



# APPENDIX A

# GATEWAY PLAN PROJECTS

Lead Agency	Project	Project Description
Caltrans District 3	SR 51/Arden Way Interchange	SR 51: Widen structure over Arden Way to 8 lanes plus 2 managed lanes, one in each direction, to accommodate the two managed lanes and a third NB general purpose lane from Exposition Boulevard to Arden Way. Sac-51-3.2/6.6. Part of EA 04031
Caltrans District 3	I-80 Managed Lanes East of SR65 in both directions	New managed lane facility - one each direction - on I-80 from SR65 east to SR49 in Auburn. (project description may change based on results from the Managed Lanes Study. Project is being evaluated for Expressed Toll Lanes, High Occupancy Toll Lanes, HOV lanes, VPM, B1, 160, 17, 274)
Caltrans District 3	Capital City Freeway (SR 51) widening over the American River	Bridge Widening: Widen SR51 over the American River NB and SB, to 4 lanes plus a managed lane facility in both directions. New Class I bike path next to the freeway. (project description may change based on results from the Managed Lanes Study. Project is being evaluated for Expressed Toll Lanes, High Occupancy Toll Lanes, HOV lanes)
Caltrans District 3	State Route 51 (Capital City) Corridor Improvements: J St to Arden	SR 51, from J Street to Arden Way: Extend managed lanes, widen the American River Bridge to 10 lanes (4 lanes NB and SB plus managed lane in both directions) and add new Class I bike path on the American River Bridge, new auxiliary lane from Exposition Blvd to E St in both directions, SB auxiliary lane from Arden Way on-ramp to Exposition Blvd off-ramp, replace B St UP, A St OC, Elvas UP, widen EB 160/SR 51 separation structure, and widen Tribute Rd UC. (PE Only. Toll Credits for PE. Total Project Cost: \$436,900,000). Toll Credits for ENG. 0H931 (Managed Lanes) and 3F070 (American River Br)
Caltrans District 3	SR 51 Bus/Carpool Lanes: Arden to I-80	Managed Lane Facility: Arden to I-80 in both directions (project description may change based on results from the Managed Lanes Study. Project is being evaluated for Expressed Toll Lanes, High Occupancy Toll Lanes, HOV lanes)
Caltrans District 3	SR 51 Transition Lane (NB) at El Camino Interchange	In the City of Sacramento construction SR 51 (NB) aux. lanes at the El Camino IC: El Camino Ave off ramp to El Camino Ave loop on ramp and El Camino Loop on ramp to El Camino Ave slip on ramp
Caltrans District 3	I-80 Atlantic On-ramp Widening	Widen existing on-ramp and structure over Miners Ravine to provide a standard 2+1 on-ramp. Work involves earthwork, structures work, roadway work, electrical work
Caltrans District 3	I-80 ICM A	Implement ICM strategies on the I-80 Corridor (Non-capacity)
Caltrans District 3	SR 65 ICM	Implement ICM strategies on the SR 65 corridor (Non-capacity)
Caltrans District 3	I-80 Antelope Truck Scales	In Citrus Heights, I-80, from east of Elkhorn Blvd. / Greenback Lane to west of Riverside Ave. (PM 15.0/17.2) - Upgrade weigh-in-motion (WIM) station and widen the westbound auxiliary lane to the Antelope Truck Scales [CTIPS ID 107-0000-1046]. Toll Credits for ENG
Caltrans District 3	Ramp Meters Projects	Construct ramp meters at the locations identified on the "Ramp Meter" tab.
Capitol Corridor JPA	Sacramento to Roseville Third Main Track - Phase 1	On the Union Pacific mainline, from near the Sacramento and Placer County boarder to the Roseville Station area in Placer County: Construct a layover facility, install various Union Pacific Railroad Yard track improvements, required signaling, and construct the most northern eight miles of third mainline track between Sacramento and Roseville (largely all in Placer County), which will allow up to two additional round trips (for a total of three round trips) between Sacramento and Roseville.
Capitol Corridor JPA	Sacramento to Roseville Third Main Track - Phase 2	On the UP mainline, from Sacramento Valley Station approximately 9.8 miles toward the Placer County line: Construct third mainline track including all bridges and required signaling. Project improvements will permit service capacity increases for Capitol Corridor in Placer County, with up to seven additional round trips added to Phase 1-CAL18320 (for a total of ten round trips) between Sacramento to Roseville including track and station improvements.
Capitol Corridor JPA	Sacramento to Roseville Frequency Expansion	As an alternative to the physical construction of the Sacramento to Roseville Third Mainline Track project (Phases 1 and 2), access fees to the host railroad for additional round trip frequencies have the potential to allow for increased Capitol Corridor passenger rail service. Access fees could be combined with strategically reduced 3rd track capital project elements to permit the introduction of additional frequencies. As of this writing the access fee method or the described Third Track phases are subject to adjustment based on negotiations with the host railroad.
City of Auburn	Auburn Multi Modal Station - Rail Platform Extension	At the existing Auburn Multi Modal Station: Obtain right-of-way and install rail platform extension. (Emission Benefits in kg/day: 0.93 ROG, 1.18 NOx, 0.43 PM10)

City of Citrus Heights	Antelope Road Complete Streets - Phase 2	Design, construction; ADA, Pedestrian, Bicycle and Transit Improvements, traffic signal upgrades, LED street light conversion, <del>full road reconstruction, hardscape and landscape</del>
City of Citrus Heights	Saybrook/Misty Creek I-80 Pedestrian/bicycle overpass	Design and construction; ADA compliant Pedestrian and Bicycle bridge/overpass connecting west side at Saybrook with east side at Misty Creek
City of Citrus Heights	Auburn Blvd Complete Streets - Phase 3	Design, ROW acquisition and construction; utility undergrounding, ADA, Pedestrian, Bicycle and Transit Improvements, traffic signal upgrades, LED street light conversion, full road reconstruction, hardscape and landscape.
City of Citrus Heights	Auburn Blvd Complete Streets - Phase 4	Design and construction; ADA, Pedestrian, Bicycle and Transit Improvements, traffic signal upgrades, LED street light <del>conversion, full road reconstruction, hardscape and landscape</del>
City of Citrus Heights	Auburn Blvd Complete Streets - Phase 5	Design, ROW, and construction; utility undergrounding, ADA, Pedestrian, Bicycle and Transit Improvements, traffic signal upgrades, LED street light conversion, full road reconstruction, hardscape and landscape.
City of Citrus Heights	Citrus Heights ITS Phase I	Installation of new conduit and fiber for City owned/maintained traffic signal communications interconnect.
City of Citrus Heights	Citrus Heights ITS Phase II	Installation of new conduit and fiber for City owned/maintained traffic signal communications interconnect.
City of Citrus Heights	Citrus Heights ITS Phase III	Installation of new conduit and fiber for City owned/maintained traffic signal communications interconnect.
City of Citrus Heights	BRT - Sunrise	BRT - Sunrise
City of Citrus Heights	BRT-LR - Greenback/Elkhorn	BRT-LR - Greenback/Elkhorn
City of Citrus Heights	BRT-LR - Auburn	BRT-LR - Auburn
City of Citrus Heights	BRT - Madison	BRT - Madison
City of Citrus Heights	BRT - LR Roseville Road	BRT - LR Roseville Road
City of Citrus Heights	Transit Centers	Sunrise MarketPlace
City of Citrus Heights	Transit Centers	Antelope Crossing
City of Sacramento	Roseville Rd.	Widen: 4 lanes from Connie Dr. to Sacramento limits.
City of Sacramento	Sacramento Intermodal Transportation Facility - Phase 3	Intermodal Facility Phase 3 project is the creation of a larger multi-modal transportation center that can meet the region's expanded transportation needs and accommodate high speed trains, commuter rail, light rail, streetcars, transit bus lines, and intercity buses. It will involve relocating the existing LRT station to a north-south alignment; expansion of the terminal facilities including passenger amenities and spaces, transportation operations areas, site and circulation improvements and
City of Sacramento	River District Transportation Improvements	Roadway, bikeway, and pedestrian improvements to implement the River District Specific Plan.
City of Sacramento	Central City Specific Plan Multi-modal improvements.	Two-way conversions, three to two lane conversions, freeway ramps, buffered bike lanes, Ped, Transit, and Bike Projects (see <del>Table A.3 from Central City Specific Plan</del> )
City of Sacramento	Del Rio Trail	Along unused rail corridor near Freeport Blvd from Sutterville Road to south of Meadowview/Pocket Road (4.5 miles): Build rails]to]trails project. (Emission Benefits in kg/day: 0.06 ROG, 0.04 NOx, 0.02 PM 10)
City of Sacramento	Longview Road Buffered Bike Lanes	Construct Class II buffered bike lanes on Roseville Road
City of Sacramento	Roseville Road Cycle Track	Construct Class IV cycle track on Roseville Road
City of Sacramento	Watt Avenue Cycle Track	Construct Class IV cycle track on Watt Avenue between Longview Road and Auburn Blvd
County of Sacramento	Watt Avenue Couplet	In Sacramento County, Watt Ave: Between Palm Ave. Don Julio Blvd. and Antelope Rd. Elkhorn Blvd. widen to 6 lanes; 3 lanes north bound on Watt Ave and 3 lanes southbound on 34th St; smart growth st. with proposed BRT/Hi Bus - exclusive lanes.
County of Sacramento	Watt Avenue Widening	In Sacramento County, Watt Ave.: Between Elkhorn Blvd and Antelope Rd widen from 4 to 6 lanes
County of Sacramento	Watt Ave	Widen: 6 Lanes from Antelope Rd to Placer County Line
County of Sacramento	I-80 Bicycle / Pedestrian Crossing	In Sacramento County, conduct studies, and environmental work for a bicycle/pedestrian crossing of I-80 west of Madison Avenue
County of Sacramento	Watt Ave.	Widen: 6 lanes from I-80 to Palm Ave. Don Julio Blvd.

County of Sacramento	Watt Avenue Complete Street Improvements, Phase 1	In Sacramento County: Watt Avenue from Orange Grove Avenue to Roseville Rd.: Construct buffered bike lanes, separated sidewalks and landscape medians and improve signalized intersections. The project also extends bike lane and sidewalk improvements south from Orange Grove Avenue to I-80 westbound ramps.
Placer County	Foothills Boulevard	Foothills Blvd.: Construct as a 2 lane road from the City of Roseville to Sunset Blvd.
Placer County	Walerga Road	Walerga Rd: Widen and realign from 2 to 4 lanes from Baseline Rd. to Placer / Sacramento County line.
Placer County	Watt Avenue	Watt Avenue, from Baseline Rd. to Sacramento County Line: Widen from 2 to 4 lanes.
Placer County	Placer Parkway Phase 1	In Placer County: Between SR 65 and Foothills Boulevard; Construct phase 1 of Placer Parkway, including upgrading the SR 65/Whitney Ranch Parkway interchange to include a southbound slip off-ramp, southbound loop on-ramp, northbound loop on-ramp, six-lane bridge over SR 65, and four-lane roadway extension from SR 65 (Whitney Ranch Parkway) to Foothills
Placer County	Placer Parkway Phase 2	Construct New Road: 4 lane divided Hwy. between Foothills Boulevard and Fiddymment Road. Includes signalized intersections at Fiddymment Rd.
Placer County	Baseline Road Widening Phase 1 (West Portion)	Baseline Rd. from Watt Avenue to future 16th street: Widen from 2 to 4 lanes.
Placer County	Baseline Road Widening Phase 2 (West Portion)	Baseline Road from Sutter County Line to Future 16th Street. Widen from 2 to 4 lanes.
Placer County	Baseline Road Four to Six Lane Widening (West Portion)	Placer County, Baseline Road from Watt Avenue to Sutter County Line, widen from 4 to 6 lanes.
Placer County	Taylor Road Bike Lanes	Taylor Road – Ophir Road to Rippey Road North (separated)
Placer County	Auburn-Folsom Road Bike Lanes	Auburn-Folsom Road – Lees Lane to Eureka Road (buffered)
Placer County	Bell Road at I-80 Roundabouts Project	The County is proposing improvements to the existing I-80 and Bell Road interchange by combining four stop controlled and signalized intersections into two modern, yield controlled, 5- to 6-legged, single and multi-lane roundabouts designed to accommodate forecasted future traffic volumes and provide an alternative access route to the SR 49/I-80 interchange.
Placer County	Industrial Avenue Bike Lanes	Industrial Avenue – SR 65 to Veterans Drive (buffered)
City of Roseville	Baseline Road	In Roseville, Baseline Road from Fiddymment Road to Sierra Vista Western edge west of Watt Avenue: widen from 2 to 6 lanes.
City of Roseville	Baseline Rd. Widening	In Roseville, Baseline Rd., from Brady Lane to Fiddymment Road: widen from 3 to 4 lanes.
City of Roseville	Dry Creek Greenway Trail	In Roseville, along Dry Creek, Cirby Creek and Linda Creek, construct class 1 bike trail. (Emission Benefits in kg/day: 0.09 ROG, 0.07 NOx, 0.03 PM2.5)
City of Roseville	Bicycle Master Plan Class I Trail Buildout	Construct trails as described in the City of Roseville Bicycle Master Plan and Specific Plan Bicycle Master Plans
City of Roseville	Dry Creek Greenway West Trail	Bikeway Facilities: from Darling Wy. to western Roseville City limits along Dry Creek.
City of Roseville	Roseville Parkway Bikeway Extension	Roseville Parkway Bikeway Extension from Foothills Boulevard to the Bikeway Crossing of Highway 65. Possible Class IV bikeway.
City of Roseville	Downtown Roseville Intermodal Facility Improvements	Downtown Roseville Intermodal Facility Improvements
City of Lincoln	Lincoln Blvd. Widening A	Widen Lincoln Blvd. (formerly Industrial Blvd.) from 2 to 4 lanes from SR-65 to Twelve Bridges Dr.
City of Lincoln	Lincoln Blvd. Widening B	Widen Lincoln Blvd. (formerly Industrial Blvd.) from 2 to 4 lanes from 12 Bridges Dr. to Athens Blvd.
City of Lincoln	Twelve Bridges Interchange	Interchange at Twelve Bridges and SR-65
City of Lincoln	Ferrari Ranch Rd Phase II Interchange	Ferrari Ranch Road interchange improvements
Town of Loomis	Horseshoe Bar Road at I-80 Overcrossing Widening	Widen Horseshoe Bar Rd. @ I-80 overcrossing 2 to 4 lanes and improve ramps.
City of Rocklin	Sunset Boulevard	Widen Sunset Boulevard from 4 to 6 lanes, from Standford Ranch Road to Pacific Street, including Bridge of UPRR.

City of Rocklin	Sunset Blvd. Widening B	Sunset Boulevard: Widen from 4 to 6 lanes from north bound SR 65 ramp to West Stanford Ranch Road.
City of Rocklin	Rocklin Road/I-80 Interchange	In Rocklin: from Rocklin Rd. onto both WB and EB I-80; construct roundabouts or other improvements at ramp EB/WB ramp terminus
PCTPA	SR 65 Capacity & Operational Improvements Phase 1	SR 65, from Galleria Blvd. to Lincoln Blvd., make capacity and operational improvements. Phase 1: From Blue Oaks Blvd. to Galleria Blvd., construct third lane on southbound SR 65 and auxiliary lane from Galleria Blvd. to Pleasant Grove Blvd on southbound SR 65, including widening Galleria Blvd. southbound off-ramp, (Toll credits for PA&ED)(Emission Benefits in kg/day: ROG 15.80; NOx 15.88; PM10 11.66)
PCTPA	I-80 Eastbound Auxiliary Lane	In Roseville and Rocklin: Between SR 65 and Rocklin Rd. on eastbound I-80; Construct eastbound I-80 auxiliary lane, including two-lane off-ramp to Rocklin Rd.
PCTPA	I-80 Westbound 5th Lane	In Roseville and Rocklin: East of Douglas Blvd. to west of Riverside Ave. on westbound I-80; Construct 5th lane on westbound I-80 including reducing Douglas Boulevard off-ramp from 2-lanes to 1-lane
PCTPA	Placer County - Bus Rapid Transit O&M	Annual operating & maintenance (O&M) costs (\$5,704,000) specifically for a three route BRT system for Fiscal years 2023-2040 for a TBD transit operator
PCTPA	Placer County Transit Operating & Maintenance	Lump-sum annual Operating & Maintenance costs for fiscal years 2023-2040; does not account for expansion of service
PCTPA	SR 65 Capacity & Operational Improvements Phase 2	SR 65, from Galleria Blvd. to Lincoln Blvd., make capacity and operational improvements. Phase 2: From Galleria Blvd. to Blue Oaks Blvd., widen from 5 to 7 lanes with 1 carpool lane southbound and 1 general purpose lane northbound, and construct auxiliary lanes from Galleria Blvd. to Pleasant Grove Blvd on northbound and southbound SR 65, including widening Galleria Blvd. southbound off-ramp, Pleasant Grove Blvd. southbound on-ramp, and Blue Oaks Blvd. southbound on-ramps and northbound on-ramp.
PCTPA	I-80/SR 65 Interchange Improvements Phase 2	In Placer County: Between Douglas Blvd. and Rocklin Road; Reconfigure I-80/SR 65 interchange to widen southbound to eastbound ramp from 1 to 2 lanes, replace existing eastbound to northbound loop ramp with a new 3 lane direct flyover ramp (including full middle structure for East Roseville Viaduct), construct collector-distributor roadway parallel to eastbound I-80 between Eureka Road off-ramp and SR 65, and widen Taylor Road from 2 to 4 lanes between Roseville
PCTPA	I-80/SR 65 Interchange Improvements Phase 3	In Placer County: Between Douglas Blvd. and Rocklin Road; Reconfigure I-80/SR 65 interchange to widen the southbound to westbound ramp from 2 to 3 lanes and the westbound to northbound ramp from 1 to 2 lanes.
PCTPA	SR 65 Capacity & Operational Improvements Phase 3	SR 65, from Galleria Blvd. to Lincoln Blvd., make capacity and operational improvements. Phase 3: From Blue Oaks Blvd. to Lincoln Blvd., construct auxiliary lanes both northbound and southbound, including widening Lincoln Blvd. southbound on-
PCTPA	I-80/SR 65 Interchange Improvements Phase 4	In Placer County: Between Douglas Blvd. and Rocklin Road; Reconfigure I-80/SR 65 interchange to construct one lane HOV direct connectors from eastbound to northbound and southbound to westbound (HOV lanes would extend to between
PCTPA	SR 65 Capacity & Operational Improvements Phase 4	SR 65, from Galleria Blvd. to Lincoln Blvd., make capacity and operational improvements. Phase 4: From Lincoln Blvd. to Blue Oaks Blvd., widen southbound in median to add lane; and from north of Galleria Blvd. (end of the I-80/SR 65 Interchange project) to Lincoln Blvd., widen northbound in median to add lane. Future environmental document will be completed to determine if widening in median will be carpool or general purpose lanes.
PCTPA	Placer County - Bus Rapid Transit Capital	Capital Costs for a three route Bus Rapid Transit (BRT) system serving South Placer County; including planning, engineering, environmental studies, right-of-way acquisition, vehicles, related roadway improvements, signalization, park & ride facilities, signage, bus stop improvements, ITS elements, fare vending equipment. BRT Route 1-CSUS Placer to Galleria to Watt/I-80 LRT station via I-80 HOV lane. BRT Route 2 - CSUS Placer to Placer Vineyards to Watt/I-80 LRT station via Watt Avenue. BRT Route 3 - Galleria to Hazel & Sunrise LRT stations via Sierra College Boulevard/Hazel Avenue.
Sacramento Regional Transit	Circulator Bus/Microtransit Expansion Vehicles	Circulator Bus/Microtransit Expansion Vehicles
Sacramento Regional Transit	Neighborhood Ride Vehicle Expansion	Neighborhood Ride Vehicle Expansion

		LRT Vehicle Replacement and Low Floor Station Conversion
Sacramento Regional Transit	LRT Vehicle Replacement and Low Floor Station Conversion	
Sacramento Regional Transit	Watt Avenue BRT	Watt Avenue BRT
Sacramento Regional Transit	Hazel Avenue BRT	Hazel Avenue BRT
Sacramento Regional Transit, Caltrans District 3, Sacramento County	Watt/I-80 LRT Station Redevelopment - On Site and Off-Site Improvements	On-Site Station Improvements: Enhance the Watt/I-80 Transit Center including strategies to improve visibility, natural surveillance, and regular positive activity, such as redesigning stairwell and elevator structures to be more open and accessible, add lighting, construct a well-defined plaza area, remove and restrict access to hiding spaces, and invest in further site maintenance. Off-Site Improvements: Improvements in access to/from the Transit Center which must be coordinated w/ Caltrans and the County of Sacramento, including reconstructing ramps, constructing a pedestrian bridge, and constructing complete streets.
SACOG	Green-Means-Go	Green Means Go is a multi-year pilot program to lower greenhouse gas emissions in the six-county Sacramento region by accelerating infill development, reducing vehicle trips, and electrifying remaining trips.
SACOG	Regional Network of Express Lanes	Express Lanes may be free to carpools and buses, but allow single drivers the choice to pay for the use of the lanes. The purpose of these lanes is to improve traffic management, reliability, and even throughput of the region's major freeways. Potential corridors include U.S. Route 50, Interstates 80 and 5, and State Routes 51 (Capital City Freeway), 99, and 65. Express lane concepts may include single, high-occupancy toll lanes or multilane configurations that add lanes or re-purpose existing lanes or shoulders. Tolls for the lanes can vary based on traffic levels and time of day.

# Memorandum

*Making Conservation  
a California Way of Life*

**To:** GREG BEHRENS, AICP  
Fehr & Peers

**Date:** October 31, 2019

**File:** PSGP Ramp Metering  
Priority Locations

**From:** JAS RANDHAWA, P.E  
Caltrans, District 3  
Freeway Operations Branch Chief

**Subject:** **RAMP METER PRIORITY IMPROVEMENTS IN THE PSGP STUDY AREA**

The Office of Freeway Operations is currently in the process of analyzing and prioritizing ramp metering needs throughout District 3. The goal of this effort is to evaluate every potential ramp meter improvement and prioritize locations for inclusion in future projects through the Asset Management process via different types of funding programs (SHOPP, Minor, etc.). Freeway Operations has been concurrently developing a priority location list for the Placer-Sacramento Gateway Plan (PSGP) study area. This Technical Memorandum discusses the methodology used to prioritize ramp meter improvement locations and lists the overall ramp meter priorities, as well as locations that are easier to clear environmentally.

Several traffic operations performance measures and factors were used to score and rank each ramp meter improvement location. These quantified factors included:

- Type of improvement
  - Improvements that led to metering lanes that are currently unmetered were scored higher
- Mainline Congestion
  - 2017 INRIX speed data was used
  - Speed data was segmented and broken up into 15-minute intervals
  - Segment speeds under 60 mph and under 35 mph were considered for scoring
  - All time periods with congestion were considered
- Total onramp volumes
  - Benchmarks were created, the greater the volume the higher the score associated with it.

- Queue length
  - For locations that are currently metered
  - Locations where queuing was maximized or exceeded available storage were scored higher

Qualitative measures were also considered, which included:

- Improvement feasibility issues
  - Locations where feasibility is a concern scored lower. Those concerns include:
    - Geometric limitations
    - Lack of available storage
    - Right of Way constraints
- Potential impact of proposed ramp meter improvement on congestion within the corridor
- Ramp location
  - Rural or isolated locations scored lower than Urban/Suburban locations within an already metered corridor

It is important to note that the scoring methodology is still in draft form and there may be some minor changes, which will be reflected in the final District 3 Ramp Meter Priority list. It is also important to note that the ramp meter improvement priority list is a needs assessment and not a project list, as most of these locations are not included in large or standalone ITS projects. After reviewing each onramp location in the PSGP study area, it was determined that several locations could not incorporate ramp meter improvements. Table 1 identifies locations that were omitted from the ramp meter improvement priority list and why improvements could not be implemented.



**Table 1. Ramp Meter Locations Omitted**

County	Route	Direction	Location Name	Ramp Type	Reason Improvements Not Needed
PLA	80	EB	EB 80 to NB 65	Connector	Major Connector
PLA	80	WB	WB 80 to NB 65	Connector	Major Connector
PLA	65	SB	SB 65 to WB 80	Connector	Major Connector
PLA	65	SB	SB 65 to EB 80	Connector	Major Connector
PLA	80	EB	Douglas Blvd.	Diagonal	No improvements needed /Already built out
PLA	80	WB	WB Douglas Blvd	Loop	No improvements needed /Already built out
SAC	80	EB	Antelope Rd	Loop	No improvements needed /Already built out
SAC	80	WB	Antelope Rd	Loop	No improvements needed /Already built out
SAC	80	WB	Greenback Rd	Loop	No improvements needed /Already built out
SAC	80	WB	Madison Blvd	Loop	No improvements needed /Already built out
PLA	65	SB	Industrial Blvd	Diagonal	No improvements needed /Already built out
PLA	65	SB	Galleria Blvd	Diagonal	No improvements needed /Already built out
PLA	65	NB	Galleria Blvd	Diagonal	No improvements needed /Already built out
SAC	50	EB	11th St	Diagonal	No improvements needed /Already built out
SAC	50	EB	16th St	Diagonal	No improvements needed /Already built out
SAC	50	WB	15th St	Diagonal	No improvements needed /Already built out

Table 2 identifies and prioritizes all of the potential ramp meter improvements in the PSGP study area. The list includes 57 potential locations and were prioritized based on the methodology described above. Some highlights from the list include:

- The Pleasant Grove Loop and Blue Oaks onramp to SB SR 65 scored much higher than all other locations
- The top projects scored very high and are highly recommended locations
- Some locations are already included in other projects
  - 03-1F170
    - Pleasant Grove Loop to SB 65
    - Pleasant Grove Slip to SB 65
    - Blue Oaks onramp to SB SR 65
  - 03-0H460
    - Atlantic Slip to WB 80
  - 03-0H080
    - 5<sup>th</sup> Street to WB 50
- The EB Eureka to EB I-80 is listed considering its ultimate configuration. However, the location is currently not operational because it needs some very minor improvements, including adding missing advanced warning elements. If we only consider the current configuration on the onramp, the location would score much higher and would be a high priority.

Table 3 lists ramp meter improvement locations that can potentially be cleared environmentally easier than other locations. All of the ramp meter improvement locations are ranked based on the overall benefit they would provide to the system based on performance measures that are critical in Freeway Operations.

**Table 2. PSGP Ramp Meter Improvement Priority List**

Rank	County	Route	Dir	Location Name	Ramp Type	Existing Config	Proposed Config	Project Description
1	PLA	65	SB	WB Pleasant Grove	Loop	1 GPL + 1 HOVPL	1 GPL + 1 HOVPL	Meter HOVPL
2	PLA	65	SB	EB Blue Oaks	Diagonal	1 GPL + 1 HOVPL	2 GPL + 1 HOVPL	Add/Meter GPL + Meter HOVPL
3	PLA	80	EB	Auburn Blvd	Diagonal	2 GPL + 1 HOVPL	2 GPL + 1 HOVPL	Meter HOVPL
4	SAC	51	NB	Fulton Ave	Diagonal	2 GPL + 1 HOVPL	2 GPL + 1 HOVPL	Meter HOVPL
5	PLA	80	EB	WB Eureka Rd	Diagonal	2 GPL + 1 HOVPL	2 GPL + 1 HOVPL	Meter HOVPL
6	PLA	65	SB	EB Sunset Blvd	Diagonal	2 GPL + 1 HOVPL	2 GPL + 1 HOVPL	Meter HOVPL
7	SAC	80	WB	EB Elkhorn Blvd	Diagonal	2 GPL + 1 HOVPL	2 GPL + 1 HOVPL	Meter HOVPL
8	SAC	80	WB	EB Madison Blvd	Diagonal	2 GPL + 1 HOVPL	2 GPL + 1 HOVPL	Meter HOVPL
9	PLA	65	NB	Pleasant Grove Blvd	Loop	2 GPL	2 GPL	Meter 2 GPL
10	SAC	80	EB	WB Greenback Ln	Diagonal	1 GPL + 1 HOVPL	1 GPL + 1 HOVPL	Meter HOVPL
11	PLA	65	SB	Twelve Bridges	Loop	2 GPL	2 GPL	Meter 2 GPL
12	PLA	80	WB	SB Sierra College Blvd	Diagonal	1 GPL + 1 HOVPL	1 GPL + 1 HOVPL	Meter HOVPL
13	PLA	80	EB	NB Sierra College Blvd	Diagonal	1 GPL	1 GPL	Meter 1 GPL
14	SAC	80	EB	WB Madison Ave	Diagonal	1 GPL + 1 HOVPL	1 GPL + 1 HOVPL	Meter HOVPL
15	PLA	80	EB	SB Sierra College Blvd	Loop	1 GPL	1 GPL	Meter 1 GPL
16	SAC	80	EB	EB Greenback Ln	Loop	1 GPL + 1 HOVPL	1 GPL + 1 HOVPL	Meter HOVPL
17	SAC	80	WB	Antelope Slip	Diagonal	1 GPL + 1 HOVPL	1 GPL + 1 HOVPL	Meter HOVPL
18	PLA	65	SB	WB Sunset Blvd	Loop	1 GPL + 1 HOVPL	1 GPL + 1 HOVPL	Meter HOVPL
19	PLA	65	NB	EB Blue Oaks	Loop	1 GPL	2 GPL	Meter 2 GPL
20	PLA	80	WB	NB Sierra College Blvd	Loop	1 GPL + 1 HOVPL	1 GPL + 1 HOVPL	Meter HOVPL
21	PLA	80	EB	Rocklin Rd	Diagonal	1 GPL	1 GPL + 1 HOVPL	Meter GPL + Add/Meter HOVPL
22	SAC	80	EB	EB Madison Ave	Loop	1 GPL + 1 HOVPL	1 GPL + 1 HOVPL	Meter HOVPL
23	SAC	80	EB	SR-244 Connector	Diagonal	1 GPL + 1 HOVPL	1 GPL + 1 HOVPL	Meter HOVPL
24	PLA	65	NB	WB Sunset Blvd	Diagonal	1 GPL + 1 HOVPL	1 GPL + 1 HOVPL	Meter HOVPL
25	PLA	65	NB	EB Sunset Blvd	Loop	1 GPL + 1 HOVPL	1 GPL + 1 HOVPL	Meter HOVPL
26	PLA	65	SB	EB Pleasant Grove	Diagonal	2 GPL	2 GPL + 1 HOVPL	Add/ Meter HOVPL
27	SAC	51	SB	Exposition Blvd	Diagonal	1 GPL	1 GPL + 1 HOVPL	Add/Meter HOVPL
28	SAC	51	SB	Marconi Ave	Diagonal	1 GPL	2 GPL	Meter 2 GPL
29	SAC	51	SB	El Camino Ave	Diagonal	1 GPL	1 GPL + 1 HOVPL	Add/Meter HOVPL
30	PLA	80	EB	Route 49	Diagonal	1 GPL	1 GPL	Meter 1 GPL
31	PLA	80	EB	EB Eureka Rd	Loop	1 GPL	1 GPL + 1 HOVPL	Add/Meter HOVPL
32	SAC	50	WB	5th St	Diagonal	2 GPL	2 GPL	Meter 2 GPL
33	PLA	80	EB	Newcastle Rd	Diagonal	1 GPL	1 GPL	Meter 1 GPL
34	PLA	80	WB	Atlantic St	Diagonal	1 GPL	1 GPL + 1 HOVPL	Add/Meter GPL + Add/Meter HOVPL
35	PLA	80	WB	EB Douglas Blvd	Diagonal	1 GPL	1 GPL + 1 HOVPL	Add/Meter HOVPL
36	PLA	80	EB	Ophir Rd	Diagonal	1 GPL	1 GPL	Meter 1 GPL
37	PLA	80	WB	Nevada St	Diagonal	1 GPL	1 GPL	Meter 1 GPL
38	PLA	80	EB	Route 193	Diagonal	1 GPL	1 GPL	Meter 1 GPL
39	PLA	80	WB	Rocklin Rd	Diagonal	2 GPL	2 GPL	Meter 2 GPL
40	PLA	80	WB	Route 193	Loop	1 GPL	1 GPL	Meter 1 GPL
41	SAC	51	NB	El Camino Ave	Diagonal	1 GPL	1 GPL + 1 HOVPL	Add/Meter HOVPL
42	PLA	65	NB	Twelve Bridges	Diagonal	2 GPL	2 GPL	Meter 2 GPL
43	SAC	51	SB	Watt Ave	Diagonal	1 GPL	2 GPL + 1 HOVPL	Add/Meter GPL + Add/Meter HOVPL
44	PLA	65	SB	EB Ferrari Ranch Rd	Diagonal	1 GPL + 1 HOVPL	1 GPL + 1 HOVPL	Meter HOVPL
45	PLA	65	SB	WB Ferrari Ranch Rd	Loop	1 GPL + 1 HOVPL	1 GPL + 1 HOVPL	Meter HOVPL
46	PLA	80	WB	Newcastle Rd	Diagonal	1 GPL	1 GPL	Meter 1 GPL
47	PLA	80	EB	Penryn Rd	Loop	1 GPL	1 GPL	Meter 1 GPL
48	PLA	80	WB	Penryn Rd	Loop	1 GPL	1 GPL	Meter 1 GPL
49	PLA	80	WB	Horseshoe Bar Rd	Diagonal	1 GPL	1 GPL	Meter 1 GPL
50	PLA	80	EB	Horseshoe Bar Rd	Diagonal	1 GPL	1 GPL	Meter 1 GPL
51	PLA	80	WB	Route 49	Diagonal	1 GPL	1 GPL	Meter 1 GPL
52	PLA	65	NB	Ferrari Ranch Rd	Diagonal	1 GPL + 1 HOVPL	1 GPL + 1 HOVPL	Meter HOVPL
53	SAC	51	SB	Fulton Ave	Diagonal	1 GPL	1 GPL + 1 HOVPL	Add/Meter HOVPL
54	PLA	80	WB	EB Riverside Ave	Diagonal	2 GPL	2 GPL + 1 HOVPL	Add/Meter HOVPL
55	SAC	51	NB	Watt Ave	Diagonal	1 GPL	2 GPL + 1 HOVPL	Add/Meter GPL + Add/Meter HOVPL
56	PLA	80	WB	Taylor Rd	Diagonal	1 GPL	1 GPL + 1 HOVPL	Add/Meter HOVPL
57	PLA	80	WB	WB Riverside Ave	Loop	1 GPL	1 GPL + 1 HOVPL	Add/Meter HOVPL

HOVPL = High Occupancy Vehicle Preferential Lane  
 GPL = General Purpose Lane

**Table 3. PSGP Ramp Meter Improvement Priority List: Less Environmental Impacts**

Rank	County	Route	Dir	Location Name	Ramp Type	Existing Config	Proposed Config	Project Description
1	PLA	65	SB	WB Pleasant Grove	Loop	1 GPL + 1 HOVPL	1 GPL + 1 HOVPL	Meter HOVPL
3	PLA	80	EB	Auburn Blvd	Diagonal	2 GPL + 1 HOVPL	2 GPL + 1 HOVPL	Meter HOVPL
4	SAC	51	NB	Fulton Ave	Diagonal	2 GPL + 1 HOVPL	2 GPL + 1 HOVPL	Meter HOVPL
5	PLA	80	EB	WB Eureka Rd	Diagonal	2 GPL + 1 HOVPL	2 GPL + 1 HOVPL	Meter HOVPL
6	PLA	65	SB	EB Sunset Blvd	Diagonal	2 GPL + 1 HOVPL	2 GPL + 1 HOVPL	Meter HOVPL
7	SAC	80	WB	EB Elkhorn Blvd	Diagonal	2 GPL + 1 HOVPL	2 GPL + 1 HOVPL	Meter HOVPL
8	SAC	80	WB	EB Madison Blvd	Diagonal	2 GPL + 1 HOVPL	2 GPL + 1 HOVPL	Meter HOVPL
10	SAC	80	EB	WB Greenback Ln	Diagonal	1 GPL + 1 HOVPL	1 GPL + 1 HOVPL	Meter HOVPL
12	PLA	80	WB	SB Sierra College Blvd	Diagonal	1 GPL + 1 HOVPL	1 GPL + 1 HOVPL	Meter HOVPL
14	SAC	80	EB	WB Madison Ave	Diagonal	1 GPL + 1 HOVPL	1 GPL + 1 HOVPL	Meter HOVPL
16	SAC	80	EB	EB Greenback Ln	Loop	1 GPL + 1 HOVPL	1 GPL + 1 HOVPL	Meter HOVPL
17	SAC	80	WB	Antelope Slip	Diagonal	1 GPL + 1 HOVPL	1 GPL + 1 HOVPL	Meter HOVPL
18	PLA	65	SB	WB Sunset Blvd	Loop	1 GPL + 1 HOVPL	1 GPL + 1 HOVPL	Meter HOVPL
20	PLA	80	WB	NB Sierra College Blvd	Loop	1 GPL + 1 HOVPL	1 GPL + 1 HOVPL	Meter HOVPL
22	SAC	80	EB	EB Madison Ave	Loop	1 GPL + 1 HOVPL	1 GPL + 1 HOVPL	Meter HOVPL
23	SAC	80	EB	SR-244 Connector	Diagonal	1 GPL + 1 HOVPL	1 GPL + 1 HOVPL	Meter HOVPL
24	PLA	65	NB	WB Sunset Blvd	Diagonal	1 GPL + 1 HOVPL	1 GPL + 1 HOVPL	Meter HOVPL
25	PLA	65	NB	EB Sunset Blvd	Loop	1 GPL + 1 HOVPL	1 GPL + 1 HOVPL	Meter HOVPL
44	PLA	65	SB	EB Ferrari Ranch Rd	Diagonal	1 GPL + 1 HOVPL	1 GPL + 1 HOVPL	Meter HOVPL
45	PLA	65	SB	WB Ferrari Ranch Rd	Loop	1 GPL + 1 HOVPL	1 GPL + 1 HOVPL	Meter HOVPL
52	PLA	65	NB	Ferrari Ranch Rd	Diagonal	1 GPL + 1 HOVPL	1 GPL + 1 HOVPL	Meter HOVPL