



## Staff Report

### April 8, 2019

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**TO:** Honorable Mayor and Members of the Town Council  
**FROM:** Brit Snipes, Town Engineer  
**DATE:** April 8, 2019  
**RE:** King Road Interchange Update

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#### Recommendation

Determine whether the Town should pursue an Interchange at King Road and I-80 or not.

#### Issue Statement and Discussion

The idea of an interchange at King Road and I-80 has been considered for several years. In 2000 when the issue came up, the Town sought an opinion from CalTrans. At the time Caltrans indicated that the Horseshoe Bar Rd and King Rd interchanges would be too close together to accommodate another interchange and that it would need to be demonstrated that existing interchanges or local roads can neither provide nor be improved to provide a satisfactory accommodation for future traffic demand. In 2018 the Town requested CalTrans to consider the interchange again. CalTrans reiterated its previous concerns in the attached letter.

The following is a summary of concerns and reasons that an interchange may not be feasible at this location

- King road is too close to the Horseshoe Bar and the Penryn interchanges.
- I-80 is an Interstate and would require Federal Highways' approval for a connection.
- Caltrans does not see the need for an additional connection and would not support a new connection
- The south side of I-80 is in Placer County. Placer County does not support a new interchange at this location.

Caltrans also indicated that the Horseshoe Bar Rd and King Rd interchanges were too close together to warrant another interchange. The Town would need to demonstrate that the existing interchanges and/or local roads can neither provide, nor be improved to provide a satisfactory accommodation for future traffic demands.

The Town solicited proposals to design an interchange from MHM Engineering in 2008. A drawing was developed showing how a Horseshoe Bar Rd to King Rd interchange tie-in (see attached drawing), The road alignments show that Raley's would need to be relocated, wetlands on the south side of the freeway would need to be crossed, and private property would need to be acquired.

In Summary, Caltrans will not support a connection to I-80 at King Road because it is too close to both the Penryn and the Horseshoe Bar Road interchanges. FHWA is unlikely to approve any connection to an Interstate without Caltrans support. Funding for a connection would cost more than \$65 million and without Caltrans support, it is unlikely that the Town could obtain any grants to assist with funding the interchange.

Given that a full interchange is infeasible because of the cost and proximity to the other two interchanges, a smaller connection of just on ramps and/or off ramps has been suggested. This revised scope would reduce construction cost, but this does not affect FHWA's or Caltrans's position on a connection to the Interstate.

In the absence of other agencies or entities participating, the Town may be the only agency interested in the idea of making a connection to I-80 at King Road. If the Town would like to pursue a connection of on/off ramps to I-80 at King Road the funding for the following items will need to be identified.

• Prepare a Feasibility Study	\$ 150,000
• Update the Circulation Element.	\$ 40,000
• Preliminary Design	\$ 800,000
• Environmental Clearance	\$ 1,800,000
• Right of Way	\$ 2,200,000
• Project Study Report	\$ 1,900,000
• Design	\$ 2,400,000
• Construction	\$20,000,000
• Inspection	\$ 2,000,000
Estimated Total	\$31,290,000

These costs do not include the cost of petitioning FHWA, CalTrans and Placer County to allow a connection to be made.

Staff does not recommend pursuing a connection to I-80 at this point in time for the following reasons:

1. It is unlikely that FHWA will allow a new connection to the interstate between the two existing connections.
2. Caltrans will not support making a new connection to the interstate.
3. The cost to study, petition, design and construct a connection to I-80 at King would be greater than \$31 million.

If any of the above conditions change, staff will bring this item back for further discussion.

### **CEQA Requirements**

There are no CEQA requirements unless a project is identified.

### **Financial and/or Policy Implications**

Funding is not required unless a project or phase of a project is identified.

### **Attachments**

- A. Letters form Caltrans (2018 and 2008)
- B. Exhibit for King Road Horseshoe Bar Interchange by MHM Engineering (2008)
- C. Exhibit for on/off ramps at King Road submitted as part of Village At Loomis Consideration

DEPARTMENT OF TRANSPORTATION  
DISTRICT 3  
703 B STREET  
MARYSVILLE, CA 95901  
TTY 711  
www.dot.ca.gov/dist3



*Making Conservation  
a California Way of Life.*

RECEIVED

TOWN OF LOOMIS

December 20, 2018

RECEIVED

JAN 02 2019

TOWN OF LOOMIS

Mr. Brit Snipes  
Public Works Director  
Town of Loomis  
3665 Taylor Road  
Loomis, CA 95650

Dear Mr. Snipes:

Thank you for your December 14, 2018 inquiry regarding the possibility of a new interchange or ramps at King Road and Interstate 80.

Interchange spacing is a design feature which is critical to the safe and efficient utilization of all freeways. Caltrans Interchange spacing standards are governed by the Highway Design Manual Chapter 500 and Design Information Bulletin Number 77. Design standards require the minimum interchange spacing of one mile in urban areas and three miles outside of urban areas on Interstate highways. The spacing between the existing King Road Overcrossing and Horseshoe Bar Road Interchange to the west and Penryn Road Interchange to the east is 0.8 miles in each direction. Therefore, the new interchange would not meet the minimum design standards.

Deviation from the standards and new interchanges or ramps also require approvals and concurrences from the Federal Highway Administration and California Transportation Commission. The project sponsor is responsible for establishing the project need, justifying deviations and ensuring consistency with local and regional land use and transportation plans. Placer County plans do not currently include modifications at King Road and Interstate 80.

Thank you again for your inquiry. If you have any questions please contact me at (530) 741-4318 or Fernando Rivera Chief, Traffic Operations Office Chief (Acting) at (530) 741-5710.

Sincerely,

THOMAS L. BRANNON  
Deputy District Director  
Maintenance and Traffic Operations

## DEPARTMENT OF TRANSPORTATION

## DISTRICT 3

P.O. BOX 911, MARYSVILLE, CA 95901  
 DD Telephone 530-741-4509  
 FAX Telephone 530-741-5117  
 Telephone 530-741-5120



October 12, 2000

Mr. Perry Beck  
 Town Manager  
 Town of Loomis  
 P.O. Box 1327  
 Loomis, CA 95650

Post-It™ brand fax transmittal memo 7671		# of pages	12
To	Perry Beck	From	Irene Hawura's Ofc
Co.	Town Manager	Co.	Caltrans - Dist 3
Dept.	Loomis	Phone #	(530) 741-4233
Fax #	(916) 652-1847	Fax #	(530) 741-4245

Re: King Road/Interstate 80

Dear Mr. Beck:

This is in reply to your September 25, 2000, letter regarding the possibility of a new interchange at King Road and Interstate 80 and funding for this project.

The most important question posed is, will an interchange be allowed at King Road and Interstate 80. To answer this question we are guided by Design Information Bulletin (DIB) Number 77 - Interchange Spacing (included for reference).

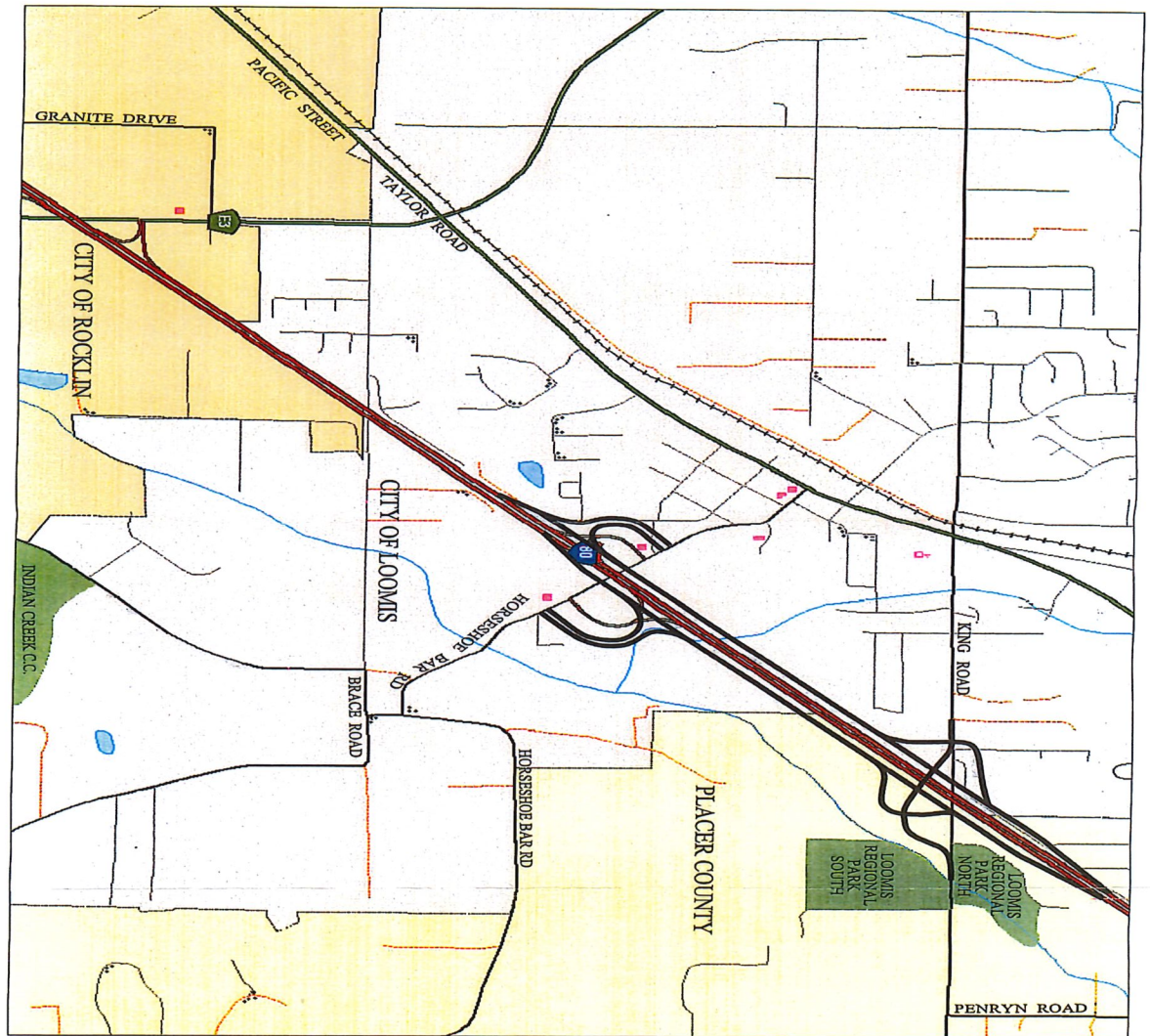
Standards require the minimum spacing between interchanges shall be 1.5 km in urban areas and 3.0 km in rural areas. Interchange spacing is a design feature, which is critical to the safe and efficient utilization of all freeways. The spacing between the existing King Road Overcrossing and Horseshoe Bar Road Interchange to the west is 1.3 km and the same distance between King Road and Penryn Road Interchange to the east. The 1.5 km spacing for urban areas is a Caltrans mandatory design exception, meaning sufficient information must be presented showing a lesser spacing will not have a significant adverse impact on the safety and operation of Interstate 80, based on an analysis of current and future traffic before the exception will be approved.

DIB Number 77 also requires it to be demonstrated that the existing interchanges and/or local roads and streets in the corridor can neither provide the necessary traffic service nor be improved to satisfactorily accommodate the future traffic demands.

Because we are dealing with an Interstate Route it would also be necessary to gain Federal Highway Administration (FHWA) approval for a new interchange. Steps for final approval from FHWA are gained first with their conceptual approval prior to completion of a Project Study Report. Final approval is received once the Project Report and final environmental document are completed and approved.

It would also be necessary for the California Transportation Commission to approve a new public road connection.

Regarding funding, Caltrans does not participate in new interchanges. Typically, local funds are used to build most new interchanges. Another source is Regional Transportation Improvement Program funds. Placer County Transportation Planning Agency should be contacted regarding their availability in Placer County.



DESIGN INTENT  
NOT FOR CONSTRUCTION

REV	DATE	BY	DESCRIPTION

DESIGNED BY	CHECKED BY	DATE

**M.H.M.**  
 M.H.M. ENGINEERING  
 2200 UNIVERSITY AVENUE, SUITE 100  
 SACRAMENTO, CA 95833  
 TEL: (916) 441-1111  
 FAX: (916) 441-1112  
 WWW.MHMENGINEERING.COM

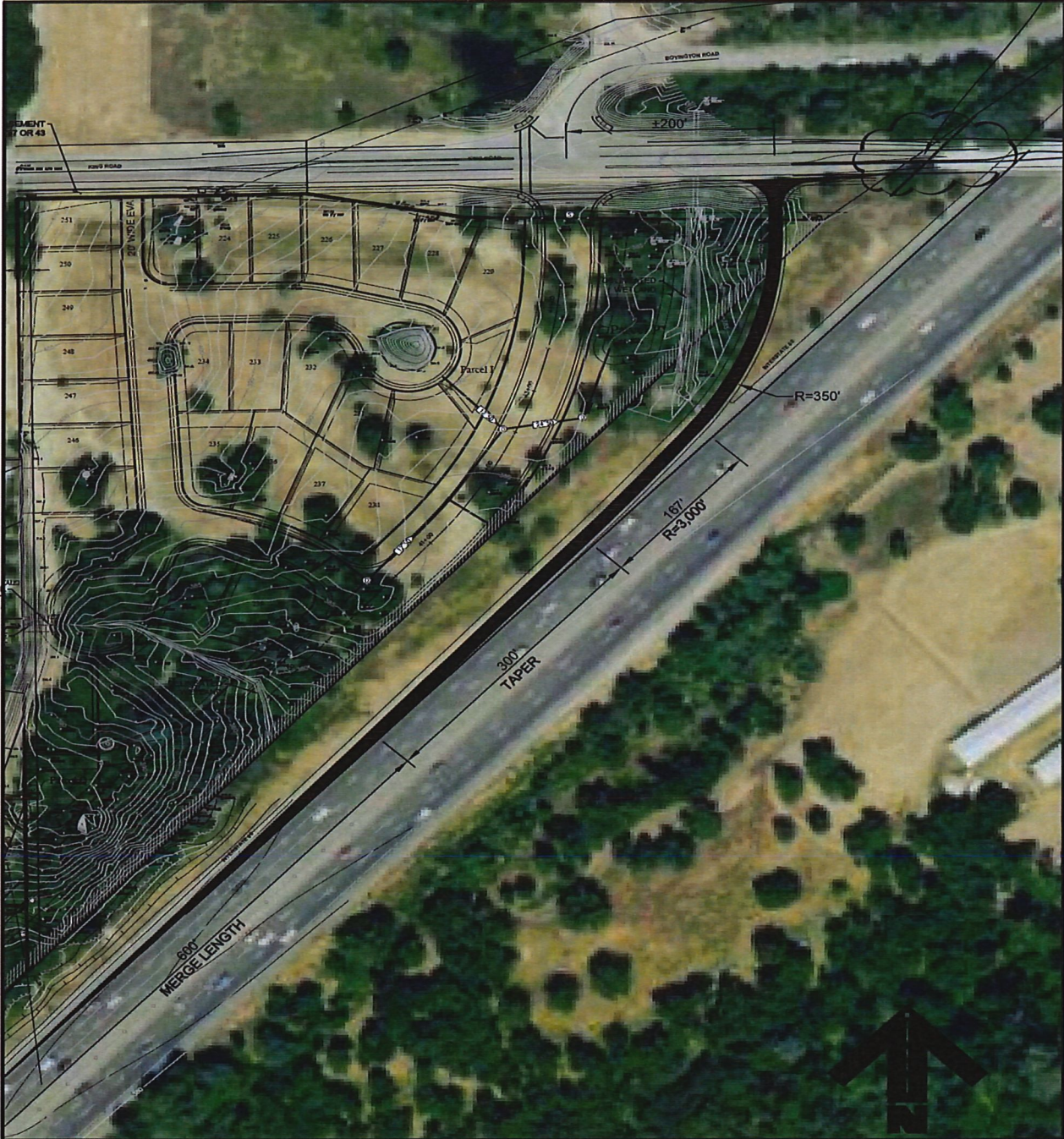
PROJECT NO.	SHEET NO.	TOTAL SHEETS

DATE	SCALE



CONCEPTUAL KING RD ON RAMP  
TO I-80  
DECEMBER, 2018

WIDENING OF BRIDGE DECK MAY  
BE REQUIRED FOR WESTBOUND  
KING RD. LEFT TURN TO ON RAMP.



- NOTES:
- 1) A SIGHT DISTANCE STUDY SHOULD BE DONE TO DETERMINE IF VERTICAL SIGHT FOR WESTBOUND KING ROAD IS ADEQUATE.
  - 2) DESIGN BASED UPON CALTRANS HIGHWAY DESIGN MANUAL, SINGLE LANE FREEWAY ENTRANCE, FIGURE 504.2A.

