System Determined POAQC: Non-Exempt

Project Information

Project Name: **EB I-80 Cordelia Truck Scales Relocation Project**

Sponsor: **Solano Transportation Authority** TIP ID: **SOL090003** RTP ID: **230322**

Agency: **Solano Transportation Authority** Mode: **STATE HIGHWAY** Sub Mode:

Project Type: **FREEWAY I/C** Trans. System: **STATE HWY** Purpose: **EXPANSION** County: **Solano**

Proj. Desc.: **Solano County: rebuild and relocate the Eastbound Truck Scales Facility, build a 4-lane bridge across Suisun Creek, and construct braided ramps from the new truck scales facility to EB I-80 and EB SR 12 ramps.**

RTP Tittle: **Rebuild and relocate eastbound Cordelia Truck Scales Facility (includes a new 4-lane bridge across Suisun Creek and new ramps at eastbound Route 12 and eastbound I-80)**

Step 1: Project Identification

1: Does this project have any federal funding? **Yes**

2: Does this project (or any phases of the project) require any federal action (such as federal authorization or approval for funding or environmental review) after December 14, 2010? **Yes**

3: Is the project exempt from both regional and project-level air quality conformity under 40 CFR 93.126? **No**
Project Type Selected: **None Applies**

4: Is the project exempt from regional air quality conformity under 40 CFR 93.127? **Yes**
Project Type Selected: **Truck size and weight inspection stations.**

5: Is the project exempt from regional air quality conformity under 40 CFR 93.128? **No**
Project Type Selected: **None Applies**

6: Does this project meet the definition of a “project of air quality concern” under 40 CFR 93.123(b)(1)? **No**
Project Type Selected: **None Applies**

Dates for Interagency Consultation

Requested Date of Interagency Consultation: **JAN- 2011**

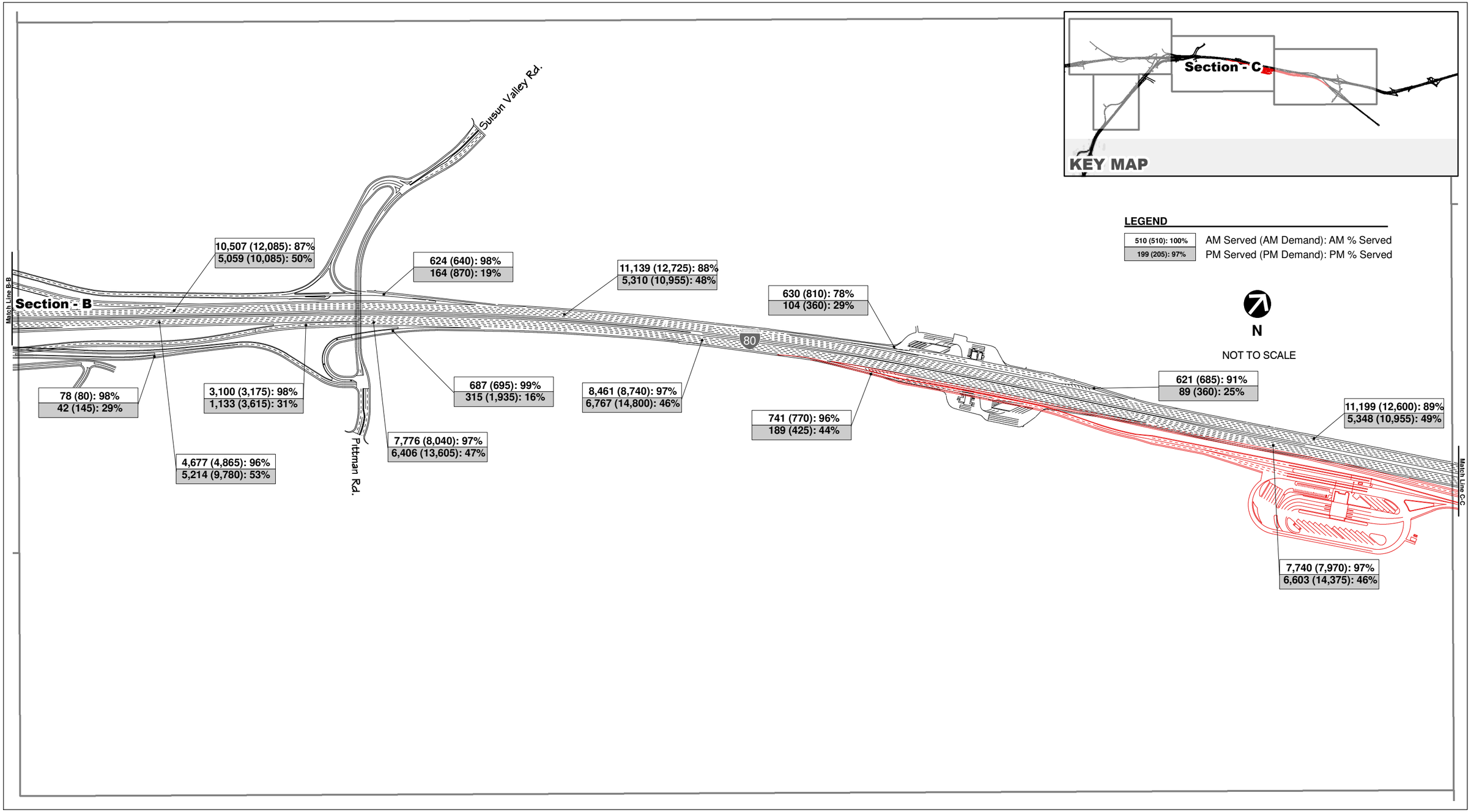
Meeting Date of PM2.5 consultation via Air Quality Conformity Task Force to determine POAQC:

Action Date of PM2.5 consultation via Air Quality Conformity Task Force to determine POAQC:

Dates for PM2.5 Hot-Spot Analysis

Meeting Date of PM2.5 consultation via Air Quality Conformity Task Force to determine review hot-spot analysis:

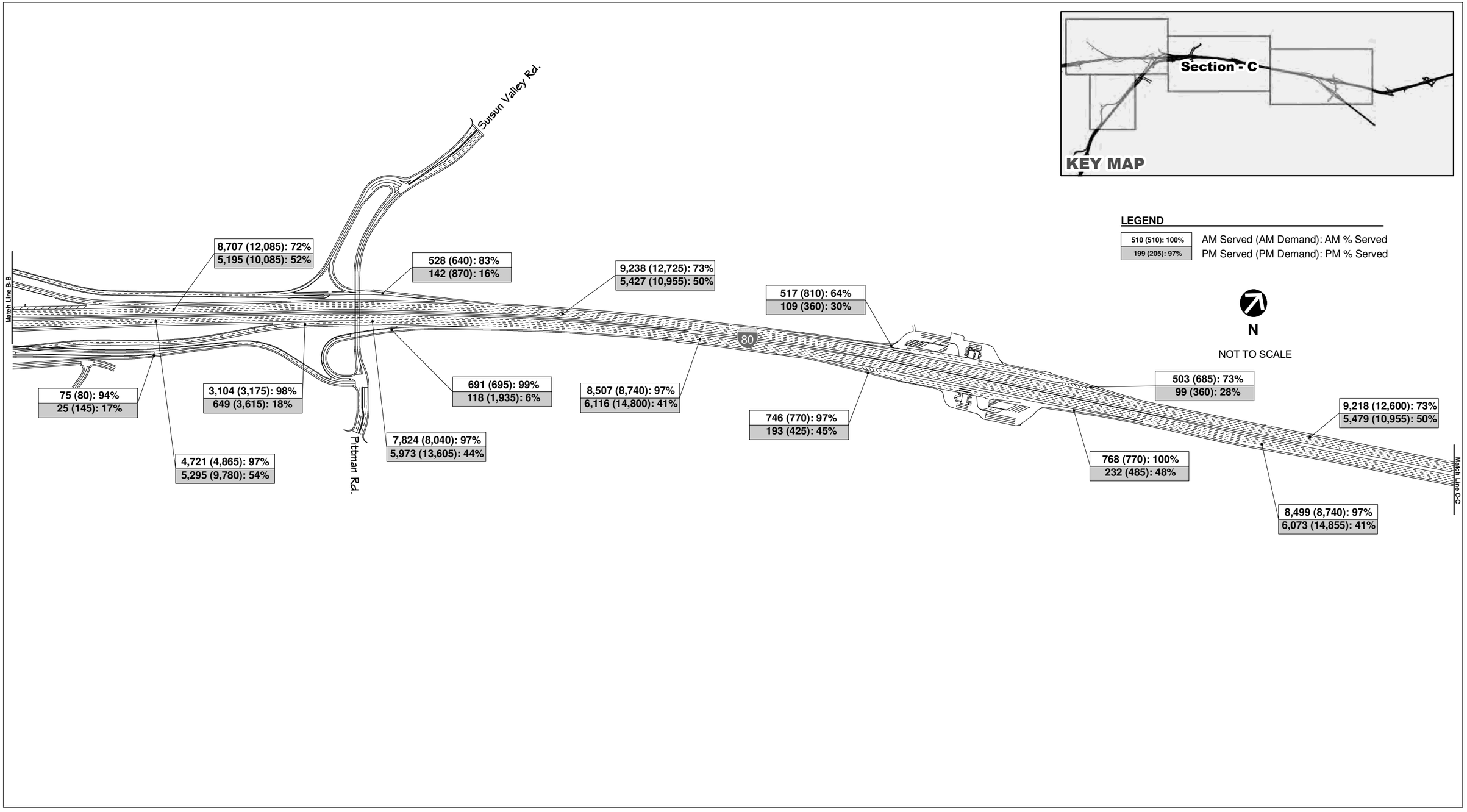
Action Date of PM2.5 consultation via Air Quality Conformity Task Force to determine review hot-spot analysis:



I-80 Eastbound Cordelia Truck Scales Relocation Project

FEHR & PEERS
TRANSPORTATION CONSULTANTS

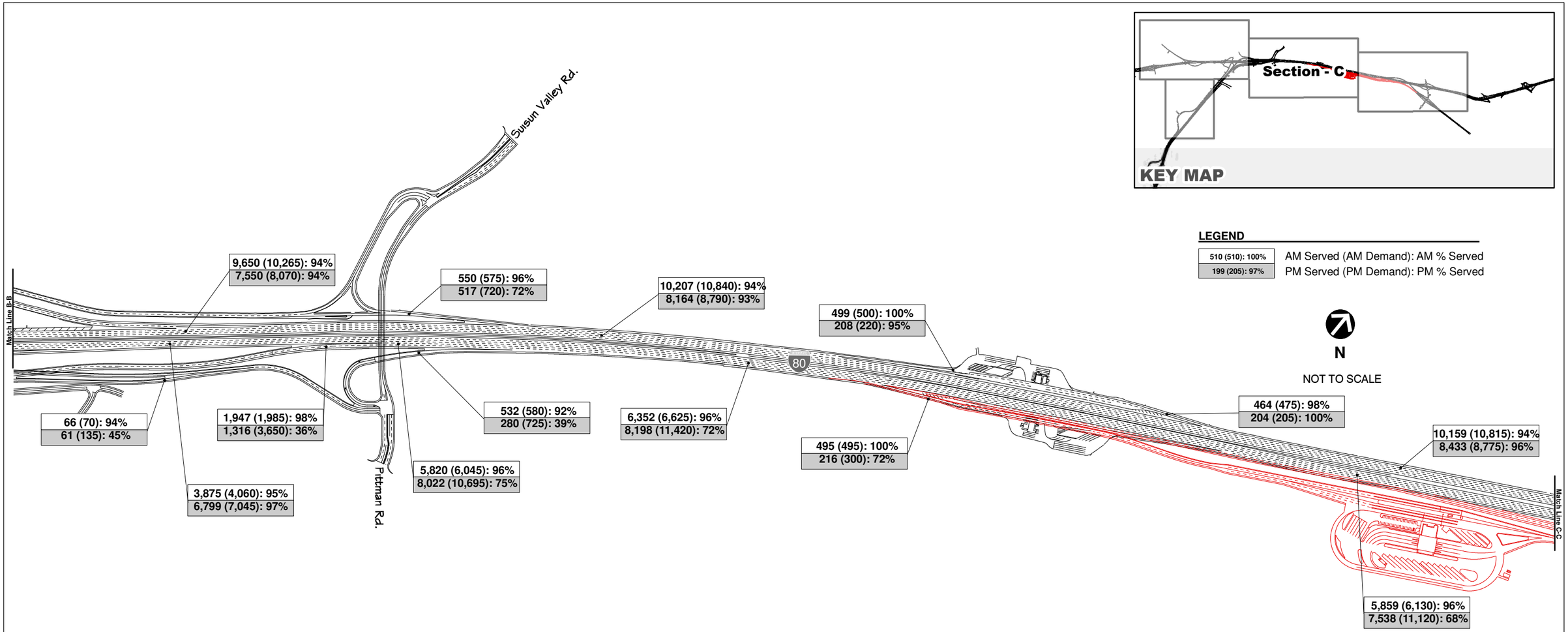
YEAR 2035 WITH PROJECT
SECTION - C
FIGURE A19



I-80 Eastbound Cordelia Truck Scales Relocation Project

FEHR & PEERS
TRANSPORTATION CONSULTANTS

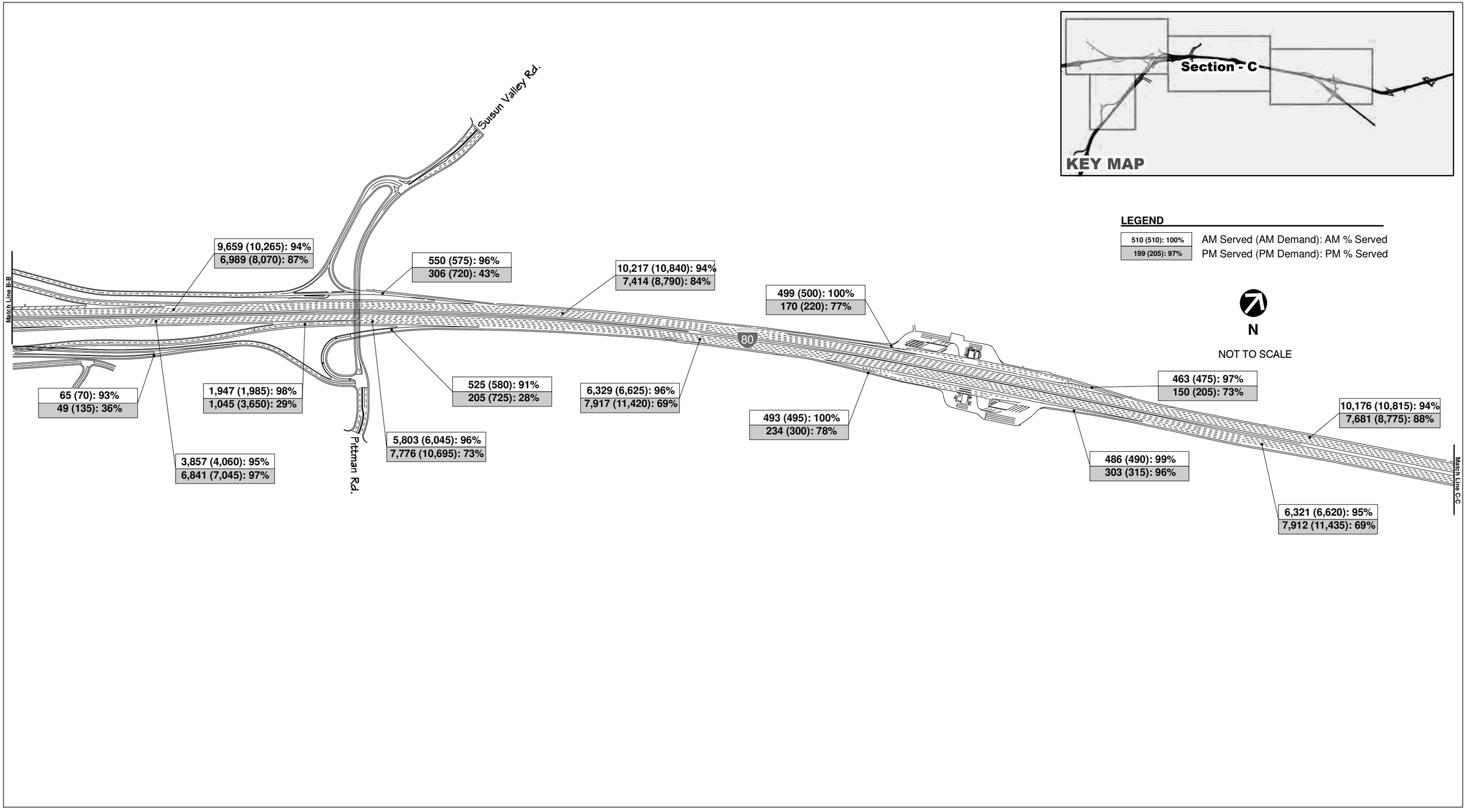
YEAR 2035 NO PROJECT
SECTION - C
FIGURE A15



I-80 Eastbound Cordelia Truck Scales Relocation Project

FEHR & PEERS
TRANSPORTATION CONSULTANTS

YEAR 2015 WITH PROJECT
SECTION - C
FIGURE A11



I-80 Eastbound Cordelia Truck Scales Relocation Project

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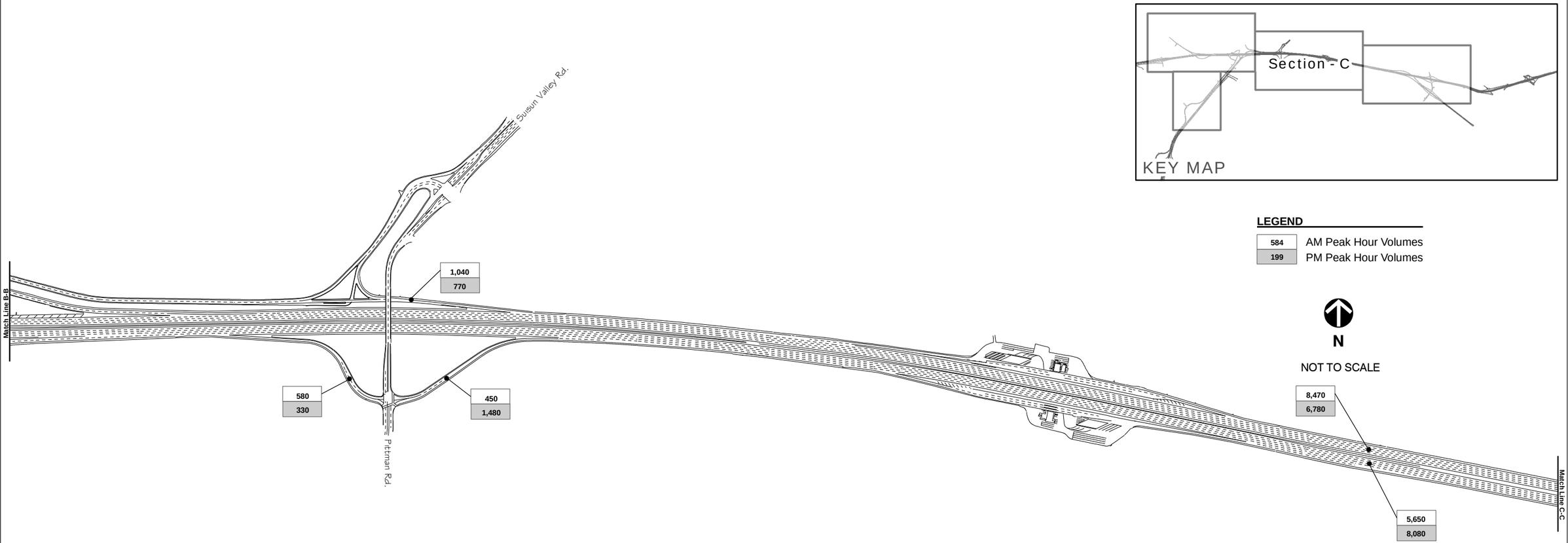
YEAR 2015 NO PROJECT
SECTION - C
FIGURE A7



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N:\Projects\1021\1806\GIS\MXD\Section C_Exist.mxd

EXISTING CONDITIONS
SECTION - C
FIGURE A3

Final Traffic Operations Report

INTERSTATE 80 EASTBOUND CORDELIA TRUCK SCALES RELOCATION PROJECT

October 2008

WC08-2543

FEHR & PEERS
TRANSPORTATION CONSULTANTS

As previously indicated, implementation of the project would result in a 2.91% increase in truck volumes between the no build and build alternatives in 2015 and a 6.42% increase in truck volumes in 2035. Because the increase in truck volumes between the no build and build alternatives is less than 10%, this increase is not anticipated to be significant. Consequently, the project is not considered a POAQC.

Attachments:

Attachment A. Caltrans (2009) I80 Eastbound Cordelia Truck Scales Relocation Project Final EIR/EA – Traffic Analysis.

Attachment B. FHWA Project Level Conformity Determination for the I-80 EB Cordelia Truck Scales Relocation Project

Figure 1-2. Eastbound Cordelia Truck Scales Relocation Project Features

Figure 2.2-6. Locations of Sensitive Receptors

represents a 2.91% increase in truck volumes between the no build and build alternatives.

Attachment A presents the mainline peak hour traffic volumes and truck volumes entering and exiting the truck scales. It is anticipated that the traffic entering and exiting the truck scales would consist entirely of diesel trucks. Table 1 presents peak hour truck volumes for the truck scale ramps by directional split, as well as total peak hour and ADT volumes.

Table 1. Truck Scale Ramp Truck Volumes (2015)

Truck Scale Ramps[1]	WB		EB		Total			
Condition	am Peak Hour	pm Peak Hour	am Peak Hour	pm Peak Hour	am total Peak Hour	pm total Peak Hour	total Peak Hour	Calculated ADT[2]
2015 No Project	463	150	493	234	956	384	1,340	6,700
2015 With Project	464	204	495	216	959	420	1,379	6,895

RTP Horizon Year / Design Year: If facility is a bus, rail or intermodal facility/terminal/transfer point, # of bus arrivals for Build and No Build, % and # of bus arrivals will be diesel buses

The traffic study provided by the traffic engineers (Fehr & Peers 2008) indicates that total peak-hour truck volumes are anticipated to be 1,541 under the no build alternative and 1,640 under the build alternative. Based on consultation with the project traffic engineers, Fehr & Peers, ADT volumes were calculated from peak hour volumes presented in Figure A by summing total a.m. and p.m. peak hour volumes and multiplying the resulting total peak hour volumes by a factor of 5. Consequently, ADT volumes are anticipated to be 7,705 under the no build alternative and 8,200 under the build alternative. This represents a 6.42% increase in truck volumes between the no build and build alternatives.

Attachment A presents the mainline peak hour traffic volumes and truck volumes entering and exiting the truck scales. It is anticipated that the traffic entering and exiting the truck scales would consist entirely of diesel trucks. Table 2 presents peak hour truck volumes for the truck scale ramps by directional split, as well as total peak hour and ADT volumes.

Table 2. Truck Scale Ramp Truck Volumes (2035)

Truck Scale Ramps[1]	WB		EB		Total			
Condition	am Peak Hour	pm Peak Hour	am Peak Hour	pm Peak Hour	am total Peak Hour	pm total Peak Hour	total Peak Hour	Calculated ADT[2]
2035 No Project	503	99	746	193	1,249	292	1,541	7,705
2035 With Project	621	89	741	189	1,362	278	1,640	8,200

Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*

(See Attachment A)

Traffic information provided by the traffic engineers (Fehr & Peers 2008b) indicates that LOS ratings are not expected to degrade to E or worse under future with-project conditions for freeway segments, freeway off-ramps, and surface street intersections in the surrounding area of the proposed project. In addition, the LOS for most of the segment, off-ramps, and intersection analyzed would not change when comparing the proposed project to the no-project scenario.

Comments/Explanation/Details *(please be brief)*

safety by reducing truck/auto weaving and queuing and will provide traffic congestion relief along this segment of I-80.

The existing truck scales significantly contribute to the congestion on I-80 because of the large number of trucks exiting and entering I-80 and the close proximity of the scales to the Suisun Valley Road, I-680, and SR 12E interchanges. The location of the truck scales is ideal for monitoring and enforcing truck weight and safety requirements because it provides one location that can monitor truck traffic on I-80, I-680, and SR 12. However, because of the high volume of trucks within the corridor, it is frequently necessary for the CHP to close the scales when queuing trucks begin to back up onto the mainline freeway. The large volume of trucks exiting and entering the highway creates a severe weaving problem, which is made worse by the size, limited maneuverability, and lower speeds of large trucks.

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*

Land uses surrounding the truck scales include Interstate I-80, which contributes the predominant volume of traffic to the area. Other uses include land in agriculture as well as several residences located along Cordelia Road to the south of the project footprint. (Six single-family residences are located within 1,000 feet of the project footprint, and two of these are within 500 feet of the proposed truck scale on-ramps to the freeways)

To the west of the project footprint, land uses include commercial and retail uses situated around the I-80/Suisun Valley Road interchange. Land uses to the east include warehousing and industrial/ manufacturing uses near the SR 12/Chadbourne Road interchange.

Opening Year: If facility is a highway or street, Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

N/A

RTP Horizon Year I Design Year: If facility is a highway or street, Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

N/A

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

N/A

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

N/A

Opening Year: If facility is a bus, rail or intermodal facility/terminal/transfer point, # of bus arrivals for Build and No Build, % and # of bus arrivals will be diesel buses

The traffic study provided by the traffic engineers (Fehr & Peers 2008) indicates that total peak-hour truck volumes are anticipated to be 1,340 under the no build alternative and 1,379 under the build alternative. Based on consultation with the project traffic engineers, Fehr & Peers, ADT volumes were calculated from peak hour volumes presented in Figure A by summing total a.m. and p.m. peak hour volumes and multiplying the resulting total peak hour volumes by a factor of 5. Consequently, ADT volumes are anticipated to be 6,700 under the no build alternative and 6,895 under the build alternative. This

RTIP ID #: *22701*
Reference #: *230322 (http://www.transportation2035.com/public/project_form.aspx?itemId=230322)*

TIP ID # *22701*

Air Quality Conformity Task Force Consideration Date

Project Description *(See Attachment A)*
The California Department of Transportation (the Department) proposes to rebuild the eastbound Cordelia Truck Scales at a new location on Interstate 80 (I-80) in Solano County, California. The I-80 Eastbound Cordelia Truck Scales Relocation Project (project) would consist of the construction of a larger truck scale facility with more capacity, a longer off-ramp, and braided highway on-ramps that provide access to I-80 and State Route (SR) 12 East (SR 12E). The truck scale facility is less than 0.1 mile long, but the length of the project area with the ramps and utilities is approximately 2 miles.

Type of Project:
Truck weight/inspection station.

County	**Narrative Location/Route & Postmiles**
Solano	*Near the City of Suisun City, Solano County* ***DIST./CO./RTE.:*** *04-SOL-80; 04-SOL-SR12* ***PM/PM:*** *14.0/15.7; L1.8/L2.0* **Caltrans Project** *– EA 0A5350*

Lead Agency: *California Department of Transportation*

Contact Person	**Phone**	**Fax**	**Email**
Howell Chan	*510-286-5623*		*Howell_chan@dot.ca.gov*

Federal Action for which Project-Level PM Conformity is Needed *(check appropriate box)*

☐ **Categorical Exclusion (NEPA)**	☒ **EA or Draft EIS**	☐ **FONSI or Final EIS**	☐ **PS&E or Construction**	☐ **Other**

Schedule Date of Federal Action:

NEPA Delegation – Project Type *(check appropriate box)*

☐ **Exempt**	☐ **Section 6004 – Categorical Exemption**	☒ **Section 6005 – Non-Categorical Exemption**

Current Programming Dates *(as appropriate)*

	PE/Environmental	**ENG**	**ROW**	**CON**
Start	2002	2010		2012
End	2011	2012		2014

Project Purpose and Need (Summary):
The purpose of the project is to accommodate anticipated growth in truck traffic in the corridor by 2040. The project will improve the reliability of the truck weight and safety inspection and enforcement system and thereby protect the structural integrity of California roads. The project will also improve mainline

I-80 Eastbound Cordelia Truck Scales Relocation Project

Qualitative PM2.5 Hot Spot Analysis

Interstate 80 and State Route 12 East in the Vicinity of Fairfield

Solano County, California

04-SOL-80 PM 13.8-15.7 and 04-SOL-SR 12E PM L1.8-L2.0

EA-04-0A5350

December 2010

Caltrans