



DATE: April 27, 2007
TO: STA Board
FROM: Robert Macaulay, Director of Planning
RE: State Route (SR) 12 Median Barrier Study/Project Study
Report (PSR) and SR 12 I-80 to I-5 Corridor Study Scope
of Work

Background:

In October 2001, the Solano Transportation Authority (STA) approved the State Route (SR) 12 Major Investment Study (MIS). In December 2006, the STA Board adopted an overall State Route (SR) 12 safety strategy that included updating the SR 12 MIS. This update would also include an element that analyzes and recommends safety projects. The STA Board also reactivated the SR 12 Steering Committee.

The SR 12 Steering Committee is following a four-prong approach to improving traveler safety on SR 12: Enforcement, Legislation, Education and Engineering. The original proposal was to update the existing SR 12 MIS and add a safety element. STA staff met with California Department of Transportation (Caltrans) and Metropolitan Transportation Commission (MTC) staff on April 20, 2007 to discuss the MIS update. Caltrans strongly suggested that the study should not be limited to the I-80 to Rio Vista portion of SR 12, but should instead extend to I-5. MTC also agreed with this multi-regional approach. Both organizations also recognized the need for immediate progress to address safety issues.

SR 12 between I-80 and Rio Vista has approximately 30 access points. Obtaining traffic counts for the access points will help identify the proper location of breaks and left turn lanes in any centerline divider that may be recommended on SR 12. These counts should be conducted before the end of the school year in June.

Discussion:

SR 12 Median Barrier Study/PSR and Corridor Study

The SR 12 MIS is the oldest highway study document that STA has produced, having been completed in 2001. Such plans should normally be updated every 5 to 10 years, depending upon how rapidly conditions affecting the corridor are changing. Significant urban development has occurred in the Fairfield/Suisun City area, Rio Vista, Stockton, eastern Contra Costa County, Sacramento and other contributing areas since the data collection and analysis was completed for the 2001 SR 12 MIS. In addition, Caltrans completed a corridor study for SR 12 east of the Sacramento River in February 2006.

The 2001 SR 12 MIS identified a median barrier as one of the most effective potential safety improvements to the roadway. Subsequent public comments and observation of fatality accident statistics bears this out. Caltrans and MTC have agreed with STA staff that proceeding with installation of a median barrier as soon as possible is the safety

improvement most likely to substantially reduce fatality accidents. However, it is also recognized that right-of-way acquisition, environmental impacts and mitigation, barrier breaks for local traffic and emergency access, and protected left turn pockets will need to be considered as part of the emergency analysis for a median barrier. A Project Study Report (PSR) will be required before Caltrans and the California Transportation Commission would program funding of a median barrier.

STA, Caltrans and MTC have identified an approach that will expedite design and installation of a median barrier but still coordinate long-term safety and capacity improvements in Solano County with those in Sacramento and San Joaquin Counties. STA will proceed with a median barrier study and PSR for the segment of SR 12 between Walters Road and Summerset Road. The contract for that work will contain a second phase, which will consist of a multi-jurisdictional corridor study for SR 12 from I-80 to I-5. STA will primarily fund the median barrier study and PSR; STA will work with Caltrans, MTC and other regional governments to fund and coordinate the corridor study.

MTC has selected four (4) consulting firms to conduct new or updated freeway corridor studies in the Bay Area. STA, Caltrans and MTC have all agreed that one of these consultants should be selected after a rapid review of qualifications to conduct the median barrier study/PSR and corridor study. This approach will help expedite the selection of a qualified consultant and the initiation of the project, and will help assure acceptance of the work product by Caltrans and MTC.

Attachment A is the proposed scope of work for the SR 12 Median Barrier Study/PSR and the SR 12 I-80 to I-5 Corridor Study. The scope calls for the four (4) MTC corridor study consultants to submit a statement of qualifications and a proposal to conduct this SR 12 work. STA would convene an evaluation panel, select the most qualified respondent, and enter into negotiations for a consultant agreement. The proposal envisions having a consultant on board by July of 2007. This item was reviewed and recommended for approval by the Technical Advisory Committee (TAC) in April.

Traffic Counts

The 2001 SR 12 MIS identified a median barrier (along with an increase in the number and width of travel lanes and the creation of an adequate shoulder, and the creation of additional grade-separated intersections) as a major component of SR 12 due to forecasted increased traffic. A median barrier limits the ability of traffic to cross roadway lanes for legitimate purposes, including accessing private property and responding to emergency calls and potentially limit left turn movements from access points along SR 12. It is therefore important to identify the proper location(s) for any breaks in a median barrier based in part on traffic data.

In addition, where there are median barrier breaks, left turn lanes and acceleration/deceleration lanes may also be appropriate. The determination of the proper location of median barrier breaks, turn lanes and acceleration/deceleration lanes is best guided by traffic counts on the possible roadways.

STA staff is proposing to use a consultant list and agreement format provided by the City of Fairfield to obtain traffic counts for adjacent roads that may justify these median barrier breaks. Attachment B is the draft Request for Qualifications and a Scope of Work for the needed traffic counts. STA plans to have the counts conducted before school lets

out in mid-June. This item was reviewed and recommended for approval by the Technical Advisory Committee (TAC) in April.

Fiscal Impact:

STA staff had originally estimated the Median Barrier Study and PSR would cost between \$300,000 and \$350,000 to complete. The TAC recommendation to proceed was based on this amount, but with an understanding that it might increase. After further input from Caltrans and MTC. A parallel project study report is being prepared. STA staff now estimates the actual cost will be up to \$700,000. STA will have sufficient State Transportation Improvement Program (STIP) Planning, Programming, and Monitoring (PPM) funds available as of July 1, 2007, to fund the study over a 2-year period.

The I-80 to I-5 Corridor Study will involve three (3) councils of government, two (2) air districts, three (3) Caltrans regions as many as seven (7) local governments. STA therefore intends to seek a funding and partnership agreement with Caltrans and other agencies for the Corridor Study.

Based on cost experience that the City of Fairfield has had with traffic counts, the intersecting streets traffic counts are expected to cost no more than \$5,000.

Recommendation:

Authorize the Executive Director to:

1. Issue a Scope of Work for the SR 12 Project, consisting of the SR 12 Median Barrier Study/PSR and the State Route 12 I-80 to I-5 Corridor Study;
2. Select and enter into a contract with a qualified respondent, with the amount of the SR 12 Median Barrier Study/PSR not to exceed \$700,000;
3. Issue the attached Scope of Work and Request for Proposals for Traffic Data Collection for connecting roads; and
4. Select and enter into a contract with a qualified respondent for an amount not to exceed \$5,000 to conduct traffic counts on SR 12.

Attachments:

- A. SR 12 MIS Update and Safety Plan Scope of Work
- B. SR 12 Intersecting Streets Traffic Count Request for Proposals