange. The project will also improve safety, by upgrading median barriers and installing cable net drapery on the westbound slopes. See TCCR Segment 13.

6. **Donner III**, Spring 2009 to Fall 2011: Rehabilitation of eastbound Interstate 80 from Castle Peak under-crossing to 1.4 miles west of Donner Park over-crossing, and westbound Interstate 80 from the Donner Summit Rest Area to just east of Donner Lake. This project includes replacement of metal beam guardrail, rehabilitation of existing drainage systems, storm water treatment systems, lighting safety upgrades, rehabilitation of the Donner Lake UC, and improving safety by upgrading roadway facilities to present-day standards.

7. **Donner I**, October 2007 to Fall 2010: Placement of a Portland Cement Concrete overlay on the mainline traveled way and shoulders from the Donner Lake under-crossing to West Truckee. This project will also upgrade drainage systems and repave the vista point east of Donner Lake.

8. **Truckee River Canyon**, Spring 2009 to Fall 2011: Rehabilitation of the pavement on Interstate 80 within the Truckee River Canyon, starting in Nevada County and ending in Sierra County at the Nevada State Line. The project includes replacement of metal beam guardrails, replacement of the existing median barrier, rehabilitation of critical drainage systems and providing treatment of storm water, as necessary. Subsurface water under the westbound lanes will be intercepted along the base of the cut slopes with drainage ditches, as needed. This project will also improve safety, by upgrading roadway facilities to present-day standards.

Please contact us for questions and concerns about this TCCR:
Caltrans District 3, Office of Transportation Planning
P.O. Box 911, Marysville, CA, 95901-0911
Telephone: (530) 741-5151
Or visit the TCCR website at: http://www.dot.ca.gov/dist3/departments/planning/systemplanning.html