Interstate 80

CORRIDOR SYSTEM MANAGEMENT PLAN

Working Paper 1

Corridor Definition

csmp

CALTRANS DISTRICT 3

corridor system management plan

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CALTRANS DISTRICT 3

interstate 80 corridor system management plan

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May 2008

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Rollins

introduction

1.1 OVERVIEW

Corridor System Management Plans (CSMPs) provide for the integrated management of travel modes and roadways so as to facilitate the efficient and effective mobility of people and goods within our most congested transportation corridors. Each CSMP presents an analysis of existing traffic conditions and proposes traffic management strategies and capital improvements to maintain and enhance mobility within each corridor. The corridor management planning strategy is based on the integration of system planning and system management. Each CSMP will address State Highways, local parallel roadways, regional transit services, and other regional modes pertinent to corridor mobility.

Each CSMP is developed in concert with, and in consideration of, State, local and regional goals, including, but not limited to, local and regional mobility, transportation system connectivity, regional blueprint planning, context sensitive transportation solutions, and encouraging the use of transit and bicycling transportation modes to the single occupant vehicle. The CSMPs function in an extremely dynamic environment within which growth is inevitable. However, the CSMPs provide the mechanism through which the State and its local partners can accommodate this growth and still realize their unique and shared goals and objectives.

CSMPs are being developed throughout the State for corridors within which funding is being used from the Corridor Mobility Improvement Account (CMIA) and Highway 99 Bond Programs. These programs were created by the passage of *Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Acts of 2006*, approved by the voters as Proposition 1B on November 7, 2006. The intent is to eventually develop CSMPs for all congested urban corridors. Figure 1.1 depicts the location of the corridors for the CSMPs currently under development in District 3.

Corridor System Management Plans (CSMPs) are based on the concept of integrating planning and system management to improve mobility in our most congested urban corridors.

The precise limits of each CSMP will be determined through a collaborative cooperative process involving the major transportation planning organizations and service providers functioning within the corridor.

The Interstate 80 CSMP (I-80 CSMP) addresses the portion of I-80 from State Route 113 (SR 113) and to Sierra College Boulevard and SR 51 from U.S. 50/SR99 to I-80. The *"Fixing the Bottleneck"* project located within the I-80 corridor is part of the CMIA funding program.

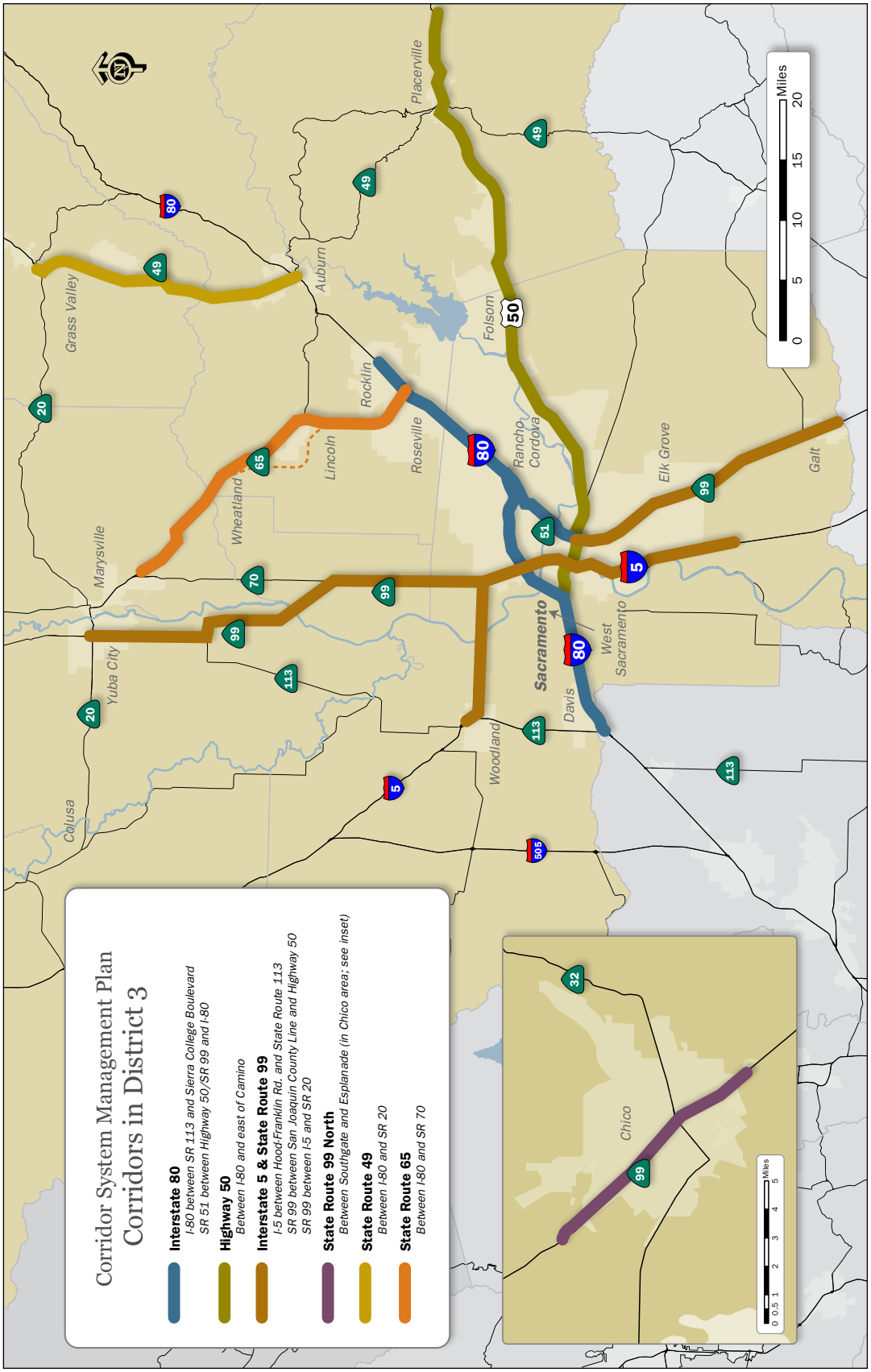


Figure 1.1 CSMP Corridors in District 3

Development of each CSMP involves a six-step process:

- Defining the corridor system management plan transportation network including, but not limited to, State Highways, major local streets and roads, intercity rail service, regional rail service, regional transit service, and regional bicycle facilities.
- Summarizing existing travel conditions along the corridor.
- Evaluating existing system management practices along the corridor.
- Identifying transportation challenges along the corridor.
- Preparing a corridor development management strategy, including proposed detection and monitoring strategies, needed capital improvement projects, and defining the roles and responsibilities of each jurisdiction in the corridor development and management process.
- Completing the final CSMP and use of the CSMP as part of the regional transportation planning process.

In order to expedite the development of this process, four Working Papers will be developed culminating in the draft and final I-80 CSMP. Each Working Paper will correspond with each of the first four CSMP development steps and will be circulated for the review and comment of major stakeholders. Once comments are received back for each Working Paper, the Working Papers will be revised and, eventually, combined into a complete draft I-80 CSMP, which will then be circulated for review and comments. The final I-80 CSMP will be prepared thereafter for incorporation into the regional planning process with the Placer County Transportation Planning Agency (PCTPA) and the Sacramento Area Council of Governments (SACOG).

Caltrans has summarized the delivery schedule for all of the CSMPs under development statewide using common milestones. The following is an outline of the Working Papers and what issues will be addressed in each, including an indication of which of the common milestones is being met:

Working Paper 1 provides an overview of the corridor system management planning process and a definition of the CSMP transportation network, including a rationale for the selection of the specific corridor limits and modes to be included in the corridor planning process, as well as a summary of improvement projects in the corridor, which are already programmed, planned, or conceptual.

Typical afternoon commute on I-80 near I-5.

Milestone: *CSMP Corridor Defined; Corridor Team Assembled*

Working Paper 2 will define current services being provided by the CSMP transportation network defined in Working Paper 1, propose performance measures for the corridor, and provide baseline data regarding the current CSMP transportation network for the proposed performance measures.

Milestone: *Preliminary Performance Assessment*

Working Paper 3 will describe existing corridor management activities, including all facilities and services currently in use to maximize mobility within and through the corridor. These activities include traffic operations systems elements, facilities such as high occupancy vehicle lanes, traveler information services, and transportation demand management programs.

Milestone: *Detection in Place*

Working Paper 4 will provide an assessment of current corridor performance by identifying the major problems

Carpool/bus lanes can help relieve traffic congestion.

inhibiting efficient corridor operations for each element (mode) of the CSMP transportation network.

Milestone: *Comprehensive Performance Assessment; Causality of Performance Degradation Identified*

Draft and Final CSMPs will be prepared following completion of Working Paper 4. The draft and final CSMP will include highlights of Working Papers 1 through 4, and present the proposed corridor management strategy. This strategy will include the identification of proposed multimodal corridor transportation improvements, the roles and responsibilities for key stakeholders relative to daily corridor system management both today and in the future, and the process for continuous corridor system management planning.

Milestone: *Plan Completed and Adopted*

1.2 BACKGROUND

1.2.1 Need and Purpose of Corridor System Management Plan

The **need** for preparing CSMPs is based on the necessity to efficiently and effectively use all transportation modes and facilities in congested corridors so as to maximize mobility and reduce delay costs.

The immediate **purpose** of preparing CSMPs is to satisfy the requirements to qualify for funding for highway improvements under the Corridor Mobility Improvement Account (CMIA) and Highway 99 Bond programs. Both programs were established following the passage of the transportation bond propositions in the November 2006 election. The California Transportation Commission (CTC) has since adopted guidelines and adopted a program of projects for funding.

On March 15, 2007, the CTC adopted *Resolution CMIA-P-0607-02.* In Sections 2.12 and 2.13 of this resolution, the CTC resolved that *"…the Commission expects Caltrans and regional agencies to preserve the mobility gains of urban corridor capacity improvements over time that will be described in CSMPs, which may include the installation of traffic detection equipment, the use of ramp metering, operational improvements, and other traffic management elements as appropriate…"* and *"…the nominating agencies shall report the status of development and implementation of the corridor system management plans, including the installation of detection equipment and other supporting elements, to the project delivery council on a semi-annual basis…"*.

CSMPs respond to the need to efficiently and effectively employ all transportation modes and facilities in a congested corridor; CSMPs are also required to qualify for some highway improvement bond programs.

1.2.2 Corridor System Management Planning Strategy

The corridor system management strategy exhibited in each CSMP is based on the integration of system planning and system management.

System Planning is Caltrans' long-range transportation planning process that evaluates the current and future operating conditions and deficiencies on the State transportation system. Improvements are recommended to maintain mobility by minimizing or alleviating the identified deficiencies. The process considers the entire transportation system on and off the State Highway

System (SHS), including the highways and local arterials, inter- and intra-city transit services, railroads, airports, seaports, non-motorized modes of transportation such as bicycling and walking, goods movement, Intelligent Transportation Systems (ITS), and local land use and environmental issues.

System Management is the process of maximizing the efficiency and effectiveness of the existing transportation infrastructure through use of proven methods and technologies, which generally involve low-capital or no-cost activities. A few examples include ramp metering, traffic information collection and dissemination, incident management, high occupancy vehicle lanes, use of local arterial roadways that are parallel with the highway corridor, and demand management strategies, such as transit and rideshare marketing, flexible work hour schedules, and telecommuting.

The strategy of this CSMP requires a commitment by Caltrans and applicable regional and local agencies to develop and implement the CSMP. This partnership is described further in Working Paper 5.

1.2.3 Consistency with the Governor's Strategic Growth Plan

The Governor's *Strategic Growth Plan* reflects the Governor's commitment to minimizing congestion increases. The key steps are shown in Figure 1.2 and further described below.

System Monitoring and Evaluation is the foundation of this CSMP strategy. In order to reduce congestion and implement traffic management strategies, we must have precise knowledge of when and where congestion occurs. In order to identify when and where congestion occurs, improved detection is needed, the existing detection system needs to be maintained, and gaps in the detection network need to be filled.

Maintenance and Preservation strategies are designed to protect the enormous public investment in the existing transportation system and to ensure a full return on

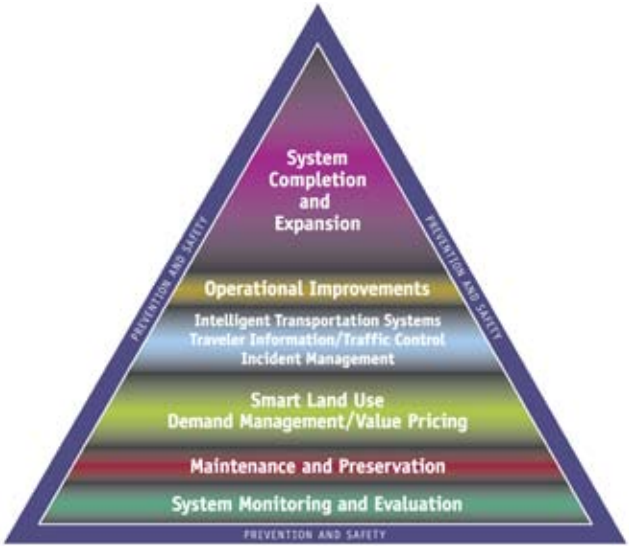


Figure 1.2, Strategic Growth Plan Strategy

system investments as well as reduce future maintenance and replacement costs.

Smart Land Use, Demand Management, and Value Pricing strategies reduce travel demand, reduce delay, and increase transportation through sustainable, integrated land use decisions and innovative concepts to change traveler behavior. Smart land use and demand management has to do with reducing congestion by developing land uses that support shorter trips, increase the use of transit and bicycling modes, and improved pedestrian access. Value pricing incorporates managing trips and collecting revenue. Tolls in high occupancy toll (HOT) lanes can be established with a variable rate based on the level of congestion that exists at a particular time. Additionally, value pricing can be implemented on an existing facility as a demand management strategy to avoid the need to add capacity.

Intelligent Transportation Systems (ITS), Traveler Information, Traffic Control, and Incident Management reduces delay through innovative use of traffic control, traveler information, and improved incident management. Real time traveler information allows travelers to make more effective decisions regarding trip timing, route choices, and mode selection. Traffic control reduces congestion through the use of technologies such

as system ramp metering, collision warning systems, and advanced traffic management systems. Incidents are the primary cause of unexpected and variable delay. Improved incident management reduces congestion and traveler delay.

Operational Improvements such as the use of auxiliary lanes, ramp improvements, improved signs and lights, and other system refinements reduce delay, preserve and enhance existing services, and improve safety.

System Completion and Expansion provides the connectivity originally envisioned for the SHS and expands the overall capacity of the transportation system to accommodate growing demands.

1.3 RELATIONSHIP TO OTHER PLANS

There are a number of system planning and system management documents that have been used as the foundation for the preparation of this CSMP. The system planning documents prepared by Caltrans include the *2005 California Transportation Plan (CTP), the 1998 Interregional Transportation Strategic Plan (ITSP),* the *2007-08 Caltrans California State Rail Plan,* and several Caltrans District 3 plans that include the draft *2008 District System Management Plan (DSMP),* the draft *2008 Transportation System Development Plan (TSDP),* the *2001 Interstate 80 Transportation Concept Report (TCR),* and the draft *2008 Interstate 80 Transportation Concept Report,* as well as the *Caltrans District 4 draft 2002 Transportation Corridor Concept Report With Traffic Operations Strategies* and the *2002 I-80/I-680/I-780 Major Investment Study/Corridor Study.*

System and regional planning documents prepared by other agencies include the *2008 Metropolitan Transportation Plan (MTP)* and background information including the projects list for the *2035 (2008) MTP* prepared by the Sacramento Area Council of Governments (SACOG), the *2050 Blueprint Plan* prepared by SACOG, the *2006 Regional Goods Movement Study, Phase 1* prepared by SACOG, the *2005 (2027) Regional Transportation Plan (RTP)* prepared by the Placer County Transportation Planning Agency (PCTPA), the *2000 Interstate 80 Corridor Investment Strategy Report (CISP),* which was prepared jointly by SACOG and PCTPA, the *2007 South Placer Master Transit Plan,* the *2005 Bus Rapid Transit Master Plan* and *2006 Implementation Plan for South Placer County,* the draft *2006/2007 Sacramento Regional Transit District Short Range Master Transit Plan*, the *2006 Yolo County Short Range Transit Plan,* the *SACOG 2004 Regional Bicycle, Pedestrian and Trails Master Plan* with amendments through May 2007, the *2003 California Cross State Bicycle Route Study* prepared by the El Dorado County Transportation Commission and participating contributors, the *Yolo County 2006 Master Bicycle Transportation Plan*, the *City of Davis 2007 Initial Draft of the Comprehensive Bicycle Plan and 2001 Comprehensive Bicycle Plan*, the *1991 West Sacramento Bicycle and Pedestrian Path, Master Plan,* the *Sacramento City and County 2010 Bikeway Master Plan* with amendments, the *2002 update of the Citrus Heights General Plan Circulation Element*, the *2002 Placer County Regional Bikeway Plan,* and the *2007 Roseville Bicycle Master Plan*.

Numerous other plans, prepared by Caltrans, regional agencies, and local agencies, serve as the foundation for preparing this CSMP.

In addition to the above-described planning documents, there are also a number of system management documents that have been utilized in the development of this CSMP. These documents include the *2008 Strategic Growth Plan*, the *TOS Element Plan*, the *2004 Transportation Management System Master Plan (TMSMP)*, the *Traffic Management System (TMS) Plan*, *2006 Ramp Meter Development Plan*, the *2006 State Highway Congestion Monitoring Report (HICOMP)*, the *2006 Traffic Monitoring Station (TMS) Summary Report*, and the *2004 California Statewide ITS Architecture.*

1.4 STAKEHOLDER PARTICIPATION

The development and successful implementation of CSMPs are dependant upon the close participation and

cooperation of all major stakeholders.

In the case of the I-80 CSMP, both internal and external stakeholders were identified and invited to participate in the development of this CSMP from the beginning of the CSMP development process. A project development team of key stakeholders has been formed and is meeting periodically to review and comment on the CSMP working papers, and to provide direct technical assistance, as needed. The internal and external stakeholders are further identified as follows:

Successful implementation of a CSMP relies on the active participation and cooperation of all major stakeholders in a corridor.

Internal stakeholders include Caltrans Headquarters staff from Traffic Operations, Transportation Planning, and Mass Transportation as well as Caltrans Districts 4 and 10 staff from Transportation Planning, and Caltrans District 3 staff from Traffic Operations, Program/Project Management, Maintenance, and Transportation Planning.

External stakeholders include Public Works or Planning Departments' Transportation Planning staff from the Counties of Placer, Sacramento, Yolo, and Solano as well as from the Cities of Rocklin, Roseville, Citrus Heights, Sacramento, West Sacramento, and Davis. In addition, external stakeholders include staff from the Placer County Transportation Planning Agency, Sacramento Area Council of Governments, Sacramento Transportation Authority, Solano Transportation Authority, South Natomas Traffic Management Association (TMA), North Natomas TMA, Yolo TMA, McClellan Park TMA, Placer County Transit District, Roseville Transit, Sacramento Regional Transit District, Yolo County Transportation District, Fairfield/Suisun Transit System, California Highway Patrol, Sacramento International Airport, Port of Sacramento, Amtrak, Capital Corridor JPA, Sacramento Area Bicycle Advocates, and Sacramento Metropolitan Chamber of Commerce.

The Project Development Team discusses transportation mode options.

1.5 CSMP VALUE TO STAKEHOLDERS

The CSMP process provides an opportunity for each stakeholder to make more efficient use of its own transportation system for which it has legal and financial responsibility, while also working with its neighbors and regional transportation partners to create a synergy resulting in the more efficient and effective use of regional resources. This will provide for a clearer link and understanding between the operational structure, system deficiencies and needed improvements for each mode within the corridor. Furthermore, this more detailed understanding of the connections between regional trips and local roadways will allow for better control and prevention of trip diversions onto neighborhood streets. Also, most pending intelligent transportation system (ITS) alternatives (for example, seamless traffic signal synchronization, traveler information, etc.) traverse jurisdictional boundaries and require jurisdictional input and participation to be successful. Ideally, the corridor-approach to system management will allow the entire system to operate more efficiently and will help reduce congestion.

From a financial perspective, the concept of corridor system planning is a priority for the California Transportation Commission (CTC). It remains to be seen what role the CTC creates for CSMPs beyond the C.M.I.A. funding. Nevertheless, participation with the "first generation" CSMPS may position local agencies and transportation advocates to more completely access future funding for transportation projects.

corridor definition and description

A CRITICAL STEP IN THE CSMP PROCESS is the definition of the corridor transportation network, which will be the focus of CSMP corridor improvement and management activities. This Chapter describes the individual modes and roadway components of this network and presents the rationale for their selection and inclusion.

The following is applicable to all transportation modes included as part of this CSMP:

- All State Highways in the corridor are proposed for inclusion in the CSMP transportation network based on the critical role of the State Highway System in providing interregional mobility for the majority of traffic between major activity centers.
- Freeway congestion causes some drivers to select alternatives, which often include parallel roadways. In some instances, the neighborhood context or function of the roadway is not compatible with its use as a parallel facility. The integration of select parallel roadways as part of the CSMP transportation network will allow for the better management of the entire system, including stronger control over the use of parallel roadways by drivers in concert with local needs.
- Encouraging the use of alternatives to the single occupant vehicle (SOV), including ridesharing and transit, is a critical component of the CSMP. Where and when feasible as an alternative, corridor management activities will give priority to, and take action to encourage, operational strategies and capital projects that facilitate the use of SOV alternatives.
- Bicycle facilities contribute to the connectivity of the various transportation modes within the CSMP corridor. Caltrans plans to work extensively with local agencies and bicycle advocates to determine the correct bike routes to include in the CSMP.

2.1 INTERSTATE 80 CORRIDOR LIMITS AND RATIONALE

I-80 is a primary transcontinental highway providing for passenger and goods movement between the Pacific Rim in the San Francisco Bay area, through District 3, and across the United States to the I-80/I-95 junction in the eastern United States. It has additional statewide importance as the principal east-west route in all of North and Central California, and as the only freeway crossing of the Sierra Nevada range. I-80 has also been identified and designated in the State of California Department of Transportation's (Department) Interregional Transportation Plan as a *"High Emphasis"* route and a *"Gateway"* that provides all-weather access across the Sierra-Nevada Mountains. It is a major interstate for goods movement and transport into the Sacramento and Bay areas, and for connectivity to other vital Gateways across state borders. Within Caltrans District 3, I-80 is a four- to fourteen-lane freeway extending 132 miles from the Solano/Yolo County Line in the

I-80 is a primary transcontinental route and the only freeway that crosses the Sierra Nevada range. It carries high volumes of commute, interregional, recreational, and truck traffic.

City of Davis to the California/Nevada State Line, passing through Yolo, Sacramento, Placer, Nevada, and Sierra Counties. This interstate accommodates high commute, interregional, and recreational traffic volumes, as well as high levels of truck freight traffic within the greater Sacramento Region, and in and out of Northern California and the Pacific Rim.

SR 51 is predominantly a raised 8-lane freeway structure from the SR 51/US 50/SR 99 Interchange to the "E" Street under crossing. It then transitions to a 6-lane freeway to the SR 51/I-80 Interchange just east of Watt Avenue. Bus/carpool lanes exist for a portion of this route between SR 99 and N Street.

The lack of an adequate number of American River crossings in the Sacramento urban core contributes greatly toward high travel demand on SR 51. Currently, SR 51 is one of only five vehicle crossings of the American River in the City of Sacramento area.

SR 51 plays an integral role in the overall regional mobility in the Sacramento urban area and is normally a high priority candidate for capacity expansion. However, due to restricted right-of-way availability, the high number of bridges and crossings, and the high cost of construction, the implementation of capacity expansion projects is difficult.

The I-80 CSMP addresses the portion of I-80 that begins at the I-80/State Route 113 (SR 113) Interchange in Solano County and ends at the I-80/Sierra College Boulevard Interchange in Placer County, and SR 51 (also known as Business 80 and Capital City Freeway) that begins at the interchange with U.S. 50/SR 99 and ends at the junction with I-80. SR 51 is located in the City of Sacramento in Sacramento County. The overall length of the two highways addressed in this plan is 48.051 miles.

The portion of I-80 and SR 51 that are being addressed in this CSMP experience high levels of urban traffic congestion, particularly in the South Placer and Sacramento Counties portions. The termini points for this I-80 CSMP were selected after reviewing traffic and commute patterns, considering level of service calculations, and in consultation with major stakeholders, relative to the need and purpose of the CSMP.

Although the land use of the area along I-80 east of the Sierra College Boulevard interchange is slowly changing from rural to urban, the area is still predominantly rural east to the City of Auburn. Moreover, the current volume of traffic continuously declines east of Sierra College Boulevard and Horseshoe Bar Road to the City of Auburn. An amendment to the boundaries of this CSMP may be considered at such time as there is substantial change in the level of traffic congestion east of Sierra College Boulevard.

2.2 CRITERIA FOR INCLUDING SYSTEM ELEMENTS IN THE I-80 CSMP TRANSPORTATION NETWORK

A diverse mixture of transportation modes and roadways combine to provide mobility through the corridor, including several State Highways and interchange ramp termini, major arterial roads, transit services, and bicycle routes and facilities. I-80 is the main State Highway within this CSMP corridor proposed for inclusion in the CSMP transportation network. I-80 and SR 51 serve critical roles as components of the State Highway System in providing interregional mobility for the majority of traffic between major activity centers. Additionally, there are other State Highways within the I-80 CSMP Transportation Network that are located roughly parallel to the corridor or serve as an official alternative route in case of a natural disaster or national security emergency. These parallel highways include SR 160 from the American River Bridge to SR 51 in the City of Sacramento, I-5 from I-80 in the City of Sacramento to SR 113 in the City of Woodland, and SR 113 from I-5 to I-80 in next to the City of Davis. Along with State Highways, additional modes and roadways are proposed for inclusion into the CSMP transportation network and must satisfy the following criteria:

- Provide for mobility within or through the boundaries of the I-80 CSMP corridor,
- Major roadways, which:
  - *Provide capacity for corridor travel and are located roughly parallel to the State Highway in urban areas,*
  - *Provide a realistic alternative for vehicle trips, which would predominantly use the State Highway were the roadway not available,*
  - *Connect major parallel arterials included as part of the CSMP network with the State Highway,*
  - *Primarily provide mobility between major activity centers, and*
  - *Have carrying capacity or throughput, or have potential to add capacity.*
- Transit and rail routes, which provide regularly scheduled service between major activity centers,
- Bicycle routes and facilities, which provide for biking opportunities roughly parallel to the State Highway and key crossings of freeways, and
- The transportation mode or roadway could potentially be integrated into the coordinated corridor management system.

The proposed boundaries and transportation modes network for the I-80 CSMP are delineated in Figure 2.1 and summarized in Table 2.1.

2.3 I-80 CSMP TRANSPORTATION NETWORK: STATE HIGHWAY SYSTEM

The I-80 CSMP addresses the portion of I-80 that begins at the I-80/State Route 113 (SR 113) Interchange in Solano County and ends at the I-80/Sierra College Boulevard Interchange in Placer County, and SR 51 (also known as Business 80 and Capital City Freeway) that begins at the interchange with U.S. 50/SR 99 and ends at the junction with I-80 just east of Watt Avenue. SR 51 is located in the City of Sacramento within Sacramento County. This CSMP also recognizes parallel State Highways. SR 160 from the American River Bridge to SR 51 in the City of Sacramento, portions of Interstate 5 (I-5) from the interchange with I-80 in the City of Sacramento

Congestion on I-80 in Roseville has created a bottleneck.

to the interchange with SR 113 in the City of Woodland, and SR 113 from the interchange with I-5 to the interchange with I-80 southwest of the City of Davis are identified in this CSMP under State Highways. The two highway segments of I-5 and SR 113 are designated as the official alternative route to I-80 in case of a natural disaster or emergency. A separate CSMP, which provides a detailed discussion and analysis of the I-5 corridor, is being prepared.

This CSMP includes I-80, from State Route 113 to Sierra College Boulevard, as well as State Route 51 (also known as Business 80 and Capital City Freeway,) from U.S. 50/ State Route 99 to just east of Watt Avenue where it joins I-80.

2.3.1 Interstate 80 Corridor

The portion of the State Highway System to be included in this CSMP is I-80 from the interchange with State Route (SR) 113 in Solano County in the City of Davis at Solano post mile (PM) 42.67 to the interchange with Sierra College Boulevard at Placer PM 7.421. This corridor traverses 39.191 miles through the urbanized areas of Solano, Yolo, Sacramento, and Placer Counties as well as through the Cities of Davis, West Sacramento, Sacramento, Citrus Heights, Roseville, and Rocklin. The number of travel lanes and lane type included in this I-80 CSMP corridor are described as follows:

Roseville bottleneck

In Solano County, the portion of I-80 included in this CSMP begins at the interchange with SR 113, North at post mile (PM) 42.67 as an eight-lane freeway and extends to the Yolo/Solano County line at PM 44.72.

In Yolo County, I-80 begins at the Yolo/Solano County line at PM 0.00 as a six-lane freeway that traverses west to east past the Richards Boulevard interchange and the Pole Line Road over-crossing to the Mace Boulevard interchange and continues east pass the Webster/Chiles Boulevard under-crossing through the City of Davis, over three miles of causeway, into the City of West Sacramento to the Enterprise Boulevard under-crossing, then to the I-80/U.S. 50 junction, and past the Reed Avenue interchange to the Yolo/Sacramento County line at the Sacramento River.

In Sacramento County, I-80 begins at the Yolo/Sacramento County line at the Sacramento River and extends to the east as a six-lane freeway into the South and North Natomas areas of the City of Sacramento in Sacramento County along the West El Camino Avenue interchange and I-5 Junction, past the San Juan Avenue under-crossing, the Truxel Road interchange, the Northgate Boulevard interchange, the Norwood Avenue interchange, the Rio Linda Boulevard under-crossing, the Marysville/Raleys Boulevards interchange, and the Winters Street interchange. High Occupancy Vehicle (HOV) lanes, which are designated as carpool and transit lanes, begin on the freeway located at the Longview Drive interchange and extend 9.6 miles to the Riverside Avenue/Auburn Boulevard interchange. The freeway extends to the east as a ten-lane facility from the Longview Drive interchange through the SR 244 (Auburn Boulevard) Junction, and the Watt Avenue interchange. Thereafter, the facility changes to an eight-lane freeway through the Regional Transit Light-Rail Westbound (WB) ramp and the Regional Transit Light-Rail Eastbound (EB) ramp, and then changes to a fourteen-lane facility at the SR 51 Junction. This portion of I-80 changes to an eleven-lane freeway at the Madison Avenue interchange and continues east through the Elkhorn Boulevard/Greenback Lane interchange where it transforms to a ten-lane freeway, and continues east as an eight-lane facility through the Antelope Road interchange to the Sacramento/Placer County line. There is a Weight-In Motion site in the westbound lanes near the Antelope Road interchange. Auxiliary lanes are located east and west bound between SR 51 on ramps, Madison Avenue, and Greenback Lane/Elkhorn Boulevard, and extend further east in the west bound lanes to Riverside Avenue in Roseville.

In Placer County, I-80 begins at the Sacramento/Placer County line as a ten-lane freeway and extends into the City of Roseville in Placer County to the Riverside Boulevard interchange where it changes to six-lanes. It then proceeds through the Cirby Way over-crossing and east through the Douglas Boulevard interchange, where it changes to eight-lanes and extends east through the Rocky Ridge/Lead Hill Boulevard over-crossing, the Atlantic Street/Eureka Road interchange, the Roseville Parkway over-crossing, the Taylor Road interchange, and the SR 65 junction interchange. At the SR 65 junction, I-80 extends east as a six-lane freeway into the City of Rocklin in Placer County through the Rocklin Road interchange to the end of this CSMP corridor located at the Sierra College Boulevard interchange.

2.3.2 State Route 51 Corridor

SR 51 begins at the interchange with U.S. 50/SR 99 and ends at the junction with I-80. SR 51 is located

FIGURE 2.1. INTERSTATE 80 CSMP TRANSPORTATION NETWORK MAP

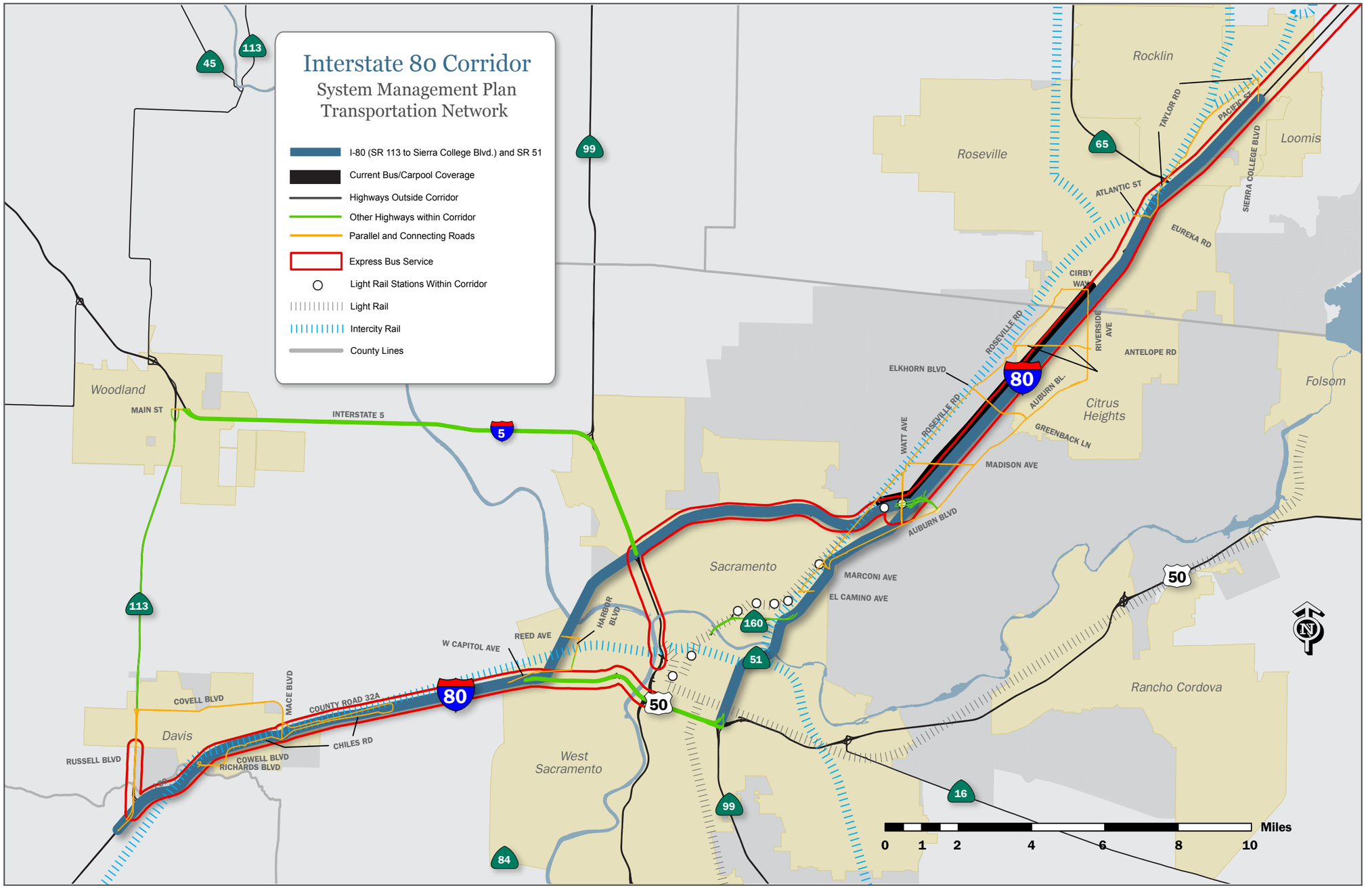


TABLE 2.1. INTERSTATE 80 CSMP TRANSPORTATION NETWORK

TCR Seg.	Location	I-80					Parallel and Connecting Roads			Mass Transit						Bike Routes[6]	
										Heavy and Light Rail			Bus				
	County	From	To	No. Lanes/ Facility Type[1]	HOV Lanes[2]	Auxi. Lanes[2]	Roadway	From	To	Operator/ Service[3]	From	To	Operator/ Service[3]	From	To	From	To
L	SOL	SR 113 North	Yolo/ Solano County line	8-10F	0	0	SR 113[5,6]	I-80	Russel Bl.	CC/ICR	City of San Jose	2nd & H St., Davis	FST/EB	Fairfield	Davis	Vaughn St.	Runge Rd.
																Runge Rd.	Tremont Rd.
																Tremont Rd.	Old Davis Rd.
																Old Davis Rd.	Arboretum
1	YOL	Yolo/Solano County line, City of Davis	Mace Bl. IC, City of Davis	6-8F	0	0	SR 113[5,6]	Covell B.	I-5	CC/ICR	City of San Jose	2nd & H St., Davis	FST/EB	Davis	Downtown Sacramento	Arboretum	Putah Cr. U. X-ing
																Putah Cr. U. X-ing	Olive Dr.
							I-5[4,6]	SR 113, Woodland	Del Paso Rd.		2nd & H St., Davis	401 I St., Sacramento	YCTD/LT	Woodland	Mace Bl., Davis	Olive Dr.	Old Hwy. 40
							Main St.[5]	SR 113, Woodland	I-5, Woodland							Old Hwy. 40	CR 32 A
							Russell Bl.	SR 113	B St.				"	Mace Bl., Davis	West Sacramento	CR 32 A	Yolo Causeway
							5th St.	B St.	L St.				"	West Sacramento	Downtown Sacramento	Russell Bl.	A St.
							L St.[5]	5th St.	2nd St.							A St.	3rd St.
							2nd St.	L St.	Mace Bl.				"	Downtown Sacramento	Sacramento Airport	3rd St.	L St.
							Mace Bl.[5]	Covell Bl.	Chiles Rd.							L St.	2nd St.
							Cowell Bl.	I-80/Richards Bl.	Chiles Rd.				"	Sacramento Airport	Woodland	2nd St.	Mace Bl.
							Chiles Rd.[4,6]	Cowell Bl.	I-80 Yolo Causeway							Mace Bl.	CR 32 A
																CR 32 A	Yolo Causeway
2	YOL	Mace Bl. IC, City of Davis	U.S 50 Junction, City of West Sacramento	6F	0	0	CR 32	Mace Bl.	CR 105				YCTD/EB	Mace Bl., Davis	Downtown Sacramento		
							CR 32A[5]	CR 105	I-80 Yolo Causeway				YCTD/EB	SR 113	Downtown Sacramento		
							Break in Parallel Roads between CR 32A, Chiles Rd., and Enterprise Bl./W. Capitol Av.										
							W. Capital Av.[4,5]	I-80/ Enterprise Bl./W. Capitol Av. U-Xing	Harbor Bl.								
3	YOL	U.S 50 Junction, City of West Sacramento	Yolo/ Sacramento County line, Sacramento River Bridge	6F	0	0	Harbor Bl.	W. Capitol Av.	Reed Av.				UCD/EB	UC, Davis	UC Davis Med. Ctr., Sacramento	I-80 Yolo Causeway	Enterprise Rd Exit/W.Capitol Av.
							Reed Av.[5]	Harbor Bl.	I-80							W. Capitol Av.	Tower Bridge
							U.S. 50[4]	I-80	SR 51								
							Break in Parallel Road Connectors between Reed Av. IC & W. El Camino Av. IC										
4	SAC	Yolo/Sacramento County line, Sacramento River Bridge	I-5 Junction	6F	PR	0	W. El Camino Av.[4,5]	I-80	Del Paso Rd.	Amtrak/ TR	401 I St., Sacramento	201 Pacific St., Roseville	Amtrak/20	401 I St., Sacramento	201 Pacific St., Roseville	Tower Bridge	Front St.
																Front St.	Neasham Ci.
										CC/ICR	401 I St., Sacramento	201 Pacific St., Roseville				Neasham Ci.	2nd St
																2nd St.	I St.
						PR										I St.	Sac. River Bike Trail

TABLE 2.1. INTERSTATE 80 CSMP TRANSPORTATION NETWORK

TCR Seg.	Location	I-80					Parallel and Connecting Roads			Mass Transit						Bike Routes[6]	
										Heavy and Light Rail			Bus				
	County	From	To	No. Lanes/ Facility Type[1]	HOV Lanes[2]	Auxi. Lanes[2]	Roadway	From	To	Operator/ Service[3]	From	To	Operator/ Service[3]	From	To	From	To
5	SAC	I-5 Junction	SR 51 Junction	6F	PR	0	I-5[4,6]	Del Paso Rd.	I-80	SRTD/LR/ numerous daily trips	Watt Av., LR Station	7th Str., Downtown Sacramento	SRTD/ LRF	Watt Av., LR Station	Antelope Rd.	Am. River Bike Tr.	Tribute Rd..
							SR 70/99[5]	I-5	Elkhorn Bl.				SRTD/ LRF	Watt Av., LR Station	Madison Av./ Hillside Av.	Railroad Bikeway	Sac. No. RR Bkwy
						PR	Elkhorn Bl.[4,5]	SR 70/99	Roseville Rd. Underpass				SRTD/ LRF	Watt Av., LR Station	Greenback Ln./ Auburn Bl.	Railroad Bikeway	20th St.
						0	Del Paso Rd./Main Av.	I-5	Norwood Av.							20th St.	E St.
							Norwood Av.[5]	Main Av.	I-80				SRTD/ LRF	Watt Av., LR Station	Madison/ Sunset Avs.	E. St.	Alhambra Bl.
							Bell Av.	Norwood Av.	Winters St.							Alhambra Bl.	T St.
							Winters St.	Bell Av.	I-80Winona Wy.							28th St.	T St.
							Roseville Rd.[4,6]	Auburn Bl. @ Marconi Av.	Cirby Wy.							T. St.	Alhambra Bl.
																Railroad Bikeway	Tribute Rd.
																Tribute Rd.	Railroad Bikeway
				10F	E-2		Auburn Bl.[4,6]	El Camino Av.	Riverside Av.							Fee Dr.	Tribute Rd.
							Arena Bl./N. Market Bl.[6]	I-5	Northgate Bl.							Blumenfeld Dr.	Fee Dr.
							Northgate Bl.[5]	Del Paso Rd./Main	I-80							Harvard Dr.	Blumenfeld Dr.
							Raley Bl.[5]	Marysville Bl.	Bell Av.							Sac. No. RR Bkwy	El Camino Av.
							Marysville Bl.[5]	Del Paso Bl.	Raley Bl.							El Camino Av.	Auburn Bl.
							Del Paso Bl.	SR-160/Northgate	Marconi Av.							Auburn Bl.	Haggin Oaks Trail
				8F			Watt Av.[5]	Auburn Bl.	Elkhorn Bl.							Haggin Oaks Trail	Fulton Av.
6	SAC	SR 51 Junction	Sacramento/ Placer County Line	14F	E-2	E-2	Madison Av.[5]	Roseville Rd.	Auburn Bl.							**or** Sac. No. Railroad Bikeway	Grand Av.
				11F			Elkhorn Bl./ Greenback[5,6]	Roseville Rd. Underpass	Auburn Bl.							Grand Av.	Roseville Rd.
																Winters St.	Longview Dr. LRT
							Antelope Rd.[5]	Roseville Rd.	Old Auburn Bl.							Longview Dr. LRT	Roseville Rd.
							Old Auburn Bl.[4]	Auburn Bl.	Sierra College Bl.							Roseville Rd.	Cirby Wy.
							Sunrise Bl.[4]	Old Auburn Bl.	Douglas Bl.							Cirby Wy.	Vernon St.
7	PLA	Sacramento/Placer County Line	SR 65 Junction, City of Roseville	10F	E-2	E-2	Riverside Av.[5]	Auburn Bl.	Vernon St.	CC/ICR	201 Pacific Street, Rsvl.	City of Auburn	PCT/EB	Colfax	Downtown Sacramento	Vernon St.	Atlantic St.
				6F	PR	PR	Vernon St.	Riverside Av.	Atlantic St.							Auburn Bl.	Riverside Dr.
							Atlantic St.[5]	Vernon St.	Taylor Rd.							Riverside Dr.	Vernon St.
							N. Sunrise Bl.	Douglas Bl.	Roseville Pkwy.	Amtrak/ TR	201 Pacific Street, Rsvl.	Colfax	PCT/LT	City of Auburn	Watt Av., LR Station	Atlantic St.	Wills Rd.
							Eureka Rd.[5]	N. Sunrise Bl.	Taylor Rd.							Wills Rd.	Galleria Bl.
							Cirby Wy.[5]	Roseville Rd.	Old Auburn Bl.		Colfax	Reno	Amtrak/20	201 Pacific Street, Rsvl.	Colfax	Galleria Bl.	Antelope Creek Trail
				8F			Douglas Bl.[5]	Vernon St.	Sierra College				Amtrak/20	Colfax	Reno	Antelope Creek Trail	Springview Dr.
8	PLA	SR 65 Junction, City of Roseville	Horseshoe Bar Road, City of Rocklin	6F	0	0	Taylor Rd.[4]	Eureka Rd.	Plumber St.				RT/EB/1-7	Taylor Rd.	SR 51	Springview Dr.	Sunset Bl.
							Pacific St..	Plumber St.	Taylor Rd.					SR 51	Downtown Sacramento	Sunset Bl.	Taylor Rd.
							Taylor Rd.[4]	Pacific St.	Sierra College							Taylor Rd.	Pacific St.
							Sierra College	Old Auburn Bl.	Taylor Rd.							Pacific St.	Sierra College

TABLE 2.1. INTERSTATE 80 CSMP TRANSPORTATION NETWORK

TCR Seg.	Location	SR-51					Parallel and Connecting Roads			Mass Transit						Bike Routes[6]	
										Heavy and Light Rail			Bus				
	County	From	To	No. Lanes/ Facility Type[1]	HOV Lanes[2]	Auxi. Lanes[2]	Roadway	From	To	Operator/ Service[3]	From	To	Operator/ Service[3]	From	To	From	To
1	SAC	U.S.50/SR-99 Junction	Arden Wy./ SR-160 Interchange	6F (U.S. 50 to J St.)	E-2	E-2 (U.S.50 to J St.)	29th St.	E St.	T St.	SRTD/LR/ numerous daily trips	Watt Av., LR Station	7th Str., Downtown Sacramento				Jibboom St.	Am. River Bike Tr.
							30th St.	E St.	T St.							Am. River Bike Tr.	Railroad Dr.
							E St.[5]	29th St.	Alhambra Bl.							Railroad Dr.	Sac. No. Railroad Bikeway
							J St.[5]	12th St.	Fair Oaks Bl.								
				5F (SR-160 to Arden)	0	0	L St.[5]	12th St.	Alhambra Bl.							Sac. No. Railroad Bikeway	El Camino Av.
							T St.[5]	29th St.	Alhambra Bl.								
							15th and 16th St.	SR 160	U.S. 50								
							12th St.	SR 160	U.S. 50								
2	SAC	Arden Wy./SR-160 Interchange	I-80 Interchange	6F	0	E-2 (Arden to Marconi)	Auburn Bl.	See I-80 above	See I-80 above	SRTD/LR/ numerous daily trips	Watt Av., LR Station	7th Str., Downtown Sacramento	SRTD/LRF	Watt Av., LR Station	Antelope Rd.	El Camino Av.	Auburn Bl.
							Howe Av.	SR 51	Fair Oaks Bl.							**or** Sac. No. Railroad Bikeway	Grand Av.
							Watt Av.	Auburn Bl.	Fair Oaks Bl.								
							Roseville Rd.[4,6]	Auburn Bl. @ Marconi Av.	Watt Av.							Grand Av.	Roseville Rd.
							Del Paso Bl.	See I-80 above	See I-80 above							Roseville Rd.	Cirby Wy.
							Marysville Bl.	See I-80 above	See I-80 above							Cirby Wy.	Vernon St.
							Northgate Bl.[5]	W. El Camino Av.	SR 160							Vernon St.	Atlantic St.
						0	Raley Bl.	Marysville Bl.	Bell Av.								
							Arcade Bl.[5]	Marysville Bl.	Marconi Av.								
							Marconi Av.[5]	Arcade Bl.	Watt Av.								
							El Camino Av.[4,5]	Del Paso Bl.	Watt Av.								
							Arden Wy.[5]	Northgate Bl.	Watt Av.								
							Exposition Bl.[5]	SR-160	Arden Wy.								
							Fair Oaks Bl.[5]	H St.	Watt Av.								

Footnotes:

1 F = Freeway, No. of Lanes includes Bus/Carpool and Auxiliary Lanes

2 E = Existing, PR = Programmed, PL = Planned, see text for specific locations

3 CC = Amtrak Capitol Corridor, ICR = Intercity Rail, TR = Thruway Rail, YCTD = Yolo County Transportation District, FTS = Fairfield/Suisun Transit System, UCD = UC, Davis Medical Center Shuttle, SRTD = Sacramento Regional Transit District, RT = Roseville Transit, and PCT = Placer County Transit, LR = Light Rail, EB = Express Bus, LT = Limited, LRF = Light Rail Feeder

4 Roadway located in more than one TCR segment

5 Connecting Road that connects a major Parallel Road to an I-80 or SR-51 Interchange

6 Some routes extend through multiple TCR segments and jurisdictions

within the City of Sacramento in Sacramento County. This corridor is approximately 10 miles long. The number of travel lanes and lane type for SR 51 are described as follows:

Bumper to bumper traffic is typical on SR 51.

SR 51 is predominantly a raised ten-lane freeway structure from the SR 51/US 50/SR 99 Interchange to the "E" Street under-crossing and then transitions to a six-lane freeway to the SR 51/I-80 Interchange just east of Watt Avenue. Bus/carpool lanes exist for a portion of this route between SR 99 and N Street. Auxiliary lanes in both northbound and southbound directions exist between SR 99 and J Street as well as between the Arden Way and Marconi Avenue interchanges.

2.4 I-80 CSMP TRANSPORTATION NETWORK: PARALLEL AND CONNECTING ROADS

Based on the criteria listed in Section 2.3 above, and with consideration of the need to consider the integrated system and local needs, the major roads indicated in Table 2.2 and in Figure 2.1 are proposed for inclusion in the CSMP transportation network. The parallel connecting roads have been categorized in a two-rank system. Rank 1 roadways, or portions thereof, meet the above listed criteria and are proposed for immediate inclusion in the proposed initial network to be managed. Rank 2 roadways also appear to meet the general intent of the criteria listed above. However, they are not proposed for immediate inclusion in the CSMP transportation network because they either do not have the vehicular capacity, insufficient data available to assess its ability to function as a parallel roadway, or for other reasons. Since the corridor management planning and implementation is a

Roseville Road

dynamic process, the roadways in Rank 2 will be considered for inclusion in the management system at the appropriate time.

2.5 I-80 CSMP TRANSPORTATION NETWORK: TRANSIT AND RIDESHARING

Transit and ridesharing services proposed for inclusion in the CSMP transportation network include heavy rail, light rail, and bus. These services are described as follows:

The Amtrak Capitol Corridor (CC) operates intercity commuter train service from the City of Auburn to the City of San Jose. The Capitol Corridor is subsidized by Caltrans, administered by the CC Joint Powers Authority (CCJPA), and governed by a Board of Directors from transit agencies from each County along the corridor. Both SACOG and the Metropolitan Transportation Commission (MTC) are ex-officio members of the CCJPA. The locations of the Amtrak train stations are 840 2nd Street at H Street in Davis, 401 I Street at 5th Street in Sacramento, 201 Pacific Street at Church Street in Roseville, and the intersection of Rocklin Road and Railroad Avenue in Rocklin.

TABLE 2.2. INTERSTATE 80 CSMP MAJOR PARALLEL & CONNECTING ROADS

I-80 CSMP: I-80 Major Parallel and Connecting Roads					
County	**City**	**Roadway**	**Rank**	**From**	**To**
SOL		SR 113[1,2]	1	I-80	Russel Bl.
YOL		SR 113[1,2]	2	Covell Bl.	I-5
	Woodland	I-5[1, 2]	2	SR 113, Woodland	Del Paso Rd.
	Davis	SR 113[1]	1	Russell Bl.	Covell Bl.
		Main St., Woodland[1]	2	SR 113, Woodland	I-5, Woodland
		Covell Bl.	1	SR 113	Mace Bl.
		Russell Bl.	2	SR 113	B St.
		5th St.	2	B. St.	L St.
		L St.[1]	2	5th St.	2nd St.
		2nd St.	2	L St.	Mace Bl.
		Mace Bl.[1]	1	Covell Bl.	Chiles Rd.
		Cowell Bl.	1	I-80/Richards Bl.	Chiles Rd.
		Chiles Rd./CR 32B[2]	1	Cowell Bl.	I-80 Yolo Causeway
		CR 32	1	Mace Bl.	CR 105
		CR 32A[1]	1	CR 105	I-80 Yolo Causeway
		Break in Parallel Roads between CR 32A, Chiles Rd., and Enterprise Bl./W. Capital			
	W. Sacramento	W. Capitol Av.[1]	1	I-80/ Enterprise Bl./W.	Harbor Bl.
		Harbor Bl.	1	W. Capitol Av.	Reed Av.
		Reed Av.[1]	1	Harbor Bl.	I-80
		U.S. 50	2	I-80	SR 51
		Break in Parallel Road Connectors between Reed Av. & W. El Camino Av. ICs			
SAC	**Sacramento**	W. El Camino Av.[1]	2	I-80	Del Paso Bl.
		Auburn Bl.[2]	1	El Camino Av.	Riverside Av.
		I-5[1, 2]	1	Del Paso Rd.	I-80
		SR 70/99[1]	2	I-5	Elkhorn Bl.
		Elkhorn Bl.	2	SR 70/99	Roseville Rd.
		Del Paso Rd./Main Av.[2]	2	I-5	Norwood Av.
		Norwood Av.[1]	2	Main Av.	I-80
		Bell Av.	2	Norwood Av.	Winters St.
		Winters St.	2	Bell Av.	I-80
		Roseville Rd.[2]	1	Auburn Bl./Marconi Ci.	Cirby Wy.
		Dudley Bl.	2	Bell Av.	Winona Wy.
		Winona Wy.	2	Dudley Bl.	Watt Av.
		Arena Bl./N. Market Bl.[2]	2	I-5	Northgate Bl.
		Northgate Bl.[1]	2	Del Paso Rd./Main Av.	I-80
		Raley Bl.[1]	2	Bell Av.	Marysville Bl.
		Marysville Bl.[1]	2	Del Paso Bl.	Raley Bl.
		Del Paso Bl.	2	SR 160/Northgate Bl.	Marconi Av.
		SR 244[1]	2	I-80	Auburn Bl.
		Watt Av.[1]	1	Auburn Bl.	Roseville Rd.
		Watt Av.[1]	2	Roseville Rd.	Elkhorn Bl.
	Citrus Heights	Madison Av.[1]	1	Roseville Rd.	Auburn Bl.
		Elkhorn Bl./Greenback	1	Roseville Rd.	Auburn Bl.
		Antelope Rd.[1]	1	Roseville Rd.	Old Auburn Bl.
		Old Auburn Bl.	2	Auburn Bl.	Sierra College Bl.
		Sunrise Bl.[2]	2	Old Auburn Bl.	Douglas Bl.
PLA	**Roseville**	Riverside Av.[1, 2]	1	Auburn Bl.	Cirby Wy.
		Riverside Av.[1, 2]	2	Cirby Wy.	Vernon St.
		Vernon St.	2	Riverside Av.	Atlantic St.
		Atlantic St.[1]	2	Vernon St.	Galleria Bl.
		N. Sunrise Bl.	2	Douglas Bl.	Roseville Pkwy.
		Eureka Rd.[1]	2	N. Sunrise Bl.	Taylor Rd.
		Cirby Wy.[1]	1	Roseville Rd.	Riverside Av.
		Cirby Wy.[1]	2	Riverside Av.	Old Auburn Bl.
		Douglas Bl.[1]	2	Vernon St.	Sierra College Bl.
		Taylor Rd.	1	Eureka Rd.	Plumber St.

= Yolo County (YOL) = Sacramento County (SAC) = Placer County (PLA) = Solano County

TABLE 2.2. INTERSTATE 80 CSMP MAJOR PARALLEL & CONNECTING ROADS

I-80 CSMP: I-80 Major Parallel and Connecting Roads					
County	**City**	**Roadway**	**Rank**	**From**	**To**
PLA	**Rocklin**	Pacific St.	1	Plumber Rd.	Taylor Rd.
	Loomis	Taylor Rd.	1	Pacific St.	Sierra College Bl.
	Roseville, Rocklin, Loomis	Sierra College Bl.	2	Old Auburn Bl.	I-80
		Sierra College Bl.[1]	1	I-80	Taylor Rd.
I-80 CSMP: SR 51 Major Parallel and Connecting Roads					
County	**City**	**Roadway**	**Rank**	**From**	**To**
SAC	**Sacramento**	29th St.	2	E St.	T St.
		30th St.	2	E St.	T St.
		E St.[1]	2	29th St.	Alhambra Bl.
		J St.[1]	2	12th St.	Fair Oaks Bl.
		L St.[1]	2	12th St.	Alhambra Bl.
		T St.[1]	2	29th St.	Alhambra Bl.
		15th St.	2	SR 160	U.S. 50
		16th St.	2	SR 160	U.S. 50
		12th St.	2	SR 160	U.S. 50
		Break in Parallel Road Connectors between E St. and Arden Wy.			
		Auburn Bl.	1	see I-80 above	see I-80 above
		Howe Av.	2	SR 51	Fair Oaks Bl.
		Watt Av.	2	Auburn Bl.	Fair Oaks Bl.
	Sacramento & Uninc.	Roseville Rd.	1	Auburn Bl. @ Marconi	Watt Av.
		Del Paso Bl.	2	see I-80 above	see I-80 above
		Marysville Bl.	2	see I-80 above.	see I-80 above
		Northgate Bl.[1]	2	W. El Camino Av.	SR 160
		Raley Bl.[1]	2	Marysville Bl.	Bell Av.
		Arcade Bl.[1]	2	Marysville Bl.	Marconi Av.
		Marconi Av.[1]	2	Arcade Bl.	Auburn Bl./Roseville Rd. @ Marconi Ci.
		Marconi Av.[1]	1	Auburn Bl./Roseville Rd. @ Marconi Ci.	Howe Av.
		Marconi Av.[1]	2	Howe Av.	Watt Av.
		El Camino Av.[1]	2	Del Paso Bl.	Watt Av.
		Arden Wy.[1]	2	Northgate Bl.	Watt Av.
		Exposition Bl.[1]	2	SR 160	Arden Wy.
		SR 160	2	16th St./Amer. Riv. Bridge	SR 51
		Fair Oaks Bl.[1]	2	H St.	Watt Av.

Footnote:
[1] Connecting Roadway that connects a Parallel Road to an I-80 or SR-51 Interchange
[2] Roadway traverses through more than one city or county jurisdiction

= Yolo County (YOL) = Sacramento County (SAC) = Placer County (PLA) = Multiple Counties

Park-and-Ride Lot

The Yolo County Transportation District (YCTD) operates local fixed-route, dial-a-ride, and commuter bus services in Yolo County, West Sacramento, Davis, and Woodland.

The Fairfield/Suisun Transit System (FTS) operates local fixed-route, dial-a-ride, and commuter bus services, including express bus service from Fairfield to downtown Sacramento, via Davis.

The University of California, Davis (UCD) in conjunction with the UCD Medical Center (UCDMC) in Sacramento operates a shuttle bus service between UCD and UCDMC along I-80 and U.S. 50.

The Sacramento Regional Transit District (SRTD) provides local fixed-route, shuttle, and commuter bus services, and light rail services to urban Sacramento County, including the Cities of Sacramento, Elk Grove, Rancho Cordova, and Citrus Heights, including commuter express and fixed-route bus routes that use I-80 for a portion of their route and feed into the I-80/Watt Avenue Light Rail Station. There are numerous other fixed-route bus routes that run parallel or perpendicular to I-80 and transport riders from the Placer County line to the I-80/Watt Avenue and other light rail stations, or to downtown Sacramento. The light rail that is located near or parallel to I-80 extends from downtown Sacramento along 7th Street to the I-80/Watt Avenue interchange. Most light rail cars and buses include bicycle racks.

Roseville Transit operates local fixed route, dial-a-ride, and commuter bus services, including express bus service from Roseville to downtown Sacramento by way of I-80. Roseville Transit's entire bus system is accessible to bicyclists and the disabled community. A transit transfer center is located in Roseville.

The Placer County Transit (PCT) serves a number of communities along or near the I-80 corridor commute shed, which includes the Cities of Colfax, Auburn, Loomis, Lincoln, Rocklin, and Roseville, and the community of Granite Bay. PCT offers local fixed-route, dial-a-ride, and commuter bus services, which include service from Colfax to downtown Sacramento by way of I-80. In addition, Placer County subsidizes commuter vanpools that provide an alternative to driving alone.

Transit services proposed for inclusion in the CSMP transportation network include heavy rail, light rail, buses, stations, and stops. Rideshare includes park-and-ride lots.

In addition to public transit services, there are private bus operators that provide service along the I-80 corridor. The major operators are Greyhound and Amtrak.

Ridesharing services along the I-80 CSMP corridor include a number of park and ride lots, which provide a place for drivers to park their cars and rendezvous with carpools, vanpools, and transit for work and other trips. Most are near major interchanges and many have bike lockers. There are sixteen Park and Ride lots located adjacent to or nearby the I-80 CSMP corridor, all of which are proposed for inclusion in the CSMP transportation network. These facilities are identified below in Table 2.3.

2.6 I-80 CSMP TRANSPORTATION NETWORK: BICYCLE ROUTES

Bicycle facilities along the I-80 corridor include portions of I-80 where bicycles are permitted and on various local streets and paths that are roughly parallel to I-80. The

TABLE 2.3. INTERSTATE 80 CSMP PARK & RIDE LOTS

County	Post-mile	Facility Name and Location	Owner**	No. of Spaces*	Open Date	Amenities*				
						Callbox (yes or no)	Bike Locker (no.)	Public Phone (no.)	Transit (yes/no Route#)	ADA Facilities & Compliance
YOL	0.2	2nd. Street & H Street, Davis	City of Davis	130	1998	no	3-4	yes	Amtrak Station & Unitrans A	5
YOL	2.7	Davis at Mace Blvd	City of Davis	147	2002	no	8	no	Yolo Bus Routes 42A & 42B	7
YOL	9.2	South West corner of Enterprise Drive interchange near West Sacramento	S	84	1984	no	no	no	no	no
YOL	9.2	North West corner of Enterprise Drive interchange near West Sacramento	S	123	2002	no	16	no	Yolo Bus Route 42A	4
SAC	3.6	Natomas Marketplace off Truxel next to "In & Out Burger"	P	50		no	no	no	SRTD Route 11	no
SAC	8.9	I-80 at Roseville Road	C	1,087					SRTD Light Rail Station	
SAC	9.4	I-80 between Watt Ave. and Roseville Road	C	248					SRTD Light Rail Station	
SAC	10.8	I-80 at Watt Avenue	C	243					SRTD Light Rail Station	
PLA	0.7	Roseville: Riverside exit on Cirby at Orlando at L.O.T.G.M. Church	P	40	1981	no	no	no	no	no
PLA	2.0	Roseville at Maidu Park: At Meadowlark Way & Maidu Dr. .05 mi. West of Douglas Bl. on Rocky Ridge Dr.	City of Roseville /S	50	1991	no	4	no	Roseville Transit Fixed Routes C&F & Commuter Routes	4
PLA	2.0	Roseville at Saugstad Park: Douglas Blvd and Buljan approx .7 mile North of 80	City of Roseville /S	91	1991	no	6	no	Roseville Transit Routes A,B,D,H,I,J,K & Commuter Routes	3
PLA	2.5	Church and N. Grant Street	City of Roseville /S	78			4		Amtrak & Roseville Transit Station	
PLA	3.1	Taylor Road at Atlantic & Eureka next to Golfland Sunsplash	S	150	?	no	4	yes	Roseville Transit Commuter Bus; Placer Community Express	6
PLA	3.4	Roseville Galleria Parkway at West Drive	P	50	?	no	no	no	Roseville Transit Commuter Bus Routes A,B,M & Placer Co Transit Route 30 #5 Bus	2
PLA	6.06	Rocklin Rd. & Railroad Av.	R	50					Amtrak Station	
PLA	7.4	Sierra College Blvd. North & South of 80	C/S	23 (N), 24 (S)	1980 & 1976	no	no	no	no	no

*** 2005 Data**
**** Owner P: Private C: County S: State R: Rail T:Transit**

= Yolo County (YOL) = Sacramento County (SAC) = Placer County (PLA) = Multiple Counties

TABLE 2.4. INTERSTATE 80 CSMP PARALLEL BICYCLE ROUTES

County	City	Route Name[1]	From	To	Facility Class[2]
SOL	Dixon	Davis-Dixon Bike Trail	1-80/1st St. IC	Vaughn St.	II
			Vaughn St.	Runge Rd.	II
			Runge Rd.	Tremont Rd.	II
			Tremont Rd.	Old Davis Rd.	II
YOL	Davis	Old Davis Rd.	Tremont Rd.	Arboretum	I
		Arboretum	Old Davis Rd.	Putah Cr. U. X-ing	I
		Putah Cr. U. X-ing	Arboretum	Olive Dr. and W. Chiles Rd.	I
		Olive Dr.	Putah Cr. U. X-ing	Old Hwy. 40	I
		W. Chiles Rd.	Putah Cr. U. X-ing	Research Park Dr	II
		Research Park Dr.	W. Chiles Rd.	Cowell Bl.	II
		Cowell Bl.	Research Park Dr.	Chiles Rd.	II
		Chiles Rd.	Cowell Bl.	Mace Bl.	II
		Mace Bl.	Chiles Rd.	CR 32A	II
		Old Hwy. 40	Olive Dr.	CR 32 A	I
		CR 32 A	Old Hwy. 40/Mace Bl.	I-80 Yolo Causeway	II, III
	Davis	**or** Russell Bl.	SR 113	A St.	I
		A St.	Russell Bl.	3rd St.	I, II
		3rd St.	A St.	L St.	II, III
		L St.	3rd St.	2nd St.	II
		2nd St.	L St.	Mace Bl.	II
	W. Sacramento	I-80 Yolo Causeway	CR 32 A	Enterprise Rd Exit/W. Capitol	I
		W. Capitol Av.	I-80 Yolo Causeway	Tower Bridge	II, III
SAC	Sacramento	Tower Bridge	W. Capitol Av.	Front St.	III
		Front St.	Tower Bridge	Neasham Ci.	III
		Neasham Ci.	Front St.	2nd St	III
		2nd St.	Neasham Ci.	I St.	III
		I St.	2nd St.	Sac. River Bike Trail	III
		Sac. River Bike Trail	I St.	Jibboom St.	I
		Jibboom St.	Sac. River Bike Trail	Am. River Bike Trail	II
		Am. River Bike Trail	Jibboom St.	Tribute Rd.	I
		Railroad Dr. Bikeway	Am. River Bike Trail	Sac. No. Railroad Bikeway	I
		Railroad Dr. Bikeway	Am. River Bike Trail	20th St.	I
		20th St.	Railroad Dr. Bikeway	E St.	II
		E St.	20th St.	Alhambra Bl.	II
		Alhambra Bl.	E St.	T St.	II
		28th St.	E St.	T St.	II
		T St.	28th St.	Alhambra Bl.	II
		Railroad Dr. Bikeway	Am. River Bike Trail	Tribute Rd.	I
		Tribute Rd.	Fee Dr.	Railroad Dr. Bike Trail	II
		Fee Dr.	Blumenfeld Dr.	Tribute Rd.	II
		Blumenfeld Dr.	Harvard Dr.	Fee Dr.	II
		Harvard Dr.	El Camino Av.	Blumenfeld Dr.	II
		Sac. No. Railroad	Railroad Dr.	El Camino Av.	I
		El Camino Av.	Sac. No. Railroad Bikeway	Auburn Bl.	II, III
		Auburn Bl.	El Camino Av.	Haggin Oaks Bike Trail	II
		Haggin Oaks Bike Trail	Auburn Bl. at Marconi Av.	Fulton Ave.	I
		Auburn Bl.	Haggin Oaks Bike Trail	Riverside Dr.	II, Uncl.
		Sac. No. Railroad	Railroad Drive	Grand Av.	I

= Yolo County (YOL) = Sacramento County (SAC) = Placer County (PLA) = Solano County

TABLE 2.4. INTERSTATE 80 CSMP PARALLEL BICYCLE ROUTES

County	City	Route Name[1]	From	To	Facility Class[2]
SAC	Sacramento	Grand Av.	Sac. No. Railroad Bikeway	Roseville Rd.	II, Uncl.
		Winters St.	Grand Av.	Longview Dr. LRT	Unclass.
		Longview Dr. LRT	Grand Av.	Roseville Rd.	Unclass.
	Citrus Heights	Roseville Rd.	Auburn Bl. @ Marconi Av..	Cirby Wy.	III, Uncl.
PLA	Roseville	Riverside Dr.	Auburn Bl.	Vernon St.	Unclass.
		or Cirby Wy.	Roseville Rd.	Vernon St.	III
		Vernon St.	Cirby Wy.	Atlantic St.	Unclass.
		6th Street/Darling Wy.	Vernon St.	Dry Creek Trail	III
		Dry Creek Trail	Darling Wy.	Royer Creek Footbridge	I
		Royer Creek Footbridge	Dry Creek Trail	Washington Bl.	Unclass.
		Washington Bl.	Royer Creek Footbridge	Atlantic St.	Unclass.
		Atlantic St.	Vernon St.	Wills Rd.	II
		Wills Rd.	Atlantic St.	Galleria Bl.	II
		Galleria Bl.	Wills Rd.	Antelope Creek Trail	II
	Rocklin	Antelope Creek Trail	Galleria Bl.	Springview Dr.	I
		Springview Dr.	Antelope Creek Trail	Sunset Bl.	II
		Sunset Bl.	Springview Dr.	Pacific St.	II
		Pacific St.	Sunset Bl.	Taylor Rd.	III
		Taylor Rd.	Pacific St.	Sierra College Bl.	III
		Sierra College Bl.	Pacific St.	Sierra College Bl./I-80 IC	II, III

Footnotes: [1] Some routes extend through multiple jurisdictions [2] Facility Class = I, II, III, or Unclassified road

= Yolo County (YOL) = Sacramento County (SAC) = Placer County (PLA) = Multiple Counties

accessibility of bicycle traffic on I-80 within this CSMP is limited to only two locations where bicyclists are permitted along the freeway facility. The portion of I-80 along the Yolo Bypass, which is located between the Cities of Davis and West Sacramento, is a Class I bike path that serves both bicyclists and pedestrians, and is the only Caltrans Class I bike path along a State Highway in District 3. The second portion of I-80 where bicyclists are permitted is located in the City of Roseville between the Roseville Parkway overcrossing and SR 65.

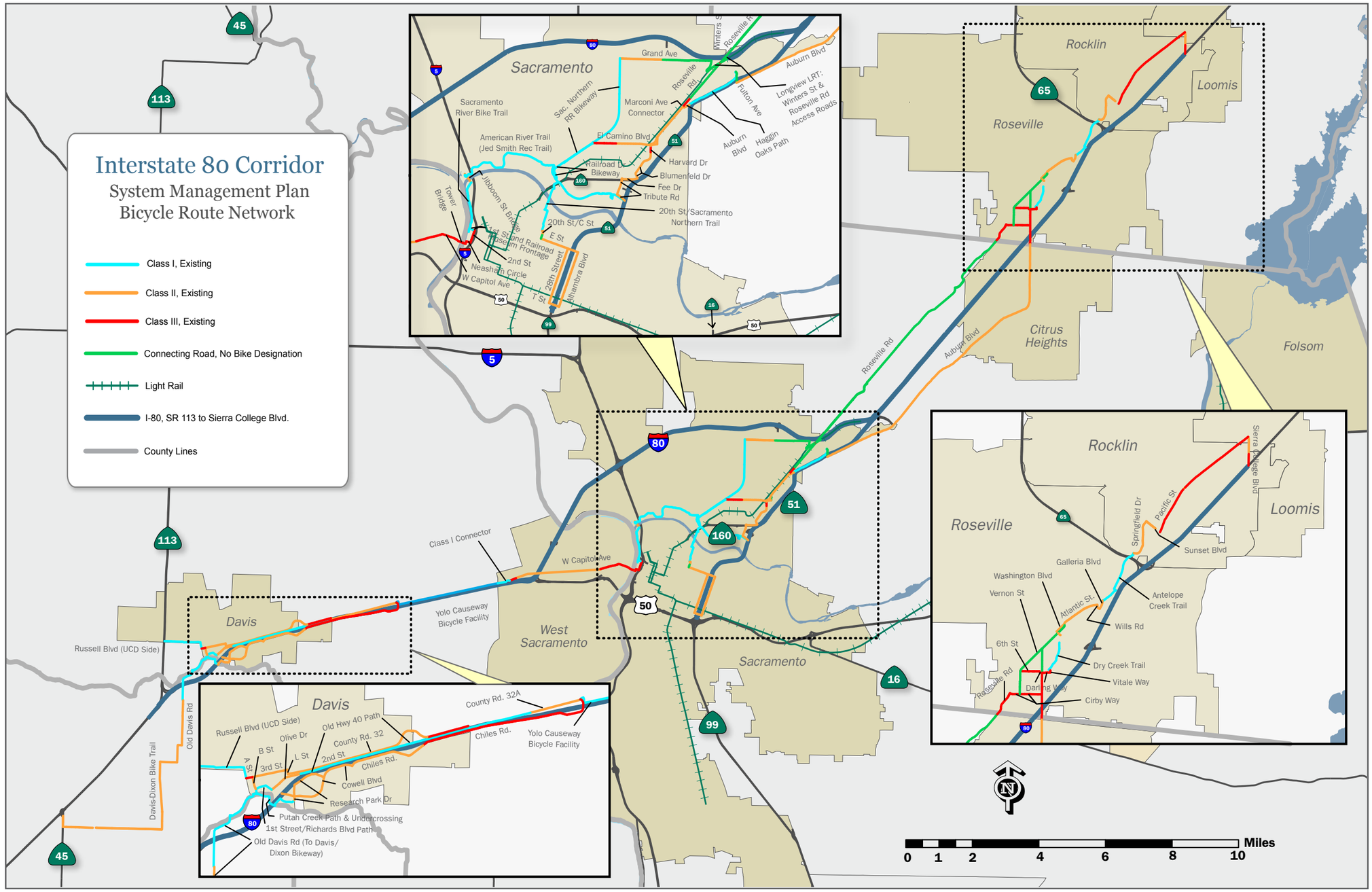
Bicycle facilities located along local roads and paths have been identified from local bicycle master plans from the cities, counties, RTPAs, and MPOs. These bicycle master plans were used to identify existing Class II Off-Street Bike Paths, Class II On-Street Bike Lanes that are striped and signed, and Class III On-Street Bike Routes that share the travel lane with motor vehicle traffic.

Bicyclist on a Class I bike path near I-80 in route to Davis.

Primary bicycle facilities proposed for inclusion in the CSMP transportation network are described in Table 2.4 and displayed in Figure 2.2.

Bicycle facilities in this CSMP include Class I (off-street bike paths), Class II (on-street bike lanes) and Class III (on-street bike routes).

FIGURE 2.2. INTERSTATE 80 CSMP BICYCLE ROUTES MAP



programmed, planned and conceptual projects

THE I-80 CSMP IS BEING DEVELOPED in a dynamic environment wherein many improvements directly or indirectly impacting the proposed CSMP transportation network are under development or in construction. These improvement projects are either fully or partially programmed (funded), planned (usually without specific funding sources identified), or conceptual. It should be noted that the projects listed below do not include operations, maintenance, planning studies, rolling transit stock replacement, and unspecified lump sum distributions.

3.1 PROGRAMMED PROJECTS

"Programmed" improvements are those projects with guaranteed funding for either all or part of the total project costs.

Utilizing the above selection criteria, numerous projects were identified. Key projects include bus/carpool lanes from the Yolo/Sacramento County boundary to Watt Avenue in Sacramento County and from the Placer/Sacramento boundary to SR 65, auxiliary lanes from the Yolo/Sacramento County boundary to I-5 and from the Placer/Sacramento County boundary to SR 65, interchange modifications to six interchanges that included I-5 and Sierra College Boulevard in Placer County, major rehabilitation projects to various sections of the freeway and bridges that include the Yolo Causeway, traffic operations system projects such as placement of ramp meters and traffic monitoring stations, transit projects such as the purchase of additional commuter buses, and rail projects such as the first phase of extending the Sacramento Regional Transit District Light Rail line from downtown Sacramento to the Sacramento International Airport.

3.2 PLANNED PROJECTS

"Planned" improvements are those projects included in the applicable metropolitan or regional transportation plans (MTP or RTP), or the Ten-Year State Highways Operation and Protection Program (SHOPP) Plan.

Utilizing the above selection criteria, numerous projects were identified. Key projects include bus/carpool lanes on the Yolo Causeway in Yolo County, bus/carpool lanes on the Sacramento River Bridge in Yolo and Sacramento Counties, bus/carpool lanes from Miners Ravine to SR 65 in the City of Roseville, modifications to eight interchanges that include SR 65, auxiliary lanes between Truxel Road and Northgate Boulevard as well as between Miners Ravine and SR 65, major rehabilitation projects to various sections of the freeway and bridges, traffic operations system projects such as placement of ramp meters and closed circuit television surveillance, transit projects that include the purchase of additional commuter buses, and rail projects such as the purchase of additional train sets and track improvements for the Capital Corridor.

3.3 CONCEPTUAL PROJECTS

"Conceptual" improvements are those projects included in a planning document other than a MTP, RTP or the Ten-Year SHOPP

Programmed, planned, and conceptual transportation projects are identified on the following pages in Tables 3.1, 3.2, and 3.3.

TABLE 3.1. INTERSTATE 80 CSMP PROGRAMMED PROJECTS

County	Post Mile	From	To	Project Description	Project or Service Type	Funding Source	EA/ MPO/ TIP ID	Total Cost Estimate (X $1,000)	Completion Year
I-80									
YOL	0.000/11.70	Solano County line	Sacramento County line	Install loop detectors	TOS	09/10 SHOPP, 2008 STIP	38-4C0301, 36781, 36782	$5,896	2013
YOL	0.5	Richards Bl. IC	Richards Bl. IC	Install detection systems, EB & WB	TOS	2006 SHOPP Augm.	4 E110	Portion of $3,276	2008
YOL	1	East of Poleline Rd. Over X-ing	East of Poleline Rd. Over X-ing	Install detection systems, EB & WB	TOS	2006 SHOPP Augm.	4 E110	Portion of $3,276	2008
YOL	1.5	East of Poleline Rd. Over X-ing	East of Poleline Rd. Over X-ing	Install detection systems, EB & WB	TOS	2006 SHOPP Augm.	4 E110	Portion of $3,276	2008
YOL	3.5	Between Mace and Webster/ Chiles IC	Between Mace and Webster/ Chiles IC	Install detection systems, EB & WB	TOS	2006 SHOPP Augm.	4 E110	Portion of $3,276	2008
YOL	4	Between Mace and Webster/ Chiles IC	Between Mace and Webster/ Chiles IC	Install detection systems, EB & WB	TOS	2006 SHOPP Augm.	4 E110	Portion of $3,276	2008
YOL	4.5	Between Mace and Webster/ Chiles IC	Between Mace and Webster/ Chiles IC	Install detection systems, EB & WB	TOS	2006 SHOPP Augm.	4 E110	Portion of $3,276	2008
YOL	3.700/7.250	Between Mace and Webster/ Chiles IC	Yolo Causeway East	Tree Planting	Plant establishment and Protection	STIP-TEA	0E860, CAL 18751	$710	2012
YOL	5.49/5.610	Roads 32A/32B/ Chiles/ Webster	Roads 32A/32B/ Chiles/ Webster	Install Ramp Meters in WB and EB ramps	TOS	2006 SHOPP Augm.	4 E110	Portion of $3,276	2008
YOL	0.000/5.801	Solano County line	Yolo Causeway West	Base repair and asphalt concrete overlay	Roadway Preservation	2002 SHOPP	1A890	$3,423	2009
YOL	5.801/7.250	Yolo Causeway West	Yolo Causeway East	Reconstruct slope and remove unstable material at Webster U-Xing & Causeway	Major Damage restoration preservation	2006 SHOPP	2E410	$3,545	2009
YOL	6.90	Yolo Causeway		Install detection systems, EB & WB	TOS	2006 SHOPP Augm.	4 E110	Portion of $3,276	2008
YOL	8.00	East of Yolo Causeway		Install detection systems, EB & WB	TOS	2006 SHOPP Augm.	4 E110	Portion of $3,276	2008
YOL	9.08	W. Capitol Bl. IC	W. Capitol Bl. IC	Install Ramp Meters in EB ramp	TOS	2006 SHOPP Augm.	4 E110	Portion of $3,276	2008
YOL	9.179/9.400	Enterprise Bl. IC	Enterprise Bl. IC	Reinforce embankment	Roadside Preservation	2006 SHOPP	4C850	$600	2008
YOL	9.75	U.S. 50 Connector	U.S. 50 Connector	Install Ramp Meters in EB ramp	TOS	2006 SHOPP Augm.	4 E110	Portion of $3,276	2008
YOL	10.5	North of U.S. 50 junction		Install detection systems, EB & WB	TOS	2006 SHOPP Augm.	4 E110	Portion of $3,276	2008
YOL	11.00	North of Reed Av. IC		Install detection systems, EB & WB	TOS	2006 SHOPP Augm.	4 E110	Portion of $3,276	2008
YOL		various	various	Reseal bridge decks and joints	Bridge Preservation	12/13 SHOPP	0 E210	$918	2009
SAC	0.000/18.00	Yolo County line	Placer County line	Install loop detectors	TOS	09/10 SHOPP, 2008 STIP	38-4C0301, 36781, 36782	$4,154	2013

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TABLE 3.1. INTERSTATE 80 CSMP PROGRAMMED PROJECTS

County	Post Mile	From	To	Project Description	Project or Service Type	Funding Source	EA/ /MPO/ TIP ID	Total Cost Estimate (X $1,000)	Completion Year
I-80									
SAC	0.000/ 18.00	Yolo County line	Placer County line	Reseal bridge decks and joint	Bridge Preservation	2008 STIP	36781	UNK	2010
SAC	0.300/ 9.200	Sacramento River Bridge	Longview Dr. IC EB ramp	Grind and rehab pavement	Roadway Preservation	11/12 SHOPP	0A930	$25,000	2010
SAC	1.590/ 2.330	East of West El Camino Av. IC	West of I-5 Junction	Rehab superstructure Br. # 24-0248	Bridge Preservation	13/14 SHOPP	UNK	$4,000	TBD
SAC	1.162/ 1.552	West El Camino IC	West El Camino IC	Widen O-Xing to 4 lanes and modify ramps to accommodate bicycle traffic	Capacity Increasing & Operational Improvement	7/9 MTIP, Developer Capital Investment & STIP	2E610, SAC 18650	$31,000 total, $510 funded	2020
SAC	0.362/ 10.364	Sacramento River Bridge/West of West El Camino Av. IC	Watt Avenue/SR T LR Station	Across the Top: Construct HOV (bus/carpool) lanes in both directions in the median of I-80. Also install TOS elements- 1 traffic monitoring station, 10 ramp meters, 2 closed circuit TV cameras, and 10 miles of fiber optic cable	Capacity Increasing & Operational Improvement	Existing: $9.0 M., Sacramento County Measure A: $100.0 M., CMAQ tapered match, $91.0 M. TBD	37970, CAL 18450	$200,000	2015
"	1.355/ 10.364	West El Camino Av. IC	I-5/I-80 Separation	Across the Top: Construct auxiliary lanes in both directions	Capacity Increasing & Operational Improvement	"	"	"	2015
"	4.983/ 6.116	Northgate Bl. IC	Norwood Av. IC	Across the Top: Construct auxiliary lanes in both directions	Capacity Increasing & Operational Improvement	" & SHOPP 310	" & 1E650K	"	2015
SAC	1.8	East of W El Camino Av. IC		Install detection systems, EB & WB	TOS	2006 SHOPP Augm.	4 E110	Portion of $3,276	2008
SAC	2.204/ 2.919	I-5/I-80 Separation	I-5/I-80 Separation	Reconstruct IC, construct HOV lane connector, and construct HOV lanes on I-5 to downtown Sacramento	Capacity Increasing & Operational Improvement	Existing: $5.0 M., Sacramento County Measure A: $100.0 M., STIP: $X.0 M.	2C990, CAL 18410, CAL 18220	$300,000 total, $150,000 funded	2017
SAC	2.204/ 2.919	I-80/I-5 junction	I-80/I-5 junction	Replace east to north loop ramp with a flyover, enlarge remaining loop ramps, and construct direct HOV connector ramps	Capacity Increasing & Operational Improvement	Sacramento County Measure A	SAC 20670	$18,000	2016
SAC	5.6	West of Norwood Av. IC		Install detection systems, EB & WB	TOS	2006 SHOPP Augm.	4 E110	Portion of $3,276	2008
PLA	0.000/ 1.775	Sacramento County line	West of Douglas Bl.	Planting and irrigation rehab	Roadside Preservation	5/6 SHOPP	2C210K & CAL 18735	$3,248	2010
PLA	0.000/ 4.160	Sacramento County line	SR 65	Install loop detectors	TOS	09/10 SHOPP, 2008 STIP	4E110, 38-4C0301, 36781, 36782	Portion of $3,276	2013
PLA	0.41	Riverside Av./Auburn Bl. IC	Riverside Av./Auburn Bl. IC	Install Ramp Meter in EB ramp	TOS	2008 STIP, 2006 SHOPP Augm.	36781, 4E110	Portion of $3,276	2010
PLA						MTIP Amendment, Approved, 3-15-7	0E060/ CAL 18754		UNK

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TABLE 3.1. INTERSTATE 80 CSMP PROGRAMMED PROJECTS

County	Post Mile	From	To	Project Description	Project or Service Type	Funding Source	EA/ MPO/ TIP ID	Total Cost Estimate (X $1,000)	Completion Year
I-80									
PLA	0.000 /2.880	West of Sacramento/ Placer County line	Between Lead Hill Bl. O-Xing and Eureka Road (Miners Ravine)	Fixing the Bottleneck: Construct HOV and Auxiliary lanes in both directions (Phase 2). Includes bridge widening and ramp modifications. Install TOS elements- 6 traffic monitoring stations, 4 ramp meters, HOV bypass lanes, 3 median CHP enforcement areas, 3 closed circuit TV cameras, 3 miles of fiber optic cable, and changeable message signs.	Capacity Increasing & Operational Improvement & TOS	CMIA: $17.7 M., Nat. Corridor Infrastructure Improvement Program: $33.778 M., PCTPA-TIMF: $6.286, IIP: $4.0 M., Fed. HPP Demo.: $18.468 M.	367821, CAL 18200 & CAL 18767	$80,232	2011
PLA	2.853 /5.116	Between Lead Hill Bl. O-Xing and Eureka Rd. (Miners Ravine)	SR 65	Fixing the Bottleneck: Construct HOV and Auxiliary lanes in the westbound direction (Phase 3A)	Capacity Increasing & Operational Improvement	CMIA: $31.3 M., 8/9 IIP Augm.: $2.7 M.	367831, CAL 18797	$34,000	2011
PLA	2.81	Atlantic St.	Atlantic St.	Install 2 Ramp Meters in WB ramps	TOS	8/9 STIP, 2006 SHOPP Augm.	36781, 4E110	Portion of $3,276	2008
PLA	2.8/3.6	Eureka Road IC	Eureka Road IC	Install 2 Ramp Meter in EB and EB to WB ramps	TOS	8/9 STIP, 2006 SHOPP Augm.	36781, 4E110	Portion of $3,276	2008
PLA	3.07		Atlantic St./ Eureka Rd. IC	Add 4th WB thru lane from 500' E. of N. Sunrise to EB I-80 on-ramp and change existing #1 NB and SB thru lanes at Sunrise/ Eureka to left turn lanes	Operational & Safety Improvement	TIMF: $1.879 M., Fed. Demo.: $1.360 M., State cash: $0.361 M.	PLA 15710, 4E110	$3,600	2008
PLA	2.8/3.6	Atlantic St./ Eureka Rd. Over X-ing	Atlantic St./ Eureka Rd. Over X-ing	Widen EB ramps	Operational Improvement	2008 STIP, Special Funded	4 E140	$1,500	2012
PLA	2.8/4.5	West of Taylor Over X-ing	SR 65 EB ramp	Repair shoulder and embankment	Roadway & roadside preservation	8/9 SHOPP	3E660	$130	2009
PLA	3.61	Taylor Road IC	Taylor Road IC	Install Ramp Meter in WB ramp	TOS	8/9 STIP, 2006 SHOPP Augm.	36781, 4E110	Portion of $3,276	2008
PLA	3.950 /4.500	SR 65	SR 65	Install Ramp Meters in EB and WB ramps	TOS	8/9 STIP, 2006 SHOPP Augm.	36781, 4E110	Portion of $3,276	2010
PLA	3.950 /4.500	SR 65	SR 65	Install asphaltic concrete from EB off-ramp to NB SR 65	Roadway Preservation	8/9 SHOPP	4 E210	$100	2010
PLA	7.42	Sierra College Bl.	Sierra College Bl.	Reconstruct/widen IC O-Xing and ramps from 2- to 5-lanes	Capacity Increasing & Operational Improvement	Existing: $13.148 M., IIP: $11.0 M., RIP: $7.432 M.	349901, PLA 19490	$31,580	2008
PARALLEL AND CONNECTOR ROADWAYS									
YOL		Tower Bridge	Tower Bridge	Tower Bridge: Lower Garden St. roadway to become an at-grade Bl. at Tower Bridge Gateway	Transportation Enhancement	RSTP, Local	YOL 19211	$6,100	2009
SAC		American Av.	Western Av.	Replace W. El Camino Bridge	Bridge Replacement	Road Fund and Highway Bridge Progr.	03-0L0754, SAC 16140	$7,713	2009
SAC		Various locations in the City of Sacramento	Various locations in the City of Sacramento	Connect 100 traffic signals, including ITS technology, located outside of the Central City to the City of Sacramento's existing TOC	TOS	Local Agency	SAC 20761	$8,500	2009
SAC		Covers greater Sacramento Area	Covers greater Sacramento Area	Develop and install an information exchange system- the Sacramento Transportation Area Network, or STARNET, and connect 18 traffic and emergency centers	TOS	Existing: $1.837 M., CMAQ: $1.26 M, Local Agency: $.163 M.	VAR 11000	$3,260	2009

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TABLE 3.1. INTERSTATE 80 CSMP PROGRAMMED PROJECTS

County	Post Mile	From	To	Project Description	Project or Service Type	Funding Source	EA/ MPO/ TIP ID	Total Cost Estimate (X $1,000)	Completion Year
PARALLEL AND CONNECTOR ROADWAYS									
SAC		500 feet east of Truxel Rd.	Town Center	Widen Del Paso Rd. from 2- to 6-lanes, complete frontage improvements, and construct raised landscaped median	Capacity Increasing & Operational Improvement	Developer Capital Investment	SAC 15970	$4,640	2008
SAC		Antelope Rd.	Capital City Fwy. (SR-51)	Watt Av. Enhancements, Ph. 1: Install landscaping, streetscape, ADA frontage, sidewalks, lighting, bike facilities	Operational & Safety Improvement	Sacramento County Measure A, State TEA	SAC 22720	$2,810	2010
SAC		Watt Av. Corridor		Watt Av. Enhancements, Ph. 3: ITS mobility demo. project	TOS	Measure A, Fed. Demo.	SAC 22070	$2,725	2009
SAC		Watt Av.	Don Julio Bl.	Widen Elkhorn Bl. From 4- to 6-lanes	Capacity Increasing & Operational Improvement	Existing: $1.9 M., Sacramento County Measure A: $7.424 M.	SAC 15230	$735,000	2012
SAC		Auburn Bl.	Dewey Dr.	Widen Greenback Ln. From 4- to 6-lanes	Capacity Increasing & Operational Improvement	Existing: $7.7 M., State Cash: 0.459 M., State STP: $3.5 M.	SAC 15300	$11,700	2008
SAC		I-80	Roseville Rd.	In Citrus Heights, widen Antelope Rd. from 4- to 6-lanes	Capacity Increasing & Operational Improvement	TIMF, RSTP, RIP: $6.2 M.	SAC 15030	$11,417	2009
PLA		Covers greater Sacramento/S. Placer Area	Covers greater Sacramento/S. Placer Area	In Roseville, add STARNET fiber optic cable from Roseville to Rocklin to enhance inter-jurisdictional traffic signal coordination and STARNET communications	TOS	TIMF: $33.5 K., ITS funds: $44.5 K.	PLA 25190	$67	2008
PLA		Roseville City limits	Cirby Wy.	Widen Roseville Rd. from 2- to 4-lanes	Capacity Increasing & Operational Improvement	TIMF	PLA 15850	$5,000	2009
PLA		Foothills Bl.	I-80	Intersection improvements along Cirby Way including a SB bypass lane from Foothills and Roseville Rd., EB dual right lanes at Riverside Av., and 2-lanes onto WB I-80	Capacity Increasing & Operational Improvement	TIMF	PLA 15680	$5,000	2008
PLA		Walerga Rd. Bridge		Replace/widen bridge at Dry Creek to 4-lanes	Bridge Replacement	TIMF and Hwy. Bridge Program	PLA 20880	$6,768	2009
PLA		Various	Various	In Roseville, install ITS equipment upgrades and additions along Douglas Bl., Eureka Rd., Galleria Bl., Roseville Pkwy., and Pleasant Grove Bl. (Ph. 1)	TOS	Local Agency Funds and CMAQ	PLA 25179	$800	2008
PLA		Granite Dr.	I-80 IC WB Ramps	Rocklin Rd., Rocklin, widen to 6-lanes	Capacity Increasing & Operational Improvement	UNK	PLA 19400	$800	2010

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TABLE 3.1. INTERSTATE 80 CSMP PROGRAMMED PROJECTS

County	Post Mile	From	To	Project Description	Project or Service Type	Funding Source	EA/ MPO/ TIP ID	Total Cost Estimate (X $1,000)	Completion Year
PARALLEL AND CONNECTOR ROADWAYS									
PLA		Aguilar Road/I-80 IC EB Ramps	West of Sierra College Bl.	Rocklin Rd., Rocklin, widen to 6-lanes	Capacity Increasing & Operational Improvement	UNK	PLA 19401	$1,600	2020
PLA		Granite Dr.	RR Tracks	In Rocklin, Sierra College Bl., widen from 2- to 6-lanes	Capacity Increasing & Operational Improvement	Developer Capital Investment, TIM fees	PLA 25119	$3,566	2008
PLA		Brace Rd.	300 ft. north of Granite Dr.	In Rocklin, Sierra College Bl., reconstruct approx. 400 feet	Roadway Preservation	?	?	$500	2008
PLA		I-80	Aguilar Tributary	In Rocklin, Sierra College Bl., widen from 4- to 6-lanes	Capacity Increasing & Operational Improvement	Developer Capital Investment, TIM fees	PLA 15400	$5,248	2015
PLA		I-80	Aguilar Tributary	In Rocklin, Sierra College Bl., widen from 2- to 4-lanes	Capacity Increasing & Operational Improvement	TIMF	PLA 20470	$3,200	2008
PLA		Aguilar Tributary	Nightwatch	In Rocklin, Sierra College Bl., widen from 2- to 4-lanes	Capacity Increasing & Operational Improvement	TIMF	PLA 20460	$2,484	2010
TRANSIT									
YOL		Yolo County	Sacramento County	YCTD, streetcar starter line service from West Sacramento to Downtown Sacramento	Transit	STIP, Local	YCT 18089	$70,000	2014
YOL		Yolo County	Yolo and Sacramento Counties	YCTD, Yolobus ITS projects, Universal Fare Card	Transit	STIP Augm. RIP	YCT 18166	$521	2008
SAC		Greater Sacramento Area	Greater Sacramento Area	SRTD, bus stop improvements to for better accessibility, improved aesthetics, and added amenities	Transit-Bus stop improvement program	FTA 5307, Prop. 1 B/STA	REG 17807	$388	2010
SAC		Covers greater Sacramento Area	Covers greater Sacramento Area	Sacramento Metropolitan Area Rideshare Program funding for 12 Traffic Management Associations	Transit	Existing: $3.97 M., CMAQ: $1.8 M., Local Agency: $0.221 M.	SAC 20400	$5,992	2008
PLA		City of Roseville	Placer & Sacramento Counties	Roseville Transit, install parking lot for multi-transit center in Roseville	Transit	various	PLA 20291	$2,600	2008
PLA		Riverside Av., Darling St.	Sierra Gardens/ Santa Clara Dr.	Roseville Transit, construct Transfer Point & Bus Stop Improvements along Riverside, complete bike trail from Riverside Av. to Darling Wy, and construct transfer point improvements at Sierra Gardens/ Santa Clara Dr.	Transit and Bicycle/ Pedestrian	various	PLA 25200	$1,402	2008
PLA		Orlando, City of Roseville	Louis	Improvements to the Louis/Orlando transfer station	Transit	STIP Augm. RIP - State Cash	REG 17928	$4,653	2012

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TABLE 3.1. INTERSTATE 80 CSMP PROGRAMMED PROJECTS

County	Post Mile	From	To	Project Description	Project or Service Type	Funding Source	EA/ MPO/ TIP ID	Total Cost Estimate (X $1,000)	Completion Year
RAIL									
YOL & SAC		Harbor Bl., W. Sacramento	Downtown Sacramento	Extend light rail, Sacramento to Harbor Bl., West Sacramento	Light Rail	PTA-YCTD: $2.5 M., PTA-SRTD: $.5 M., TBD: 90 M.	R133SA, R130SA, REG 17200, YCT 18089	$92,750	2025
SAC		Greater Sacramento Area		Develop intermodal transportation terminal for heavy rail, light rail, and bus service	Heavy and light rail, transit	Measure A: $45.525 M., Fed. Sect. 1301: $3.05 M., FTA 5309c: $3.10104 M., Local Match: $3.0 M.	03-0L0364L, SAC 20350	$331,445	2012
SAC		Greater Sacramento Area	Greater Sacramento Area	Construct DNA LR Extension, Downtown Sacramento to Sac. Int. Airport, Complete alternatives analysis, environmental & prelim. engineering	Light rail	Existing: $11.922 M., Developer Cap. Invest.: $0.86 M., State STP: $6.637 M., Local Agency funds: $30.581 M., TBD: $573.5 M.	R111SA, REG 17320	$623,500	2016
SAC		Greater Sacramento Area	Greater Sacramento Area	Construct DNA LR Extension, Phase 1, Downtown Sacramento to Richards Bl.	Light rail	STA: $6.637 M., Measure A: $3.682 M. & TBD	R111SA, REG 17320	$45,300	2014
SAC		Greater Sacramento Area	Greater Sacramento Area	Construct DNA LR Extension, Phase 2, Richards Bl. To Natomas Town Center	Light rail	TBD	REG 17935	$410,600	2017
SAC		Greater Sacramento Area	Greater Sacramento Area	Construct DNA LR Extension, Phase 3, Natomas Town Center to Sac. Int. Airport	Light rail	TBD	REG 17325	$196,400	2020
SAC		Greater Sacramento Area	Greater Sacramento Area	Purchase Fare Vending Machines	Light rail	STA	REG 17817	$8,226	2011
SAC		13th St.	16th St.	Construct improved pedestrian access as well as lighting and signage at the SRTD Light Rail Station	Light Rail Station Improvements	State TEA, other State	REG 17786 (also see SAC 17784)	$988	2008
SAC		13th St.	16th St.	Construct improved pedestrian access as well as lighting and signage at the SRTD Light Rail Station	Light Rail Station Improvements	State TEA, other State	SAC 17784 (also see REG 17786)	$885	2008
SAC		Swanston Light Rail Station	Swanston Light Rail Station	Swanston Light Rail Station: Pre-development planning to identify circulation, drainage and utility infrastructure improvements necessary to support transit-oriented development in the area	Light Rail	State, RSTP, Local, Measure A	SAC 17785	$848	2008
SAC		Greater Sacramento Area	Greater Sacramento Area	Design and construct Downtown Sacramento light rail enhancements including signage, lighting, pedestrian access and ADA access to encourage greater transit usage	Light Rail	Existing: $0.271 M., CMAQ to FTA: $0.310 M., Sacramento County Measure A: $0.04 M.	REG 17796	$621	2009

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TABLE 3.1. INTERSTATE 80 CSMP PROGRAMMED PROJECTS

County	Post Mile	From	To	Project Description	Project or Service Type	Funding Source	EA/ MPO/ TIP ID	Total Cost Estimate (X $1,000)	Completion Year
RAIL									
SAC		Greater Sacramento Area	Greater Sacramento Area	Rehab light rail vehicles	Light rail	FTA 5307: $3.1 M., FTA 5309 a: $0.78 M., Measure A: $0.47 M., STA: 0.19 M., CMIA: $0.77 M.	REG 15880	$9,847	2009
SAC		I-80/ Watt Av. LR Station	Downtown Sacramento	SRTD, Double track existing single track sections and improve alignment of the Northeast Corridor LRT, upgrade traction power system & signaling, installation of communications infrastructure	Light rail	Existing: $4.876 M., Local Agency: 0.75 M., STA: .0018 M., TCRP: $5.0 M., Measure A: $2.772 M.	REG 16470, R9307C	$34,500	2010
SOL, YOL, SAC, PLA		Dixon	Auburn	Start-up commuter rail during peak periods on UPRR ROW with leased rolling stock for 3 years, 2-3 new stations, purchase 2 train sets	Intercity Rail	TBD	REG 17710	$22,700	2009
SAC & PLA		Sacramento County	Placer County, City of Roseville	Construct third track between Elvas Tower in Sac. County and Roseville Station in Placer County	Heavy Rail (UPRR)	Existing: $.75 M., PTA-IIP: $3.53 M., PTA-RIP: $3.0 M.	PLA 18320, CAL 18330	$7,280	2009
PLA		Placer County, City of Roseville	Placer County, City of Roseville	Improve mainline and signals through Roseville rail yards, extend freight lead track	Heavy Rail (UPRR)	RIP: 3.198 M. & IIP: $3.782 M.	R779SA	$6,980	2009
BICYCLE AND PEDESTRIAN									
YOL		CR 105	Mace Bl.	County Road 32A: rehab. Roadway and add a 4-foot bike lane	Bicycle/ Pedestrian	Existing: $0.141 M., CMAQ: $.885 M., Local Agency: $.115 M., State STP: $.125, State cash: .016 M.	YOL 15520	$6,100	2008
SAC		Tower Bridge	Tower Bridge	Tower Bridge: construct a wider pedestrian and bicycle path across the Sacramento River	Bicycle/ Pedestrian	STIP (RIP: $6.7 M., SHOPP, CMAQ, City of Sacramento, City of W. Sacramento, Federal Discretionary	0C9701, SAC 17990	$11,790	2008
SAC		Front St.	2nd St.	Convert former R St. Railroad Bridge over I-5 to a bicycle/pedestrian bridge	Bicycle/ Pedestrian	City of Sacramento, State, Fed. Demo.	SAC 22530	$41,432	2013
SAC		Dry Creek Ranch	Cherry Island Soccer Complex	Construct 3-mile Class I shared-use bicycle/pedestrian trail along Dry Creek Parkway, Ph. 1	Bicycle/ Pedestrian	Existing: $.238 M., CMAQ: $1.296 M., Local Agency Funds: $.168 M.	SAC 22780	$1,702	2007

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County	Post Mile	From	To	Project Description	Project or Service Type	Funding Source	EA/ MPO/ TIP ID	Total Cost Estimate (X $1,000)	Completion Year
BICYCLE AND PEDESTRIAN									
SAC		Arden Garden	Elkhorn Bl.	Ueda Parkway Bikeway: Construct Class I Bike Trail on west side of Natomas East Drain, Arcade Creek, and Dry Creek trails.	Bicycle/ Pedestrian	City of Sacramento, Local	03-928169L	$3,236	2007
SAC	2.1	Natomas Main Canal	Natomas Main Canal	Construct bicycle/ pedestrian bridge across I-80 at the West Canal	Mobility	Existing: $0.791 M., CMAQ: 0.681 M., TDA: 0.088	4C440, SAC 22620	$6,000	2011
SAC		Antelope Rd.	I-80	In Citrus Heights, Antelope Rd., construct sidewalks, Class II bicycle lanes, sound walls, landscaping, and traffic signals	Bicycle/ Pedestrian	City of Citrus Heights	SAC 19000	$8,880	2010
PLA	0.8	Darling Wy.	Rocky Ridge Dr.	In Roseville, construct Linda Creek Bike Trail	Bicycle/ Pedestrian	Local Agency Funds	PLA 19910	$5,850	2010
PLA		Harding Bl.	Royer Park	In Roseville, construct Phase II of Class I bikeway completing route from I-80 to Royer Park	Bicycle/ Pedestrian	TCSP funds: $0.269 M, other	PLA 19960	$3,904	2009

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TABLE 3.2. INTERSTATE 80 CSMP PLANNED PROJECTS

County	Post Mile	From	To	Project Description	Project or Service Type	Project Source[1]	EA/ MPO/ TIP ID	Total Cost Estimate (X $1,000)	Completion Year
I-80									
YOL	2.67 1/7. 250	Mace Bl.	Enterprise Bl.	Add HOV lane and replace bicycle bridge	Operational Improvement & Bridge Preservation	2035 MTP	CAL 16330	$125,000	2035
YOL	0.23	Richards Bl. IC	Richards Bl. IC	Reconstruct northside of IC as diamond configuration & install traffic signals	Capacity Increasing & Operational Improvement	2035 MTP	YOL 17140	$10,000	2015
YOL	0.45	Richards Bl. IC	Richards Bl. IC	Install Ramp Meters in EB ramp	TOS	10-Year SHOPP-315, FY 20/21	TBD	$1,000	2021
YOL	5.80 1/7. 250	Yolo Causeway West	Yolo Causeway East	Rehab bridge deck	Bridge Preservation	12/13 SHOPP	UNK	$26,000	TBD
YOL	9.18	Enterprise Bl./W. Capital Av. U-Xing	Enterprise Bl./W. Capital Av. U-Xing	Construct new onramp from NB Enterprise to EB I-80	Capacity Increasing & Operational Improvement	2035 MTP	YOL 15891	$4,800	2012
YOL	10.9 9/11 .22	Reed Av. IC	Reed Av. IC	Widen ramps and install Ramp Meters in WB and EB ramps	TOS	2035 MTP, 10-Year SHOPP-315/FY 20/21	YOL 15670	$12,350	2015
YOL	11.3	Sacramento River BOH	Sacramento River BOH	Rehab bridge	Bridge Preservation	10-Year SHOPP	TBD	$7,000	UNK
YOL, SAC	9.90 /10. 99	I-80/U.S. 50 Junction	I-80/SR 51 junction	Install 13 miles of fiber optic cable	TOS	10-Year SHOPP-315/ FY 20/21	TBD	$4,500	2021
SAC	0.00 /10. 364	Yolo County line	Watt Av. IC	Install 12 TOS elements: 10 RM, 1 CCTV, 1 TMS	Mobility	10-Year SHOPP	TBD	$3,900	UNK
SAC	0.35 0/9. 20	Sacramento River Bridge	.15 M. east of Del Paso Overhead	Replace # 3 lane	Roadway Preservation	08/09 SHOPP	0A930K	$120,000	UNK
SAC 99	33.3 6	Elkhorn Bl.		SR 99 IC: Widen from 2- to 6-lanes	Capacity Increasing & Operational Improvement	2035 MTP	TBD	$11,909	2016
SAC 5		Elkhorn Bl.		I-5 at Elkhorn Bl.: Expand capacity from 14 to 25 truck spaces and provide additional facilities	Goods Movement	2035 MTP	TBD	$7,200	2014
SAC	1.36	W. El Camino Av. IC	Natomas Main Drainage Canal	Widen W. El Camino Av. IC to 6-lanes with bike lanes to Natomas Main Drainage Canal	Capacity Increasing & Operational Improvement and Bicycle	2035 MTP	SAC 16130	$20,000	2035
SAC	3.64 3/4. 983	Truxel Rd. IC	Northgate Bl. IC	Construct Northgate Bl. onramp extensions and WB auxiliary lane to Truxel Rd.	Capacity Increasing & Operational Improvement	TBD	TBD	TBD	UNK
SAC	4.98	Northgate Bl. IC	Northgate Bl. IC	Extend westbound I-5 off ramp, add auxiliary lane to WB on-ramp & add inductor loops and signal phasing	Capacity Increasing & Operational Improvement & TOS	2035 MTP	SAC 18700	$10,000	2020
SAC	7.46 0/7. 810	Marysville/ Raley Bls.	Marysville/R aley Bls.	Reconstruct ramp	Operational & Safety Improvement	10-Year SHOPP-310/FY 20/21	TBD	$1,000	2021
SAC	8.07 0/11 .09	Marysville/ Raley Bls.	SR 51	Rehab superstructure Br. # 24-0106	Bridge Preservation	10-Year SHOPP, FY 13/14	UNK	$3,650	TBD
SAC	8.89 9/18 .00	Del Paso Park Overhead	Placer County line	Base repair and asphalt concrete overlay	Roadway Preservation	10-Year SHOPP	TBD	TBD	UNK

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I-80									
SAC	9.1	Del Paso Park Overhead	Del Paso Park Overhead	Rehab deck	Bridge Preservation	10-Year SHOPP	TBD	TBD	UNK
SAC	9.15	East of Winters Ave. IC	West of Longview Dr. IC	Seismic Retrofit bridge, Br. # 24-0281K	Bridge Preservation	10-Year SHOPP FY 17/18	UNK	$750	TBD
SAC	11.00	SR 51 junction	SR 51 junction	Construct ramp meters in WB direction	TOS	10-Year SHOPP	TBD	TBD	UNK
SAC	11.00/ 18.00	SR 51 junction	Placer County line	Install fiber optics/ITS	Mobility	10-Year SHOPP-315/ FY 20/21	TBD	$1,800	2015
SAC		Various locations in Sacramento County	Various locations in Sacramento County	Construct TOS projects at various locations	TOS	2006 MTP	CAL 16800	$70,000	2025
SAC		Various locations in Sacramento County	Various locations in Sacramento County	Install ramp meters at outward routes	TOS	10-Year SHOPP/ FY 20/21	TBD	$2,000	2021
SAC		Various locations	Various locations	Provide Freeway Service Patrol assistance and towing of disabled vehicles during AM and PM commute periods on various highways in Sacramento County and a portion of I-80 in Yolo County	Safety	2035 MTP	TBD	$3,740	UNK
PLA		Various locations in Sacramento County	Various locations in Sacramento County	Install ITS projects at various locations in El Dorado, Placer, and Nevada Counties on US 50, I-80, and SR 267	TOS	2035 MTP	TBD	$4,023	UNK
PLA	0.000/ 4.160	Sacramento County line	SR 65	Base repair and asphalt concrete overlay	Roadway Preservation	10-Year SHOPP	TBD	TBD	UNK
PLA	0.000/ 1.600	Sacramento County line	Nevada State line	Install fiber optics/ITS	TOS	10-Year SHOPP	UNK	$16,000	TBD
PLA	1.98	Douglas Bl. IC	Douglas Bl. IC	Install ramp meters	TOS	10-Year SHOPP	TBD	TBD	UNK
PLA	2.880/ 5.100	Between Lead Hill Bl. O-Xing and Eureka Road (Miners Ravine)	SR 65	Fixing the Bottleneck: Construct HOV and Auxiliary lanes in the eastbound direction (Phase 3B)	Capacity Increasing & Operational Improvement	CMIA, 2035 MTP, in Design	CAL 18200	$86,000	UNK
PLA	3.50/ 14.40	SR 65	SR 193	Grind and replace OAGC	Roadway Preservation	10-Year SHOPP	16/17 SHOPP	$6,600	TBD
PLA	4.16	SR 65 IC	SR 65 IC	Reconstruct IC and upgrade traffic monitoring system	Interchange Improvement	2027 RTP	TBD	$102,600	2027
PLA	4.16	SR 65 IC	SR 65 IC	Reconstruct IC, Phase 1 of above	Interchange Improvement	2035 MTP	TBD	$30,000	2020
PLA	6.06	Rocklin Rd. IC	Rocklin Rd. IC	Reconstruct Rocklin Rd. IC with loop/flyover ramps to eliminate left-turn movements from Rocklin Rd. onto both WB and EB I-80	Capacity Increasing & Operational Improvement	2035 MTP	TBD	$30,000	2020
SR 51									
SAC	0.000/ 8.800	U.S. 50/SR 99	I-80	Install fiber optics	TOS	10-Year SHOPP-315,/ FY 13/14	TBD	$1,800	UNK
SAC	0.000/ 1.100	H St.		Install ramp meters SB H St. and on SR 99 PM 16.8/24.4	TOS	10-Year SHOPP-315,/ FY 10/11	TBD	$4,000	UNK
SAC	1.204/ 3.688	H St.	SR 160	Upgrade median barrier	Safety Enhancement	2035 MTP	TBD	$13,760	2009

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County	Post Mile	From	To	Project Description	Project or Service Type	Project Source[1]	EA/ MPO/ TIP ID	Total Cost Estimate (X $1,000)	Completion Year
SR 51									
SAC	3.357	Exposition Bl.		Unspecified Operational improvements	Operational Improvement	2035 MTP	TBD	$50,000	2035
SAC	3.357	Exposition Bl.		Add EB on-ramps on SR 51	Operational Improvement	2035 MTP	TBD	$15,000	2023
SAC	5.963/ 7.969	Howe Av.	Watt Av.	Planting and irrigation replacement	Roadside Preservation	2035 MTP	TBD	$2,992	2010
SAC	6.800/ 7.900	Watt Av.	Fulton Av.	Widen shoulder to improve drainage	Operational Improvement	10-Year SHOPP-310/FY 20/21	TBD	$5,000	TBD
SR 160									
SAC	4.040	Arden Wy.	SR 160	Widen interchange to 6-lanes and Arden Wy. Underpass improvements	Interchange Improvement	2035 MTP	TBD	$19,500	2030
SAC	3.140	Exposition Bl.		Exposition Bl. Interchange: widen to split-diamond	Operational Improvement	2035 MTP	TBD	$35,000	2023
SR 113/I-5									
YOL	7.494	I-5	SR 113	Construct new interchange NB I-5 to SB SR 113, Phase 2	Capacity Increasing & Operational Improvement	2035 MTP	TBD	$60,578	2018
YOL	7.180	I-5	SR 113	Construct new interchange NB SR 113 to SB I-5, Phase 3		2035 MTP	TBD	$30,200	2032
PARALLEL AND CONNECTOR ROADWAYS									
YOL		EB I-80 ramp	Ensenada Dr.	Chiles Rd: Widen from EB I-80 ramp to Ensenada Dr. with bike lanes	Capacity Increasing & Operational Improvement	2035 MTP	YOL 17150	$1,600	2015
YOL		Covell Bl./SR 113 ramp		Covell Bl./SR 113 ramp intersection: widen including over X-ing for adequate turn lanes to SR 113	Capacity Increasing & Operational Improvement	2035 MTP	YOL 17130	$15,000	2020
YOL		Covell Bl.	Lake Bl.	Covell Bl.: Install traffic signal	Operational Improvement	2035 MTP	TBD	$250	2015
YOL		Shasta Dr.	Denali Dr.	Covell Bl.: Widen to 4-lanes, add bike lanes and center median	Capacity Increasing & Operational Improvement	2035 MTP	YOL 17180	$1,600	2020
YOL		Alhambra Dr.	Alhambra Dr.	Mace Bl.: Widen to 4-lanes, add bike lanes, landscaped median, and turn lanes	Capacity Increasing & Operational Improvement	2035 MTP	YOL 17170	$2,300	2015
YOL		Riske Ln.	Westacre Rd.	W. Capitol Av.: streetscape improvements, wider sidewalks, flatter cross-section, reconfigure lanes, utility relocation, new lighting, and landscaping	Transportation Enhancement	2035 MTP	TBD	$20,833	2010
YOL		Westacre Rd.	Harbor Bl.	W. Capitol Av.: streetscape improvements, wider sidewalks, flatter cross-section, reconfigure lanes, utility relocation, new lighting, and landscaping	Transportation Enhancement	2035 MTP	TBD	$22,705	2012
YOL		Tower Bridge	UPRR Underpass	Tower Bridge: Gateway modifications, reconfigure Rd. from controlled access expressway to arterial roadway with signalized at-grade intersections at 3rd and 5th Sts.	Transportation Enhancement	2035 MTP	YOL 16492	$7,000	2013
SAC		Various locations in Sacramento County	Various locations in Sacramento County	Connect 100 traffic signals, including ITS technology, that are located outside of the Central City to the City of Sacramento's existing TOC	TOS	2006 MTP	SAC 20762	$9,900	2010

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County	Post Mile	From	To	Project Description	Project or Service Type	Project Source[1]	EA/ MPO/ TIP ID	Total Cost Estimate (X $1,000)	Completion Year
PARALLEL AND CONNECTOR ROADWAYS									
SAC		Various locations in Sacramento County	Various locations in Sacramento County	Connect 100 traffic signals, including ITS technology, that are located outside of the Central City to the City of Sacramento's existing TOC	TOS	2006 MTP	SAC 20763	$11,100	2015
SAC		Various locations in Sacramento County	Various locations in Sacramento County	Connect 100 traffic signals, including ITS technology, that are located outside of the Central City to the City of Sacramento's existing TOC	TOS	2006 MTP	SAC 20764	$10,000	2020
SAC		Jibboom St	Huntington St.	Railyards Bl.: Construct new 4-lane road	Capacity Increasing & Operational Improvement	2035 MTP	TBD	$30,000	UNK
SAC		SR 99 IC	East Sacramento city limits	Elkhorn Bl.: widen from 2- to 6-lanes	Capacity Increasing & Operational Improvement	2035 MTP	SAC 18510	$12,750	2016
SAC		SR 99 IC	Rio Linda Bl.	Elkhorn Bl.: widen from 2- to 4-lanes with bridge over Natomas east main drain, landscaping, new RR X-ing, and bicycle/pedestrian facilities	Capacity Increasing & Operational Improvement	2035 MTP	SAC 15180	$5,283	2013
SAC		Sacramento City limits	Watt Av.	Elkhorn Bl.: Widen from 4- to 6-lanes	Capacity Increasing & Operational Improvement	2035 MTP	TBD	$30,650	2031
SAC		Don Julio Bl.	I-80 IC	Elkhorn Bl.: Widen from 4- to 6-lanes	Capacity Increasing & Operational Improvement	2035 MTP	TBD	$5,400	2030
SAC		Norwood Av.	Rio Linda Bl.	Main Av.: Widen to 4-lanes	Capacity Increasing & Operational Improvement	2035 MTP	SAC 23430	$7,000	2020
SAC		Natomas east Main Drainage Canal		Main Av.: Replace 2-lane bridge with 4-lane bridge	Bridge Replacement	2035 MTP	SAC 22220	$21,010	2007
SAC		I-5 NB off-ramp	East Commerce	Del Paso Rd.: widen north side only	Capacity Increasing & Operational Improvement	2035 MTP	TBD	$516	2016
SAC		Rio Linda Bl.	Dry Creek	Del Paso Rd./Main Av.: Widen to 6-lanes	Capacity Increasing & Operational Improvement	2035 MTP	TBD	$2,500	2035
SAC		Sacramento City limits	Norwood Av.	Del Paso Rd./Main Av.: Widen to 6-lanes	Capacity Increasing & Operational Improvement	2035 MTP	TBD	$990	2035
SAC		Norwood Av.	Raley Bl.	Bell Av.: Widen to 4-lanes	Capacity Increasing & Operational Improvement	2035 MTP	SAC 22840	$20,000	2024
SAC		Raley Bl.	Winters St.	Bell Av.: Widen to 4-lanes	Capacity Increasing & Operational Improvement	2035 MTP	SAC 22850	$12,000	2020

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PARALLEL AND CONNECTOR ROADWAYS									
SAC		I-80 IC	Don Julio Bl.	Watt Av.: Widen from 4- to 6-lanes	Capacity Increasing & Operational Improvement	2035 MTP	TBD	$16,250	2023
SAC		North of American River	South of American River	Truxel Av.: Construct multi-modal bridge across the American River	Capacity Increasing & Operational Improvement	2035 MTP	TBD	$150,000	2019
SAC		SR 160	Garden Hwy.	Northgate Bl.: Elevate and wide to 4-lanes	Capacity Increasing & Operational Improvement	2035 MTP	TBD	$22,000	2021
SAC		Don Julio Bl.	Elkhorn Bl.	Watt Av.: Widen from 4- to 6-lanes	Capacity Increasing & Operational Improvement	2035 MTP	TBD	$2,674	2015
SAC		Watt Av.	Fair Oaks Bl.	Arden Wy.: Install ITS improvements	TOS	2035 MTP	TBD	$3,468	2010
SAC		SR 51	SR 16	Watt Av.: Enhancements, Ph. 2, construct curb, gutter, sidewalks, bikeways, lighting, transit shelters, and landscaped medians	Transportation Enhancement	2035 MTP	TBD	$8,517	2008
SAC		SR 51	Antelope/ 34th St	Watt Av.: Connectivity improvements for McClellan Redevelopment effort	Transportation Enhancement	2035 MTP	TBD	$70,000	2022
SAC		I-80 IC	Manzanita Av.	Greenback Ln.: multi-modal corridor improvements	Transportation Enhancement	2035 MTP	TBD	$12,893	2018
SAC		Various locations in Citrus Heights		Citrus Heights: traffic signal and ITS related improvements throughout the City including signal interconnect facilities, cameras, and changeable message signs	TOS	2035 MTP	TBD	$1,888	UNK
SAC		Oak Av.	Antelope Rd.	Citrus Heights: Sunrise Bl., widen to 6-lanes	Capacity Increasing & Operational Improvement	2035 MTP	TBD	$7,635	2012
SAC		Watt Av.	Antelope Rd.	Roseville Rd.: widen to 4-lanes	Capacity Increasing & Operational Improvement	2035 MTP	SAC 19680	$38,422	2020
SAC		Connie Dr.		Roseville Rd.: widen to 4-lanes	Capacity Increasing & Operational Improvement	2035 MTP	TBD	$4,000	2021
SAC		Antelope Rd.	Placer County line/City of Roseville	Roseville Rd.: widen to 4-lanes	Capacity Increasing & Operational Improvement	2035 MTP	TBD	$6,750	2035
SAC		SR 160	SR 51	Sutter's Landing Parkway	Capacity Increasing & Operational Improvement	2035 MTP	TBD	$100,000	2030
SAC		Various locations	Various locations	Sacramento County: Construct traffic operations system center, Stage 2	TOS	2035 MTP	SAC 20840	$16,000	2015

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PARALLEL AND CONNECTOR ROADWAYS									
SAC		Various locations	Various locations	In Placer, Sacramento, and Colusa Counties, install Transportation Management System (TMS) units for monitoring congestion and delay	TOS	2035 MTP	TBD	$11,447	UNK
SAC		Various locations	Various locations	In Sacramento, Yolo, Placer, and El Dorado Counties, install Transportation Management System (TMS) units for monitoring congestion and delay	TOS	2035 MTP	TBD	$6,995	UNK
SAC		Various locations	Various locations	In Sacramento, Yolo, Placer, and El Dorado Counties, install Transportation Management System (TMS) units for monitoring congestion and delay	TOS	2035 MTP	TBD	$6,995	UNK
PLA		Sacramento/ Placer County line	Cirby Wy.	Roseville Rd.: widen to 4-lanes	Capacity Increasing & Operational Improvement	2035 MTP	PLA 15850	$5,000	UNK
PLA		Riverside Av./ Auburn Bl. IC	SR 65	Install Ramp Meter	Mobility	10-Year SHOPP, FY 16/17	TBD	$3,500	UNK
PLA		Roseville Civic Center	Placer/ Sacramento County line on Sunrise Av.	In Roseville, add STARNET ITS and fiber optic cable upgrades	TOS	2035 MTP	TBD	$384	UNK
PLA		Regency St.	Oak Ridge Dr.	Cirby Wy.: Roseville, widen from 4- to 6-lanes	Capacity Increasing & Operational Improvement	2006 MTP	PLA 15690	$2,000	2015
PLA		Riverside Av.	Regency Wy.	Cirby Wy.: Roseville, widen from 4- to 5-lanes	Capacity Increasing & Operational Improvement	2006 MTP	PLA 17950	$500	2015
PLA		Sacramento/ Placer County line	Madden Ln.	Sunrise Av.: Roseville, widen to 6-lanes	Capacity Increasing & Operational Improvement	2035 MTP	PLA 15890	$5,000	2020
PLA		Roseville Pkwy.	I-80 IC	Taylor Rd.: Roseville, widen to 4-lanes	Capacity Increasing & Operational Improvement	2035 MTP	PLA 15910	$521	2020
PLA		I-80 IC	Roseville City limits	Taylor Rd.: Roseville, widen to 4-lanes	Capacity Increasing & Operational Improvement	2035 MTP	PLA 15911	$4,000	2020
PLA		Various locations in Roseville	Various locations in Roseville	In Roseville, 2008 upgrade, install advanced ITS equipment: 2070 signal controllers, ITS cabinets, communication equipment, WiFi hubs, DSL cable, fiber optic cable, system and count detectors, changeable message signs and related improvements, equipment, and materials	TOS	2035 MTP	TBD	$498	UNK

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TABLE 3.2. INTERSTATE 80 CSMP PLANNED PROJECTS

County	Post Mile	From	To	Project Description	Project or Service Type	Project Source[1]	EA/ MPO/ TIP ID	Total Cost Estimate (X $1,000)	Completion Year
PARALLEL AND CONNECTOR ROADWAYS									
PLA		Various locations in Roseville	Various locations in Roseville	same as above, 2009 upgrade	TOS	2035 MTP	TBD	$200	2009
PLA		Various locations in Roseville	Various locations in Roseville	same as above, 2010 upgrade	TOS	2035 MTP	TBD	$200	2010
PLA		Various locations in Roseville	Various locations in Roseville	same as above, 2011 upgrade	TOS	2035 MTP	TBD	$200	2011
PLA		Various locations in Roseville	Various locations in Roseville	In Roseville, install ITS equipment upgrades and additions along Fairway Dr., Galleria/Harding Bl., Sunrise Av., Roseville Pkwy., and Douglas Bl. (Ph. 2)	TOS	2035 MTP	TBD	$498	UNK
PLA		Sierra Meadows	Loomis town limits	Pacific St.: Loomis, widen to 4-lanes	Capacity Increasing & Operational Improvement	2035 MTP	TBD	$5,252	2012
PLA				Pacific St.: Loomis, construct downtown improvements	Transportation Enhancement	2035 MTP	TBD	$8,000	2012
PLA		SW of Sunset Bl.	NE of Sunset Bl.	Pacific St.: Loomis, widen to 6-lanes	Transportation Enhancement	2035 MTP	TBD	$300	2016
PLA		Loomis town limits	East of Sierra College Bl.	Rocklin Rd.: Rocklin, widen to 4-lanes	Capacity Increasing & Operational Improvement	2035 MTP	TBD	$372	2012
PLA		Sacramento/ Placer County line	Olympus Dr.	Sierra College Bl.: widen to 6- lanes	Capacity Increasing & Operational Improvement	7/9 MTIP, 2035 MTP	PLA 20710	$1,661	2015
PLA		Aguilar Tribuary	Nightwatch	Sierra College Bl.: widen from 4- to 5- lanes	Capacity Increasing & Operational Improvement	7/9 MTIP, 2035 MTP	PLA 25193, 20500	$7,650	2012
PLA		UPRR	UPRR	Sierra College Bl.: Loomis, install 4-lane under X-ing at UPRR Crossing	Rail X-ing	2035 MTP	PLA 20510	$30,000	2020
PLA		Loomis Tributary	Loomis Tributary	Sierra College Bl.: Loomis, culvert expansion	Roadway Preservation	2035 MTP	TBD	$400	2020
TRANSIT									
YOL		Davis	Davis	Construct multi-modal transportation parking structure to serve Amtrak, bus, commercial shuttles, and bicyclists and pedestrians.	Transit	2035 MTP	YOL 19210	$15,000	2009
YOL		Yolo County	Yolo & Sacramento Counties	YCTD, develop Park and Ride lot within Capitol Corridor	Transit	2035 MTP	TBD	$15,000	2015
YOL		Yolo County	Yolo & Sacramento Counties	YCTD, develop Park and Ride lot within Capitol Corridor	Transit	2035 MTP	TBD	$4,000	2020
YOL		Yolo County	Yolo & Sacramento Counties	Yolobus, ITS Projects, Universal Fare Card	Transit	2035 MTP	TBD	$521	UNK
SAC		Greater Sacramento Area	Greater Sacramento Area	SRTD, Purchase 60 CNG bus fleet expansion from 2005/2025	Transit	2006 MTP	REG 15304	$33,750	2025
SAC		Greater Sacramento Area	Greater Sacramento Area	SRTD, Replace fare boxes and implement Smart Media for the revenue fleet	Transit	2035 MTP	TBD	$8,525	2035

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TABLE 3.2. INTERSTATE 80 CSMP PLANNED PROJECTS

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TRANSIT									
SAC		Greater Sacramento Area	Greater Sacramento Area	SRTD, Procure and install Automated Vehicle Location system for bus fleet	Transit	2035 MTP	TBD	$950	2012
SAC		Greater Sacramento Area	Greater Sacramento Area	SRTD, Rehab. 29th St. bus maintenance facility	Transit	2035 MTP	TBD	$10,000	2012
SAC		Greater Sacramento Area	Greater Sacramento Area	SRTD, Purchase land and construct a new 2nd bus maintenance facility for 125 buses (Ph. 1)	Transit	2035 MTP	TBD	$24,139	2011
SAC		Greater Sacramento Area	Greater Sacramento Area	SRTD, Increase capacity at 2nd Bus Maintenance Facility to accommodate 125 additional buses (Ph. 2)	Transit	2035 MTP	TBD	$7,500	2016
SAC		Mc Clellan Business Airpark	Folsom Bl.	SRTD, develop a Bus Rapid Transit corridor on Watt Av.	Transit	2006 MTP	REG 17330	$30,000	2010
SAC		Greater Sacramento Area	Greater Sacramento Area	SRTD, Bus Rapid Transit, operational and transit-specific street improvements to support BRT on major arterials with service	Transit	2035 MTP	TBD	$160,000	2035
PLA		Placer County	Placer & Sacramento Counties	PCT, New office and maintenance building for PCT Operations	Transit	2035 MTP	TBD	$5,000	UNK
PLA		Placer County	Placer & Sacramento Counties	PCT, Sierra College/Rocklin Rd. Bus Stop Improvements	Transit	2035 MTP	TBD	$40	2008
PLA		Placer County	Placer & Sacramento Counties	PCT, Fixed Route Bus replacement and expansion, Lump-sum between 2008-2035	Transit	2035 MTP	TBD	$149,463	2035
PLA		City of Roseville	Placer County	Roseville Transit, Develop and construct new transfer point and 75-space park and ride facility	Transit	2035 MTP	TBD	$7,090	2012
PLA		City of Roseville	Placer County	Roseville Transit, Implement on-board surveillance system for buses	Transit	2035 MTP	TBD	$20	UNK
PLA		City of Roseville	Placer County	Roseville Transit, purchase and install electronic fare boxes, software, probes, automatic vehicle location devices, mobile data computers, video security cameras and software, and digital reader board equipment for transfer points	Transit	2035 MTP	Replaces PCT 10430, PCT 10420	$1,100	2007
PLA		City of Roseville	Placer County	Roseville Transit, Improve Sierra Gardens Transfer Point	Transit	2035 MTP	TBD	$2,100	UNK
RAIL									
SAC		Greater Sacramento Area	Greater Sacramento Area	SRTD, Install computerized Central Train Tracking system and public address system at LR stations	Light rail, ITS	2035 MTP	TBD	$5,592	2015
SAC		Greater Sacramento Area	Greater Sacramento Area	SRTD, Install and light up the fiber backbone and lateral fiber in RT's light rail right-of-way	Light rail, ITS	2035 MTP	TBD	$2,800	2014
SAC		Greater Sacramento Area	Greater Sacramento Area	SRTD, Add and improve light rail station shelters	Light rail	2035 MTP	TBD	$1,050	2011

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County	Post Mile	From	To	Project Description	Project or Service Type	Project Source[1]	EA/ MPO/ TIP ID	Total Cost Estimate (X $1,000)	Completion Year
RAIL									
SAC		Greater Sacramento Area	Greater Sacramento Area	SRTD, Construct a LR maintenance facility to support expanded system; complete site selection by 2011	Light Rail	2035 MTP	TBD	$43,050	2014
SAC		Greater Sacramento Area	Greater Sacramento Area	SRTD, Purchase and install light rail X-ing enhancements	Light rail	2035 MTP	TBD	$500	2011
SAC		Greater Sacramento Area	Greater Sacramento Area	SRTD, Implement various improvements to LR yard, control center and communications system	Light rail	2035 MTP	TBD	$8,500	2011
SAC		Greater Sacramento Area	Greater Sacramento Area	SRTD, Major rehab. And enhancement of LR stations, including parking lot/sidewalk repairs, mini high shelters, slurry seal, restriping, curb replacement, landscape replanting, drainage improvements, fencing repairs	Light rail	2035 MTP	TBD	$33,426	2035
SAC		Greater Sacramento Area	Greater Sacramento Area	SRTD, Construct soundwall at various locations along the LR system	Light rail	2035 MTP	TBD	$1,717	2011
SAC		Greater Sacramento Area	Greater Sacramento Area	SRTD, Northeast Corridor Enhancements, Ph. 2, Design and construct a major bus-to-LR transfer facility at Swanston site with a 1,400 foot busway, bus pads, shelters, street lighting; expand 13th St. storage track; complete double-tracking from Longview to I-80, except for the American River Bridge; add storage yard tracks at Academy Wy.	Light rail	2035 MTP	TBD	$18,500	2012
SAC		Greater Sacramento Area	Greater Sacramento Area	SRTD, UTDC LR Vehicle automatic train announcement and CCTV retrofit, 21 vehicles	Light rail	2035 MTP	TBD	$1,125	2011
SAC		Greater Sacramento Area	Greater Sacramento Area	SRTD, Signal switch and controllers upgrade to new Amtrak design	Light rail	2035 MTP	TBD	$200	2012
SAC		Greater Sacramento Area	Greater Sacramento Area	SRTD, Smart Card Transaction Study	Light rail	2035 MTP	TBD	$50	2009
SAC		Greater Sacramento Area	Greater Sacramento Area	SRTD, Smart Transit System ITS applications	Light rail	2035 MTP	TBD	$60,000	2013
SAC		Greater Sacramento Area	Greater Sacramento Area	SRTD, Swanston LR Station, construct elevated pedestrian bridge crossing	Light rail	2035 MTP	TBD	$2,666	2013
SAC		Greater Sacramento Area	Greater Sacramento Area	SRTD, Purchase system-wide Maintenance Management Software	Light rail	2035 MTP	TBD	$2,060	2009
SAC		Greater Sacramento Area	Greater Sacramento Area	SRTD, Purchase and install maintenance and operations WiFi hardware for Homeland Security	Light rail	2035 MTP	TBD	$800	2009
SAC		Greater Sacramento Area	Greater Sacramento Area	Replace E and H Ramps on 36 Siemens fleet	Light rail	2035 MTP	TBD	$368	2008
SAC		Watt Av.	Antelope Rd./U St.	Extend light rail from Watt Av. To Antelope Rd.	Light rail	2006 MTP	REG 17221	$290,000	2025

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TABLE 3.2. INTERSTATE 80 CSMP PLANNED PROJECTS

County	Post Mile	From	To	Project Description	Project or Service Type	Project Source[1]	EA/ MPO/ TIP ID	Total Cost Estimate (X $1,000)	Completion Year
RAIL									
SAC		North B St.	Richards Bl.	Construct Dos Rios Light Rail Station on N. 12th St. in Sacramento	Light rail	2035 MTP	TBD	$5,000	UNK
SAC, PLA		Placer & Sacramento Counties	Placer & Sacramento Counties	Add third track to existing UP rail line for improvement to rail freight and possible future passenger service (partially programmed, PLA 18320, CAL 18330)	Heavy Rail	2035 MTP	TBD	$200,000	2014
SOL, thru PLA		Greater Sacramento Area	Greater Sacramento Area	Purchase 3 modern train sets with a locomotive to the Capital Corridor passenger rail service	Intercity Rail	2006 MTP	CAL 18290	$48,000	2010
SOL, thru PLA		Greater Sacramento Area	Greater Sacramento Area	Capital Corridor, rail replacement and expansion	Intercity Rail	2035 MTP	TBD	$128,000	2035
YOL		W. Sacramento	W. Sacramento	Construct rail station for regional rail service	Intercity Rail	2006 MTP	YCT 10980	$1,130	2007
PLA		Rocklin	Rocklin	Rocklin Intercity Rail Station: Phase 2, complete design and construct platform for station	Intercity Rail	2035 MTP	TBD	$1,903	2010
PLA		Placer & Sacramento Counties	Placer & Sacramento Counties	I-80 corridor regional rail rolling stock purchase	Intercity Rail	2006 MTP, 2027 RTP	PLA 19080	$14,550	2008
PLA		Placer & Sacramento Counties	Placer & Sacramento Counties	I-80 corridor regional rail track improvements	Intercity Rail	2007 MTP, 2027 RTP	PLA 19150	$18,660	2008
PLA		Placer & Sacramento Counties	Placer & Sacramento Counties	Improve & maintain commuter rail stations	Intercity Rail	2006 MTP, 2027 RTP	PLA 10000	$8,000	2008
PLA		Placer & Sacramento Counties	Placer & Sacramento Counties	Capital Corridor improvements	Intercity Rail	2006 MTP	CAL 18290	$48,000	2010
BICYCLE AND PEDESTRIAN									
YOL		CR 105	Mace Bl.	County Rd. 32A: Rehab. road, add 4-foot bike lanes	Bicycle/ Pedestrian	2035 MTP	YOL 15520	$1,282	2008
YOL		Arboretum		UC, Davis: Complete paving of Arboretum pedestrian/bicycle path	Bicycle/ Pedestrian	2035 MTP	TBD	$111	UNK
YOL		near Old Davis Route		UC, Davis: Pave 1,500 foot path to complete 3/4 mi. long Class 1 bike/pedestrian route on south side of UC, Davis Campus	Bicycle/ Pedestrian	2035 MTP	TBD	$124	UNK
SAC		Arcade Creek	Verde Cruz Creek	Arcade Creek: Construct 200 linear feet of trail, low flow bridge, and habit interpretive signage	Bicycle/ Pedestrian	2035 MTP	SAC 21431	$113	UNK
SAC		I-80	Auburn Bl.	Antelope Rd..: construct sidewalks, Class 2 bike lane, soundwalls, landscaping and new traffic signals	Bicycle/ Pedestrian	2035 MTP	SAC 19000	$8,880	2010
SAC		American River Bikeway	Sutter's Landing Park	Sutter's Landing: Construct bicycle and pedestrian bridge	Bicycle/ Pedestrian	2035 MTP	TBD	$5,000	2020
SAC		Sylvan Rd.	Antelope Rd.	Auburn Bl.: construct sidewalks, Class 2 bike lane, and landscaping	Bicycle/ Pedestrian	2035 MTP	SAC 22470	$6,485	2010
SAC		Antelope Rd.	N. Citrus Heights city limit	Auburn Bl.: construct sidewalks, Class 2 bike lane, and landscaping	Bicycle/ Pedestrian	2035 MTP	TBD	$6,485	2006

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County	Post Mile	From	To	Project Description	Project or Service Type	Project Source[1]	EA/ MPO/ TIP ID	Total Cost Estimate (X $1,000)	Completion Year
BICYCLE AND PEDESTRIAN									
SAC		Fair Oaks Bl.	N. Citrus Heights city limit	Old Auburn Rd.: Widen to 3-lanes, include Class 1 Bike lane	Bicycle/ Pedestrian	2035 MTP	SAC 16880	$9,250	UNK
SAC		Various locations	Various locations	Sacramento County: construct on-street bikeways including shoulder widenings for bike lanes (Ph. 2)	Bicycle/ Pedestrian	2035 MTP	SAC 22370	$2,040	UNK
PLA		Dry Creek		Develop Pedestrian, Bike, and Equestrian trail plan to extend Dry Creek trail from Sac. County into Placer County	Bicycle/ Pedestrian	2035 MTP	TBD	$325	UNK
PLA		Darling Wy.	W. Rsvl. city limit	In Roseville, Dry Creek, construct bikeway trail	Bicycle/ Pedestrian	2035 MTP	TBD	$5,500	2020
PLA		Midas Av.	Sierra Meadows	In Rocklin, construct a 6-foot bicycle lane in each side of Pacific and Taylor Rds.	Bicycle/ Pedestrian	2035 MTP	TBD	$500	2012
PLA		Rocklin Rd.	Pacific St.	In Rocklin, construct a pedestrian at-grad crossing over the railroad tracks at the Intercity Rail Station	Bicycle/ Pedestrian	2035 MTP	TBD	$100	UNK

Note: [1] List updated 11-18-7; SACOG 2006 MTP/Placer 2027 RTP projects not listed in proposed 2035 MTP list are included

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TABLE 3.3. INTERSTATE 80 CSMP CONCEPTUAL PROJECTS

County	Post Mile	From	To	Project Description	Project or Service Type	Project Source	Total Cost Estimate (X $1,000)
I-80							
YOL	0.000/ 0.891	Solano County line	Pole Line O-Xing	Install vehicle detection system	TOS	New	TBD
YOL	.891/9. 552	Pole Line O-Xing	U.S. 50 junction	Install RWIS	TOS	New	TBD
YOL	5.801/ 8.917	West Yolo Causeway	East Yolo Causeway	Construct bicycle bridge	Capacity Increasing	CMIA Proposal	$25,300
YOL	9.905/ 11.700	U.S. 50 junction	Sacramento County line	Install vehicle detection system	TOS	New	TBD
YOL	9.905/ 11.700	U.S. 50 junction	Sacramento County line	Install Visibility Sensor fog detection system	TOS	New	TBD
YOL	9.905/ 11.70	U.S. 50 junction	Sacramento County line	Install Fiber Optic cables	TOS	New	TBD
YOL & SAC	11.31/ 0.361	Sac. River Bridge	Sac. River Bridge	Construct auxiliary lanes	Capacity Increasing & Operational Improvement	TSDP	TBD
YOL & SAC	11.31/ 0.361	Sac. River Bridge	Sac. River Bridge	Construct HOV lanes	Capacity Increasing & Operational Improvement	TSDP	TBD
PLA	4.16/1 7.54	SR 65	SR 49	Construct HOV lanes	Capacity Increasing & Operational Improvement	TSDP	$200,000
PARALLEL AND CONNECTOR ROADWAYS							
SAC		East of Northgate Bl. IC		Widen parallel local streets south of I-80	Capacity Increasing & Operational Improvement	New	TBD
PLA		Sacramento County line	Sierra College Bl. IC	Widen Pacific Avenue along of I-80	Capacity Increasing & Operational Improvement	New	TBD
TRANSIT							
YOL & SAC		Davis	Sacramento	Add 5 Bus Rapid Transit, Davis, W. Sacramento to downtown Sacramento	Transit	TSDP	$30,000
SAC		Sacramento Area	Sacramento Area	Replace buses & equipment	Transit	TSDP	$235,000
SAC		Sacramento Area	Sacramento Area	Expand SRT bus fleet from 190 to 420 buses	Transit	TSDP	$53,000
PLA		Placer County	Placer/ Sac. Counties	Add and replace buses and equipment, Roseville, Placer, Auburn, Lincoln	Transit	TSDP	$80,000
PLA		Auburn	Roseville	Add Express Commuter Bus Transit, Auburn to Roseville	Transit	TSDP	$8,000
SAC		Folsom Bl.	Elkhorn Bl.	Add Bus Rapid Transit, Watt Av.	Transit	TSDP	$20,000
SAC & PLA		Placer County	Sacramento County	Add Bus Rapid Transit, Sierra College Bl., Rocklin Rd. to Sacramento County	Transit	TSDP	$25,000
SAC & PLA		Sacramento County	Placer County	Add Bus Rapid Transit, Placer Pkwy/ Watt Av., SR 65 to Sacramento County	Transit	TSDP	$25,000
SAC & PLA		Sacramento County	Placer County	Add Bus Rapid Transit, Antelope to Roseville Galleria	Transit	TSDP	$8,000
PLA		City of Roseville	US 50, City of Rancho Cordova	Roseville Transit, Establish commuter bus service	Transit	New	UNK
RAIL							
SOL to PLA		Dixon	Auburn	Purchase 8 commuter rail trains for Dixon, Sacramento to Auburn service	Intercity Rail	TSDP	$43,000
SAC & PLA		Watt Av.	Baseline	Extend light rail	Light Rail	TSDP	$80,000
SAC & PLA		Sacramento County	Placer County	Extend light rail North Watt/ Pleasant Grove to Roseville Galleria	Light Rail	TSDP	$360,000
PLA		Sierra College Bl.	Sierra College Bl.	Construct over/under crossing at the Union Pacific at-grade crossing	Heavy Rail	New	$30,000
PLA		Placer County	Placer County	Improve 3 rail stations in Roseville, Rocklin & Loomis	Intercity Rail	TSDP	$6,000
PLA		Oakland	Auburn	Construct commuter rail system per Regional Rail Implementation Plan	Commuter Rail	TSDP	TBD

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County	Post Mile	From	To	Project Description	Project or Service Type	Project Source	Total Cost Estimate (X $1,000)
BICYCLE AND PEDESTRIAN							
SAC		Marysville Bl.	Watt Av.	Arcade Creek, extend bicycle and pedestrian path through Haggin Oaks Golf Course and Del Paso Park	Bicycle/ Pedestrian	SACOG Bike/ Ped Plan	TBD
SAC		Truxel Rd east-bound ramps		I-80, east of Truxel Rd., Bicycle and pedestrian crossing	Bicycle/ Pedestrian	SACOG Bike/ Ped Plan	TBD
SAC		Truxel Rd.	Northgate Bl.	I-80, along Ninos Parkway, bicycle and pedestrian crossing	Bicycle/ Pedestrian	SACOG Bike/ Ped Plan	TBD
SAC		Natomas East Drainage Canal		I-80, pedestrian and bicycle crossing	Bicycle/ Pedestrian	SACOG Bike/ Ped Plan	TBD
SAC		Arco Arena Bl.	Northgate Bl.	Market Bl., Class I path	Bicycle/ Pedestrian	SACOG Bike/ Ped Plan	TBD
SAC		Natomas East Drainage Canal	McClellan Business Airpark	Main Av., Class II bicycle lane	Bicycle/ Pedestrian	SACOG Bike/ Ped Plan	TBD
SAC		Roseville Rd.	Watt Av.	Haggin Oaks Golf Course, Construct Class I bicycle path	Bicycle/ Pedestrian	SACOG Bike/ Ped Plan	TBD
SAC		Marconi Av.	Sylvan Rd.	Auburn Bl., Class II bicycle lane	Bicycle/ Pedestrian	SACOG Bike/ Ped Plan	TBD
SAC		UPPR/ Roseville Road		I-80, pedestrian and bicycle crossing	Bicycle/ Pedestrian	SACOG Bike/ Ped Plan	TBD
SAC		Myrtle Av.		Myrtle Av., bicycle and pedestrian I-80 crossing	Bicycle/ Pedestrian	New	TBD
SAC		Longview Dr.	Placer County line	Roseville Road, bicycle and pedestrian facility	Bicycle/ Pedestrian	SACOG Bike/ Ped Plan	TBD
SAC		Foothill Golf Center, Citrus Heights		I-80, pedestrian and bicycle crossing	Bicycle/ Pedestrian	SACOG Bike/ Ped Plan	TBD
SAC, PLA		American River Bicycle Trail	Amtrak Station, Roseville	Class 1 Bicycle path along UPRR tracks	Bicycle/ Pedestrian	SACOG Bike/ Ped Plan	TBD
PLA		Roseville Rd.	Vernon St.	Cirby Wy., Class II bicycle lane	Bicycle/ Pedestrian	SACOG Bike/ Ped Plan	TBD
PLA		Sacramento County line	Cirby Wy.	Roseville Road, Class II bicycle lane	Bicycle/ Pedestrian	SACOG Bike/ Ped Plan	TBD
PLA		Sacramento County line	Atlantic St.	Vernon Street, Class III bicycle route	Bicycle/ Pedestrian	SACOG Bike/ Ped Plan	TBD
PLA		Royer Park path	Antelope Creek Trail	Dry Creek Trail, Class 1 Path	Bicycle/ Pedestrian	SACOG Bike/ Ped Plan	TBD
PLA		Cirby Wy.	Darling Wy.	Riverside Av., Class II bicycle lane	Bicycle/ Pedestrian	SACOG Bike/ Ped Plan	TBD
PLA		Darling Wy.	Vernon St.	Riverside Av., Class II bicycle lane	Bicycle/ Pedestrian	SACOG Bike/ Ped Plan	TBD

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