

I-80 Comprehensive Multimodal Corridor Plan Rated Projects

District	Map ID	Map	Project Name	Project Description	Category	Subcategory	Safety (collisions on state row)	Efficiency - recurring congestion	System Reliability - non-recurring congestion	Multimodal Accessibility and Connectivity	Air Pollution and Greenhouse Gas Emissions Reduction	Economic Prosperity - freight/access to jobs, goods and services	Modern Infrastructure and Asset Management	Efficient Land Use
3	3-29	Both	Operating Assistance for the UC Davis Medical Center Shuttle Service	Between UC Davis and UC Davis Medical Center with limited stops in between; Operating assistance for three years. Operations would take place weekdays, approximately between 5:30 A.M. and 8:30 P.M.	Transit	Express Bus	M	H	M	H	H	M	L	M
3	3-30	Main	Davis Station ADA Underpass & Platform	Reconfigure passenger access, island platform, underpass access, track modifications.	Transit	Capitol Corridor-Station Area Improvements	L	L	L	M	L	L	L	H
3	3-31	Main	Davis Crossover and Signal Project	Replace track crossovers and railroad signal system at East Davis for faster operation and increased reliability.	Transit	Capitol Corridor (service expansion)	M (reduce congestion related collisions)	H	M	H	H	M	M	M
3	3-32	Inset	Sacramento Valley Station Transit Center (Bus Mobility Center)	A multi-level bus terminal. An elevated concourse and circulation deck connecting to the light rail station, and other improvements at Sacramento Valley Station. At least four SacRT route could make use of the Bus Mobility Center in the near-term.	Transit	Transit Centers	M	H	M	H	H	M	M	H
3	3-33	Main	Sacramento to Roseville Third Main Track - Phase 1	On the Union Pacific (UP) mainline, from near the Sacramento and Placer County border to the Roseville Station area in Placer County. Construct a layover facility, install various UP 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.	Transit	Capitol Corridor (service expansion)	M (reduce congestion related collisions)	H	M	H	H	M	M	M
3	3-34	Main	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.	Transit	Capitol Corridor (service expansion)	M (reduce congestion related collisions)	H	M	H	H	M	M	M
3	3-35	Not Mapped	Green Line Sacramento Valley Station Loop & K Street to H Street Improvements (final Design & Construction)	In Sacramento, two elements to accommodate the future Streetcar Project as well as future Green Line service: (1) Sacramento Valley Station Loop - segment of the Green Line at the Sacramento Valley Station including: Relocate the existing temporary light-rail (LRT) station on H Street to a new north-south axis west of 5th Street; New platform and LRT station near the existing Amtrak station; new Station on the east side of N 7th Street near Railyards Boulevard that would serve the future MLS Stadium area; double-tracking on H Street from 7th Street to west of 5th Street, from west of 5th Street north to new station near Amtrak, and east along a future F Street. RT has been working with the City of Sac and the MLS Developers to advance this concept. (2) Relocation of the existing LRT tracks on K Street from 12th Street west to 7th Street. The tracks would be relocated to the center of (future) two-way H Street and would connect the LRT line between 12th, 7th, and 8th Streets with new stations near 12th Street and City Hall on H Street. SacRT has been working with the City of Sacramento and SCDG to advance this concept. Expanded SacRT facilities will include track, special trackwork, Overhead Catenary System, traction power system, signaling system, platforms, and storage tracks.	Transit	Light Rail	L (not parallel to I-80)	H	M	H	H	M	M	M
3	3-36	Not Mapped	Downtown Riverfront Streetcar Project	The Downtown / Riverfront Streetcar Project will connect the Sacramento Valley Station (Sacramento intermodal transportation facility) to Sutter Health Park (AAA Professional Baseball Park, formerly known as Raley Field) in West Sacramento. (Total Project Cost: \$130,518,412. Project Development programmed separately under VARS6127, for \$21,666,284.)	Transit	Streetcar	L	L	L	H	H	M	M	M
3	3-37	Inset	Green Line: MOS2 Township 9 to North	SacRT Green Line LRT: Extend LRT from Township 9 to North Natomas town center.	Transit	Light Rail	L (not parallel to I-80)	H	M	H	H	M	M	M
	3-38	Not Mapped	Natomas Town Center (CON)	Construction of the Phase 1 of the Downtown/Riverfront Streetcar. The alignment runs from West Sacramento Civic Center/Riverfront Street to the Midtown entertainment, retail, and residential district of Sacramento. (Project Development programmed separately under VARS6127, for \$14,570,000.)	Transit	Streetcar	L	L	L	H	H	M	M	M
4	4-53	Main	SMART East-West Service	Inter-city passenger rail service between Sonoma, Marin and Solano Counties connecting with SMART service to San Rafael/Petaluma at the SMART Novato-Hamilton Station and Capitol Corridor and Solano Express Regional Bus service at the Suisun City Capitol Corridor/Amtrak Station.	Transit	Inter-city Passenger Rail	M	H	M	H	H	M	M	M
4	4-54	Not Mapped	Oakland to Sacramento Signal Upgrades	Improved reliability of signal system achieved by upgrading outdated signal equipment.	Transit	Capitol Corridor (service expansion)	M	H	M	H	H	M	M	M
4	4-55	Main	Martinez Station Turnaround	Increases capacity on Capitol Corridor from Sacramento to Oakland (assuming additional CC trains).	Transit	Capitol Corridor (service expansion)	M	H	M	H	H	M	M	M
4	4-56	Not Mapped	110 mph Speed Upgrades	Miscellaneous Track Upgrades allowing increase speed in sections suitable for speed increases; also includes any needed signal and other track infrastructure modifications.	Transit	Capitol Corridor (service expansion)	M	H	M	H	H	M	M	M
4	4-57	Not Mapped	Frequency Increases to half-hourly optional peak service	New High-Level Carquinez Bridge Crossing and Benicia Sliding Project.	Transit	Capitol Corridor (service expansion)	M	H	M	H	H	M	M	M
4	4-58	Not Mapped	Link21 Project	Improvements via Link21 Project that improve I-80 corridor throughput; projects under Link21 are in development at this time (2021/2022).	Transit	Capitol Corridor (service expansion)	M	H	M	H	H	M	M	M
4	4-59	Main	Vallejo Station Parking Structure Phase B	Vallejo: Baylink Ferry Terminal; Construct two phased parking structure to consolidate surface parking for ferry operations; create a pedestrian link between bus transit facility and existing ferry terminal building adjacent to ferry parking structure.	Transit	Ferry	L	L	L	M	L	L	L	M
4	4-60	Main	Fairfield Transportation Center (FTC)-Phase 2	Construct additional parking spaces, access improvements, and transit improvements in and around the FTC.	Transit	Transit Center	M	H	M	H	H	M	M	H
4	4-61	Main	Suisun-Fairfield Amtrak Station Transit and downtown Parking Structure	Construct a new parking garage to meet parking demand near the Suisun-Fairfield Amtrak Station and new housing developments.	Transit	Capitol Corridor-Station Area Improvements	L	L	L	M	L	L	L	H
4	4-62	Main	Fairfield-Vacaville Train Station Building, Access, and Parking	Construction of a station building to provide shelter and seating for transit passengers. Construction of an access road into the station to improve route efficiency, and safe ingress and egress for buses, pedestrians, and bicyclists. Parking lot expansion and enhancements including safety features, lighting, parking lot solar array, and additional amenities.	Transit	Capitol Corridor-Station Area Improvements	L	L	L	M	L	L	L	H

4	4-63	Not Mapped	Solano Express Bus to BRT-lite Transition: Capital Improvements and Implementation	Transition from Express Bus and build out a functioning BRT-lite system in Solano County. Implement improvements including Transit Signal Prioritization (TSP), adaptive signal timing, and ramp metering.	Transit	Express Bus	M	H	M	H	H	M	L	M
4	4-64	Main	Dixon Solano Express Blue Line Park and Ride Facility	Relocate existing park and ride on SR 113 from downtown Dixon to the north side of I-80 in the vicinity of the on and off ramps.	Transit	Park & Ride	M	H	M	H	H	M	M	M
3	3-01	Main	I-80/Richards Boulevard Interchange	In Davis: At the I-80/Richards Boulevard Interchange; reconstruct the north side of Richards Boulevard interchange to remove the loop on- and off-ramps and replace with new ramp in diamond configuration. Includes traffic signal installation. Install new Class II bike lanes and a parallel Class I trail (0.5 mi of Class I and 1 mi of Class II). (CMAQ funds are for eligible bike/ped components only.). Toll Credits for CON.	Freeway	Interchange/Ramps (geometric)	M	M	M	M	M	M	M	L
3	3-02	Both	Yolo Causeway Express Lanes	Expand causeway to 8 lanes (2 Managed Lanes + 6 General Purpose lanes), improve the existing bike path.	Freeway	Managed Lanes	M	H	M	H	H	M	M	M
3	3-03	Main	I-80 at W. El Camino Avenue Interchange	Expand the W. El Camino Avenue Interchange on I-80 from 2 to 4 lanes and modify ramps.	Freeway	Interchange/Ramps (geometric)	M	M	M	M	M	M	M	L
3	3-05	Both	US 50 HOV Lanes (I-5 to Watt Avenue)	US 50 HOV Lanes - Construct High Occupancy Vehicle (HOV) Managed Lanes - Managed lanes on US 50 (project covers PE: from I-5 to 0.8 mile east of Watt Avenue (Post Mile 10.2/R6.1) and CON: from 0.3 mile west of SR 99 to 0.8 mile east of Watt Avenue (Post Mile 12.2/R6.1)) (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). OH08U.	Freeway	Managed Lanes	M	H	M	H	M	M	M	M
3	3-06	Inset	US 50/Jefferson Boulevard Interchange	Jefferson Boulevard Interchange—expand the ramps and signals from 1 to 2 lanes, add ramp metering and turn lanes, and related street closures.	Freeway	Interchange/Ramps (geometric)	M	M	M	M	M	M	M	L
3	3-07	Main	I-5 HOV Lanes Phase 2	In Sacramento County on I-5, from 1.1 mile south of Elk Grove Boulevard to just north of Morrison Creek - Add managed lane facility (Post Mile 9.7/13.1) [EIS ID 0312000171]; see 03-3C001 (CAL20466) for Phase 1 [PAEED being done under 03-3C000 (CAL17840)]. (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).	Freeway	Managed Lanes	M	H	M	H	M	M	M	M
3	3-08	Both	I-5 HOV Lanes Phase 1	In Sacramento County on I-5, from US 50 to Morrison Creek. Add high-occupancy vehicle (HOV) lanes (i.e., bus/carpool lanes) and soundwalls in both directions (PM 12.9/22.5) [EIS ID 0312000165]; see 03-3C002 (CAL20467) for Phase 2 [PAEED being done under 03-3C000 (CAL17840)]. (Toll Credits for PE and ROW) (Emission Benefits in kg/day: 52.9 NOx; 50.4 ROG; 10.5 PM10) [CTPS ID 107-0000-0880] (The I-5 HOV Lanes - Phase 1 project (03-3C001/CAL20466) will be combined for construction with the I-5 Road Rehab project (03-0H100/CAL20700) and the I-5 Fiber Optics Installation project (03-4F450/CAL20693) to form the overall I-5 Corridor Enhancement project (03-0H10U). 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).	Freeway	Managed Lanes	M	H	M	H	M	M	M	M
3	3-09	Main	I-5 and I-80 Managed Lane Connectors and Lanes to downtown	Reconstruct I-5/I-80 Interchange, including managed lane facility connectors, and construction of managed lane facility on I-5 from the I-5/I-80 Interchange to downtown Sacramento (Post Mile 26.7/27.0) [EIS ID 030000313] (Emission Benefits in kg/day 1.0 ROG) (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).	Freeway	Managed Lanes	M	H	M	H	M	M	M	M
3	3-10	Main	I-5 Auxiliary Lane (NB) from Del Paso Road to SR 99 NB connector ramp	In Sacramento County construct auxiliary lanes on I-5 from Del Paso Road off ramp to SR 99 NB connector ramp (Post Mile 28.817/29.772).	Freeway	Auxiliary Lanes (without transit)	M	L	M	L	L	L	L	L
3	3-11	Main	I-5 / SR 113 Interchange	Construct new Interchange: northbound SR 113 to SB I-5 freeway to freeway connection. Phase 3.	Freeway	Interchange/Ramps (geometric)	L	L	L	L	L	L	L	L
3	3-12	Main	I-5 / 113 Connector Phase 2	Phase 2 - Construct northbound I-5 to southbound SR 113 freeway to freeway connection.	Freeway	Interchange/Ramps (geometric)	L	L	L	L	L	L	L	L
3	3-39	Not Mapped	I-5 Aux Lanes	Southbound from US 50 to Sutterville Road (indirect effects on US 50).	Freeway	Auxiliary Lanes (without transit)	M	L	M	L	L	L	L	L
3	3-40	Not Mapped	I-5 Auxiliary Lane	Southbound from I-80 to West El Camino Avenue.	Freeway	Auxiliary Lanes (without transit)	M	L	M	L	L	L	L	L
4	4-01	Main	I-80 Ramp Metering from the Carquinez Bridge Toll Plaza to Redwood Street	Install and activate eastbound and westbound ramp metering from the Carquinez Bridge Toll Plaza to Redwood Street.	Freeway	Ramp Metering	H	H	H	M	M	M	H	M
4	4-02	Main	I-80 Managed Lanes through Vallejo (Carquinez Bridge to SR 37)	Construct Managed Lane on I-80 from Carquinez Bridge to SR 37 in both directions.	Freeway	Managed Lanes	M	H	M	H	M	M	M	M
4	4-03	Main	I-80/SR 29 ramp improvements in Vallejo	Widen westbound on-ramp from SR 29/Sonoma Boulevard.	Freeway	Interchange / Ramps (geometric)	M	M	M	M	M	M	M	M
4	4-04	Main	I-80/Maritime Academy Drive ramp improvements in Vallejo	Reconstruct - widen I-80 westbound Maritime Academy Drive on-ramp.	Freeway	Interchange / Ramps (geometric)	M	M	M	M	M	M	M	M
4	4-05	Main	I-80/Magazine Street ramp improvements in Vallejo	Reconstruct - widen I-80 eastbound and westbound Magazine Street on-ramp.	Freeway	Interchange / Ramps (geometric)	M	M	M	M	M	M	M	M
4	4-06	Main	I-80/780-Curtola Parkway ramp improvements in Vallejo	Modify I-80/780 Curtola Parkway - eastbound and westbound on-ramps from 780 Curtola Parkway for Transit/TPS.	Freeway	Interchange / Ramps (geometric)	M	M	M	M	M	M	M	M
4	4-07	Main	I-80 eastbound auxiliary lane between I-780 and Georgia Street in Vallejo	Construct eastbound auxiliary lane between the I-780 on-ramp and the Georgia Street off-ramp.	Freeway	Auxiliary Lanes (with transit)	H	H	H	M	M	M	M	M
4	4-08	Main	I-80/Georgia Street ramp improvements in Vallejo	Modify Georgia Street eastbound and westbound on-ramps.	Freeway	Interchange / Ramps (geometric)	M	M	M	M	M	M	M	M
4	4-09	Main	I-80/Spring Street ramp improvements in Vallejo	Reconstruct - widen I-80 eastbound Spring Street on-ramp.	Freeway	Interchange / Ramps (geometric)	M	M	M	M	M	M	M	M
4	4-10	Main	I-80/Tennessee Street ramp improvements in Vallejo	Modify Tennessee Street east and westbound on-ramps.	Freeway	Interchange / Ramps (geometric)	M	M	M	M	M	M	M	M
4	4-11	Main	I-80 eastbound and westbound auxiliary lanes between Tennessee Street in Vallejo Redwood Street	Construct eastbound and westbound auxiliary lanes between the Tennessee Street on-ramp and the Redwood Street off-ramp.	Freeway	Aux Lanes (with transit)	H	H	H	M	M	M	M	M
4	4-12	Main	Redwood Parkway Interchange, Phase 2	improve Interchange at Redwood Parkway.	Freeway	Interchange / Ramps (geometric)	M	M	M	M	M	M	M	M
4	4-13	Main	I-80 eastbound auxiliary lane between Redwood Street and SR 37 in Vallejo Redwood Street	Construct eastbound auxiliary lane between Redwood Street and SR 37 with two lane off-ramp.	Freeway	Aux Lanes (with transit)	H	H	H	M	M	M	M	M
4	4-14	Main	I-80/SR 37-Columbus Parkway Interchange improvements in Vallejo	I-80/SR 37/Columbus Parkway Interchange improvements.	Freeway	Interchange / Ramps (geometric)	M	M	M	M	M	M	M	M
4	4-15	Main	I-80 Managed Lanes (SR 37 to Red Top Road)	Construct Managed Lane on I-80 from SR 37 to Red Top Road in both directions.	Freeway	Managed Lanes	M	H	M	H	M	M	M	M
4	4-16	Main	American Canyon Overcrossing	The project proposes a Class I multi use path over the Interchange between American Canyon Road and McGary Road	Freeway	Interchange / Ramps (geometric)	M	M	M	M	M	M	M	M
4	4-17	Main	I-80/Red Top Road ramp improvements in Fairfield	Widen eastbound on-ramp from Red Top Road.	Freeway	Interchange / Ramps (geometric)	M	M	M	M	M	M	M	M

4	4-18	Main	I-80 Managed Lanes (Red Top Road to I-505)	The Solano I-80 Managed Lanes Project (project) will construct approximately 18 miles of managed lanes in the I-80 corridor through conversion of existing HOV lanes to express lanes from west of Red Top Road to east of Air Base Parkway and highway widening for new express lanes from east of Air Base Parkway to east of I-505.	Freeway	Managed Lanes	M	H	M	H	M	M	M	M
4	4-19	Main	I-80/I-680/SR 12 Interchange (Packages 2-7)	Packages 2-7 provide direct connectivity from I-680 northbound to SR12 westbound, widens I-680 and I-80 near the interchange, and improves connections to Red Top Road off-ramp. Express lane direct connectors are included in RTPID 17-10-0051.	Freeway	Interchange / Ramps (geometric)	M	M	M	M	M	M	M	M
4	4-20	Main	I-80/Green Valley Road ramp improvements in Fairfield	Widen eastbound and westbound on-ramps from Green Valley Road.	Freeway	Interchange / Ramps (geometric)	M	M	M	M	M	M	M	M
4	4-21	Main	Provide auxiliary lanes on I-80 in eastbound and westbound directions from I-680 to Airbase Parkway	Project provides auxiliary lanes on I-80 in the eastbound and westbound directions from I-680 to Airbase Parkway, and remove the I-80/Auto Mall Parkway hook ramps and Collector-Distributor road slip-ramp.	Freeway	Auxiliary Lanes (with transit)	H	H	H	M	M	M	M	M
4	4-22	Main	I-80/680 freeway-to-freeway connector ramp metering in Fairfield	I-80 West to 680 South and 680 North to I-80 East – ramp metering freeway-to-freeway connectors.	Freeway	Ramp Metering	H	H	H	M	M	M	H	M
4	4-23	Main	I-680 Express Lanes: I-80 westbound to I-680 southbound and I-680 northbound to I-80 eastbound direct connectors	Express lanes on I-680/I-80 Interchange in Solano County widen to add express lane direct connectors I-80 westbound to I-680 southbound and I-680 northbound to I-80 eastbound. This complements the larger interchange project of RTP ID 17-08-0009.	Freeway	Managed Lanes	M	H	M	H	M	M	M	M
4	4-24	Main	I-80/Suisun Valley Road ramp improvements in Fairfield	Widen eastbound on and off ramps from Suisun Valley Road.	Freeway	Interchange / Ramps (geometric)	M	M	M	M	M	M	M	M
4	4-27	Main	I-80 N. Texas Street Ramp improvements in Fairfield	Widen eastbound off-ramp N. Texas Street for Transit/TPS.	Freeway	Interchange / Ramps (geometric)	M	M	M	M	M	M	M	M
4	4-28	Main	I-80/Beck Avenue ramp improvements in Fairfield	Widen eastbound on-ramp from Beck Avenue for Transit/TPS.	Freeway	Interchange / Ramps (geometric)	M	M	M	M	M	M	M	M
4	4-29	Main	I-80 westbound auxiliary lane between Air Base Parkway and North Texas Street/Manual Campos Parkway in Fairfield	Construct westbound auxiliary lane between Air Base Parkway and North Texas Street/Manual Campos Parkway.	Freeway	Auxiliary Lanes (with transit)	H	H	H	M	M	M	M	M
4	4-30	Main	I-80 eastbound auxiliary lane between Cherry Glenn Road and Pleasant Valley Road in Vacaville	Construct eastbound auxiliary lane between Cherry Glenn Road and Pleasant Valley Road.	Freeway	Auxiliary Lanes (without transit)	H	M	M	L	L	L	M	L
4	4-31	Main	Lagoon Valley Interchange	Widen Lagoon Valley Road bridge for additional left turn capacity. Sidewalk, intersection signal improvements at ramps, and approach roadway work. TIF funded.	Freeway	Interchange / Ramps (geometric)	M	M	M	M	M	M	M	M
4	4-32	Main	I-80 eastbound and westbound auxiliary lane between Alamo Drive and Pleasant Valley Road in Vacaville	Construct eastbound and westbound auxiliary lane between Alamo Drive and Pleasant Valley Road.	Freeway	Auxiliary Lanes (without transit)	H	M	M	L	L	L	M	L
4	4-33	Main	I-80 westbound auxiliary lane between Alamo Drive and Pleasant Valley Road in Vacaville	Construct westbound auxiliary lane between Alamo Drive and Pleasant Valley Road.	Freeway	Auxiliary Lanes (without transit)	H	M	M	L	L	L	M	L
4	4-34	Main	I-80 eastbound auxiliary lanes between Cliffside Drive and Allison Drive in Vacaville	Construct eastbound auxiliary lanes between Cliffside Drive and Allison Drive with a two-lane off-ramp at Allison Drive.	Freeway	Auxiliary Lanes (without transit)	H	M	M	L	L	L	M	L
4	4-35	Main	I-80/Allison Drive ramp improvements in Vacaville	Widen eastbound and westbound Allison Drive on and off ramps for Transit/TPS.	Freeway	Interchange / Ramps (geometric)	M	M	M	M	M	M	M	M
4	4-36	Main	I-80/Browns Valley Parkway ramp improvements in Vacaville	Widen westbound Browns Valley Parkway on-ramp for Transit/TPS.	Freeway	Interchange / Ramps (geometric)	M	M	M	M	M	M	M	M
4	4-37	Main	I-505/I-80 Connector	Remove/Reconstruct/Realign 80/505/East Monte Vista Avenue/Orange Drive connections and bridges.	Freeway	Interchange / Ramps (geometric)	M	M	M	M	M	M	M	M
4	4-38	Main	Widen Orange Drive to eastbound I-80	Intersection and ramp widening at Orange/Lawrence with I-80 eastbound.	Freeway	Interchange / Ramps (geometric)	M	M	M	M	M	M	M	M
4	4-39	Main	I-80/I-505 freeway to freeway connector ramp metering in Vacaville	I-80 east to I-505 north and I-505 south to west I-80 ramp metering to freeway-to-freeway connectors.	Freeway	Ramp Metering	H	H	H	M	M	M	H	M
4	4-40	Main	I-80 Managed lanes (I-505 to Yolo County line)	Construct managed lanes in both directions on I-80 from I-505 to the Yolo County line.	Freeway	Managed Lanes	M	H	M	H	M	M	M	M
4	4-41	Main	I-80 ramp metering from the I-505 Interchange to the Yolo County line	Install and activate eastbound ramp metering from the I-505 Interchange to the Yolo County line.	Freeway	Ramp Metering	H	H	H	M	M	M	H	M
4	4-42	Main	Widen Vaca Valley Parkway	Widen to six lanes between I-505 and I-80.	Freeway	Interchange / Ramps (geometric)	M	M	M	M	M	M	M	M
4	4-43	Main	I-80/Vaca Valley Parkway ramp improvements in Vacaville	Widen eastbound and westbound Vaca Valley Parkway / Leisure Town Road on and off-ramps for Transit/TPS.	Freeway	Interchange / Ramps (geometric)	M	M	M	M	M	M	M	M
4	4-44	Main	West A Street and I-80 interchange upgrade	Upgrade in phases the existing I-80 on-ramp and reconstruct the existing roadway overcrossing.	Freeway	Interchange / Ramps (geometric)	M	M	M	M	M	M	M	M
4	4-46	Main	Pitt School Road and I-80 interchange upgrade	Improvements include widening the overcrossing structures to four lanes and on- and off-ramp improvements particularly on the eastside of Pitt School Road. Project may be implemented in phases over the next ten years. Improvements to area roadways.	Freeway	Interchange / Ramps (geometric)	M	M	M	M	M	M	M	M
4	4-47	Main	I-80/Pitt School Road Ramp Improvements in Dixon	Widen eastbound and westbound Pitt School Road on and off-ramps for Transit/TPS.	Freeway	Interchange / Ramps (geometric)	M	M	M	M	M	M	M	M
4	4-48	Main	SR 113 South and I-80 Interchange Improvements	Improvements to the area's roadways required to improve traffic circulation.	Freeway	Interchange / Ramps (geometric)	M	M	M	M	M	M	M	M
4	4-50	Main	Milk Farm Road and I-80 Interchange upgrade	Interchange improvements consistent with finding of I-80/I-680/I-780. Major Investment and Corridor Study completed by Solano Transportation Authority and Caltrans. May include relocation of Milk Farm Road. Project may be implemented in phases. Increased traffic due to development (mostly the northeast quadrant) will require the need to improve the existing interchange.	Freeway	Interchange / Ramps (geometric)	M	M	M	M	M	M	M	M
4	4-51	Main	Pedrick Road and I-80 Interchange upgrade	Improvements include realignment of both on-ramps and relocation of Spurling and Sievers Roads. Project may be implemented in phases depending on the pace of development.	Freeway	Interchange / Ramps (geometric)	M	M	M	M	M	M	M	M
3	3-13	Main	Covell Boulevard Widening	Widen 4 lanes from Shasta Drive to Denali Drive includes: bike lanes and a center median.	Arterial	Road Widening or Extension	L	L	L	L	L	L	L	L
3	3-14	Main	Mace Boulevard Curve	In Davis, between Alhambra Drive and Alhambra Drive (Mace curve), widen from 2 to 4 lanes, provide bike lanes, a landscaped median, and turn lanes.	Arterial	Road Widening or Extension	M	M	L	L	L	M	L	L
3	3-15	Main	Enterprise Crossing	Amendment to feasibility study, complete design, environmental clearance and construction of a proposed joint flood-protection improvement and transportation connection linking Southport to the Port Industrial Complex.	Arterial	Road Widening or Extension	M	M	L	L	L	M	L	L
3	3-16	Inset	Riverfront Street extension	Riverfront Street, from Mill Street to the existing 3-way intersection at 5th Street, S. River Road, and 15th Street (0.3 mi.). Extend as a two-lane roadway with sidewalks, protected bicycle lanes, lighting, and landscaping. At existing 3-way intersection construct the new four-way intersection to include Riverfront Street extension. Also, 15th Street, from Jefferson Boulevard to future 4-way intersection at River Road, 5th Street, and Riverfront Street. Realign roadway.	Arterial	Road Widening or Extension	M	M	L	L	L	M	L	L
3	3-17	Inset	Broadway Bridge	From West Sacramento to Sacramento, across the Sacramento River, construct the Broadway Bridge, a new southern crossing of the Sacramento River. Project includes Auto, transit, bicycle, and pedestrian facilities. (Local funding is split between the Cities of Sacramento and West Sacramento).	Arterial	Road Widening or Extension	M	M	L	L	L	M	L	L

3	3-18	Inset	Industrial Boulevard Widening	In West Sacramento, Industrial Boulevard from the Palamidesi bridge at the Barge Canal to Harbor Boulevard; widen from 4 to 6 lanes.	Arterial	Road Widening or Extension	M	M	L	L	L	M	L	L
3	3-19	Inset	Harbor Boulevard Widening	Harbor Boulevard, West Capitol Avenue to Industrial; widen 4 to 6 lanes.	Arterial	Road Widening or Extension	M	M	L	L	L	M	L	L
3	3-20	Inset	Lake Washington Boulevard, Bridge Widening	Lake Washington Boulevard: Widen the Palamidesi bridge over the barge canal from 4 to 6 lanes.	Arterial	Road Widening or Extension	L	L	L	L	L	L	L	L
3	3-21	Inset	South River Road Reconfiguration (Phase 3)	Reconstruct South River Road to 4-lanes from 15th Street to the 19th Street extension and restripe Village Parkway to Stonegate Boulevard, including restriping the 4-lane bridge from 2-lanes to 4-lanes over barge canal.	Arterial	Road Widening or Extension	L	L	L	L	L	L	L	L
3	3-22	Inset	I Street Bridge Replacement	I Street Bridge, over Sacramento River and complex of bridge approach structures. Replace existing 2-lane bridge with a 2-lane bridge on a new alignment. Project includes bridge approaches ZC0154, 24C0006, 24C0364I, 24C0364R, 24C0351I.	Arterial	Road Widening or Extension	L	L	L	L	L	L	L	L
3	3-23	Inset	Railyards Streets	Construct New Road/Bike/Pedestrian improvements to implement Railyards Specific Plan.	Arterial	Road Widening or Extension	L	L	L	L	L	L	L	L
3	3-24	Inset	Lower American River Crossing	New all-modal bridge: between downtown Sacramento and South Natomas across the Lower American River. Includes: Auto, transit, bicycle, and pedestrian facilities. Scale and features to be determined through need and purpose study anticipated to begin in 2012.	Arterial	Road Widening or Extension	L	L	L	L	L	L	L	L
3	3-25	Main	East Commerce Way B	In Sacramento, extend East Commerce Way from Arena Boulevard, to Natomas Crossing Drive, as a 6-lane road.	Arterial	Road Widening or Extension	L	L	L	L	L	L	L	L
3	3-26	Inset	Broadway Complete Street Phase I	Phase I: In Sacramento, Broadway from 3rd Street to 16th Street, convert four lane arterial to two lane arterial with buffered bike lanes, median improvements, sidewalk improvements and streetscape enhancements. Create surface street (29th Street) from X Street to SR 99 south. PA&E will be completed for the entire 2-mile corridor, from 29th Street to 3rd Street.	Arterial	Road Widening or Extension	L	L	L	L	L	L	L	L
4	4-25	Main	Suisun Valley Road Expansion Study and Implementation	Analysis of by-pass traffic on Suisun Valley Road from I-80 to Napa County line; implementation of recommended improvements.	Arterial	Road Widening or Extension	M	M	L	L	L	M	L	L
3	3-04	Main	Antelope Truck Scales, 03-0H530	In Sacramento City in Sacramento and Citrus Heights 0.7 miles east of Greenback Lane overcrossing to 0.3 miles east of Antelope Road.	Freight	Truck Scales	M	M	L	L	H	H	H	L
4	4-26	Main	I-80 westbound Cordelia Truck Scales Relocation Project	Project upgrades existing truck scales on westbound I-80 in Solano County. Existing westbound truck scales are located on the most congested freeway segment of I-80 in Solano County. Scales are outdated and cannot process the current and future truck volumes on westbound I-80. Trucks are slow to enter and leave the scales because of short ramps, adding to existing traffic congestion and safety issues on I-80.	Freight	Truck Scales	M	M	L	L	H	H	H	L
4	4-45	Main	Dixon Truck Plaza	Located on Currie Rd. in Dixon, North of I-80, the project would include retail, a hotel, truck parking, charging stations for electric vehicles and electric trucks, and Soltrans transit vehicle charging and storage.	Freight	Truck Parking	H	L	L	L	M	H	M	L
<b>Conceptual</b>														
3	3-27	Both	Operating Assistance for Route 42 Intercity and Express Bus Service	Bus service connecting Davis and Sacramento along I-80 with limited stops in between for Express Services, and additional local stops for Route 42; Operating assistance for three years. Operations would take place weekdays (Express and Route 42), and weekends (Route 42), approximately between 5:30 A.M. and 11:00 P.M.	Transit	Express Bus	M	H	M	H	H	M	L	M
3	3-28	Both	Bus on Shoulder	Project allowing for safe and effective operation of Bus Only lanes on I-80 shoulders during times of high congestion.	Transit	Express Bus	M	H	M	H	H	M	L	M
4	4-52	Main	I-80 Improvements at SR 113 North Interchange	Reduction of excess lanes on eastbound I-80. At the SR-113 interchange the freeway expands from 3 to 6 lanes, and then abruptly drops 3 lanes creating a lot of losses in throughput. Removing the excess lanes should improve capacity and throughput.	Freeway	Operational Improvement (Mainline Lane Reduction)	H	H	H	L	M	M	L	L

**Project Evaluation Scoring Methodology by Project Type**

A set of rules were applied by project type for each performance metric to determine if that project type has a greater or lesser benefit as it relates to the performance measures. For example, some types of transportation improvements may significantly improve safety but not necessarily reduce congestion, while others may reduce vehicle miles travelled but not significantly affect system reliability.

The qualitative ratings of Low, Medium, or High were assigned based on a classification of project types against the performance measures listed above. The ratings represent a starting point for further evaluation at an individual project level, which can be further refined in the environmental process or other more detailed project-focused modeling or analytical exercises.

It is critical to understand that individual projects may have greater or lesser benefit than represented by their generic classification depending on a number of factors, for example: 1) the scope and scale of the specific project; 2) the context within which the project is being proposed (e.g. a more congested or less congested setting); and 3) the cost or funding status of the project (e.g. a smaller scale lower scoring project could have high cost-effectiveness where the cost is also low).

These caveats are important because it is not feasible to conduct a quantitative project-level evaluation for each project within the framework of the I-80 Comprehensive Multimodal Corridor Plan. When a project goes through environmental review or is submitted for State or federal funding consideration, the projects will undergo a more rigorous analysis of the quantitative benefits associated with that project in the specific context within which it will be implemented. This includes an assessment of