

NVTA PROJECT UPDATE:
SR 29 / 12 / AIRPORT BLVD



- **February 5, 2026**
- Grant Bailey, P.E.
- Program Manager - Engineer

Project Background

- **Objective**

- Reduce congestion and improve operations at the intersections of SR 29 / 12 / Airport Blvd and SR 12 / Kelly Rd

- **Previous Work**

- 2008 Environmental Document – Initial Study / Mitigated Negative Declaration
 - Combined environmental document with Jameson Canyon Rd
 - Environmentally cleared a tight diamond interchange

- **Current Status**

- NVTA performing an alternative analysis with intent to revalidate the existing ED
- Consultant contract issued to Kimley-Horn & Associates in September 2025



Alternative Analysis & Environmental Document Revalidation

Phase 1

- Performance Based Screening
- Design Alternative Analysis
- Select 3 alternatives to move to Phase 2



Phase 2 and 3

- Refine Alternatives
- Community and Stakeholder engagement
- Evaluation Matrix
- Advance and select build alternative



Phase 4

- Value Analysis study and preferred alternative selection
- Environmental, traffic and engineering technical studies
- Complete environmental revalidation

P1: Oct '25 – Feb '26



P2&3: Mar '26 – June '26



P4: July '26 – Dec '27

 **COMPLETE**

 **IN PROGRESS**

 **SOON FUTURE**

Phase 1: Alternative Analysis

- **Process**

- Workshop based with local stakeholders
 - City of Napa
 - County of Napa

- **Workshop 1 – November 2025**

- Screened from 9 alternatives to 6 for detailed analysis

- **Workshop 2 – February 2026**

- Screened from 6 alternatives to 3 to present to Caltrans

At-Grade Alternatives

1. ~~Three Left-Turn Lanes~~
2. Displaced Left-Turn
3. ~~Median U-Turn~~
4. ~~Turbo Roundabout~~

Elevated Structure Alternatives

5. Center Turn Overpass
 6. Connector Ramp
- Median Connector Ramp
 - Outside Connector Ramp

Grade Separation Alternatives

7. Single-Point Urban Interchange
8. ~~Tight Diamond Interchange~~
9. ~~Dog-Bone Tight Diamond Interchange~~

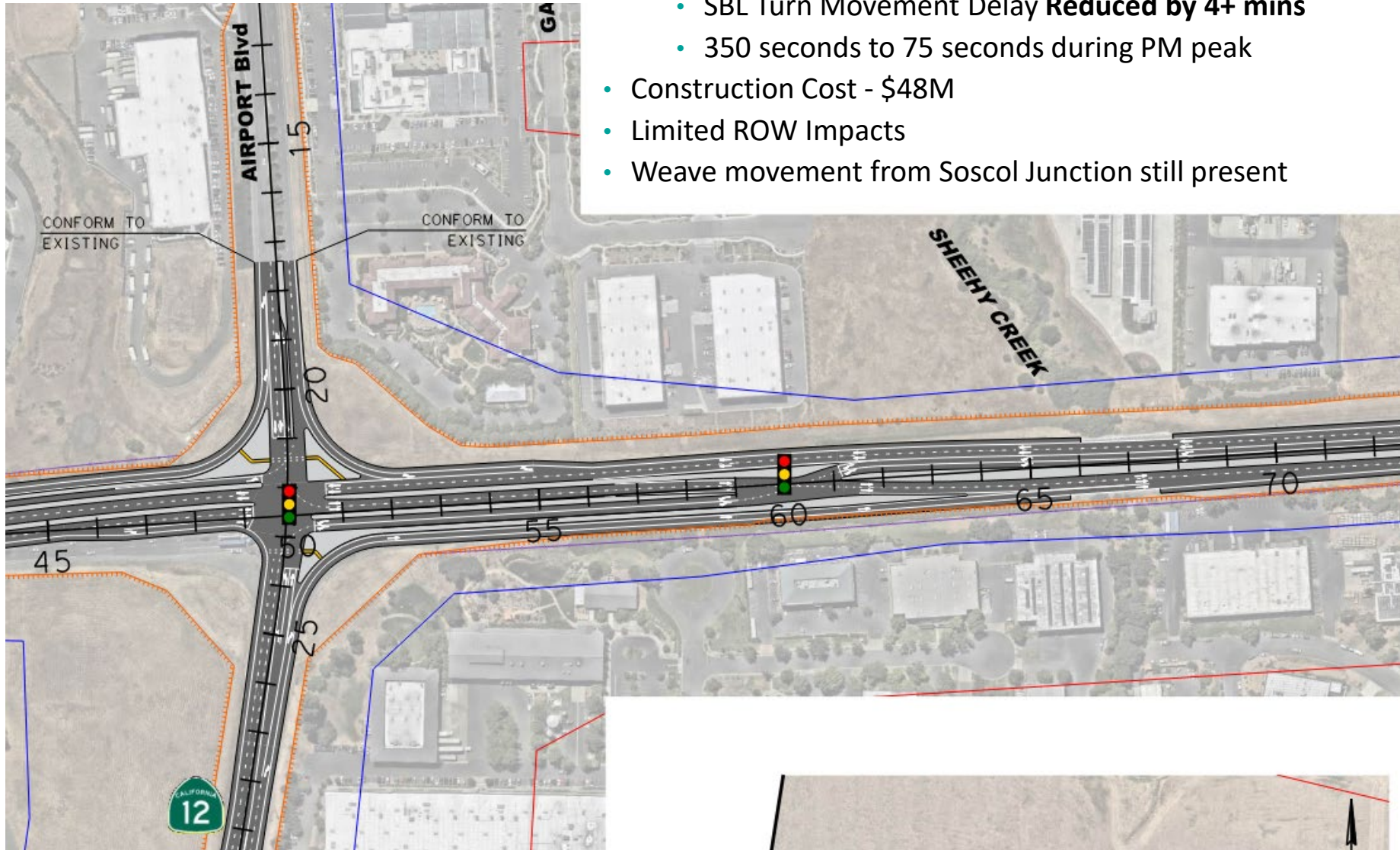
Phase 1: Detailed Alternative Analysis

- **Alternative Evaluation Criteria**
 - Each criteria carries contributing factors
 - All criteria evaluated relative to impacts identified under the 2008 preferred alternative (tight diamond)
- **Highest Ranked Alternatives**
 - Displaced Left Turn
 - Connector Ramp – Outside Merge
 - Single Point Urban Interchange

Evaluation Criteria	Contributing Factors
Environmental Impact	Visual
	Biological
	Cultural
	Revalidation of 2008 ED
	Community
	Other Factors
Design Considerations	Nonstandard Design Features
	Safety Performance
	Freight Accommodation
	Structural Design
Traffic Operations	Network Performance
	Maintaining All Movements at SR 12/Kelly Road Intersection
	Vehicle Miles Traveled (VMT)
Multimodal Access	Bicycle Connectivity, Comfort, and Safety
	Transit Connectivity, Comfort, Safety, and Reliability
Right-of-Way	Property Acquisition
	Relocation and Displacement
	Impacts on Site Improvements
	Access Related Severance Damages
	Utility Impacts
Project Cost	Construction Cost
	Right-of-Way Cost
Constructability	Impacts to Traffic during Construction
	Construction Duration
Compatibility	Compatibility with Current and Proposed Infrastructure and Developments
	Familiarity with Interchange Configuration
Local Support	Support from NVTA, City, and County

Top Ranked Alternatives

- **At Grade:** Displaced Left Turn

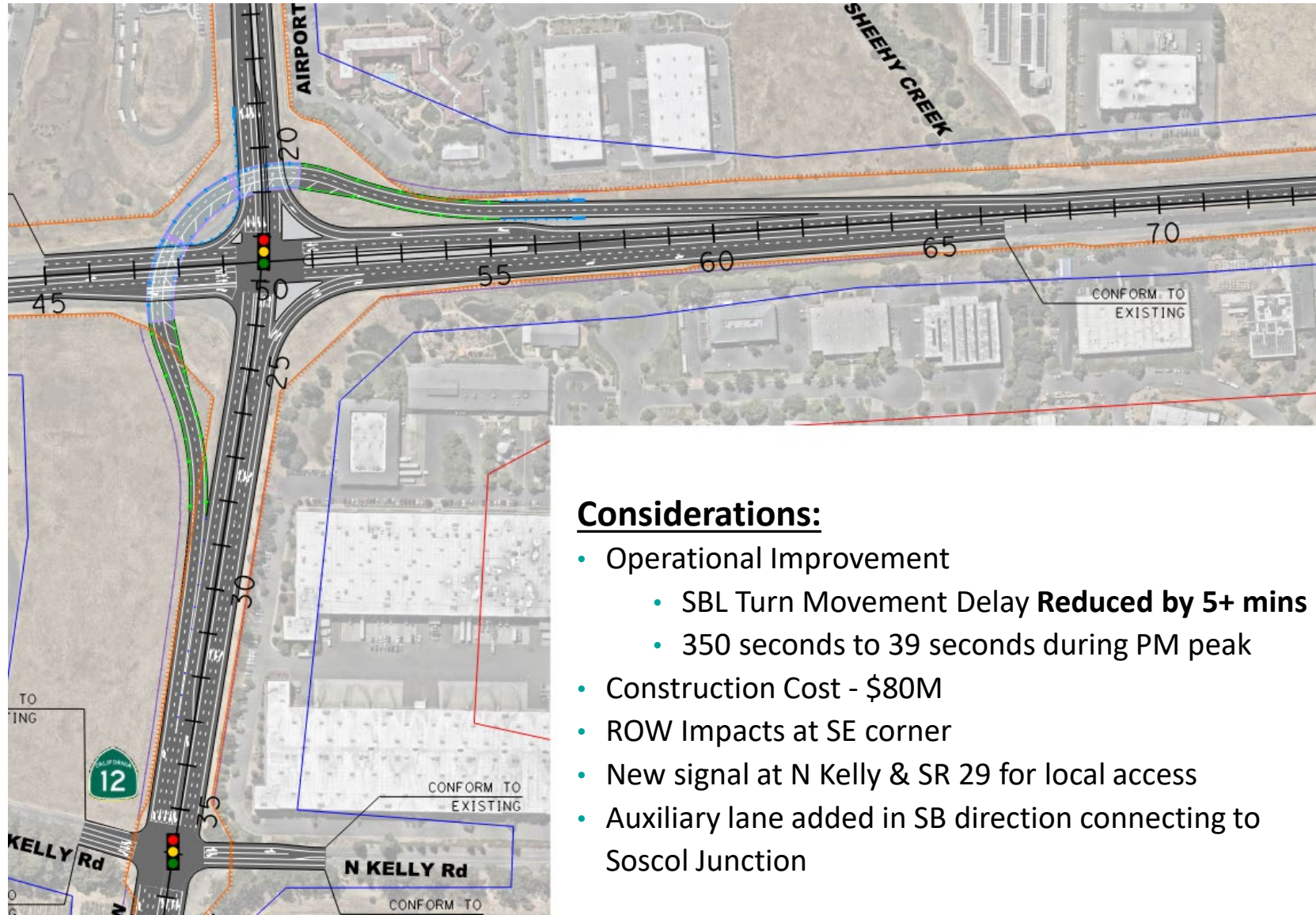


Considerations:

- Operational Improvement
 - SBL Turn Movement Delay **Reduced by 4+ mins**
 - 350 seconds to 75 seconds during PM peak
- Construction Cost - \$48M
- Limited ROW Impacts
- Weave movement from Soscol Junction still present

Top Ranked Alternatives

- **Elevated Structure: Direct Connector – Outside Merge**



Considerations:

- Operational Improvement
 - SBL Turn Movement Delay **Reduced by 5+ mins**
 - 350 seconds to 39 seconds during PM peak
- Construction Cost - \$80M
- ROW Impacts at SE corner
- New signal at N Kelly & SR 29 for local access
- Auxiliary lane added in SB direction connecting to Soscol Junction

Next Steps

- **Caltrans Coordination**
 - Review top 3 alternatives with Caltrans
 - Assess alternatives for eligibility for environmental revalidation
 - Determine level of effort necessary for each alternative to update environmental document
- **Public Participation**
 - Hold public meeting after feedback from Caltrans
 - Provide project update and solicit feedback on project alternatives



Q&A - Thank you!

