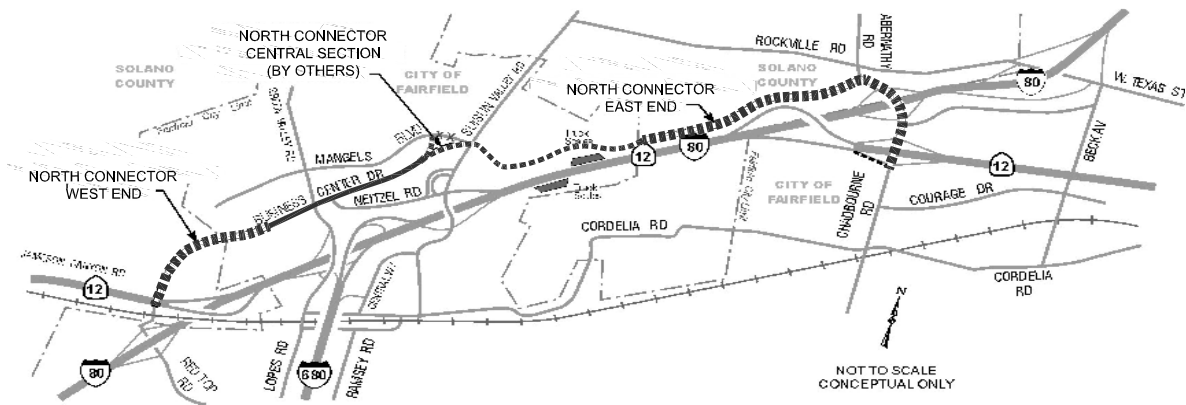




04-Sol-12W-KP 3.2/4.5 (PM 2.0/R2.8)
04-Sol-80-KP 26.0 (PM 16.5)
04-Sol-12E-KP L3.2/L3.6 (PM L2.0/L2.25)
04264-0A5200
HE11 Program
April 2008

PROJECT TECHNICAL REPORT



In: Solano County, City of Fairfield
From: SR12 West
To: SR-12 East

This Project Technical Report has been prepared under the direction of the following registered civil engineer. The registered civil engineer attests to the technical information contained herein and the engineering data upon which recommendations, conclusions, and decisions are based.



Natalina Bernardi, BKF Engineers

4/22/08
DATE

1. INTRODUCTION

This Project Technical Report proposes the North Connector Project (Project) consisting of the construction of two sections of roadway referred to as the West End and the East End. The Project is located in Solano County (County), California. The Project area is located to the north of Interstate 80 (I-80) which is a major west-east regional freeway connecting the San Francisco Bay Area with Sacramento and points east.

The West End of the Project is defined as the portion of roadway that is located between State Route 12 (SR12) West/Red Top Road intersection and Business Center Drive and is approximately 1 mile long. The East End is defined as the portion of roadway that is located between Suisun Creek and the Chadbourne Road undercrossing of SR12 East and is approximately 2.7 miles long.

Between the West End and East End of the North Connector Project, the Fairfield Corporate Common Project sponsored by the City of Fairfield will extend Business Center Drive from Suisun Valley Road to easterly of Suisun Creek (Attachment B) that would eventually link the two ends to create a continuous east-west roadway north of I-80.

Proposed improvements in the West End consist of extending Business Center Drive as a two-lane roadway westward from its current terminus to connect with SR12 West at Red Top Road where a four-way signalized intersection would be constructed with sufficient lanes on all approaches to accommodate through, left- and right-turn movements in all directions. Both the eastbound and westbound approaches to this intersection on SR12 West would be widened to accommodate additional through and turn lanes. Existing portions of Red Top Road south of SR12 West would also be widened to accommodate new turn lanes and the existing at-grade railroad crossing on Red Top Road would be reconstructed to accommodate the wider roadway.

To accommodate the new four way signalized intersection at SR12/Red Top Road/North Connector, the existing bicycle path in this area would be relocated along the north side of SR12, as it approaches the new intersection.

Two undercrossings would be constructed as part of the Project in the West End in order to allow access and movement of livestock and equipment.

Proposed improvements in the East End would extend the planned four-lane roadway being constructed as part of the Fairfield Corporate Commons Project about 1.6-miles east across Suisun Creek to connect with Abernathy Road at the I-80/Abernathy Road Interchange. To cross Suisun Creek, a new bridge would span across the creek.

East of Suisun Creek the Project would be constructed as a four-lane, at-grade roadway. The Project would sever the existing access routes to several agricultural parcels in the East End. The Project includes replacing these severed access routes by providing driveway access (right in/right out only) via the North Connector.

The Project at the East End would also include improvements at I-80 ramps with Abernathy Road and at SR-12 Eastbound off-ramp with Chadbourne Road Undercrossing within State right of way.

The Abernathy Road overcrossing would be re-striped, and would restrict left turns to the westbound I-80 on-ramp. Traffic signals would be installed at the intersections of the I-80 on and off- ramps with Abernathy Road. A right-turn lane would be added on Abernathy Road to access the I-80 eastbound on-ramp.

Eastbound SR-12 off-ramp would be widened to provide an additional right-turn lane. Chadbourne Road would be widened to provide two through lanes and one left turn lane in both directions. A five-foot sidewalk would be constructed on the east side. A right-turn lane would be added to southbound Chadbourne Road to access the westbound SR-12 on-ramp. Traffic signals would be installed at the intersection of Chadbourne Road and eastbound SR12 off-ramp.

The North Connector project is estimated to cost \$56,630,000 based on current prices, including \$13,100,000 for right of way and utilities, and \$43,530,000 for construction. The total capital outlay cost including support cost is \$67,000,000. The breakdown for the North Connector total construction costs are as follows (all costs are current):

<u>Project</u>	<u>Right of Way</u>	<u>Construction Cost</u>	<u>Total Project Cost</u>
West End	4,100,000	\$ 21,450,000	\$ 25,550,000
East End	9,000,000	\$ 22,080,000	\$ 31,080,000

2. RECOMMENDATION

It is recommended that this Project Technical Report be approved.

3. BACKGROUND

- **Project History**

Solano County lies between the San Francisco Bay Area, Sacramento, the Central Valley, the North Bay Region and Lake Tahoe. Historically, the major road and rail corridors going east from San Francisco pass through Solano County. The main state and federal routes in the county, Interstates 80, 680, 780 and State Route 12, serve commuter traffic, regional through trips, goods movement, inter-city travel and recreational travel.

The West End of the Project is located within unincorporated Solano County and the City of Fairfield (City). Existing land uses in this portion of the Project area are predominately agricultural with some commercial and residential development in surrounding areas. The topography of the West End consists of rolling grass-covered hillsides with riparian corridors along local creeks.

The East End of the Project is primarily located within unincorporated Solano County. Existing land uses in this portion of the Project area consist of agricultural farms and orchards, interspersed with residences and small businesses. The topography of the East End is generally flat with a well-defined riparian corridor lining Suisun Creek.

The analysis of the I-80/I-680/SR-12 Interchange identified a need for an arterial to divert local traffic from I-80 through the interchange area, which would provide more capacity for regional trips. North Connector was proposed as a northern parallel arterial traffic reliever for the I-80/I-680/SR-12 Interchange in the I-80/I-680/I-780 Major Investment & Corridor Study. It was the 5th project in order of priority out of 24 projects in the Mid-Term Projects priority list in the Final Report, dated July 14, 2004, and 1st in priority for projects within the I-80/I-680/SR-12 Interchange complex. The preparation of a PR/ED for the North Connector was subsequently approved by the Solano Transportation Authority (STA) Board in February 2002. No right of way has been acquired for the project.

- **Community Interaction**

The Solano Transportation Authority, City of Fairfield and Solano County support the proposed project. STA periodically prepares and circulates a newsletter to local residents and businesses to keep them informed about project developments. STA has also met with impacted property owners to discuss the Project.

Notice of Preparation

The Solano Transportation Authority (STA) initiated the environmental process for the North Connector in January 2003, with the distribution of a Notice of Preparation (NOP) of a Draft Environmental Impact Report to the California State Clearinghouse and federal, state, and local responsible and cooperating agencies. Distribution of the NOP included a 30-day comment period. The NOP was distributed in accordance with CEQA guidelines.

Public Scoping Meeting

A public scoping meeting was held in the evening on March 6, 2003 at Nelda Mundy Elementary School in the City of Fairfield. The purpose of the meeting was to provide an opportunity for agencies and the public to learn more about the project and to provide input on potential environmental issues to be considered in the environmental review process. The public comment scoping comment period went for 30 days, from February 28 to April 1, 2003.

A meeting notice was mailed to more than 2,300 property owners, elected officials, city and county staff, special interest organizations and neighborhood groups in the project area. In addition, a meeting notice display ad was printed in area newspapers, meeting information was posted on the STA, City of Fairfield and Solano County web sites and a media release and Public Service Announcement was distributed to local media outlets.

During the scoping process a number of telephone conversations were held with community leaders to discuss the project, best forms of communication and potential issues.

Property Alignment Meeting

A second meeting was held in the evening on February 5, 2004 at the City of Suisun City Council Chambers. This meeting was targeted toward property owners that may be directly affected by one or more of the proposed alternatives and alignment options for the North Connector Project. The purpose of the meeting was to provide these property owners with an opportunity to review the alignment options for the North Connector and provide comments.

A meeting invitation letter was mailed to potentially impacted property owners approximately two weeks prior to the meeting. Local elected officials and key representatives from homeowner associations, business associations and special interest groups, were also invited to attend the meeting by letter. There was no public opposition to the project at that meeting.

Newsletters

Due to the proximity of the Project to other transportation projects being planned in the County, information about the Project was included in the February and October 2004 issues of the Corridor Progress, a newsletter for the I-80/I-680/SR12 Interchange Project which highlighted the Project and its current status. The newsletter was mailed out to approximately 2,300 contacts including property owners and residents, special interest groups, elected officials, and agency representatives. Additional newsletters were published and distributed in April 2006 and June 2007.

Initial Study and Proposed Mitigated Negative Declaration

A Notice of Completion (NOC) was filed with the California State Clearinghouse on November 9, 2006, initiating the public review period for an Initial Study (IS)/Proposed Mitigated Negative Declaration (MND), which ended December 29, 2006. During this time, the public was encouraged to submit comments regarding the Project or the analysis contained within the document. In addition, a public meeting was held at the Nelda Mundy Elementary School in Fairfield on December 14, 2006. Notification for this meeting included two display ads in the *Daily Republic*; mailed meeting notices to approximately 1,084 residents, property owners, homeowner associations, environmental organizations, business associations, and key jurisdictional agencies; and telephone calls to approximately 10 key stakeholders.

During the public meeting on December 14, 2006, verbal comments and questions were received. Comments taken during the verbal comment period included concerns about traffic, alternatives, construction phasing, the Fairfield Linear Park, safety and health concerns, impacts to noise, air quality, biological resources, impacts to farmlands and funding. In addition to the Public Meeting, 25 comment letters were received during the review period; 9 from public agencies and organizations and 16 from the general public. Comments received during the public review period are available at the STA.

Decision to Prepare an Environmental Impact Report

In order to fully address comments received during the public review period, STA decided to expand the analysis and prepare an Environmental Impact Report (EIR). At the time it was decided an EIR would be prepared, it was determined that the environmental review under the National Environmental Policy Act (NEPA) was no longer necessary because the Project would be funded through local and state funding sources.

Expansion of the environmental document from an IS/MND to an EIR does not require recirculation of the NOP. The original NOP for the North Connector

Project environmental document was distributed in accordance with California Environmental Quality Act (CEQA) guidelines.

The Draft EIR was published on September 10, 2007 and circulated for a 45-day public review and comment period. A Public Hearing for the Draft EIR was held on October 2, 2007. After review of the public comments, the Solano County Transportation Authority (STA) determined the EIR should be revised to include additional information and recirculated for public review and comment.

The Recirculated Draft EIR was published in January 2008 and circulated for a 45-day public review and comment period. A Public Hearing for the Recirculated Draft EIR was held on February 19, 2008. Any comments received during the 45-day review period have been responded to by the STA in the Final EIR.

- **Existing Facilities**

The North Connector will intersect existing state routes at either end. At its west terminus, the North Connector will form the fourth leg of the existing SR-12 West/Redtop Road intersection, which will be signalized. At its eastern terminus, it will merge with the existing Abernathy Road just north of its I-80 interchange. There is one intersection with State Route 12 West, one overcrossing structure where the North Connector crosses over Interstate 80 and one undercrossing structure where the North Connector crosses under State Route 12 East. These existing facilities are described as follows:

- **I-80/I-680/SR-12 Interchange**

The adjacent I-80/I-680/SR-12 Interchange is the major interchange in Solano County. I-80 has five lanes eastbound and five lanes westbound. SR-12 is concurrent with I-80 through the interchange, and I-680 terminates in the interchange. There are entrances and exits for the truck scales.

- **SR 12 West (KP 3.2/4.5; PM 2.0/2.6)**

SR 12 West is a primary east/west state route west of I-80 connecting Solano County to Sonoma and Napa Counties to the west and Sacramento, San Joaquin and Calaveras Counties to the east. It is a two-lane facility west of I-80 and merges with I-80 for a shared stretch of about 5 km (3 miles).

- SR 12 East (KP L3.4; PM 2.1)

SR 12 East is a primary east/west state route east of I-80 connecting Solano County to Sonoma and Napa Counties to the west and Sacramento, San Joaquin and Calaveras Counties to the east. It is a two-lane to four lane facility east of I-80 after leaving the shared stretch with I-80. It is approximately 5 km (3 miles) north of SR-12 West.

- I-80/Abernathy Road Overcrossing (KP 26.0; PM 16. 5)

Abernathy Road is a two lane local road that crosses over I-80. The I-80/Abernathy Road overcrossing has a minimum cross sectional deck width of 24.2 m (79.5 ft). There are currently two through lanes in each direction, with a left turn pocket at each intersection using half the bridge length for storage so that both lanes fit back to back within a 3.6 m (12 ft) wide lane. There is stop sign control at the ramp intersections.

- SR 12/ Chadbourne Road Undercrossing (KP L3.4; PM 2.1)

Abernathy Road becomes Chadbourne Road, which crosses under SR-12. The Chadbourne Road undercrossing at SR 12 has 24.4 m (80 ft) of pavement width.

The existing local roadway network that is affected by the North Connector is as follows:

- Red Top Road

Red Top Road is a two-to-four-lane local road from SR 12 West to Lopes Road just north of I-680. It intersects I-80 with a diamond interchange.

- Business Center Drive

Business Center Drive is an existing East/West four to six-lane local road built by the City of Fairfield from the City of Fairfield west end limits to a T intersection with Mangels Boulevard. The City is extending this road to the Suisun Creek.

Business Center Drive is one of the newer roads in the study area and runs through a primarily commercial area. It starts west of Green Valley Road and extends east past a three-way intersection with Nietzel Road before crossing Mangels Road and becoming West America Drive, which

becomes Kaiser Drive when it crosses Suisun Valley Road. Business Center Drive is now one of the primary connections between Green Valley Road and Suisun Valley Road in the study area.

- Green Valley Road

Green Valley Road is a North/South arterial road. It has a partial interchange with I-80 immediately west of the I-680 ramps, crossing I-80 on a two lane overcrossing. There is no direct westbound off-ramp from I-80 to Green Valley Road. Nietzel Road and Business Center Drive provide a connection that allows westbound I-80 traffic exiting at Suisun Valley Road to reach Green Valley Road.

- Suisun Valley Road

Suisun Valley Road is a North/South arterial road that intersects the North Connector. It has a partial interchange at I-80 immediately east of the I-680 ramps, crossing I-80 on a two lane overcrossing. There is no direct westbound on-ramp to I-80 from Suisun Valley Road. Nietzel Road and Business Center Drive provide a connection from Suisun Valley Road to Green Valley Road allowing westbound traffic to enter I-80 west of Suisun Valley Road.

- Russell Road

Russell Road is a local two lane county road that intersects the North Connector in the East End. It provides access to adjacent farms and businesses.

- Abernathy Road

Abernathy Road is a local two lane road that provides access to adjacent farms and businesses. Abernathy Road crosses over I-80 and becomes Chadbourne Road.

- Chadbourne Road

Chadbourne Road is a City of Fairfield six lane road that provides access to the commercial businesses.

4. PURPOSE AND NEED

The Project is needed to address existing and future traffic congestion on both local streets and I-80 in the Project area. Currently, the section of I-80 within the Project area is functioning at or above existing capacity.

A. Problem, Deficiencies, Justification

Traffic volumes at the I-80/I-680/SR-12 interchange exceed the available capacity resulting in long vehicle delays and backups during the typical weekday peak periods. Peak period congestion levels are exacerbated by recreational travel particularly on Friday afternoons and Sunday evening. During periods of high congestion levels, some vehicles on regional through trips spill over onto local roads in search of shortcuts causing local congestion on roads that were not intended for such a use.

Poor travel circulation and traffic congestion in the I-80/I-680/SR-12 interchange area concern local residents and businesses in Solano County. Currently, the I-80/I-680/SR-12 interchange, Cordelia Road or Rockville Road are the only direct routes in the east-west direction for local traffic in the project area. Since this section of freeway carries a high volume of traffic, the addition of local traffic compounds the existing congestion problem. The North Connector responds to congestion concerns by addressing the following identified needs:

Separation of Local and Regional Traffic: There is a combination of regional and local traffic through the I-80/I-680/SR-12 interchange due to a lack of local routes for local traffic. The congested interchange is required to accommodate both types of trips.

Incomplete Local Roadway Network: There is a lack of local parallel routes to relieve congestion on the freeway system. Local roadways such as Mangels Boulevard, Rockville Road and Cordelia Road are incomplete and ineffective. Additionally there are no arterial road connections to Red Top Road at the west end of the study area. As a result, local traffic relies heavily on I-80, which adds to its congestion.

Overloaded/Congested Local Roads: Local roads such as Rockville Road and Cordelia Road are overloaded because of the lack of an arterial roadway network to serve local traffic. Many of these roads are agricultural roads originally designed with standards for much lighter

traffic volumes. The increased traffic on these roads has caused congestion and accelerated pavement deterioration.

Concurrent SR 12/I-80: SR 12 is the only east/west state route connecting Sonoma, Napa, Solano, Sacramento, San Joaquin and Calaveras Counties. State Route 12 is a discontinuous route and is concurrent with I-80 for about 5 km (3 miles). Local traffic must currently pass through the congested I-80/I-680 interchange area.

SR 12 Barrier to Local Circulation: SR 12, a limited access roadway, limits the connection of local roadways north and south of SR 12. In particular, there are currently no public crossings of Jameson Canyon Road. The current bike route crossing of SR-12 is at the Red Top Road intersection, which has single stop sign control for Red Top Road.

The North Connector addresses these needs. Local traffic in the Suisun Valley and Green Valley areas, now using (I-80/I-680/SR12), would use the North Connector to bypass this congested interchange area. By removing local trips from the I-80/I-680 interchange, the North Connector would reduce traffic in the interchange.

The North Connector would be a continuous east west parallel arterial roadway that would be a convenient alternative for local traffic relieving the congestion on other local roads, particularly heavily traveled roads such as Rockville Road, Suisun Valley Road and Mankus Corner Road. A continuous local road north of the I-80/I-680/SR-12 Interchange would enhance local access to businesses and recreational areas.

The North Connector would alleviate the problem of the SR 12 barrier to local circulation by providing a link between the existing Business Center Drive and Red Top Road to the west, and between Business Center Drive and Abernathy Road to the east. The North Connector would provide a safer crossing of SR-12 West for bikes. Proposed traffic signalization at the SR-12/Red Top Road intersection would replace the current single stop sign controlled T intersection

B. Regional and System Planning

- Identify Systems

The North Connector is a local arterial that runs parallel to Interstate 80 between State Route 12 West and State Route 12 East. The North Connector provides a route for local traffic separate from Interstate 80

and State Route 12. It parallels Caltrans Transportation Corridor Concept Report (TCCR) Corridor #3: SR-12/121/116 (US-101 to I-5) and Caltrans TCCR Corridor #5: I-80 (SF-Oakland Bay Bridge to I-5).

- State Planning

Caltrans District 4 participated in the I-80/I-680/I-780 Major Investment & Corridor Study that identified the need for a northern parallel arterial for local traffic in the I-80/I-680/I-780 interchange area.

- Regional Planning

This project is consistent with the Regional Transportation Plan (RTP) for the San Francisco Bay Area, prepared by the Metropolitan Transportation Commission (MTC). The project is listed under the Financially Constrained Element* in the Strategic Expansion section of MTC's Transportation 2030 (aka 2005 Regional Transportation Plan) for Solano County. The reference number for the North Connector Project is 22700. (*Financially Constrained Element refers to programmed local, regional, State and federal funds as well as discretionary State and federal funds anticipated to be available over the long term of the Transportation 2030 Plan.)

- Local Planning

The North Connector was identified by Solano County Transportation Authority in the approved I-80/I-680/I-780 Major Investment & Corridor Study (July 2004). The Internet web link to the approved I-80/I-680/I-780 Major Investment & Corridor Study (July 2004) is - (<http://www.solanolinks.com/studies.html#i80study>).

- Transit Operator Planning

Solano County transit agencies currently operate eight public intercity bus routes. One route (Route 30) extends to Davis and Sacramento, two routes (Routes 40 and Benicia) connect to the Pleasant Hill BART Station, two routes (Route 85 and Benicia) connect to the Vallejo Ferry Terminal and three routes (Routes 80, 90, and 91) connect to the El Cerrito del Norte BART Station. Three of the eight routes operate on Saturdays, but no intercity bus service is provided on Sundays. Together the eight regional bus routes serve 3,540 weekday passenger trips.

Bus service quality and efficiency are impacted by congestion. Under current traffic conditions peak period congestion occurs in the AM peak on I-80 westbound from east of SR-12 East to the SR-12 West exit and on I-680 southbound to the Benicia Bridge. In the PM peak period, congestion occurs in the I-680 northbound and I-80 eastbound before the I-80/680 merge; and I-80 eastbound from SR-12 East to North Texas. Since there are no current High Occupancy Vehicle (HOV) lanes in Solano County; buses are now delayed along with general traffic on these segments at peak commute times. STA has programmed investment in HOV lanes on I-80 in their mid term projects.

The STA I-80/I-680/I-780 Transit Corridor Study, approved by the STA Board, identified intercity express bus services along the I-80, I-680 and I-780 transportation corridors as a critical element of Solano County's multimodal transportation services. The study recommended a short and long range multi-modal transportation plan for the I-80/I-680/I-780 Transit Corridor to accommodate projected growth. The North Connector would support that plan. Four routes were proposed to feed the Vallejo Ferry Terminal and Downtown Vallejo. Two of these routes on I-80, Routes 85 and 30 could be re-routed along Auto Mall Drive, Abernathy Road, Rockville Road, Suisun Valley Road past Solano Community Collage to the North Connector down to Red Top Road. These bus service routes may ultimately use the North Connector for the entire routing between SR-12 East and SR-12 West to better serve proposed commercial development in the central section and bypass Rockville Road which is proposed to remain for agricultural vehicles. The North Connector routing would connect the Fairfield Transportation Center to the Auto Mall, Solano Community College, the proposed Green Valley Business Park, Red Top Road Park and Ride, continuing on to the Vallejo Ferry Terminal.

- Other Relevant Planned & Programmed Highway Projects:

I-80/I-680/SR12 Interchange Project – This project would increase the capacity of the I-80/I-680/SR12 interchange complex. Another component of this project is relocating the Cordelia Truck Scales. The Cordelia truck scales have been identified as a significant cause of traffic problems in the I-80/I-680/SR12 Interchange because they are located in one of the most congested segments of I-80. The merging trucks cause significant traffic congestion. A technical study was conducted to identify alternative locations for the truck scales. The

study concluded that the preferred alternative is to relocate and expand the truck scales within the I-80/I-680/SR12 interchange area.

Preliminary engineering and the environmental document for the I-80/I-680/SR12 Interchange Project are anticipated to be completed in the 2009/2010 time frame.

I-80 HOV Lanes Project - This project would involve construction of high occupancy vehicle (HOV) lanes along I-80 from approximately SR12 West to east of Airbase Parkway in Fairfield. Preliminary engineering and the draft environmental document for this project were completed in 2007, with construction scheduled to start in 2008.

SR12 West/Jameson Canyon Project - This project would convert SR12 (Jameson Canyon Highway) from a two-lane highway to a four-lane highway between I-80 and State Route 29. Preliminary engineering and the draft environmental document for this project were completed in early 2008.

SR12 West Truck Climbing Lane Project- This project would construct a truck-climbing lane in the westbound direction on SR 12 West from I-80 to west of Red Top Road. The project would reduce congestion on SR12 West and the I-80/SR12 West interchange by providing an additional lane for slow moving trucks, thereby allowing automobiles to pass. Construction of this project is scheduled to begin in May 2008.

C. Traffic

- Current and Forecasted Traffic:

The Napa Solano County travel forecasting model as run by the City of Fairfield was used for estimating future traffic volumes. The year 2030 was selected as the cumulative design year.

Present ADT: N/A (New Road)

2030 ADT: 19,755

% Trucks: 2.0%

2030 Design Hourly Volume
(DHV): 1976

T.I. (30 Year): 11.5

For a more detailed discussion of traffic, see the North Connector Traffic Operations/Impact Report dated January 23, 2006 and the August 2007 amendment.

- Accident Rates

The accident rate for SR -12 and I-80 in the area for the three-year period from January 1, 2002 to March 31, 2005 is as follows:

Accident Rate for State Roads

KP	Location	Fatal (F)	Injury (I)	PDO *	Total	Actual Rate		Average Rate	
						F+I	Total	F+I	Total
4.0	SR 12/Red Top	0	19	35	54	0.66	1.86	0.66	1.39
L3.4	SR 12/ Chadbourne	0	3	2	5	0.31	0.51	0.28	0.75
26.0	I-80/Abernathy EB Off Ramp	0	2	2	4	2.12	4.23	0.61	1.50
26.0	I-80/Abernathy WB On Ramp	0	1	1	2	0.48	0.95	0.32	0.80
26.0	I-80/Abernathy EB On Ramp	0	0	5	5	0.00	0.75	0.32	0.80
26.0	I-80/Abernathy WB Off Ramp	0	0	7	7	0.00	1.14	0.61	1.50

Note: * PDO = Property Damage Only

Source: Caltrans Accident Surveillance and Analysis System, January 1, 2002 – March 31, 2005.

A total of 54 accidents occurred within approximately one mile of the SR-12 West/Red Top Road intersection segment resulting in no fatalities and 19 injuries. At this intersection the total accident rate is higher than the statewide average rate.

Based on Caltrans Accident Data, the SR-12 East/Chadbourne Road interchange had a total of 5 accidents occurred at this location resulting in 3 injuries. At this interchange, the fatality plus injury accident rates were slightly higher than the statewide average rates and the total accident rates were lower than statewide average accident rates.

A total of 18 accidents occurred at the I-80/Abernathy Road interchange on and off ramps resulting in no fatalities and 3 injuries. Accident rates at the eastbound off ramp exceeded the statewide average accident rates, and the accident rates on the westbound on ramp from Abernathy slightly exceeded the statewide average accident rates. The accident rates for the eastbound on ramp and westbound off ramp were below state average accident rates.

Approximately 30 percent of the accidents occurred during the PM (4 to 6 PM) peak period. Over 60 percent of the accidents occurred in the eastbound direction, which is consistent with the higher number of accidents during the PM peak period. The accidents were spread fairly evenly throughout the week with Friday being the highest at 28 percent. About six to 19 percent of the accidents happened on a typical weekday. Saturday and Sunday each had 11 percent of the accidents. Downhill speed in the eastbound direction leading to rear end property damage only collisions appears to be the primary cause for this location to exceed the statewide average for total accidents.

The SR-12 East/Chadbourne Road interchange had a lower number of accidents and accident rates than the SR-12 West/Red Top Road intersection. A total of 5 accidents occurred at this location resulting in three injuries. At this interchange, all accident rates were lower than the statewide average rates. The primary accident types reported for this location included rear end accidents (37%), hit object accidents (32%), and overturning accidents (11%). The primary collision factors for these accidents were improper turns (26%), other violations (21%), and speeding (16%). Approximately 10 percent of the accidents occurred during the 4 to 6 PM peak period and 31.5 percent occurred between 10 AM and 1 PM. However, the total number of accidents is small enough that this does not constitute a statistically significant deviation from a uniform distribution of accidents throughout the day. Wednesday had the most accidents (26%), followed by Sunday (21%), Tuesday (16%), and Friday (16%).

A total of 18 accidents occurred at the I-80/Abernathy Road interchange resulting in no fatalities and 3 injuries. Accident rates at this location were somewhat less than the statewide average accident rates. A review of the TASAS summary report indicates that the primary types of collision reported for this segment included rear end accidents (54%), fixed objects accidents (21%), and sideswipe accidents (19%). The primary collision factors for these accidents were unsafe speed (51%), other violations (21%), improper turn (10%), and causes other than the driver (8%). Approximately 30 percent of the accidents occurred during the 6 to 8 AM peak period and 19 percent of the accidents occurred during the 4 to 6 PM peak period. The accidents are spread fairly evenly throughout the week with Friday being the highest at 18 percent. About 11 to 15 percent of the accidents happened on a typical weekday. Sunday had 15 percent of the accidents.

The primary accident type was rear end accidents, which is consistent with congested traffic conditions. Rear end collisions are common during congested periods with stop and go conditions. The North Connector may reduce accident potential related to congestion by separating local traffic from the I-80/I-680/SR-12 Interchange mainline traffic.

5. NORTH CONNECTOR PROJECT

This report only includes the selected build alternative or Project. The approval of the Final Project Technical Report will occur after the EIR is approved by the STA Board.

Project Description

The one build alternative or Project is a new northern parallel arterial traffic reliever for the I-80/I-680/SR12 Interchange (See Attachment B). This alternative proposes the following project elements:

- **Proposed Engineering Features**

Expected traffic operations are stated in detail on North Connector Traffic Operations/ Impact Report dated January 23, 2006 and the August 2007 amendment.

The hourly and daily two way capacities of the two lane North Connector roadway in the West End are 2500 vph and 25,000 ADT. The hourly and daily capacities of the four lane North Connector roadway in the Central Section and East End are 3400 vph in each direction and 68,000 ADT. Project elements within State right of way are identified with KP and PM under each corresponding section of North Connector project.

West End

Proposed improvements in the West End consist of extending Business Center Drive as a two-lane roadway, with two 4.3 m (14 ft) travel lanes and adjacent 3 m (10 ft) wide shoulders, westward 1.04 miles from its current terminus to connect with SR12 West at Red Top Road where a four-way signalized intersection would be constructed with sufficient lanes on all approaches to accommodate through, left- and right-turn movements in all directions. Both the eastbound and westbound approaches to this intersection on SR12 West would be widened to accommodate additional through and turn lanes. Existing portions of Red Top Road south of SR12 West would also be widened to accommodate new turn lanes and the existing at-grade railroad crossing on Red Top Road would be reconstructed to accommodate the wider roadway.

To accommodate the new four way signalized intersection at SR12/Red Top Road/North Connector, the existing Class I Bicycle path that extends from the I-80/GreenValley interchange along the north side of SR12 to Red Top Road would be relocated along the north side of SR12, as it approaches the new intersection.

Two undercrossings would be constructed as part of the Project in order to allow access and movement of livestock and equipment, one located on the Mangels property (northeast of the intersection of SR12 West and Red Top Road) and the other on the Dittmer property (west of the existing western end of Business Center Drive).

Other facilities to be constructed in this area that are part of the Project include a stormwater detention basin along the roadway right-of-way, which would collect and treat stormwater runoff from the new roadway. The stormwater detention basin would be designed to meet the stormwater treatment requirements of the RWQCB NPDES Provision C.3 requirements.

Landscaping along this portion of the new roadway would include planting grasses and other low-growing plant materials to control erosion and blend with the surrounding hillsides.

Proposed contour grading uses 4:1 (horizontal: vertical) cut and fill slopes on average with a maximum inclination of 2:1. Preliminary profiles for the North Connector have a maximum 7 and 8 percent slope in this section. The proposed pavement section for the West End is 180 mm (7") of AC on 600 mm (24") of AB.

- SR-12/North Connector Intersection (04-Sol-12W-KP 3.2/4.5; PM 2.0/R2.8)

This portion of work is within the State right of way. The North Connector will begin at a new intersection with SR-12 West and Red Top Road. The new intersection will add a fourth approach for the North Connector. SR-12 will be widened to provide two through lanes, two left turn lanes and one right turn lane in the eastbound direction and two through lanes, one left turn lane and one right turn lane in the westbound direction. Northbound Red Top Road will be widened to provide two through lanes and two left turn lanes. The North Connector will have two through lanes one left turn lane and one right turn lane. The proposed pavement section for the SR 12 widening is 210 mm (8.3") of AC on 210 mm (8.3") of AB on 420 mm (16.5") of SB.

East End

The Project would extend the planned four-lane roadway being constructed as part of the Fairfield Corporate Commons Project about 1.6-miles east across Suisun Creek to connect with Abernathy Road at the I-80/Abernathy Road Interchange

(see Attachment C). To cross Suisun Creek, a new bridge would be constructed to span the creek to reduce impacts to the creek.

The North Connector will be a new four lane roadway section between Suisun Creek and Abernathy Road with a landscaped center median varying from 1.2 m (4 ft), two 4.3 m (14 ft) center travel lanes, two 3.6 m (12 ft) outside travel lanes, two 2.4 m (8 ft) wide outside shoulders. The proposed design speed is 72 kph (45 mph). The proposed pavement section for the East End is 190 mm (7.5") of AC on 368 mm (14.5") of AB.

The Project also includes a multi-use path and greenway along the north side of the new roadway between Abernathy Road and Suisun Creek. The multi-use path and greenway would consist of a 10-foot wide paved path within an approximately 13-foot wide landscaped area and connect with the existing Fairfield Linear Park (Linear Park) at Suisun Creek and Abernathy Road.

The Project would sever the existing access routes to several agricultural parcels in the East End. The Project includes replacing these severed access routes by providing driveway access (right in/right out only) via the North Connector (see Attachment C).

- Russell Road

Russell Road will be modified and will not intersect the North Connector. It will end in a cul-de-sac just before the North Connector, but will still provide access to adjacent farms and businesses north of the North Connector.

- Abernathy Road

The North Connector merges with Abernathy Road at a T-intersection just before the I-80/Abernathy Road overcrossing. Abernathy Road would end at this T-intersection.

- I-80/Abernathy Road Overcrossing (04-Sol-80-KP 26.0; PM 16. 5)

This portion of work is within the State right of way. The Abernathy Road overcrossing would be re-stripped, and would restrict left turns to the westbound I-80 on ramp. Motorists could access westbound I-80 from the westbound SR12 on-ramp at Chadbourne Road interchange. The overcrossing would provide for two through lanes in each direction and a full left turn lane for the approach to the eastbound I-80 on-ramp. A right-turn lane would be added on Abernathy Road to access the I-80 eastbound

onramp. There would be traffic signal control at the I-80 EB on & off-ramp/Abernathy Road intersection.

- **SR 12/ Chadbourne Road Undercrossing (04-Sol-12E-KP L3.4; PM L2.1)**

This portion of work is within the State right of way. Eastbound SR-12 off-ramp would be widened to provide an additional right turn lane. Chadbourne Road would be widened to provide two through lanes and one left turn lane in both directions. A five-foot sidewalk would be constructed on the east side. A right-turn lane would be added to southbound Chadbourne Road to access the westbound SR-12 on-ramp. Traffic signals would be installed at the intersection of Chadbourne Road and eastbound SR12 off-ramp.

- **Nonstandard Mandatory and Advisory Design Features**

There is one proposed feature within State Right of Way that will not meet current design standards, as discussed in the Fact Sheets for Exceptions to Mandatory Design Standards, under separate cover. A Mandatory Design Exception Fact Sheet was approved on 12/15/04 for the following nonstandard design feature: The re-striping of Chadbourne will result in a reduction of the existing westbound shoulder width from 3.6 m (12 ft) to 1.2 m (4 ft) and the existing eastbound shoulder width from 2.4 m (8 ft) to 1.2 m (4 ft). There are no Advisory Design Exceptions Fact Sheets required for this project.

- **Park and Ride Facilities**

The City of Fairfield has an existing park-and-ride facility at Green Valley Road and westbound I-80 ramps, which is to be replaced by a proposed park-and-ride facility in the southeast quadrant of the SR-12/Red Top Road Intersection. The new 418 space park and ride lot will be adjacent to the Red Top Road railroad crossing at the western terminus of the North Connector. The new lot replaces the current Green Valley Road 61 space Park and Ride lot, which is located in the future envelope of the proposed I-80/I-680/SR-12 interchange improvement. The project might be constructed in two phases, matching capacity with the growth in demand. The first phase will be 61 spaces to replace the Green Valley Road lot. The North Connector project will not have any impacts on the proposed Park and Ride facility to be located adjacent to Red Top Road.

- **Utility and Other Owner Involvement**

Utility and Other Owner Involvement is discussed in detail under Section 6.C, “Right of Way Issues”.

- **Railroad Involvement**

Railroad involvement is discussed in detail under Section 6.C, “Right of Way Issues”.

- **Highway Planting**

No existing highway planting within Caltrans rights of way would be affected by the proposed project. The project would include the installation of landscaping outside the Caltrans right of way. The plant establishment period for landscaping outside Caltrans right of way will be one year.

- **Erosion Control**

Disturbed slopes will be re-vegetated per an erosion control plan. Existing slopes are stable and vegetated. The method of re-vegetation and establishment period will be determined during the PS&E phase.

- **Non Motorized and Pedestrian Features**

The North Connector runs parallel to the Solano Bike Trail for much of its length. The Bike Trail is part of the countywide primary bike system. Within the East End project limits the bike trail is located within the Fairfield Linear Park which is located just north of I-80 between Abernathy Road and Suisun Creek and runs on top of the existing North Bay Aqueduct corridor. At Suisun Creek the trail turns north, away from I-80 and ends at Solano Community College. The bike path is separated from I-80 by a fence and crosses under Abernathy Road in an underpass.

The North Connector East End will remove the existing bike trail (Linear Trail) segment between Abernathy Road and Suisun Creek and will be replaced with a multi-use path along the north side of the new roadway between Abernathy Road and Suisun Creek. This multi-use path would consist of a 10-foot wide path parallel to the roadway divided by a 13-foot wide landscaped area. The North Connector project will maintain the existing bike trail connection to the Solano Community College roadway system.

Within the West End project limits, the bike path is in state right of way as it runs along the north side of the SR 12 West shoulder, ending at the existing Red Top Road intersection. The North Connector construction will include a signalized crossing at the North Connector/Red Top Road intersection, which will provide a safer crossing of SR-12. The bike path will continue south of SR-12 along the east side of Red Top Road to McGary Road. Along the North Connector a Class III bike path utilizing the proposed shoulders will be provided.

- **Cost Estimate**

Project construction cost is estimated to be \$57 million (all costs are current) including costs for road and structure construction and right of way acquisition. The breakdown for these categories is the following table:

	West End	East End
Roadway Items	\$ 21,000,000	\$ 20,900,000
Structures Items	\$ 450,000	\$ 1,180,000
Right-of-Way and Utilities	\$ 4,100,000	\$ 9,000,000
Support Costs	\$ 4,850,000	\$ 5,520,000
Project Cost	\$ 30,400,000	\$ 36,600,000
Total Project Cost	\$ 67,000,000	

- **Right of Way Data**

Right of Way acquisition is required for this project at an estimated cost of \$13,100,000. Right of Way acquisition will be required for improvements on the West End for future State right of way and it is estimated to cost \$700,000. No Right of Way is required for State improvements in the East End. Specifics about right of way are discussed under Section 6.C, "Right of Way Issues".

6. CONSIDERATIONS REQUIRING DISCUSSION

A. Hazardous Waste

An Initial Site Assessment (ISA) was completed, addressing Hazardous Waste issues on this project. ISA's are prepared to determine the potential and scope of existing contamination due to hazardous materials within the project area. The ISA identified potential hazardous material sites. The ISA the following hazardous waste issues:

1. Yellow thermoplastic and yellow paint used for pavement markings throughout the project area may contain lead in excess of hazardous waste thresholds. Structures at and adjacent to the project area constructed prior to 1980 may also have the potential to contain lead-based paint and asbestos-containing building materials. The presence of lead and asbestos shall require abatement and/or special construction worker health and safety procedures during demolition activities.
2. Soils near a railroad track will be disturbed and could contain hazardous materials. A minimum of four soil samples from soils immediately beneath railroad tracks shall be taken. These samples shall be analyzed for Title 22 metals, total petroleum hydrocarbons (TPH), semi-volatile organic compounds (SVOCs), and polychlorinated biphenyls (PCBs).
3. Implementation of the proposed project would require excavation to the depth of groundwater at locations where reported hazardous materials releases may have affected the project area. An investigation of groundwater quality shall be conducted during the detailed design phase in areas where reported hazardous materials releases may have occurred and where excavation would reach groundwater levels.
4. Land that has previously been under agricultural cultivation has the potential to be contaminated with hazardous materials. Construction in the West End would expose soils previously used in agriculture. During detailed design, a minimum of eight four-point composite samples from areas historically under agricultural cultivation shall be collected and analyzed for Title 22 metals and organochlorine pesticides.
5. Agricultural outbuildings may potentially be associated with hazardous material use because agricultural chemicals may have been used, stored, or mixed in the area. In addition, above-ground or underground storage tanks may have existed in West End agricultural areas. A qualified environmental professional shall take a minimum of four soil samples

from areas adjacent to each agricultural outbuilding affected by the project. These samples shall be analyzed for Title 22 metals, organochlorine pesticides, and total petroleum hydrocarbons (TPH) as gasoline, diesel, and motor oil. If evidence of contaminated soil results from the sampling, further remediation would be conducted.

During subsequent analysis for this project, the presence of aerially-deposited lead along SR-12 at the Red Top intersection will be evaluated, since this intersection location may have lead in the soils adjacent to the vehicle lanes with concentrations that exceed applicable standards. Procedures that have been developed by Caltrans, in concert with the California Department of Toxic Substances Control (DTSC), for use of these soils on roadway construction will be implemented. An allowance has been included in the cost estimates for remediation of aerially deposited lead.

B. Resource Conservation

Not applicable to this project.

C. Right of Way Issues

- **Right of Way Requirement**

Twenty-three (23) parcels will be required for the Project right of way. Three parcels are required for improvements within State right of way. Parcel Data for the affected properties was obtained from CD records for Solano County provided by a service. The records included parcel numbers with the associated parcel limits shown on mapping. No property rights have been required or are anticipated to be required through the dedication process. No Caltrans property will become excess lands through this project.

- **Relocation Impact Study**

There will be no relocations required within the state right of way. But the Project construction will require relocation of one business within the East End project area. The cost of relocations is included in the preliminary cost estimate. There is no residential impact from the Project.

- **Utility and Other Owner Involvement**

The improvements proposed by this project are anticipated to impact existing utilities in the area. City of Vallejo 760 mm (30-inch) water line

runs parallel on the south side of SR-12W and will be relocated further to the south to ensure they will be outside future State right of way. The PG&E overhead electrical distribution line runs parallel on north side of SR-12W and will be relocated further to the north side of future State right of-way.

On the East End, PG&E overhead electrical distribution lines at various locations crossing the North Connector alignment (within Solano County) will be relocated to accommodate the proposed roadway. Additionally, the Solano Irrigation District's reclaimed irrigation water lines at various locations crossing the North Connector alignment will be relocated to accommodate the proposed roadway.

All utility work within the State right of way will comply with the State's *"Policy on High and Low Risk Underground Facilities within Highway Rights of Way"*.

- **Railroad Involvement**

There is an at-grade railroad crossing on Red Top Road just south of the SR-12/Red Top Road/ North Connector intersection within Solano County that is within the area of the intersection improvement. The existing grade crossing has signals with cross bucks and gates. The grade crossing is for the California Northern Railroad spur track from the Suisun-Fairfield Junction to Napa Junction. The spur owned by the Union Pacific Railroad (UP) and is not heavily used. Records indicate that the annual tonnage along the spur is from one to five million gross ton miles per mile, which translates to less than one train per day. Construction of the North Connector will include widening and improvement of the at-grade crossing. Design and construction of the grade crossing improvement will be coordinated with the railroad and California PUC to incorporate current state standards for safe grade crossing layout. The improved grade crossing will provide warning signals with cross bucks and gates interconnected with the future traffic signal at SR 12West/Red Top Road/North Connector. The existing railroad crossing is and will remain outside State Right-of-Way.

D. Environmental Issues

In order to fully address comments received during the public review period, STA decided to expand the analysis and prepare an EIR. At the time it was decided an EIR would be prepared, it was determined that the environmental review under the National Environmental Policy Act (NEPA) was no longer

necessary because the Project would be funded through local and state funding sources.

Expansion of the environmental document from an IS/MND to an EIR does not require recirculation of the NOP. The original NOP for the North Connector Project environmental document was distributed in accordance with CEQA guidelines.

The Draft EIR was published on September 10, 2007 and circulated for a 45-day public review and comment period. A Public Hearing for the Draft EIR was held on October 2, 2007. After review of the public comments, the Solano County Transportation Authority (STA) determined the EIR should be revised to include additional information and recirculated for public review and comment.

The Recirculated Draft EIR was published in January 2008 and circulated for a 45-day public review and comment period. A Public Hearing for the Recirculated Draft EIR was held on February 19, 2008. Any comments received during the 45-day review period have been responded to by the STA in the Final EIR.

The Solano Transportation Authority will be the lead agency for CEQA and Caltrans and FHWA will be the lead agency for NEPA. The responsible agencies include Army Corps of Engineers, California Department of Fish & Game, and the State Regional Water Quality Control Board which permits will be required from these agencies. It is anticipated that an environmental clearance will be achieved through an EIR under CEQA.

The following environmental technical reports were prepared for the project:

- Air Quality Impact Report
- Historic Property Survey Report/Historic Architectural Survey Report, Archaeological Survey Report
- Natural Environment Study
- Floodplain Evaluation
- Noise Analysis
- Community Impact Assessment
- Visual Impact Assessment
- Storm Water Data Report
- Traffic Operations Report

- Traffic Forecast Report

E. Air Quality Conformity

The project is in the San Francisco Bay Area Basin portion of Solano County, which is classified differently by the U. S. Environmental Protection Agency (EPA) and the State Air Resources Board. The EPA has classified the area as an “attainment area” for carbon monoxide and a “non-attainment” area for ozone. Under the California Clean Air Act administered by the State Air Resources Board, the area is a non-attainment area for ozone, Particulate Matter, 10 micron and Particulate Matter, 2.5 micron. The county is either attainment or unclassified for other pollutants. An Air Quality Impact Report was prepared in accordance with the “Transportation Project-Level Carbon Monoxide Protocol”.

The proposed project was found to not significantly affect air quality in the project vicinity. No mitigation was required beyond Caltrans Special Provisions and Standard Specifications that include requirements to minimize or eliminate dust through the application of water or dust palliatives during construction.

This project is fully compatible with the design concept and scope described in the current Regional Transportation Plan (RTP), called the Transportation 2030 Plan and the 2005 Transportation Improvement Program (TIP), which the MTC has determined to conform to the State Implementation Plan (SIP) for air quality.

F. Title VI Considerations

Pedestrian facilities modified or upgraded as part of this project will meet the requirements of the Federal Americans with Disabilities Act (ADA) of 1990.

7. OTHER CONSIDERATIONS

- **Public Hearing Process**

The Draft EIR was published on September 10, 2007 and circulated for a 45-day public review and comment period. A Public Hearing for the Draft EIR was held on October 2, 2007. After review of the public comments, the Solano County Transportation Authority (STA) determined the EIR should be revised to include additional information and recirculated for public review and comment.

The Recirculated Draft EIR was published in January 2008 and circulated for a 45-day public review and comment period. A Public Hearing for the Recirculated Draft EIR was held on February 19, 2008. Any comments received during the 45-day review period were responded to by the STA in the Final EIR.

- **Route Matters**

This project modifies the existing SR 12 intersection with Red Top Road with a new north side connection. A freeway agreement will not be required.

- **Permits**

This project will require permits, agreements and concurrence from the following resource agencies:

1. CDFG Streambed Alteration Agreement pursuant to Section 1602 of the California Fish and Game Code associated with the new crossing of Suisun Creek and widening of Red Top Road which affects Jamison Creek.
2. An individual U.S Army Corps of Engineers Permit is required pursuant to Section 404 Clean Water Act for impacts to wetlands and waters of the US including the new crossing of Suisun Creek and widening of Red Top Road which affects Jamison Creek. FHWA is conducting the Section 7 Consultation with USFWS as part of the NEPA process. The Section 7 consultation will address the project's impacts on both the California Red Legged Frog and Valley Elderberry Longhorn Beetle. A biological opinion will be issued by the USFWS prior to construction.
3. Regional Water NPDES and RWQCB Water Quality Certification pursuant to Section 401 of the Clean Water Act.
4. Caltrans Encroachment Permit.

- **Cooperative Agreements**

STA will advertise, construct and administer the construction contract. The North Connector will be constructed in phases with the East End being built first. Since the value of construction within the State Right of Way for East End is less than \$1,000,000, STA will construct this portion using the encroachment permit process. When funding becomes available, a new Cooperative Agreement between the State and STA will be required for the West End.

- **Other Agreements**

Maintenance Agreements between Caltrans and the County will be completed for traffic signals and local roads within State Right of Way.

A Railroad Agreement with the Union Pacific Railroad is needed for the at-grade railroad grade crossing modification at the proposed Red Top Road crossing. STA will meet with the CPUC and UP to determine what improvements are needed at the crossing. The local agency that owns the crossing will modify a Construction and Maintenance (C&M) Agreement with the UP for work at the crossing and within the UP right of way. The agreement will identify the construction costs and any additional annual maintenance costs incurred by the railroad that will be reimbursed by the owner. The existing railroad crossing is and will remain outside State Right-of-Way.

- **Transportation Management Plan for Use during Construction**

A Transportation Management Plan (TMP) will be required for this project. The TMP is a special program that is implemented during construction to minimize and prevent delay and inconvenience to the traveling public. The proposed construction and improvements can include temporary roadwork, which require lane closures or detouring. For safety, temporary k-rails will be provided throughout the project limits during construction.

The TMP for this project will be developed and refined during the PS&E and final design phases, supported by detailed traffic studies to evaluate traffic operations. The need for necessary lane closures during off-peak hours or at night, or short-term detour routes for ramp closures, will be identified, as required. The TMP typically will include press releases to notify and inform motorists, businesses, community groups, local entities, emergency services, and elected officials of upcoming closures or detours. Various TMP elements, such as portable Changeable Message Signs and California Highway Patrol Construction Zone Enhanced Enforcement Program (COZEEP) are typically utilized to alleviate and minimize delay to the traveling public.

- **Stage Construction**

The Project would be constructed in two phases. It is anticipated that the first phase would involve construction of the improvements in the East End of the Project area. Improvements in the West End of the Project area, including the connection with SR12 West, are anticipated as a second phase.

The construction of the East End is anticipated to take 18 to 24 months and is anticipated to begin in 2009. Timing and duration of construction of the West End has not yet been determined.

8. PROGRAMMING

Construction is programmed for the 2009/10 FY. The funding for this project will be through the Solano Transportation Authority, which will use TCRP, STIP, RM2 and local funding programs.

The following is the tentative completion schedule for this project:

- | | |
|---------------------------------------|-----------|
| • PA/ED | 2003-2008 |
| • Design Development (East End) | 2003-2009 |
| • Right of Way Acquisition (East End) | 2008-2009 |
| • Construction (East End) | 2009-2011 |
| • Design Development (West End) | 2011-2012 |
| • Right of Way Acquisition (West End) | 2013-2014 |
| • Construction (West End) | 2015-2016 |

9. PROJECT PERSONNEL

Janet Adams, STA	(707) 424-6010
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Natalina Bernardi, BKF Engineering	(925) 396-7700
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Scott Steinwert, CirclePoint	(415) 227-1100

10. LIST OF ATTACHMENTS

- A. Final Recirculated Environmental Impact Report (Under Separate Cover)
- B. Location Map
- C. Preliminary Layouts, Profiles & Advance Planning Study for Suisun Creek
- D. Typical Sections
- E. Cost Estimate
- F. Signal Warrant
- G. Traffic Management Plan Data Sheet

**Attachment A – Recirculated Final Environmental Impact Report
(under separate cover)**

Attachment B – Location Map

**Attachment C – Preliminary Layouts, Profiles & Advance
Planning Study for Suisun Creek**

Attachment D – Typical Sections

Attachment E - Cost Estimate

Attachment F - Signal Warrant

Attachment G – Traffic Management Data Plan Sheet