

State Route 12 Corridor Study
Draft List of Capacity and Operational Enhancing Projects
Project Sequencing

Period	Project	Description and Features	Capacity Enhancing Features and Measure of Improvements	Other Features	Environmental Assessment (Impacts and Benefits)	Order of Magnitude Costs (Planning Level) 2005 Dollars
Near Term (2005 – 2010)	1. Implement Motorist Information and Incident Management System	<ul style="list-style-type: none"> • Install Changeable Message Signs on I-5 & SR 99 for incident notification and on SR 12 for travel time notification; • Install Monitoring Stations and Weather Stations for monitoring; Install Closed Circuit TV for incident verification; • Install Highway Advisory Radio for motorist information; and • Integrate Caltrans District 10 TMC and Bridge Operation with Lodi and Rio Vista Emergency Services to improve response times. 	<ul style="list-style-type: none"> • Reduction in demand due to travel time shift • Potential bypass and diversion as a result of early notification • Assumes up to 28% of vehicles passing sign could save time, shift route, leave later (Based on 10% sign activation) 	<ul style="list-style-type: none"> • Safety enhancement • Motorist information system 	<ul style="list-style-type: none"> • Limited physical impacts. No impacts to wetlands. • Reduction in emissions as a result of increased traffic flow. 	\$8.0 million
	2. Construct Park and Ride Facilities	<ul style="list-style-type: none"> • Construct park & ride facilities near Rio Vista Bridge and Expand existing facility near I-5 	<ul style="list-style-type: none"> • Reduces demand in the corridor • Reduces Single Occupant Vehicle (SOV) travel by less than 1% 		<ul style="list-style-type: none"> • Limited physical impacts. Area of potential construction is already developed. No impacts to wetlands are expected. • Reduction in emissions as a result of increased traffic flow. 	\$2.0 Million
	3. Expand Transit Service Operation	<ul style="list-style-type: none"> • Expand weekday service between Lodi and Rio Vista. (There is a current service between Lodi and Isleton [four trips per day]). 	<ul style="list-style-type: none"> • Reduces demand in the corridor • Reduces Single Occupant Vehicle (SOV) travel by less than 1% 		<ul style="list-style-type: none"> • No physical impacts. • Reduction in emissions as a result of increased traffic flow. 	0.5 Million
	4. Widen SR 12 between east of N Flag Road and Thornton Road	<ul style="list-style-type: none"> • Widen roadway to 4 lanes from Thornton Road and the east of N. Flag Road. Signalize if warranted. 	<ul style="list-style-type: none"> • Capacity enhancement • Reduces segment only LOS from “D” to “C” 	<ul style="list-style-type: none"> • Safety enhancement considering trucks 	<ul style="list-style-type: none"> • Potential impacts to wetlands. Potential impacts to endangered species. • Reduction in emissions as a result of increased traffic flow. 	\$2.9 Million
	5. Widen SR 12 at Guard Road	<ul style="list-style-type: none"> • Add acceleration and deceleration lanes on both sides of SR 12 	<ul style="list-style-type: none"> • Reduces friction and traffic slow downs • Improves intersection LOS by one grade 	<ul style="list-style-type: none"> • Reduces rear-end accidents 	<ul style="list-style-type: none"> • Potential impacts to wetlands. Potential impacts to endangered species. • Reduction in emissions as a result of increased traffic flow. 	\$2.2 Million
	6. Add Left Turn Lane at N Peatland Road and SR 12	<ul style="list-style-type: none"> • Add left turn lane on SR 12 	<ul style="list-style-type: none"> • Reduces friction and traffic slow downs • Improves left turn LOS by one grade 	<ul style="list-style-type: none"> • Reduces rear-end accidents 	<ul style="list-style-type: none"> • Limited physical impacts. No impacts to wetlands. Area is developed in agriculture. • Reduction in emissions as a result of increased traffic flow. 	\$0.4 Million

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Near Term (2005 – 2010)	7. Add Left Turn Lane at Correia Road and SR 12	<ul style="list-style-type: none"> Add left turn lane on SR 12 	<ul style="list-style-type: none"> Reduces friction and traffic slow downs Improves left turn LOS by one grade 	<ul style="list-style-type: none"> Reduces rear-end accidents 	<ul style="list-style-type: none"> Limited physical impacts. No impacts to wetlands. Reduction in emissions as a result of increased traffic flow. 	\$0.4 Million
	8. Widen SR 12 at Jackson Slough Road	<ul style="list-style-type: none"> Add acceleration and deceleration lanes on both sides. Signalize if warranted. (Pending new developments). 	<ul style="list-style-type: none"> Reduces friction and traffic slow downs Improves intersection LOS by one grade 	<ul style="list-style-type: none"> Reduces rear-end and head-on accidents 	<ul style="list-style-type: none"> Potential impacts to wetlands. Potential impacts to endangered species. Reduction in emissions as a result of increased traffic flow. 	\$2.6 Million
	9. Add Passing Lanes on SR 12 between Westgate and N Flag City Boulevard	<ul style="list-style-type: none"> Add 12 foot passing lanes for each direction. Each passing lane approximately one mile, staggered, with one to two mile spacing between each passing lane. No median barriers. 	<ul style="list-style-type: none"> Reduces friction and traffic slow downs Reduces segment LOS from “D” to “C” 	<ul style="list-style-type: none"> Reduces rear-end and head-on type of accident 	<ul style="list-style-type: none"> Potential impacts to wetlands. Potential impacts to endangered species. Reduction in emissions as a result of increased traffic flow. 	\$5.3 Million
	10. Add Passing Lanes on SR 12 between I-5 and Potato Slough Bridge	<ul style="list-style-type: none"> Add 12 foot passing lanes for each direction. Each passing lane approximately one mile, staggered, with one to two mile spacing between each passing lane. No median barriers. 	<ul style="list-style-type: none"> Reduces friction and traffic slow downs Reduces segment LOS from “E” to “D” 	<ul style="list-style-type: none"> Reduces rear-end and head-on accidents 	<ul style="list-style-type: none"> Potential impacts to wetlands. Potential impacts to endangered species. Also, an area of unstable soils. Reduction in emissions as a result of increased traffic flow. 	\$24.4 Million
	11. Widen SR 12 to 6 lanes between Lower Sacramento Road and S Cherokee Street	<ul style="list-style-type: none"> Widen from 4 to 6 lanes. (Approx. 6 feet on each side. Keep existing bike lanes) Modify signals as necessary. Widen at UPRR Crossing. 	<ul style="list-style-type: none"> Capacity enhancement Reduces segment LOS from “E-F” to “B-C” 	<ul style="list-style-type: none"> Safety enhancement 	<ul style="list-style-type: none"> Reduction in emissions as a result of increased traffic flow. 	\$12.6 Million
	12. Widen SR 12 at SR 99 between S Cherokee Road to Beckman Road	<ul style="list-style-type: none"> Widen roadway and bridge overpass. Modify interchange and signals. 	<ul style="list-style-type: none"> Capacity enhancement Reduces segment LOS from “D” to “B” 		<ul style="list-style-type: none"> Limited physical impacts. Area of potential construction is already developed. No impacts to wetlands are expected. Reduction in emissions as a result of increased traffic flow. 	\$30.0 Million (Source: City of Lodi)

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Mid Term (2010 – 2015)	13. Realign Tower Park Way and Glasscock Road. Widen SR 12 to 4 lanes at the intersection.	<ul style="list-style-type: none"> • Realign roadway and widen intersection to 4 lanes on SR 12. Signalize if warranted. • Alternate Configuration: Construct button-hook ramps. 	<ul style="list-style-type: none"> • Reduces friction and traffic slow downs • Improves intersection LOS by one grade 	<ul style="list-style-type: none"> • Reduces rear-end and head-on collisions 	<ul style="list-style-type: none"> • Potential impacts to wetlands, endangered species, and cultural resources. Also, an area of unstable soils. • Reduction in emissions as a result of increased traffic flow. 	\$11.2 Million
	14. Widen SR 12 at Terminous Road	<ul style="list-style-type: none"> • Add left turn lane on SR 12 • Alternate Configuration: Combine Branan Road and Terminous Road into one intersection and signalize if warranted. 	<ul style="list-style-type: none"> • Reduces friction and traffic slow downs • Improves left turn LOS by one grade 	<ul style="list-style-type: none"> • Reduces rear-end and head-on collisions 	<ul style="list-style-type: none"> • Potential impacts to wetlands, endangered species, and cultural resources. Also, an area of unstable soils. • Reduction in emissions as a result of increased traffic flow. 	\$0.4 Million
	15. Add Passing Lanes on SR 12 between and Potato Slough Bridge and Mokelumne River Bridge	<ul style="list-style-type: none"> • Add 12 foot passing lanes for each direction. Each passing lane approximately one mile, staggered, with one to two mile spacing between each passing lane. No median barriers. • Add overlay on existing roadway to correct settlement. 	<ul style="list-style-type: none"> • Reduces friction and traffic slow downs • Reduces segment only LOS from “E-F” to “D” 	<ul style="list-style-type: none"> • Reduces rear-end and head-on accidents 	<ul style="list-style-type: none"> • Potential impacts to wetlands. Potential impacts to endangered species. Also, an area of unstable soils. • Reduction in emissions as a result of increased traffic flow. 	\$24.3 Million
	16. Add Passing Lanes on SR 12 between Mokelumne River Bridge and SR 160	<ul style="list-style-type: none"> • Add 12 foot passing lanes for each direction. Each passing lane approximately one mile, staggered, with one to two mile spacing between each passing lane. No median barriers. • Add overlay on existing roadway to correct settlement 	<ul style="list-style-type: none"> • Reduces friction and traffic slow downs • Reduces segment only LOS from “E-F” to “D” 	<ul style="list-style-type: none"> • Reduces rear-end and head-on collisions 	<ul style="list-style-type: none"> • Potential impacts to wetlands, endangered species, and cultural resources. Also, an area of unstable soils. • Reduction in emissions as a result of increased traffic flow. 	\$30.0 Million
	17. Widen SR 160 at SR 12	<ul style="list-style-type: none"> • Widen SR 160 to 4 lanes and add right turn lanes at the intersection. (Pending new developments). 	<ul style="list-style-type: none"> • Capacity enhancement • Improves intersection LOS by one grade 	<ul style="list-style-type: none"> • Safety enhancement 	<ul style="list-style-type: none"> • Potential impacts to wetlands. Potential impacts to endangered species. Potential impacts to cultural resources. • Reduction in emissions as a result of increased traffic flow. 	\$0.6 Million
	18. Widen SR 12 to 4 lanes between Lower Sacramento to N Flag City Boulevard	<ul style="list-style-type: none"> • Widen to 4 lanes 	<ul style="list-style-type: none"> • Capacity enhancement • Reduces segment only LOS from “E-F” to “D” 	<ul style="list-style-type: none"> • Safety enhancement 	<ul style="list-style-type: none"> • Potential impacts to wetlands. Potential impacts to endangered species. Potential impacts to cultural resources. • Reduction in emissions as a result of increased traffic flow. 	\$7.2 Million

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Far Term (2015-2030)	19. Widen, replace, or realign Rio Vista Bridge	<ul style="list-style-type: none"> Widen to 4 lanes or replace bridge based on feasibility studies 	<ul style="list-style-type: none"> Capacity enhancement Reduces segment only LOS from “F” to “D” 	<ul style="list-style-type: none"> Safety enhancement Maintenance reduction 	<ul style="list-style-type: none"> Potential impacts to wetlands. Potential impacts to endangered species. Potential impacts to cultural resources, and the bridge itself. Potential impacts to visual resources. Reduction in emissions as a result of increased traffic flow. 	\$292 Million Source: Caltrans Oct 1994 Study
	20. Widen or replace Mokelumne River Bridge	<ul style="list-style-type: none"> Widen to 4 lanes or replace bridge based on further feasibility studies 	<ul style="list-style-type: none"> Capacity enhancement Reduces segment only LOS from “F” to “C-D” 	<ul style="list-style-type: none"> Safety enhancement Maintenance reduction 	<ul style="list-style-type: none"> Potential impacts to wetlands. Potential impacts to endangered species. Potential impacts to cultural resources, and the bridge itself. Potential impacts to visual resources. Reduction in emissions as a result of increased traffic flow. 	\$33.2 Million
	21. Widen Potato Slough Bridge	<ul style="list-style-type: none"> Widen to 4 lanes or replace bridge based on further feasibility studies 	<ul style="list-style-type: none"> Capacity enhancement Reduces segment only LOS from “F” to “C-E” 	<ul style="list-style-type: none"> Safety enhancement 	<ul style="list-style-type: none"> Potential impacts to wetlands. Potential impacts to endangered species. Potential impacts to cultural resources, and the bridge itself. Potential impacts to visual resources. Reduction in emissions as a result of increased traffic flow. 	\$25.2 Million
	22. Widen SR 12 to 4 lanes between Rio Vista Bridge and I-5	<ul style="list-style-type: none"> Widen to 4 lanes with 4’ concrete barrier. Alternate Configuration: Construct a viaduct between Rio Vista Bridge and Potato Slough Bridge. Existing bridges can remain to serve the local traffic or removed. (Bridge removal costs not included). Widen to four lanes between I-5 and Potato Slough Bridge. 	<ul style="list-style-type: none"> Capacity enhancement Reduces segment only LOS from “F” to “C-D” Viaduct – Reduces segment LOS from “F” to “B-C” 	<ul style="list-style-type: none"> Safety enhancement 	<ul style="list-style-type: none"> Potential impacts to wetlands. Potential impacts to endangered species. Also, an area of unstable soils. Reduction in emissions as a result of increased traffic flow. 	\$72.2 Million Alternate: \$600 Million (Rio Vista Bridge excluded)