

7 PHASING AND PRIORITIZATION OF IMPROVEMENTS

Based on the evaluation methodology described in Section 4, and the specific alternatives assessment described in Section 6, the corridor improvements were prioritized. This section presents a summary of the final alternatives phasing and prioritization.

7.1 Mid-Term Improvements

As described in detail in Section 6, the mid-term improvement projects have been identified and prioritized through a detailed corridor traffic operations analysis taking into account bottlenecks, queues and delays during different time horizons (existing, 2010, 2020 and 2030). Those improvements which work to solve existing bottlenecks and congestion through the study corridors were prioritized first. With the implementation of these initial improvement projects, existing bottlenecks will be removed, generating additional vehicular throughput through currently congested areas. As traffic demand rises over time, this additional throughput will result in new bottlenecks. Improvement projects whose purpose is to solve these new bottlenecks are then prioritized after the initial projects.

There are altogether thirty-three mid-term projects, with twelve in Segment 1, five in Segment 2, three in Segment 3, three in Segment 4, one in Segment 5, seven in Segment 6 and two in Segment 7. Figure 7-1 summarizes the mid-term project prioritization list.

7.2 Long-Term Improvements

Based on the nine evaluation criteria presented in Section 6, the long-term improvement projects were phased and prioritized. These projects are expected to be implemented after the mid-term projects are completed. Figure 7-2 summarizes the long-term project prioritization list.

There are altogether thirty-three long term projects, with two in Segment 1, ten in Segment 2, one in Segment 3, one in Section 4, one in Section 5, fifteen in Section 6 and three in Section 7.

7.3 Local Interchange Improvements

As discussed in Section 6, the prioritization of local interchange improvements is based on an analysis of future traffic conditions and interaction with local City staffs. City staffs were consulted as they are highly aware of local traffic conditions and upcoming land use decisions and changes which may affect local interchange conditions. Table 7-1 presents the improvement priority for all freeway interchanges located within each local jurisdiction. Some interchanges do not require improvements within the planning horizon. Some other interchanges, especially those in the City of Fairfield, are proposed to be improved as part of mid-term or long-term projects.

FUNDED NEAR-TERM PROJECTS – For Information Only




- 1A Leisure Town Rd Park & Ride
- 1B Bella Vista Rd Park & Ride
- 1C Fairfield Transportation Center – Phase 2
- 1D Red Top Rd Park & Ride – Phase 1
- 1E Leisure Town Rd Interchange Improvement
- 1F Widen EB I-80 / WB I-680 to SR-12 (E)
("Aux" lane project underway)

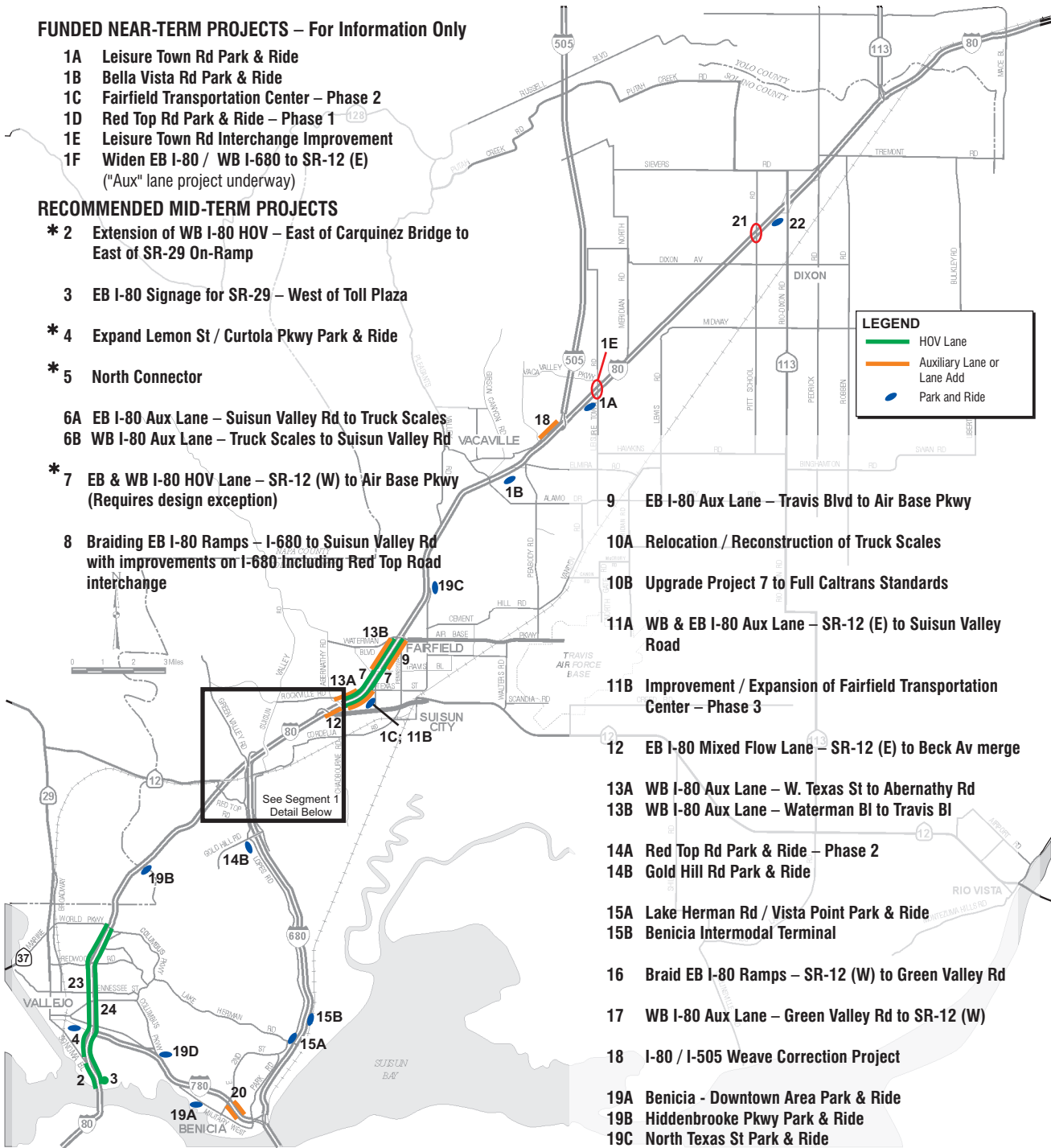
RECOMMENDED MID-TERM PROJECTS

- * 2 Extension of WB I-80 HOV – East of Carquinez Bridge to East of SR-29 On-Ramp
- 3 EB I-80 Signage for SR-29 – West of Toll Plaza
- * 4 Expand Lemon St / Curtola Pkwy Park & Ride
- * 5 North Connector
- 6A EB I-80 Aux Lane – Suisun Valley Rd to Truck Scales
- 6B WB I-80 Aux Lane – Truck Scales to Suisun Valley Rd
- * 7 EB & WB I-80 HOV Lane – SR-12 (W) to Air Base Pkwy
(Requires design exception)
- 8 Braiding EB I-80 Ramps – I-680 to Suisun Valley Rd with improvements on I-680 including Red Top Road interchange

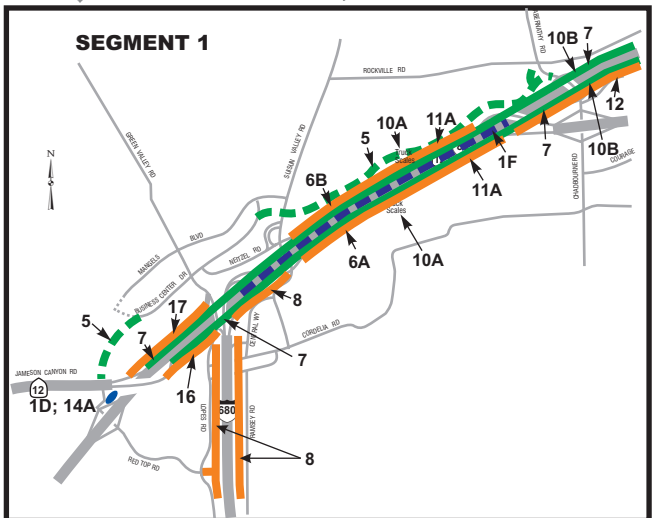
- 9 EB I-80 Aux Lane – Travis Blvd to Air Base Pkwy
- 10A Relocation / Reconstruction of Truck Scales
- 10B Upgrade Project 7 to Full Caltrans Standards
- 11A WB & EB I-80 Aux Lane – SR-12 (E) to Suisun Valley Road
- 11B Improvement / Expansion of Fairfield Transportation Center – Phase 3
- 12 EB I-80 Mixed Flow Lane – SR-12 (E) to Beck Av merge
- 13A WB I-80 Aux Lane – W. Texas St to Abernathy Rd
- 13B WB I-80 Aux Lane – Waterman Bl to Travis Bl
- 14A Red Top Rd Park & Ride – Phase 2
- 14B Gold Hill Rd Park & Ride
- 15A Lake Herman Rd / Vista Point Park & Ride
- 15B Benicia Intermodal Terminal
- 16 Braid EB I-80 Ramps – SR-12 (W) to Green Valley Rd
- 17 WB I-80 Aux Lane – Green Valley Rd to SR-12 (W)
- 18 I-80 / I-505 Weave Correction Project
- 19A Benicia - Downtown Area Park & Ride
- 19B Hiddenbrooke Pkwy Park & Ride
- 19C North Texas St Park & Ride
- 19D Columbus Pkwy & Rose Dr Park & Ride
- 20 EB / WB I-780 Stripe Aux Lane – 2nd St to 5th St
- 21 I-80 / Pitt School Rd Interchange Improvement
- 22 North First St Park & Ride
- 23 WB I-80 HOV Lane – Carquinez Bridge to SR-37
- 24 EB I-80 HOV Lane – Carquinez Bridge to SR-37 with Ramp Improvements at Redwood Parkway

LEGEND

-  HOV Lane
-  Auxiliary Lane or Lane Add
-  Park and Ride



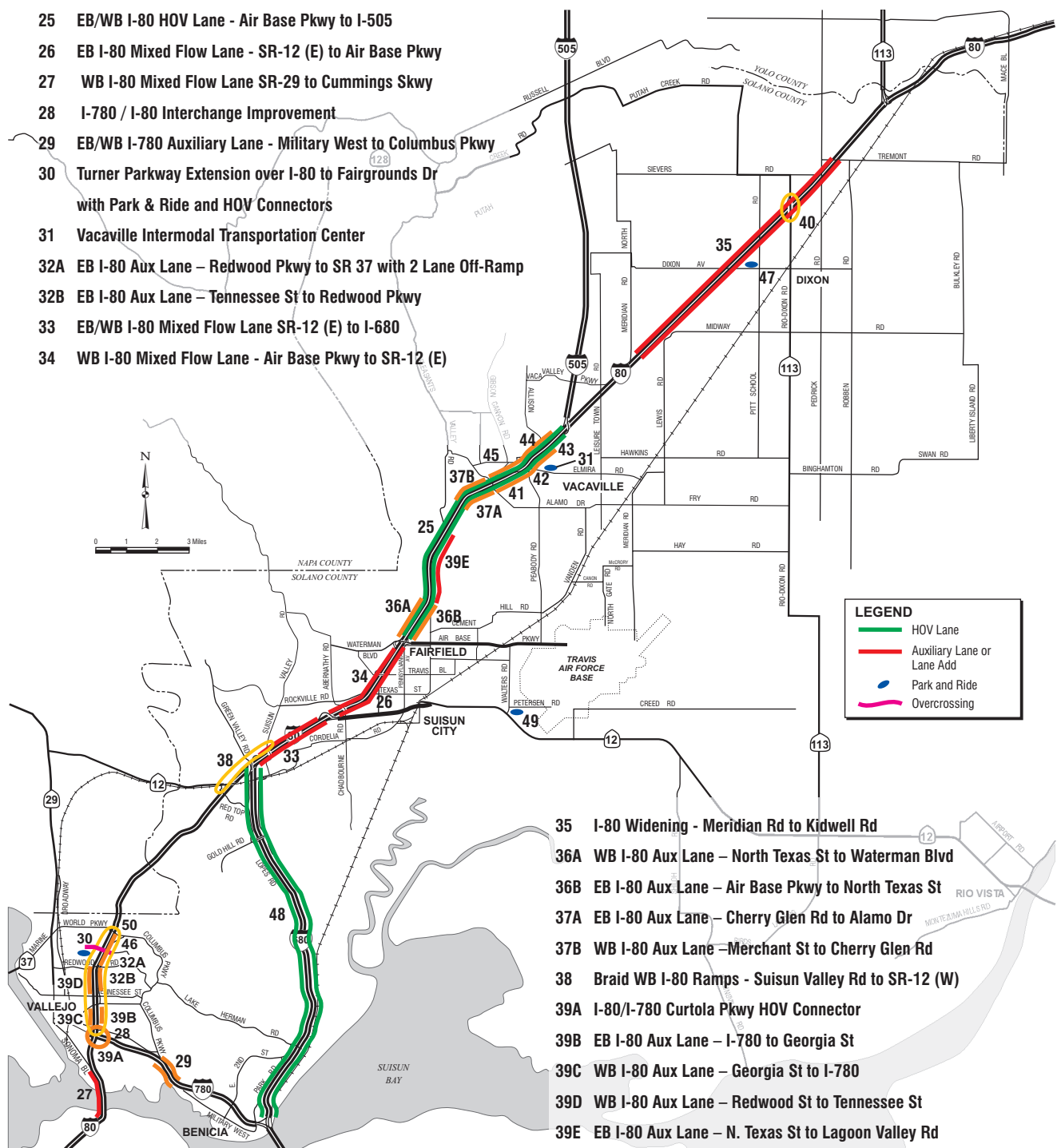
SEGMENT 1
See Segment 1 Detail Below



* Projects which are currently partially funded.

I-80 / I-680 / I-780 MIS / CORRIDOR STUDY
Figure 7-1
MID-TERM PROJECTS
IN ORDER OF PRIORITY

- 25 EB/WB I-80 HOV Lane - Air Base Pkwy to I-505
- 26 EB I-80 Mixed Flow Lane - SR-12 (E) to Air Base Pkwy
- 27 WB I-80 Mixed Flow Lane SR-29 to Cummings Skwy
- 28 I-780 / I-80 Interchange Improvement
- 29 EB/WB I-780 Auxiliary Lane - Military West to Columbus Pkwy
- 30 Turner Parkway Extension over I-80 to Fairgrounds Dr with Park & Ride and HOV Connectors
- 31 Vacaville Intermodal Transportation Center
- 32A EB I-80 Aux Lane – Redwood Pkwy to SR 37 with 2 Lane Off-Ramp
- 32B EB I-80 Aux Lane – Tennessee St to Redwood Pkwy
- 33 EB/WB I-80 Mixed Flow Lane SR-12 (E) to I-680
- 34 WB I-80 Mixed Flow Lane - Air Base Pkwy to SR-12 (E)



- 35 I-80 Widening - Meridian Rd to Kidwell Rd
- 36A WB I-80 Aux Lane – North Texas St to Waterman Blvd
- 36B EB I-80 Aux Lane – Air Base Pkwy to North Texas St
- 37A EB I-80 Aux Lane – Cherry Glen Rd to Alamo Dr
- 37B WB I-80 Aux Lane – Merchant St to Cherry Glen Rd
- 38 Braid WB I-80 Ramps - Suisun Valley Rd to SR-12 (W)
- 39A I-80/I-780 Curtola Pkwy HOV Connector
- 39B EB I-80 Aux Lane – I-780 to Georgia St
- 39C WB I-80 Aux Lane – Georgia St to I-780
- 39D WB I-80 Aux Lane – Redwood St to Tennessee St
- 39E EB I-80 Aux Lane – N. Texas St to Lagoon Valley Rd
- 40 SR-113/I-80 Interchange Improvement
- 41 EB I-80 Aux Lane – Alamo Dr to Davis St
- 42 EB I-80 Aux Lane – Davis St to Peabody Rd
- 43 EB I-80 Aux Lane – Peabody Rd to Allison Dr
- 44 WB I-80 Aux Lane – Monte Vista Av to Mason St
- 45 WB I-80 Aux Lane – Mason St to Alamo Dr
- 46 I-80 Ramp Improvements Through Vallejo (SR-29 to Redwood)
- 47 West A Street Park & Ride
- 48 NB/SB I-680 HOV Lane - Benicia Bridge to I-80
- 49 Walters Road Park & Ride
- 50 I-80/SR-37/Columbus Parkway Interchange Improvements

I-80 / I-680 / I-780 MIS / CORRIDOR STUDY
Figure 7-2
LONG TERM PROJECTS
IN ORDER OF PRIORITY

June 5, 2003
 Rev 7-1-03
 Rev 7-2-03
 Rev 8-7-03
 Rev 8-11-03
 Rev 10-1-03
 Rev 11-25-03
 Rev 12-15-03
 Rev 1-15-04
 Rev 1-26-04
 Rev 1-29-04
 Rev 2-23-04
 Rev 3-04-04
 Rev 5-03-04
 Rev 5-07-04
 Rev 5-18-04
 Rev 5-25-04
 Rev 6-17-04
 Rev 8-4-04

Table 7-1 Priority of Local Interchange Improvements

Jurisdiction		Description of Interchanges	Segment	Cost in Million \$ (2003)	Note
Benicia	1	I-780/Rose Dr/Columbus Pkwy	3	\$4.3	
	2	I-780/E 2nd St/E 5th St	3	\$3.0	
	3	I-780/Southampton Rd/E 7th St	3	\$3.2	
	4	I-680/Industrial Way/Bayshore Rd	4	\$6.9	
	5	I-680/Lake Herman Rd	4	\$14.8	
	6	I-780/Military West	3	\$1.5	
Dixon	1	I-80/Pedrick Rd	7	\$18.8	
	2	I-80/West A St/Dixon Ave	7	\$22.8	
	3	I-80/Pitt School Rd	7	\$13.2	
Fairfield	1	I-80/Green Valley Rd	1	--	Included as part of Mid Term Project 8 and Long Term Project 37
	2	I-80/N Texas St/Lyon Rd	6	\$25.3	
	3	I-80/Abernathy Rd	1	--	Included as part of Mid Term Project 5
	4	I-80/Magellan Rd/Auto Mall Pkwy	6	\$7.8	
	5	I-80/Suisun Valley Rd	1	--	Included as part of Mid Term Project 8 and Long Term Project 37
	6	I-80/W Texas St/Beck Ave/Oliver Rd	6	\$34.3	
	7	I-80/Red Top Rd	1	--	Included as part of Mid Term Project 8 and Long Term Project 37
	8	I-680/Red Top Rd	1	--	Included as part of Mid Term Project 8 and Long Term Project 37
	9	I-80/Central Way	1	--	Included as part of Mid Term Project 8 and Long Term Project 37
	10	I-80/Travis Blvd	6	--	No Proposed Improvement
	11	I-80/Airbase Pkwy/Waterman Blvd	6	--	No Proposed Improvement
	12	I-80/Gold Hill Rd	1	--	No Proposed Improvement

Jurisdiction		Description of Interchanges	Segment	Cost in Million \$ (2003)	Note
Solano County	1	I-680/Marshview Rd	4	\$7.8	
	2	I-680/Parish Rd	4	\$5.8	
	3	I-80/Kidwell Rd	7	--	No Proposed Improvement
	4	I-80/SR-113 (North)	7	--	No Proposed Improvement
Vacaville	1	I-80/Alamo Dr/Merchant St	6	\$10.5	
	2	I-80/California Dr Over-crossing and Cherry Glen Rd off-ramp	6	\$20.2	
	3	I-80/Lagoon Valley Rd/Cherry Glen Rd	6	\$14.4	
	4	I-80/Pena Adobe Road/Cherry Glen Rd	6	\$30.6	
	5	I-80/Davis St	6	--	Included as Long Term Project 41
	6	I-80/Midway Rd	7	\$24.0	
	7	I-80/Weber Rd/Meridian Rd	7	\$24.5	
	8	I-80/Peabody Rd/Mason St/Elmira Rd	6	--	No Proposed Improvement
Vallejo	1	I-80/Tennessee St	2	\$66.4	
	2	I-80/Redwood St	2	Alt 1: \$12.8 Alt 2: \$52.1	
	3	I-80/Georgia St	2	\$1.5	
	4	I-80/Springs Rd/Solano Ave/Magazine St/Sequoia Ave/Maritime Academy Dr	2	--	Included as part of Long Term Project 45
	5	American Canyon Rd	2	Alt 1: \$2.2 Alt 2: \$8.4	
	6	I-780/Glen Cove Pkwy	3	\$1.3	
	7	I-780/Cedar St	3	--	Included as part of Long Term Project 28