

TO: TOWN COUNCIL
FROM: TOWN MANAGER 
RE: CALTRANS I-80 BRIDGE RAISING

ISSUE
Council had requested that CalTrans return to Loomis and present answers to questions raised at various public meetings held by CalTrans earlier in the year and to give an update on the latest planning and timeline for the I-80 bridge raising project.

RECOMMENDATION
Hear presentation, discuss and give direction on what, if any, further action Council wishes to have done regards this project.

MONEY
Money issues mainly involve Town businesses that could be adversely affected by the temporary closing of the Horseshoe Bar bridge and lose out on sales. The Town could lose out on sales tax revenue. It is unknown how much money could be lost at this time. The Town may also incur legal costs if special legal counsel is needed to critique the environmental report. That cost is not expected to exceed \$25,000 unless the matter goes to court. No money has been set aside for such a contingency and if it were, it would have to come from General Fund reserves.

CEQA
There are no CEQA issues at this time. CalTrans is preparing documents to address both the California Environmental Quality Act (CEQA) and because Federal money is involved, the National Environmental Protection Act (NEPA).

DISCUSSION
CalTrans has been planning to raise bridges along I-80 for some time. The planning includes an environmental document that is expected to be released next year. The attached information was provided at a 3/30/10 workshop in Loomis. CalTrans will give an update this evening as to their planning status and review answers to questions (see attached) that have been raised in prior public meetings in Loomis and other places along I-80.

In short the CalTrans project calls for raising bridges along I-80 to allow for trucks with large loads to pass under the bridges. In the case of Loomis there are three bridges (Brace, Horseshoe Bar Rd and King Rd) but the work will not affect more than one bridge at a time. Ideas that have been mentioned in the course of discussions on the bridge closing (not in priority order) follow.

1. LOWER THE ROAD BENEATH THE HORSESHOE BAR ROAD BRIDGE INSTEAD OF RAISING THE BRIDGE AND THEREBY KEEP THE BRIDGE OPEN FOR USE. This would require a phased construction with a leapfrogging of construction around the on/off ramps and final excavation by the on/off ramps immediately before the entire project is paved to minimize the amount of time the ramps would be closed like recently done at Sunset Blvd and Route 65. This would cost more (\$3.7 million instead of \$2.2 million) but would not result in closing the Horseshoe Bar overpass thereby helping Loomis businesses, particularly those at the Raley's Center. It would cause more congestion on I-80 during construction due to the way phasing would work. The on/off ramps could each be closed for up to a week. The drainage from the lowered road would need to be engineered to drain off into the "unnamed creek" and pond by Heritage Park (as I-80 presently does about 150 feet to the west). CalTrans may have other line items that could contribute to funding the added cost associated with economic impacts of projects.
2. EXPAND THE BRIDGES TO INCLUDE BETTER, SAFER SIDEWALKS, SAFER BIKE LANES AND FOR ELECTRIC CAR LANES. Could be accomplished by a cantilever construction off the side of the existing bridge. CalTrans would not be interested in constructing a new bridge for these improvements. CalTrans also is open to Town input on landscaping around the bridge work to save trees as much as possible, and design the bridges to include architectural features to help provide some unique features to highlight Loomis (e.g. surface treatments desired by the Town, adding the Town Seal, eggplants and/or horses on chain link fence that will be installed on the side where there is pedestrian access. CalTrans may have other line items that could contribute to funding the added cost associated with improving safety of projects.
3. EXPAND THE HORSESHOE BAR ROAD BRIDGE TO 3 OR 4 lanes AND THUS KEEP THE BRIDGE OPEN AS WAS DONE ON THE SIERRA COLLEGE BLVD BRIDGE IMPROVEMENTS. This would enable CalTrans to keep a bridge open by use of the new lane(s) once constructed while the existing bridge is raised. CalTrans may have other line items that could contribute to funding the added cost associated with the economic impacts of projects.
4. ELIMINATE THE BRACE ROAD BRIDGE AND PUT THE MONEY TO THE HORSESHOE BAR BRIDGE FOR SUCH THINGS AS SIDEWALK, BIKE AND TRAVEL LANE ENHANCEMENTS. There may not be much money remaining after the cost of removal is factored in and this idea would require a separate environmental report that may not be accomplished in the timeframe remaining. To accommodate traffic to the southeast of I-80, a connection between Horseshoe Bar Road and Brace Road may be needed to provide an alternate route so Horseshoe Bar Road between Laird and I-80 would not need to be upgraded.

5. CONSTRUCT THE WALNUT TO BRACE CONNECTION (THROUGH THE HERITAGE PARK SUBDIVISION) BY THE TIME OF THE BRIDGE RAISINGS. This could provide a better alternate route and help the Town in its internal circulation.
6. CONSTRUCT THE DOC BARNES RD EXTENSION BETWEEN HORSEHOE BAR RD AND KIND RD BY THE TIME OF THE BRIDGE RAISINGS. This could provide a better alternate route that will benefit businesses on Horseshoe Bar Rd, help the Town in its internal circulation, and assist in economic development by helping property owners along the extension who have been seeking to develop their property.
7. EXPLORE CONSTRUCTING ON/OFF RAMPS WESTBOUND AT KING ROAD AT THE TIME THAT BRIDGE IS RAISED. If this is one of the last bridges raised there may be enough time to get the necessary studies, plans and specifications.
8. EXPLORE THE POSSIBILITY OF CALTRANS PLANTING MITIGATION TREES IN HORSESHOE BAR ROAD INTERCHANGE OPEN SPACES. Town would need to commit to on-going maintenance of the trees if CalTrans installs irrigation water and involves Town in the selection of trees that require minimum maintenance.

Staff suggests that # 3 be the preferred option with # 2 the second option.

The following was submitted for Council information at the 6/8/10 meeting:

From: Roger Smith <rdsmith2009@gmail.com>
To: Gary Liss <gary@garyliss.com>
Subject: I-80 Bridge work Options
Date: Mon, 7 Jun 2010 22:26:22 -0700

GARY....

Greetings from Idaho. Just saw that the I-80 issue is on the Tuesday agenda, so here's a few quick comments. Please feel free to share them with whoever you choose.

1. The Town should definitely have another meeting & input opportunity prior to Caltrans completing their EIR. They will write the EIR to support their favorite alternative - then it's a real uphill battle to refute / reverse their direction.

Also need to keep in mind that an EIR is not a cost comparison study, but rather an assessment of the environmental (& socio-economic) impacts of the already "chosen" project and a few alternative approaches.

2. I feel that minimal impact to the Town and maximum benefit could be realized from a combination of ideas #1 and #2 in Staff Report.

#1. In lowering I-80, Caltrans must consider "full-depth asphalt" (FDA) pavement design to minimize the thickness of the new pavement "structure" and thereby minimize excavation depth, time & cost. (In talking with Caltrans at

the meeting in Loomis, I didn't get the impression they had considered the FDA design approach.) This approach should make lowering the I-80 profile cost-competitive to raising the structures. Keeping ramps open would

only be an issue at Horseshoe Bar Rd. (since there's no ramps at Brace or King). This is manageable using the "last minute excavation" approach in the ramp areas at Horseshoe Bar.

#2. This would be a nice fringe benefit of the project, but in reality - with budgets & funding as they are - I don't see how Caltrans would be willing to finance some of these add-ons.

3. I think the Town should push hard for some ramps at King Rd. Since our downtown plan will likely reduce traffic capacity - just as development at Sierra College & I-80 increases traffic - the Town will really need these ramps.

Now's the time to act. The Town may need to come up with \$\$\$ for this - or convince Caltrans to use the \$\$\$ possibly saved by not doing the structure raising.

Thanks for listening.

ROGER SMITH
Pavement Consultant
(916)316-4625 cell

What's being planned on Interstate 80?



Interstate 80 Vertical Clearance Project

The California Department of Transportation (Caltrans) is developing a project to increase the vertical clearance of eight overcrossings (OC) and one railroad underpass (UP) on Interstate 80 (I-80) in Placer County. The overall goal of this project is to bring clearance up to the current standard of 16 feet 6 inches. Additional work includes new bridge rails, seismic upgrades, improved curb ramps, guardrail replacement and drainage facility extensions. Insufficient mainline vertical clearance impedes commerce and national defense needs on I-80 in Placer County. The purpose of this project is to enable over height loads to continue along the I-80 corridor.

Project Cost

The project cost is currently estimated at \$23 million.

What is Caltrans Doing to Keep the Community Informed?

Caltrans will be holding several open houses to inform the affected communities about the project, the potential traffic impacts during construction and to establish an open communication between the Department and residents.

Who Do I Contact for More Information?

For more information regarding the vertical clearance project, please contact Rochelle Jenkins, Public Information Officer at (530) 634-7640 or email rochelle_jenkins@dot.ca.gov.

For individuals with sensory disabilities, this document is available in Braille, large print, audiocassette or computer disk. To obtain a copy in one of these alternate formats, please call or write: Mark Dinger, Public Information Officer, Caltrans – District 3, 703 B Street, Marysville, CA 95901 (530) 741-4572 (voice) or (530) 741-4509 (TTY).

The Nine Selected Structures Are:

- Brace Road OC (PM 8.13)
- Horseshoe Bar OC (PM 8.72)
- King Road OC (PM 9.53)
- Penryn Road OC (PM 10.35)
- Gilardi Road OC (PM 12.30)
- Newcastle Road OC (PM 13.81)
- Newcastle UP (PM 13.99)
- Weimar Cross Road OC (PM 29.32)
- Magra OC (PM 37.78)

Tentative Project Schedule

Construction to begin: Spring 2011

Project completion: Winter 2013

How the Structures Will be Raised

The existing eight overcrossing structures will be raised by installing a temporary support system, cutting the existing columns, and raising the bridge approximately 2 feet using hydraulic jacks. Reinforcing steel will then be spliced at the columns and abutments before the concrete is added. The roadway approaches will be rebuilt to meet the taller structures.

How the Project Impacts Local Traffic

Local roads crossing the structures will be closed to traffic one to two months at each location to perform the work. Most freeway ramps will remain open during construction.

Designated detour routes will be clearly signed. Work at overcrossings will be staggered so no adjacent structures are closed at the same time.

How the Project Impacts I-80 Traffic

During the jacking operation at the overcrossing structures, both directions of I-80 must be closed for an estimated period of four to six hours at each location while the jacks are moving the bridge. During bridge raising I-80 traffic will be controlled by either using CHP traffic breaks, detoured using on and off ramps, or detoured using local roads. Limited alternate detour routes for the Magra Overcrossing structure may require complete I-80 closures for several hours.

At the Newcastle railroad underpass, the westbound lanes of I-80 will be lowered during shoulder and traffic lane closure staging to excavate and rebuild the roadway at a lower elevation.

INTERSTATE 80



Vertical Clearance Project

ARNOLD SCHWARZENEGGER
Governor

DALE E. BONNER
Secretary, Business, Transportation and Housing Agency

RANDELL H. IWASAKI
Director, Department of Transportation

JODY JONES
District 3 Director, Department of Transportation



INTERSTATE 80 VERTICAL CLEARANCE PROJECT Purpose and Need

The California Department of Transportation (Caltrans) is developing a project to increase the vertical clearance of eight over-crossings (OC) and one railroad underpass (UP) on Interstate 80 (I-80) in Placer County. The overall goal of this project is to bring clearance up to the current standard of 16 feet 6 inches.

The nine selected structures are:

Brace Road OC	(Post Mile 8.13)	Newcastle Road OC	(Post Mile 13.81)
Horseshoe Bar OC	(Post Mile 8.72)	Newcastle UP	(Post Mile 13.99)
King Road OC	(Post Mile 9.53)	Weimar Cross Road OC	(Post Mile 29.32)
Penryn Road OC	(Post Mile 10.35)	Magra OC	(Post Mile 37.78)
Gilardi Road OC	(Post Mile 12.30)		

Insufficient mainline vertical clearance impedes commerce and National Defense needs in Placer County.

What's being planned on Interstate 80?

The project proposes to raise eight over-crossing structures and lower the roadway beneath a railroad underpass. Additional work includes placing seismic upgrades, improve curb ramps, replace guardrail and repair drainage facilities.

How the Structures will be Raised

The existing eight over-crossing structures will be raised by installing a temporary support system, cutting the existing columns, and raising the bridge approximately 2 feet using hydraulic jacks. Reinforcing steel will then be spliced at the columns and abutments before the concrete is added. The roadway approaches will be rebuilt to meet the taller structures.

How the Project Impacts Local Traffic

Local roads crossing the structures will be closed to traffic one to two months at each location to perform the work. Some freeway ramps will remain open. Local road detour routes will be signed. Work at over-crossings will be staggered so no adjacent structures are closed at the same time.

How the Project Impacts Route 80 Traffic

During the jacking operation at the over-crossing structures, both directions of I-80 must be closed for an estimated period of one or two nights at each location while the jacks are in operation. During closures I-80 traffic will be temporarily detoured to local roads.

Limited alternate detour routes for the Magra Over-crossing structure may require complete I-80 closures for several hours.

At the Newcastle railroad underpass, the westbound lanes of I-80 will be lowered during shoulder and traffic lane closure staging to excavate and rebuild the roadway at a lower elevation.



INTERSTATE 80 VERTICAL CLEARANCE PROJECT Frequently Asked Questions

How will the structures be raised?

The existing eight over-crossing structures will be raised by installing a temporary support system, cutting the existing columns and raising the bridge approximately 2 feet using hydraulic jacks. Reinforcing steel will then be spliced at the columns and abutments before the concrete is added. The roadway approaches will be rebuilt to meet the taller structures.

How does the Project Impact Local Traffic?

Local roads crossing the structures will be closed to traffic for one to two months at each location to perform the work. Most freeway ramps will remain open and local road detour routes will be marked. Work at over-crossings will be staggered so no adjacent structures are closed at the same time. Contractor incentive and disincentive payments are being considered to encourage on-time or early project completion.

How Does the Project Impact Interstate 80 Traffic?

During the jacking operation at the over-crossing structures, both directions of Interstate 80 (I-80) must be closed for an estimated period of two nights at each location while the jacks are in operation. During closures I-80 traffic will be temporarily detoured to local roads.

Limited alternate detour routes for the Magra Over-crossing structure will require complete I-80 closures for several hours during low volume nighttime hours.

At the Newcastle railroad underpass, the westbound lanes of I-80 will be lowered during shoulder and traffic lane closure staging to excavate and rebuild the roadway at a lower elevation.

Why doesn't Caltrans Lower I-80 Instead of Raising the Local Road Over-crossings?

Approximate traffic volumes on Route I-80 are many times larger than the traffic volumes on the local over-crossing structures. Subsequently, accumulated traffic delays and road user costs are much larger for lowering Route I-80. Furthermore, construction costs to lower I-80 is greater than costs to raise the structures.

How Does the Existing Insufficient I-80 Vertical Clearance Impede Commerce?

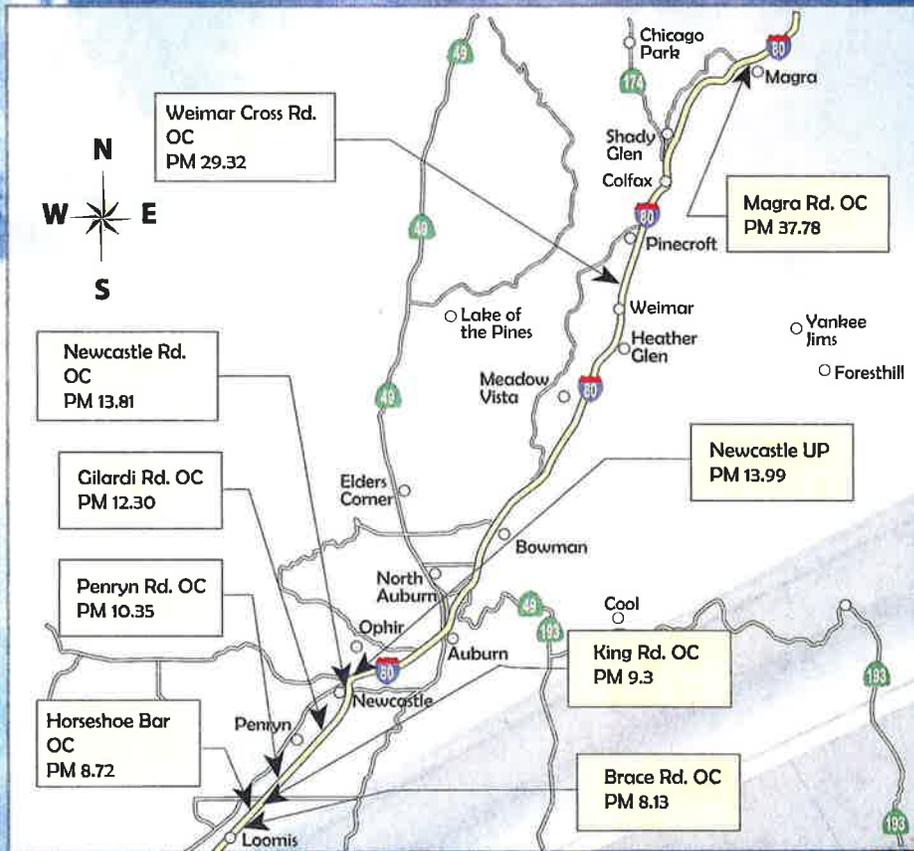
Special permits are issued to vehicles over standard height. Approximately XX special over-height permit trucks were detoured in the past year around this section of I-80 through Placer County due to the non-standard over-crossing vertical clearances. The alternate detour route for these vehicles is approximately 350 miles in length.

How is the Project Funded?

The project construction cost is currently estimated at \$23 million. The project is funded by the Federal Highway Administration to ensure standard vertical clearances on the Department of Defense Rural and Single Interstate Routing System. I-80 is a designated corridor for goods movement as well as military defense emergency movement.



VERTICAL CLEARANCE FOR PERMIT VEHICLES ON ROUTE 80 IN PLACER COUNTY



Projected Construction Cost:

23 million

Project Tentative Schedule:

Construction to begin:

Spring 2011

Project completion:

Winter 2013



Interstate 80 Vertical Clearance Project BRACE ROAD OVERCROSSING POTENTIAL DETOUR ROUTES DURING CONSTRUCTION



LONG-TERM CLOSURES FOR LOCAL TRAFFIC

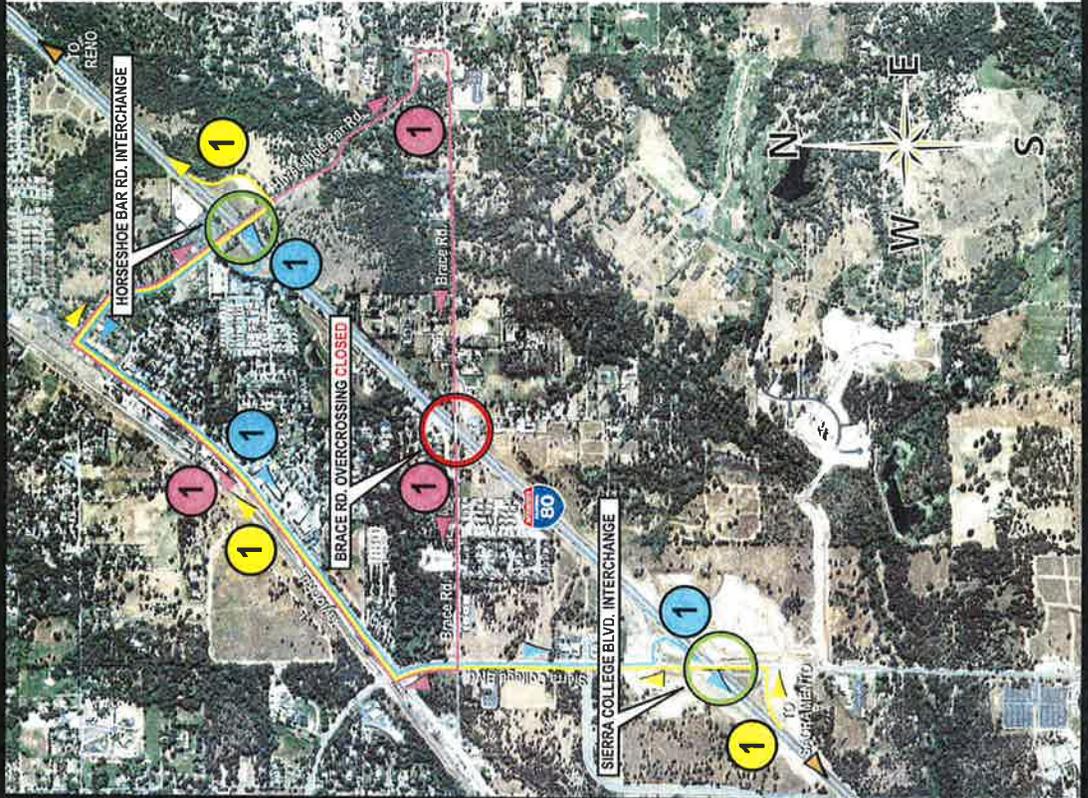
1 Detour 1 - West of Brace Rd. OC
Length - Approximately 3.3 miles
From Brace Rd., take Sierra College Blvd north to Taylor Rd.
Take Taylor Rd. northeast towards Horseshoe Bar Rd.
Take Horseshoe Bar Rd. southeast towards Brace Rd.

EASTBOUND I-80

1 Detour 1
Length - Approximately 2.5 miles
Take the Rocklin Rd. offramp towards Sierra College Blvd.
Take Taylor Rd. north towards Sierra College Blvd.
Take Taylor Rd. northeast towards Horseshoe Bar Rd.
Take Horseshoe Bar Rd. southeast towards the Horseshoe Bar Rd. interchange
Head east on Interstate 80 at the Horseshoe Bar Rd. interchange

WESTBOUND I-80

1 Detour 1
Length - Approximately 2.5 miles
Take the Horseshoe Bar Rd. offramp towards Horseshoe Bar Rd.
Take Horseshoe Bar Rd. north towards Taylor Rd.
Take Taylor Rd. southwest towards Sierra College Blvd.
Take Sierra College Blvd. south towards the Sierra College Blvd. interchange
Head west on Interstate 80 at the Sierra College Blvd. interchange





Interstate 80 Vertical Clearance Project HORSESHOE BAR OVERCROSSING POTENTIAL DETOUR ROUTES DURING CONSTRUCTION

LONG-TERM CLOSURES FOR LOCAL TRAFFIC

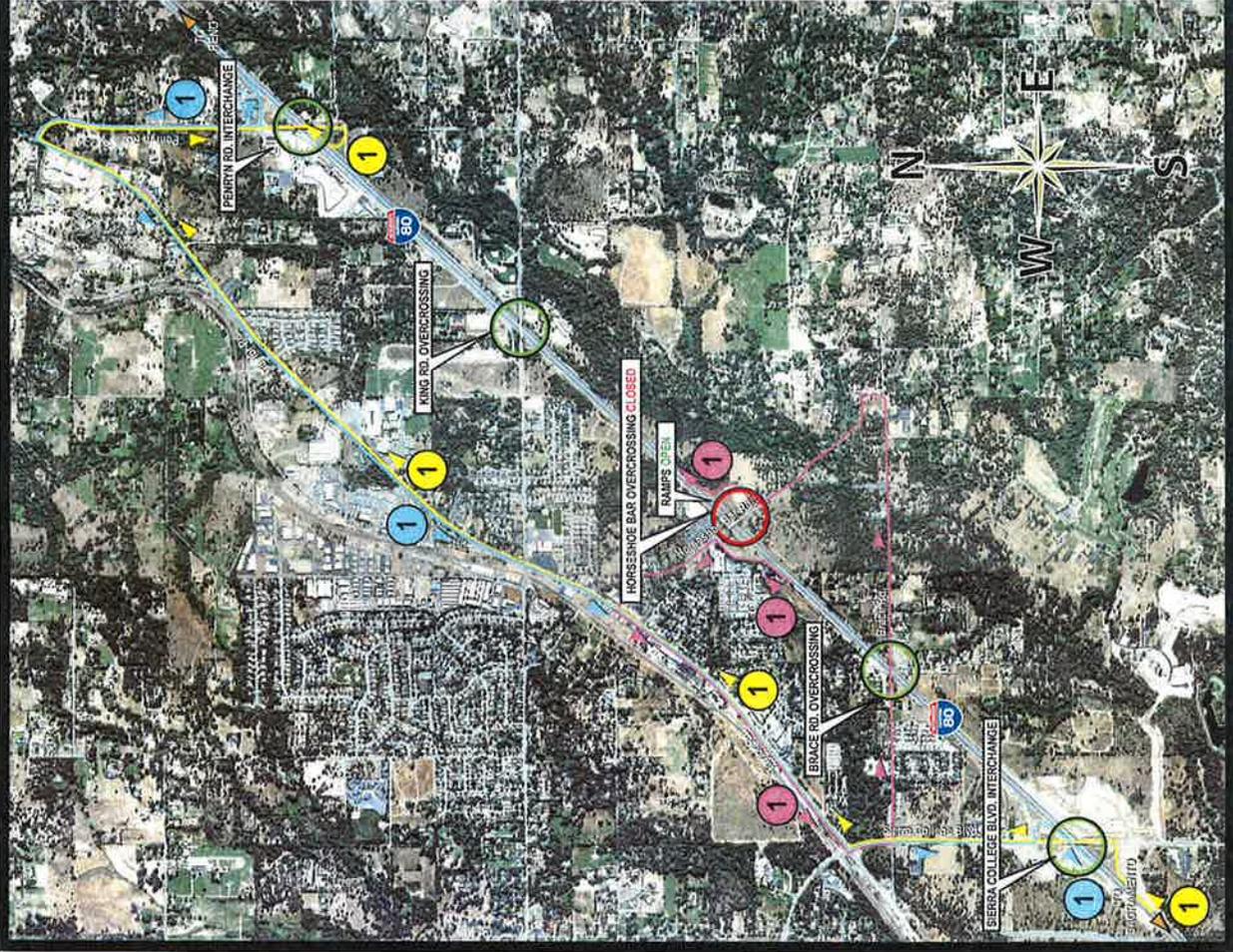
1 Detour 1 - Northwest of Horseshoe Bar Interchange
Length - Approximately 3.3 miles
From Horseshoe Bar Rd, take Taylor Rd southwest towards Sierra College Blvd. Take Sierra College Blvd south towards Bruce Rd. Take Bruce Rd west towards Horseshoe Bar Rd.

EASTBOUND I-80

1 Detour 1 - Eastbound Interstate 80 Traffic
Length - Approximately 5.1 miles
Take the Sierra College Blvd off-ramp towards Sierra College Blvd. Take Taylor Rd north towards Taylor Rd. Take Taylor Rd northeast towards Penryn Rd. Take Penryn Rd south towards the Penryn Rd Interchange. Head west on Interstate 80 at the Sierra College Blvd Interchange.

WESTBOUND I-80

1 Detour 1 - Westbound Interstate 80 Traffic
Length - Approximately 5.1 miles
Take the Penryn Rd off-ramp towards Penryn Rd. Take Penryn Rd north towards Taylor Rd. Take Taylor Rd southwest towards Sierra College Blvd. Take Sierra College Blvd south towards the Sierra College Blvd Interchange. Head west on Interstate 80 at the Sierra College Blvd Interchange.



Interstate 80 Vertical Clearance Project KING ROAD OVERCROSSING POTENTIAL DETOUR ROUTES DURING CONSTRUCTION



LONG-TERM CLOSURES FOR LOCAL TRAFFIC

1 Detour 1 - West of King Rd. OC
Length - Approximately 4.4 miles
From King Road, take Taylor Rd. northeast towards Penryn Rd.
Take Penryn Rd. south towards King Rd.

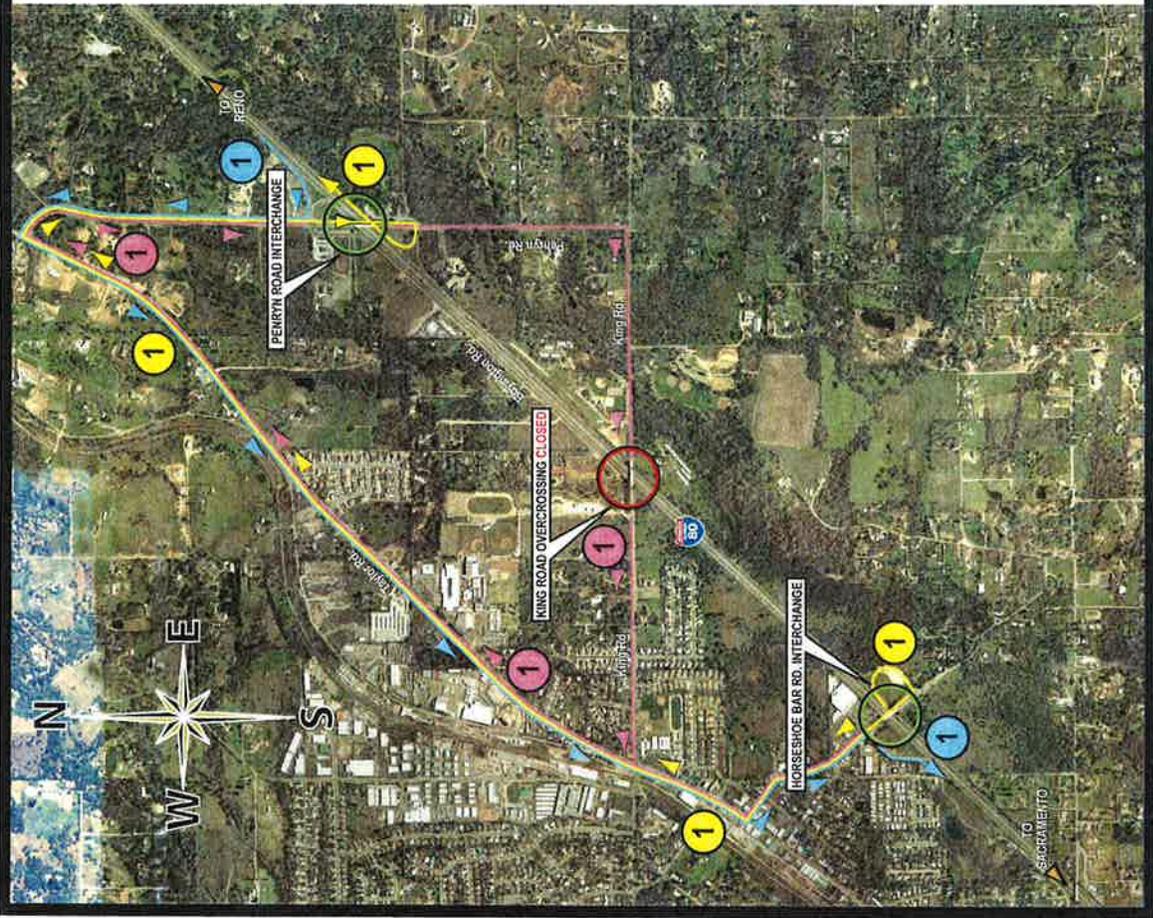
EASTBOUND I-80

1 Detour 1 - Eastbound Interstate 80 Traffic
Length - Approximately 4 miles
Take the Horseshoe Bar Rd. offramp towards Horseshoe Bar Rd.
Take Horseshoe Bar Rd. north towards Taylor Rd.

WESTBOUND I-80

1 Detour 4 - Westbound Interstate 80 Traffic
Length - Approximately 4 miles
Take the Penryn Rd. offramp towards Penryn Rd.
Take Penryn Rd. north towards Taylor Rd.
Take Taylor Rd. southwest towards Horseshoe Bar Rd.

1 Take Horseshoe Bar Rd. south towards the Horseshoe Bar Rd. interchange.
Head west on Interstate 80 at the Horseshoe Bar Rd. interchange.



Interstate 80 Vertical Clearance Project PENRYN ROAD OVERCROSSING POTENTIAL DETOUR ROUTES DURING CONSTRUCTION



LONG-TERM CLOSURES FOR LOCAL TRAFFIC

1 Detour 1 - North of Penryn Road CC
Length - Approximately 4.4 miles
From Penryn Rd., take Taylor Rd. southwest towards King Rd.
Take King Road east towards Penryn Rd.

EASTBOUND I-80

1 Detour 1 - Eastbound Interstate 80 Traffic
Length - Approximately 8 miles
Take the Penryn Road Offramp towards Penryn Road.
Take Penryn Road north towards Taylor Road.
Take Taylor Road northwest towards Old Penryn Road.
Take Old Penryn Road east towards Newcastle Road.
Take Newcastle Road east towards the Newcastle Road Interchange.
Head east on Interstate 80 at the Newcastle Road Interchange.

WESTBOUND I-80

1 Detour 1 - Westbound Interstate 80 Traffic
Length - Approximately 3.4 miles
Take the Penryn Road Offramp towards Penryn Road.
Take Penryn Road north towards Taylor Road.
Take Taylor Road southwest towards Horseshoe Bar Road.
Take Horseshoe Bar Road south towards the Horseshoe Bar Rd Interchange.
Head west on Interstate 80 at the Horseshoe Bar Rd Interchange.

