5.12 Traffic and Transportation

This section addresses the potential effects of the CPV Vaca Station (CPVVS) project on traffic and transportation. Section 5.12.1 describes the affected environment of the local and regional traffic and transportation routes surrounding the project site. Section 5.12.2 presents the environmental analysis of the project's effects on local traffic volumes and patterns. Section 5.12.3 evaluates potential cumulative effects on traffic and transportation because of other, simultaneous projects. Section 5.12.4 describes mitigation measures for the project. Section 5.12.5 describes applicable laws, ordinances, regulations, and standards (LORS). Section 5.12.6 discusses traffic and transportation permits required and lists the applicable regulatory agencies and their agency contacts. Section 5.12.7 lists the references used to prepare this section.

5.12.1 Affected Environment

The CPVVS will be located adjacent to the City of Vacaville's (City) Easterly Wastewater Treatment Plant (EWTP), on land that is owned by the City. The project site is located in rural Solano County northwest of the Fry Road/Lewis Road intersection. The CPVVS site is located within an extension of the City's limits about 1.75 miles east of the City proper. The site is also 0.5 mile southeast of the unincorporated town of Elmira. Surrounding land uses include the EWTP to the northwest and agricultural land uses to the east, west, and south. Access to CPVVS will be from a main entrance on Lewis Road.

5.12.1.1 Existing Regional and Local Transportation Facilities

The surrounding regional and local roadway networks are shown in Figures 5.12-1 and 5.12-2. Freeway access to the site is provided from the east and west via Interstate 80 (I-80). From the east, State Route 113 (SR 113) also provides access to the site. Local access to the project site is mainly provided by Fry Road, an east-west arterial to the south of the project site. Construction workers traveling to the site and CPVVS employees after construction may use the roadways described below.

5.12.1.1.1 Interstate 80

I-80 is an east-west freeway from California to New Jersey. I-80 connects to Interstate 505 (I-505) northwest of the project site, to SR 113 northeast of the project site, and to State Route 12 (SR 12) southwest of the CPVVS. Access from I-80 to the site is provided via Alamo Drive/Fry Road from the south, and via Elmira Road and Leisure Town Road to the north. In the vicinity of the proposed project, I-80 has three to four lanes in each direction. According to traffic counts published by the California Department of Transportation (Caltrans) in 2006, the average daily traffic volume on I-80 near the I-505 interchange is 124,000 vehicles/day. Trucks are approximately 6 percent of all traffic.

5.12.1.1.2 Interstate 505

I-505 is a north-south freeway that connects Solano County with the northern Sacramento Valley. I-505 links Interstate 5 (I-5) to the north with I-80 to the south, and joins I-80 in Vacaville, approximately 3.8 miles northwest of the project site. In the vicinity of the proposed project, I-505 has two lanes in each direction. According to traffic counts published by Caltrans in 2006, the average daily traffic volume on I-505 is 34,500 vehicles/day. Trucks are approximately 10 percent of all traffic.

5.12.1.1.3 Rio Dixon Road / SR 113

Rio Dixon Road is a north-south major arterial that provides access to the project site from the east. It is an undivided arterial that has one lane in each direction. According to Caltrans, in 2006, the average daily traffic volume on Rio Dixon Road is 5,000 vehicles/day. Trucks are approximately 6.5 percent of all traffic.

5.12.1.1.4 Alamo Drive / Fry Road

Alamo Drive is a city street that becomes Fry Road, which is a Solano County (County) road. It is an east-west roadway that connects the project site to I-80 on the west side and to SR 113 on the east side. Within the City, Alamo Drive is a divided arterial that has two to three lanes in each direction, with one shared turning lane for most of its length. In unincorporated Solano County, Fry Road is an undivided collector of regional significance with one lane in each direction. Alamo Drive provides access to the project site from I-80, while Fry Road provides access to the project site from SR 113.

5.12.1.1.5 Elmira Road

Elmira Road is an east-west roadway that connects Leisure Town Road to I-80. It is a divided arterial that has four to six lanes. According to the City, Elmira Road carries about 20,000 vehicles daily.

5.12.1.1.6 Leisure Town Road

Leisure Town Road is a north-south roadway that connects Alamo Drive to I-80. It is a four-lane divided arterial with one shared turning lane in some sections. Leisure Town Road carries about 15,000 vehicles daily, according to the City.

5.12.1.1.7 Lewis Road

Lewis Road is a two-lane north-south roadway in the unincorporated part of Solano County. The main entrance of the project site will be off Lewis Road, which carries about 557 vehicles per day according to the County.

5.12.1.2 Existing Traffic Conditions and Level of Service Analysis

The traffic analysis was conducted according to the methodologies and procedures outlined in the Highway Capacity Manual (HCM) (Transportation Research Board, 2000), and applicable provisions from the California Environmental Quality Act (CEQA). Average daily traffic for the study area local streets was used in the analysis, as well as peak-hour traffic on state facilities. Morning and afternoon peak-hour turning movement counts were used to assess intersection level of service (LOS).

5.12.1.2.1 Existing Roadway Conditions

The 2000 HCM assess the performance of street and highway systems and the capacity of roadways by measuring the flow of traffic. LOS is a qualitative assessment of the quantitative effects of such factors as traffic volume, roadway geometrics, speed, delay, and maneuverability on roadway and intersection operations. Roadway traffic flow characteristics for different LOS are described in Table 5.12-1.

LEGEND
- Project Site
- Freeway
- Highway
- Major Road
- County Boundary
- Major Railroad Lines
- Airport Area

Notes:
1. Scale set at 1:250,000

N

0 2 4
Miles

FIGURE 5.12-1
REGIONAL TRANSPORTATION
CPV VACA STATION
VACAVILLE, CA

CH2MHILL

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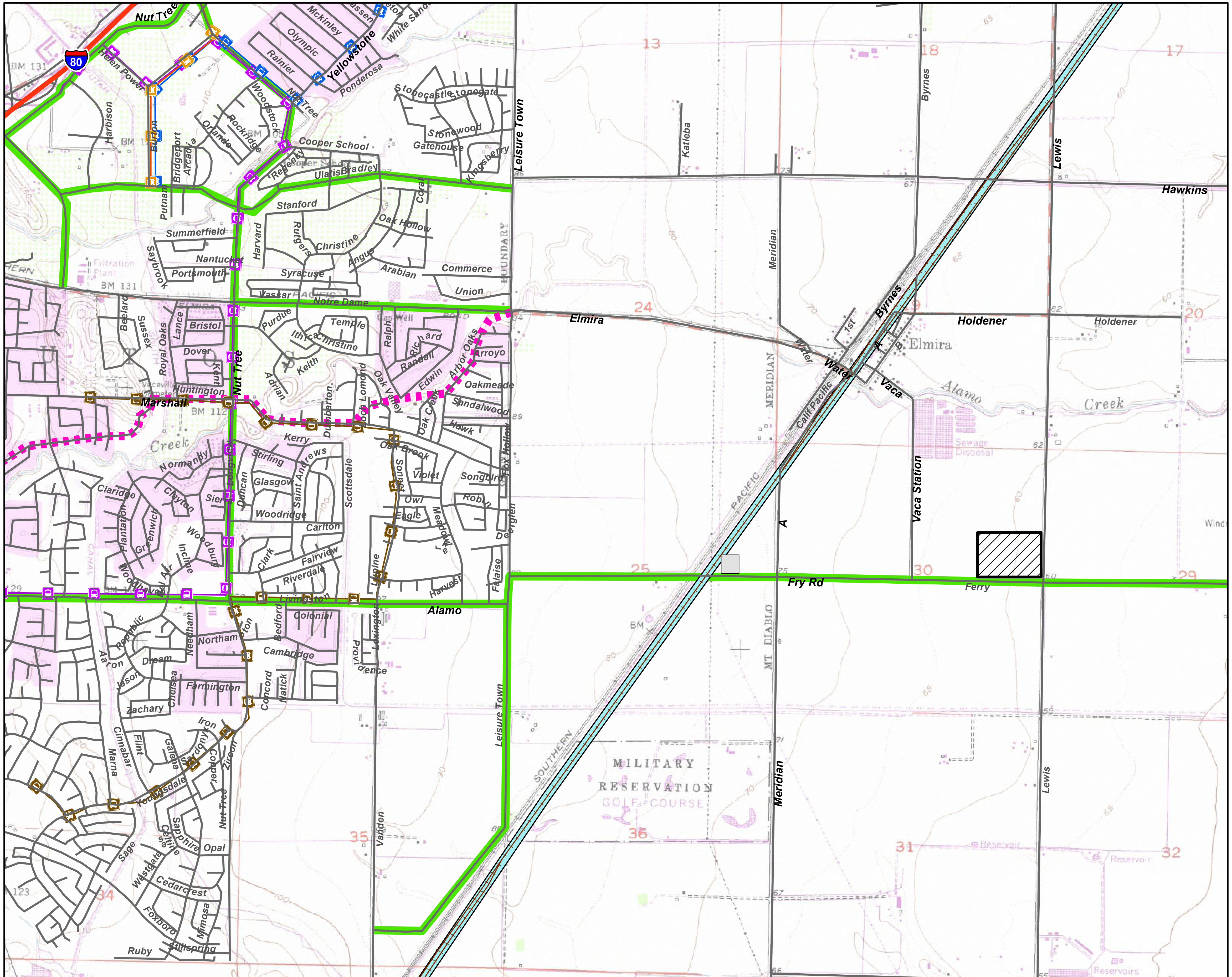

LEGEND

Bike Route Type

- Alamo Creek Bikeway
- Bike Lanes or Shoulders

Bus Route (Vacaville City Bus Operator)

- Route 4
- Route 5
- Route 6
- Route 8
- Amtrak Capitols Section
- Railroads (Local)
- Freeway
- Major Road
- Substation
- Project Site

Notes:

1. Scale 1:24,000
2. Source: Solano Transportation Authority, 2004, Vacaville City Coach, 2008.

This map was compiled from various scale source data and maps and is intended for use as only an approximate representation of actual locations.

N

0 1,000 2,000
Feet

FIGURE 5.12-2
LOCAL TRANSPORTATION
CPV VACA STATION
VACAVILLE, CA

TABLE 5.12-1
Level of Service Criteria for Roadways

LOS	V/C	Traffic Flow Characteristics
A	0.00 – 0.60	Free flow; insignificant delays
B	0.61 – 0.70	Stable operation; minimal delays
C	0.71 – 0.80	Stable operation; acceptable delays
D	0.81 – 0.90	Approaching unstable flow; queues develop rapidly but no excessive delays
E	0.91 – 1.00	Unstable operation; significant delays
F	> 1.00	Forced flow; jammed conditions

Source: Transportation Research Board, 2000
V/C = traffic volume (demand) / roadway capacity ratio

The LOS requirements as specified in the Transportation Element of the City of Vacaville General Plan (City of Vacaville, 2007a) specify LOS C as the minimum standard to achieve on all roadway links. Under some circumstances, LOS D may be allowed as an interim LOS where improvements are programmed by the City that will improve the LOS to LOS C or better. LOS D may also be approved by the City as an allowable standard by the City Council or designee for infill areas or situations where existing development or other practical considerations limit improvements. (City of Vacaville, 2007a)

The analysis for this section is based on peak-hour two-way volumes. Theoretical two-way hourly LOS C roadway capacities were provided by City staff. Average Daily Traffic (ADT) volumes for 2007 were provided by the City; however, when the segments used were longer than those on which traffic was counted, the average of the various counts was taken, rather than the highest count of all segments. Then, it was assumed that 10 percent of the ADT occurs during peak hours. On state facilities, traffic counts were provided by Caltrans (2006a).

Truck percentages were assumed to be 2 percent on local roadways, as recommended by the City, and were obtained from Caltrans (2006b) for state facilities. A Passenger Car Equivalent (PCE) factor of 1.5 was used to convert the mixed flow of cars and trucks into a uniform car equivalent.

Analysis was conducted for the following roadways:

- I-80
- I-505
- SR 113
- Alamo Drive/Fry Road
- Allison Drive
- Elmira Road/Mason Street
- Fry Road
- Leisure Town Road
- Lewis Road
- Monte Vista Avenue

Table 5.12-2 is a summary of the daily and peak hour traffic volumes and traffic volume (demand)/roadway capacity (V/C) ratios for existing conditions. All segments operate at LOS C or better.

5.12.1.2.2 Existing Intersection Conditions

Existing morning and afternoon intersection peak-hour turning movement volumes were obtained from the City. Existing morning and afternoon peak-hour turning movement counts are illustrated in Figures 5.12-3 and 5.12-4, respectively. Turning movement counts at I-80 westbound ramps and Alamo Drive were not available. They also were not available for any of the County roads.

Traffic conditions were evaluated using the Synchro software (Trafficware, Version 6). Synchro is a traffic operations analysis tool that incorporates analytical tools from the industry-standard HCM and the Intersection Capacity Utilization (ICU) method. The ICU calculation sums the amount of time required to serve all movements at saturation for a given cycle length and divides by that reference cycle length. This indicates how much reserve capacity is available or how much the intersection is over capacity. The ICU does not predict delay, but it can be used to predict how often an intersection will experience congestion. ICU LOS is identified through a letter designation, varying from LOS A to LOS H, as described in Table 5.12-3. As required by the City, ICU will be the means to determine intersection LOS.

LOS C was considered to be the limit of acceptable delay for intersections in the City. ICU values for intersections in the vicinity of the project site are presented in Table 5.12-4. All intersections operate at an acceptable LOS during the morning and afternoon peak hours, except at Elmira Road and Peabody Road, where the intersection operates at LOS D.

TABLE 5.12-2
Existing Roadway Segment LOS Analysis Summary

Roadway	Between	Roadway Classification	Number of Lanes	Median	Average Daily Traffic Volume	Base Peak-Hour Demand	Year	Number of Trucks	Number of Trucks with PCE	Number of Cars	Peak-Hour Demand	2-Way Hourly LOS C Roadway Capacity	LOS C or Better?
I-80	Cherry Glenn Rd. and Alamo Dr.	Freeway	8	Divided	139,000	9,500	2006	608	912	8,892	9,804	12,000	Yes
	Leisure Town Rd. and Dixon Ave.		8	Divided	107,000	7,300	2006	467	701	6,833	7,534	12,000	Yes
I-505	E. Monte Vista Ave. and I-80	Freeway	4	Divided	34,500	3,000	2006	299	449	2,701	3,150	8,000	Yes
SR-113	SR-12 and Fry Rd.	Arterial	2	Undivided	4,200	400	2006	29	44	371	415	1,500	Yes
	Fry Rd. and Binghamton Rd.		2	Undivided	4,500	370	2006	27	41	343	384	1,500	Yes
Alamo Drive	Merchant St. and I-80	Arterial	6	Divided	35,200	3,520	2007	70	106	3,450	3,556	4,500	Yes
	I-80 and Peabody Rd.		6	Divided	24,975	2,498	2007	50	75	2,448	2,523	4,500	Yes
	Peabody Rd. and Leisure Town Rd.		4	Divided	17,020	1,702	2007	34	52	1,668	1,720	3,500	Yes
Allison Drive	Monte Vista Ave. and Nut Tree Parkway	Arterial	6	Divided	30,600	3,060	2007	61	92	2,999	3,091	4,500	Yes
	Nut Tree Parkway and Elmira Rd.		6	Divided	17,550	1,755	2007	35	53	1,720	1,773	4,500	Yes
Elmira Rd/ Mason St.	Depot St. and Peabody Rd.	Arterial	6	Divided	32,300	3,230	2007	65	97	3,165	3,262	4,500	Yes
	Peabody Rd. and Leisure Town Rd.		6	Divided	20,200	2,020	2007	40	61	1,980	2,041	4,500	Yes
Fry Rd.	Leisure Town Rd. and Lewis Rd.	Collector	2	Undivided	3,610	361	2007	7	11	354	365	1,000	Yes
	Lewis Rd. and SR-113		2	Undivided	2,305	231	2007	5	7	226	233	1,000	Yes
Leisure Town Rd.	I-80 and Elmira Rd.	Arterial	4	Divided	20,600	2,060	2007	41	62	2,019	2,081	3,500	Yes
	Ulatis Drive and Alamo Dr.		4	Divided	9,900	990	2007	20	30	970	1,000	3,500	Yes
Lewis Rd.	Hawkins Rd. and Fry Rd.	Collector	2	Undivided	1,059	106	2007	2	4	104	108	1,000	Yes
Monte Vista Ave.	I-505 and Allison Dr.	Arterial	4	Divided	15,667	1,567	2007	31	48	1,535	1,583	3,500	Yes

TABLE 5.12-3
Intersection Capacity Utilization Level of Service Ranges

LOS	ICU	Traffic Flow Characteristics
A	≤ 0.55	The intersection has no congestion. A cycle length of 80 seconds or less will move traffic efficiently. All traffic should be served on the first cycle. Traffic fluctuations, accidents, and lane closures can be handled with minimal congestion. This intersection can accommodate up to 40 percent more traffic on all movements.
B	0.55 < ICU ≤ 0.64	The intersection has very little congestion. Almost all traffic will be served on the first cycle. A cycle length of 90 seconds or less will move traffic efficiently. Traffic fluctuations, accidents, and lane closures can be handled with minimal congestion. This intersection can accommodate up to 30 percent more traffic on all movements.
C	0.64 < ICU ≤ 0.73	The intersection has no major congestion. Most traffic should be served on the first cycle. A cycle length of 100 seconds or less will move traffic efficiently. Traffic fluctuations, accidents, and lane closures may cause some congestion. This intersection can accommodate up to 20 percent more traffic on all movements.
D	0.73 < ICU ≤ 0.82	The intersection normally has no congestion. The majority of traffic should be served on the first cycle. A cycle length of 110 seconds or less will move traffic efficiently. Traffic fluctuations, accidents, and lane closures can cause significant congestion. Suboptimal signal timings cause congestion. This intersection can accommodate up to 10 percent more traffic on all movements.
E	0.82 < ICU ≤ 0.91	The intersection is right on the verge of congested conditions. Many vehicles are not served on the first cycle. A cycle length of 120 seconds is required to move all traffic. Minor traffic fluctuations, accidents, and lane closures can cause significant congestion. Suboptimal signal timings can cause significant congestion. This intersection has less than 10 percent reserve capacity available.
F	0.91 < ICU ≤ 1.00	The intersection is over capacity and likely experiences congestion periods of 15 to 60 minutes per day. Residual queues at the end of green are common. A cycle length of longer than 120 seconds is required to move all traffic. Minor traffic fluctuations, accidents, and lane closures can cause increased congestion. Suboptimal signal timings can cause increased congestion.
G	1.00 < ICU ≤ 1.09	The intersection is 10 to 20 percent over capacity and likely experiences congestion periods of 60 to 120 minutes per day. Long queues are common. A cycle length of longer than 120 seconds is required to move all traffic. Motorists may be choosing alternate routes, if they exist, or making fewer trips during the peak hour. Signal timings can be used to “ration” capacity to the priority movements.
H	1.09 < ICU	The intersection is 20 percent over capacity and could experience congestion periods of more than 120 minutes per day. Long queues are common. A cycle length of longer than 120 seconds is required to move all traffic. Motorists may be choosing alternate routes, if they exist, or make fewer trips during the peak hour. Signal timings can be used to “ration” capacity to the priority movements.

Source: Trafficware, Intersection Capacity Utilization 2003.

Note: The ICU 2003 is designed to be compatible with the HCM. The default saturated flow rates and volume adjustments are the same as those recommended by the HCM.

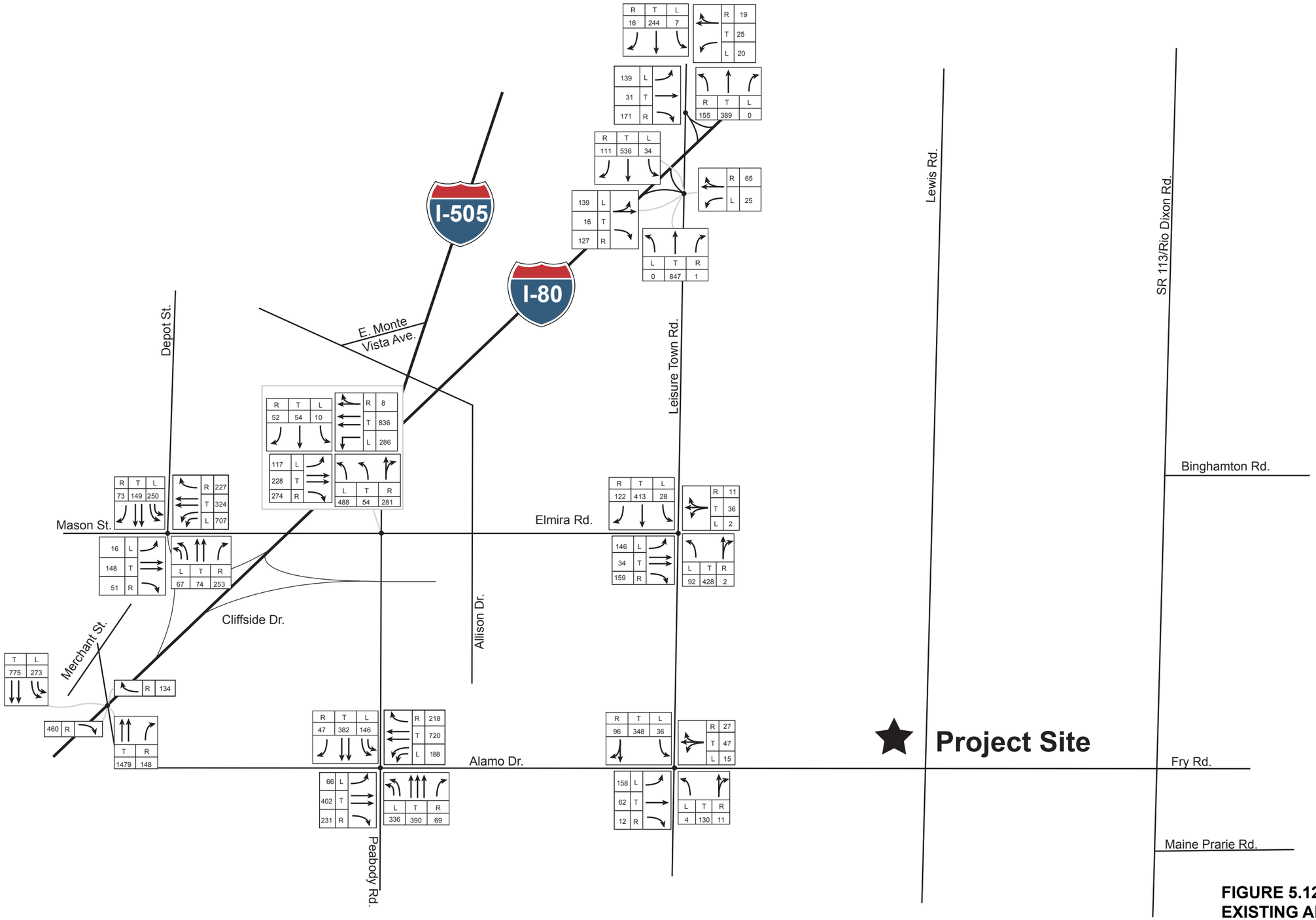

FIGURE 5.12-3
EXISTING AM PEAK HOUR TURNING MOVEMENT COUNTS
CPV VACA STATION
VACAVILLE, CA

CH2MHILL

FIGURE 5.12-4
EXISTING PM PEAK HOUR TURNING MOVEMENT COUNTS
CPV VACA STATION
VACAVILLE, CA

CH2MHILL

TABLE 5.12-4
ICU Summary—Existing Conditions

Intersection	AM ICU	AM LOS	PM ICU	PM LOS
Alamo Drive and I-80 EB Ramps	0.56	B	0.40	A
Mason Street and Depot Street	0.48	A	0.57	B
Alamo Drive and Leisure Town Road	0.52	A	0.47	A
I-80 Eastbound Ramps and Leisure Town Road	0.67	C	0.60	B
Elmira Road and Leisure Town Road	0.53	A	0.56	B
Alamo Drive and Peabody Road	0.57	B	0.53	A
Elmira Road and Peabody Road	0.53	A	0.81	D
I-80 Westbound Ramps and Leisure Town Road	0.48	A	0.59	B

5.12.1.3 Truck Routes—Weight and Load Limitations

In addition to the California Vehicle Code (CVC) Sections 35550-35559, the City of Vacaville Municipal Code (City of Vacaville, 2007b) Chapter 10.32 establishes truck routes and load limitations for the City roads identified within the project area. These are:

- Ackerly Drive, from Leisure Town Road to Vaca Valley Parkway
- Alamo Drive, from West Monte Vista Avenue to Merchant Street
- Bella Vista Road, from Davis Street to I-80
- Cotting Lane, from Crocker Drive to westerly street limit
- Crocker Drive, from Aldridge Road to northerly city limits
- Davis Street, from Bella Vista Road to Mason Street
- Gilley Way, from Leisure Town Road to Orange Drive
- Hickory Lane, from I-80 to Davis Street
- Hume Way, from Davis Street to easterly city limits
- Mason Street, from Merchant Street to McClellan Street
- McClellan Street, from I-80 to East Monte Vista Avenue
- Merchant Street, from I-80 to Mason Street
- Midway Road, from western city limits to eastern city limits
- West Monte Vista Avenue, from Alamo Drive to Orchard Avenue
- Nut Tree Road, from East Monte Vista to Elmira Road

"Extra-legal vehicle" means any vehicle or combination of vehicles or special mobile equipment that exceeds the size or weight specified in Sections 35000 through 35796 of the California Vehicle Code. The maximum gross weight for a vehicle is 80,000 pounds. The maximum axle weight for a single axle is 20,000 pounds. An extra-legal vehicle permit obtainable from the City would allow vehicles to use the following City streets:

- Alamo Drive, from Merchant Street to Leisure Town Road
- Aldridge Road, from Eubanks Drive to Crocker Drive
- Allison Drive, from Elmira Road to northerly city limits

- Browns Valley Parkway, from Browns Valley Road to Monte Vista Avenue
- Browns Valley Road, from Browns Valley Parkway to Vaca Valley Parkway
- Cliffside Drive, from I-80 to Peabody Road
- Crocker Drive, from Vaca Valley Parkway to Aldridge Road
- Depot Street, from I-80 to Monte Vista Avenue
- Dobbins Street, from Monte Vista Avenue to Gibson Canyon Road
- Elmira Road, from Mason Street to easterly city limits
- Eubanks Drive, from Vaca Valley Parkway to northerly city limits
- Farrell Road, from Gibson Canyon Road to Orchard Avenue
- Gibson Canyon Road, from Dobbins Street to northerly city limits
- Leisure Town Road, from Alamo Drive to Ackerly Road
- Mason Street, from McClellan Street to Elmira Road
- Meridian Road, from I-80 to northerly city limits
- Monte Vista Avenue, from Dobbins Street to Vaca Valley Parkway
- Monte Vista Avenue, from Dobbins Street to Orchard Avenue
- Nut Tree Road, from Elmira Road to Alamo Drive
- Nut Tree Road, from Orange Drive to Harbison Parkway
- Orange Drive, from Nut Tree Road to Leisure Town Road
- Orchard Avenue, from Monte Vista Avenue to Vaca Valley Parkway
- Peabody Road, from Elmira Road to southerly city limits
- Vaca Valley Parkway, from Browns Valley Road to Leisure Town Road
- Vaca Valley Road, from Orchard Avenue to westerly city limits

5.12.1.4 Other Projects

5.12.1.4.1 Future Plans and Projects

The City of Vacaville General Plan lists recommended roadway improvements. These include:

- Widening Elmira Road from four to six lanes from Depot Street to Allison Drive and from two to four lanes east of Leisure Town Road

- Upgrading Fry Road from a two-lane collector to a two-lane arterial

- Widening Leisure Town Road from two to four lanes

5.12.1.4.2 Local Comprehensive Transportation Plans

The 2035 Regional Transportation Plan (RTP 2035) is being prepared by Solano Transportation Authority (STA, 2008). Also called "Transportation 2035 – Change in Motion," the document will provide a general description of transportation improvements for Solano County. The RTP 2035 project list is still under development.

The 2030 Solano Comprehensive Transportation Plan (CTP 2030) envisions, directs and prioritizes the transportation needs of Solano County. Three major elements are incorporated: the Arterials, Highways and Freeway element, the Transit element and the Alternative Modes Element (STA, 2005). Major needs identified in Vacaville include:

- Construct high-occupancy vehicle (HOV) lanes on I-80 from Fairfield to Vacaville
- Widen I-80

- Improve I-80/Leisure Town Road interchange
- Improve I-80/Cherry Glen Road interchange
- Weave correction at I-80/I-505 interchange
- Improve I-505/Vaca Valley Parkway interchange
- Widen and extend Vaca Valley Parkway from Leisure Town Road to Browns Valley Road
- Widen Elmira Road from Allison Drive to Peabody Road
- Construct Jepson Parkway

5.12.1.5 Pedestrian/Bicycle Facilities

The City of Vacaville General Plan identifies existing and planned facilities throughout the City. There are three types of bikeways in Vacaville:

- Bike path: a dedicated exclusive bike path meant for bike and pedestrian traffic
- Bike lane: a marked lane exclusively for bike travel on roadways
- Bike route: sometimes marked, bike routes offer advantages compared to alternative routes; bicycle riders must share the roadway with other vehicles

Currently, Alamo Drive has a bike lane, Elmira Road and Leisure Town Road have a bike path, and Fry Road is a bike route.

5.12.1.6 Public Transportation

Public transportation in the area is provided by Vacaville City Coach for intra-city destinations and by YoloBus and Fairfield/Suisun Transit for inter-city connections. Buses to and from Davis, Sacramento, Winters, Pleasant Hill, and Fairfield all have a common stop at the Vacaville Regional Transportation Center, located at the Davis Street Park and Ride (Solano Express, 2008; Transit 511, 2008; Vacaville City Coach, 2008).

However, no bus service is provided beyond east of Leisure Town Road.

5.12.1.7 Rail Traffic

Amtrak's Capitol Corridor line runs east of Vacaville, but the closest stop is in Suisun City. No other passenger rail traffic is available in the area.

5.12.1.8 Air Traffic

Nut Tree Airport (VCB) has a 4,700-foot runway that can accommodate light aircraft to corporate jets. It is located about 4.3 miles north west of the project site. In 1994-1995, there were 278 operations per day (AirNav, 2008).

Travis Air Force Base is approximately 3.9 miles south of the project site, on approximately 6,383 acres east of Fairfield. The Air Force Base has two runways and 1,720 buildings.

5.12.2 Environmental Analysis

This section assesses the traffic and transportation effects associated with the construction and operation of the project. This analysis primarily examines effects on roadway LOS expected during construction and operation of the project. Potential traffic effects during

construction, as well as plant operation after construction, have been considered and analyzed.

Construction will start during the first quarter of 2010 and last 24 months; operations will start during the second quarter of 2013, but startup and testing will begin as soon as the fourth quarter of 2012. During the peak construction phase (months 13 thru 16), construction will require, at most, 669 workers (see Table 5.10-9 in the Socioeconomics Section). During operations, the project is expected to require 31 staff members on average. To evaluate the "worst-case" scenario, traffic impacts associated with peak construction traffic were analyzed. A quantitative traffic analysis was not conducted for the long-term operations phase because it would generate a low volume of trips that will not have a measurable impact on the study area roadways.

5.12.2.1 Significance Criteria

The significance criteria have been developed using guidance provided in CEQA Appendix G (Title 14 California Code of Regulations 15000 et seq.) and relevant local policies. Effects of the proposed project on transportation and circulation will be considered significant if the following criteria are met:

- Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system
- Exceed, either individually or cumulatively, a LOS standard established by the county congestion management agency for designated roads or highways
- Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks
- Substantially increase hazards because of a design feature or incompatible uses
- Result in inadequate emergency access
- Result in inadequate parking capacity
- Conflict with adopted policies, plans, or programs supporting alternative transportation

For LOS requirements, the City of Vacaville's requirements will be the standard used in this study. The analysis of the "with project" traffic scenario was conducted for the peak month construction traffic.

5.12.2.1.1 Construction Traffic Generation

Estimates of the average and peak construction traffic during the onsite construction period were developed, based on the size of the workforce. Based on experience with similar projects, it is estimated that the workforce will carpool and the average vehicle occupancy will be 1.5 persons per vehicle. During the peak month, the estimated number of construction staff daily one-way trips is 446 (669 ÷ 1.5 = 446). The greatest number of truck trips expected during construction of the project in the peak construction month is approximately 16 daily one-way truck trips; it was assumed that only two deliveries would be made during each peak hour. Peak construction traffic during the peak month (month 14) was used to analyze the worst-case LOS scenario. For purposes of this analysis, the truck trips were converted to PCEs at a ratio of 1.5 passenger cars for each truck, consistent with

the HCM guidelines. No offsite traffic will be generated between the construction laydown area and the project site because the construction laydown area and the parking area will be located immediately adjacent to the project site. The construction trip estimates are presented in Table 5.12-5.

TABLE 5.12-5
Construction Trip Generation Estimate

Trip Type	ADT	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Delivery/Haul Trucks	32	2	2	4	2	2	4
PCE (1.5)	48	3	3	6	3	3	6
Workers	892	446	-	446	-	446	446
Total Construction Traffic in PCE	940	449	3	452	3	449	452

5.12.2.1.2 Construction Traffic Distribution

The following assumptions were used to distribute construction traffic over the study area network:

- 20 percent of trips will originate from Vacaville
- 40 percent would come from Fairfield/south and use west I-80 and the Alamo Drive interchange
- 10 percent would come from Winters/northwest and use north I-505 and the I-80/Allison Drive interchange
- 20 percent would come from Davis/northeast and use east I-80 and the Leisure Town Road interchange
- 10 percent would come from east and use SR 113, equally likely from the north or south of Fry Road

5.12.2.1.3 Roadway LOS with Construction Traffic

Average peak-hour traffic generated during the construction period was added to the existing traffic volumes on each roadway segment. The peak-hour traffic volumes for the study area roadway segments in the existing condition and with the addition of construction traffic are summarized in Table 5.12-6. Based on the analysis, the roadway segments are forecast to operate at an acceptable LOS C or better in the existing condition with the addition of construction traffic. The addition of the project's construction traffic to the existing traffic volumes will not result in significant impacts.

TABLE 5.12-6
Roadway Sections LOS Analysis with Project Construction Traffic

Roadway	Location	Construction Traffic Added	% Increase of Baseline Traffic	New Peak-Hour Demand	2-Way Hourly LOS C Roadway Capacity	LOS C or Better?
I-80	Cherry Glenn Road and Alamo Drive	181	1.8	9,985	12,000	Yes
	Leisure Town Road and Dixon Avenue	91	1.2	7,625	12,000	Yes
I-505	E. Monte Vista Avenue and I-80	46	1.5	3,196	8,000	Yes
SR-113	SR-12 and Fry Road	23	5.5	438	1,500	Yes
	Fry Road and Binghamton Road	22	5.7	406	1,500	Yes
Alamo Drive	Merchant Street and I-80	15	0.4	3,571	4,500	Yes
	I-80 and Peabody Road	196	7.8	2,719	4,500	Yes
	Peabody Road and Leisure Town Road	211	12.3	1,931	3,500	Yes
Allison Drive	Monte Vista Avenue and Nut Tree Parkway	46	1.5	3,137	4,500	Yes
	Nut Tree Parkway and Elmira Road	46	2.6	1,819	4,500	Yes
Elmira Road / Mason Street	Depot Street and Peabody Road	15	0.5	3,277	4,500	Yes
	Peabody Road and Leisure Town Road	76	3.7	2,117	4,500	Yes
Fry Road	Leisure Town Road and Lewis Road	408	111.8	773	1,000	Yes
	Lewis Road and SR-113	45	19.3	278	1,000	Yes
Leisure Town Road	I-80 and Elmira Road	106	5.1	2,187	3,500	Yes
	Ulatis Drive and Alamo Drive	182	18.2	1,182	3,500	Yes
Lewis Road	Hawkins Road and Fry Road	453	420.3	561	1,000	Yes
Monte Vista Avenue	I-505 and Allison Drive	46	2.9	1,629	3,500	Yes

5.12.2.1.4 Intersection LOS with Construction Traffic

The AM and PM peak-hour traffic generated during the construction period was added to the existing turning movement counts on the analyzed intersection within the study corridor. The results of the existing and "with project" AM and PM peak-hour LOS analysis for all study area intersections are summarized in Table 5.12-7.

TABLE 5.12-7
ICU Summary—Construction Conditions

Intersection	Base AM ICU	Base AM LOS	Base PM ICU	Base PM LOS	AM ICU	AM LOS	PM ICU	PM LOS
Alamo Drive and I-80 Eastbound Ramps	0.56	B	0.40	A	0.56	B	0.46[a]	A
Mason Street and Depot Street	0.48	A	0.57	B	0.49[a]	A	0.57	B
Alamo Drive and Leisure Town Road	0.52	A	0.47	A	0.55[a]	B	0.74[a]	D[b]
I-80 Eastbound Ramps and Leisure Town Road	0.67	C	0.60	B	0.67	C	0.67[a]	C
Elmira Road and Leisure Town Road	0.53	A	0.56	B	0.59[a]	B	0.62[a]	B
Alamo Drive and Peabody Road	0.57	B	0.53	A	0.57	B	0.58[a]	B
Elmira Road and Peabody Road	0.53	A	0.81	D[b]	0.53	A	0.81	D[b]
I-80 Westbound Ramps and Leisure Town Road	0.48	A	0.59	B	0.48	A	0.59	B

[a]ICU degraded

[b]Intersection operates at an unacceptable LOS

As shown in the table, all study area intersections except two will continue to operate at an acceptable LOS (LOS C or better) in the AM and PM peak hours with the addition of the project construction traffic. The intersection at Elmira Road and Peabody Road will continue to operate at LOS D during the PM peak period. The Alamo Drive/Leisure Town Road intersection is projected to operate at LOS D during the PM peak period. For this intersection, however, the projected ICU (0.74) with the project construction traffic is barely higher than the LOS C/D threshold value (0.73). Because the traffic impacts would be temporary and the traffic impacts are barely above the significance criterion, with the addition of mitigation measures the construction traffic will not result in significant impacts on the study area intersections in the existing condition. The mitigation required to bring this potential impact below the level of significance is a Transportation Management Plan (TMP) stipulating that some construction traffic would be rerouted to avoid this intersection during the PM peak period, that construction workers commute off peak, and other measures. With the development of the TMP, the project's impacts would be less than significant. Construction AM and PM peak hour turning movements are shown in Figures 5-12-5 and 5-12-6, respectively.

5.12.2.2 Transport of Hazardous Materials

The quantities of hazardous materials that will be onsite during construction are small relative to the quantities used during operation. They will be limited to gasoline, diesel fuel,

motor oil, hydraulic fluid, solvents, cleaners, sealants, welding flux, various lubricants, paint, and paint thinner. There are no feasible alternatives to vehicle fuels and oils for operating construction equipment. The types of paint required are dictated by the types of equipment and structures that must be coated and by the manufacturers' requirements for coating.

Most of the hazardous substances that will be used by the project during operations are required for facility maintenance and lubrication of equipment, or will be contained within transformers and electrical switches. The only regulated substance that will be used for the project is aqueous ammonia. These materials would be transported as hazardous materials or hazardous waste. Transport route arrangements would be required with Caltrans officials for permitting and escort, as applicable. Because the transport of hazardous wastes will be conducted in accordance with the relevant transportation regulations, no significant impact is expected. Section 5.5 (Hazardous Materials Handling) describes in detail the types and quantities of hazardous materials that will be used at the site. Section 5.14 (Waste Management) describes the frequency of disposal.

According to Division 13 Section 31303 of the CVC, the transportation of regulated substances and hazardous materials will be on the state or interstate highways that offer the shortest overall transit time possible. Transporters of hazardous or explosive materials must contact the California Highway Patrol (CHP) and apply for a Hazards Material Transportation License. Upon receiving this license, the shipper will obtain a handbook that will specify the routes approved to ship inhalation hazards or explosive materials. The exact route of the inhalation hazard or explosive material shipment will not be determined until the shipper contacts the CHP and applies for a license. Transportation impacts related to hazardous materials associated with the project operations will not be significant because deliveries of hazardous materials will be limited. Delivery of these materials will occur over prearranged routes and will be in compliance with all LORS governing the safe transportation of hazardous materials.

Standards for the transport of hazardous materials are contained in the Code of Federal Regulations (CFR), Title 49 and enforced by the U.S. Department of Transportation. Additionally, the State of California has promulgated rules for hazardous waste transport that can be found in the California Code of Regulations, Title 26. Additional regulations for the transportation of hazardous materials are outlined in the CVC (Sections 2500-505, 12804-804.5, 31300, 3400, and 34500-501). The two state agencies with primary responsibility for enforcing federal and state regulations governing the transportation of hazardous wastes are the CHP and Caltrans. Transport of hazardous materials to and from the project site will comply with all applicable requirements.

The recommended routes, subject to Caltrans approval, are as follows:

- Coming from the west:
  - From I-80 southbound or northbound: exit at Midway Road, turn south onto Lewis Road
- Coming from the east:
  - Use SR 113/Rio Dixon Road and turn onto Fry Road

FIGURE 5.12-5
CONSTRUCTION AM PEAK HOUR TURNING MOVEMENT COUNTS
CPV VACA STATION
VACAVILLE, CA

CH2MHILL

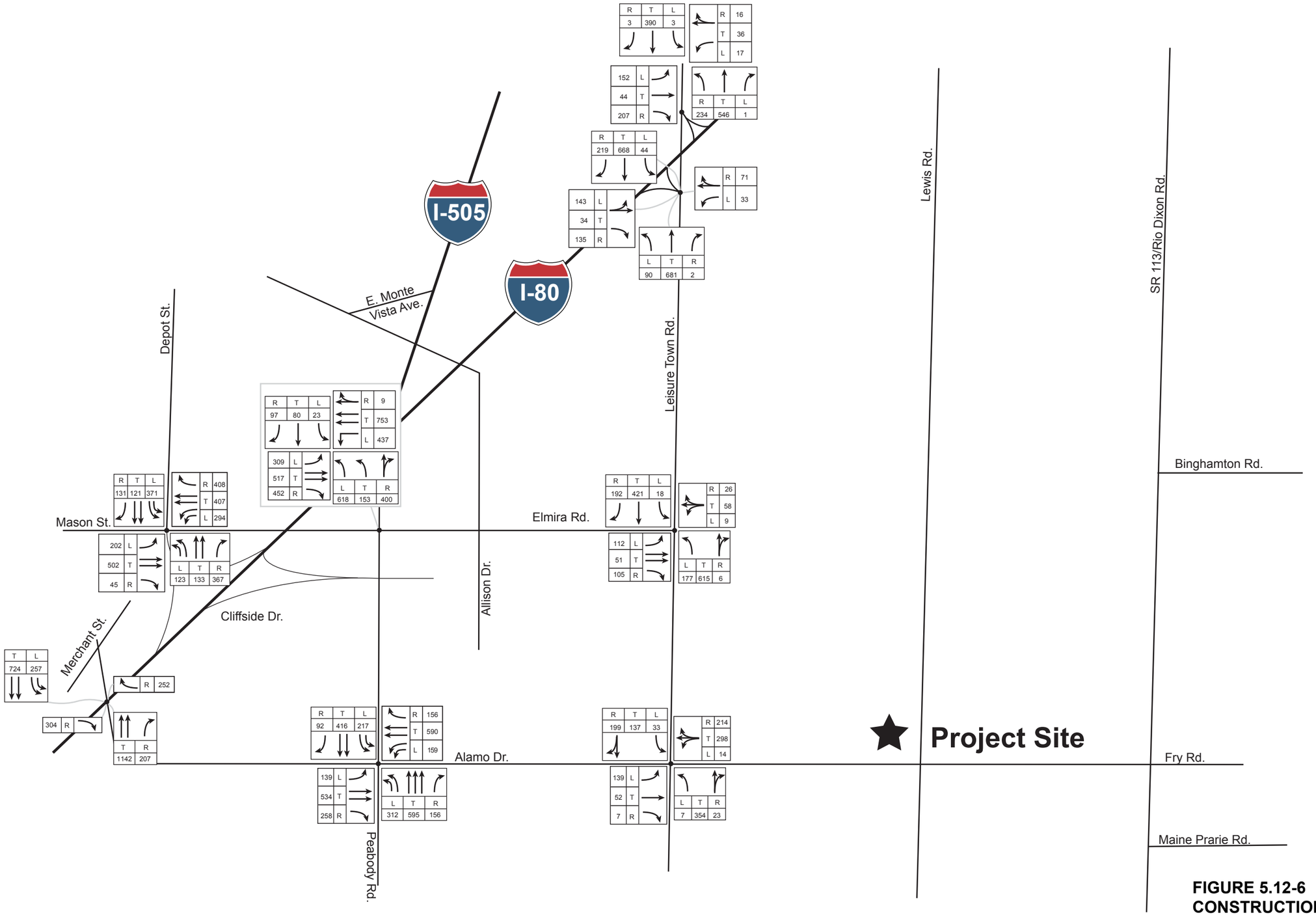

FIGURE 5.12-6
CONSTRUCTION PM PEAK HOUR TURNING MOVEMENT COUNTS
CPV VACA STATION
VACAVILLE, CA

CH2MHILL

Outbound trucks would proceed on I-80 to access hazardous waste facilities throughout the state. Hauling would be carried out in accordance with local, state, and federal regulations that include the Resource Conservation and Recovery Act (42 U.S. Code 6901 et seq.) and the California Integrated Waste Management Act (Public Resources Code Sections 40000 et seq.).

In addition, the federal government prescribes regulations for transporting hazardous materials. These regulations are described in the CFR, Title 49, Section 171. These laws and ordinances place requirements on various aspects of hazardous waste hauling, from materials handling to vehicle signs, to ensure public safety.

The CPVVS will comply with these requirements through the implementation of a TMP discussed in Section 5.12.4 and by obtaining a Hazardous Material Transportation License, discussed above. As a result, impacts will be less than significant.

5.12.2.3 Public Safety

Truck trips, including delivery of hazardous materials and removal of wastes, pose potential public hazards for the public. However, the transporter will be required to obtain a Hazardous Material Transportation License in accordance with CVC Section 32105 and will be required to follow appropriate safety procedures when transporting and handling such materials. Therefore, public safety is not jeopardized.

5.12.3 Cumulative Effects

A cumulative impact refers to a proposed project's incremental effect together with other closely related past, present, and reasonably foreseeable future projects whose impacts may compound or increase the incremental effect of the proposed project (Public Resources Code § 21083; California Code of Regulations, title 14, § 15064(h), 15065(c), 15130, and 15355). Cumulative traffic impacts may occur when more than one project has an overlapping construction schedule that generates excessive construction-related traffic.

City staff indicated that the City of Vacaville does not keep a list of commercial projects that might be built in the 2010-2012 time frame. A major residential project near the Lagoon Valley is under study, but no construction date or schedule is known at this time. For these reasons, cumulative traffic impacts with the CPVVS could not be assessed in relation to specific foreseeable projects. However, it is unlikely that new projects under the jurisdiction of the County or City would have unmitigated traffic impacts that could combine with the effects of the CPVVS to create a cumulative adverse impact because the City and County would require that their impacts be mitigated. There are no major projects planned at this time for the area immediately surrounding the CPVVS.

5.12.4 Mitigation Measures

To address the potentially significant effect that project construction traffic could have on traffic at the Alamo Drive/Leisure Town Road intersection during the PM peak period (a decrease from LOS C to D), the construction contractor will be required to prepare a TMP, also known as a construction traffic control plan and construction management plan. The TMP will address the potential to reroute and reschedule construction traffic so that it will avoid this intersection during the PM peak.

The TMP also will address timing of heavy equipment and building material deliveries, potential street or lane closures, signing, lighting, and traffic control device placement. Damage to any roadway caused by project construction traffic will be restored to or near its preexisting condition based on the procedures established by the TMP. The construction contractor will work with the local agency's engineer to prepare a schedule and mitigation plan for the roadways along the construction routes in accordance with the procedures established by the TMP. With implementation of the TMP, the project's impacts on traffic and transportation will be less than significant.

5.12.5 Laws, Ordinances, Regulations, and Standards

LORS related to traffic and transportation are summarized in the following subsections. Table 5.12-8 summarizes all applicable federal, state, and local LORS and administering agencies, and describes how the applicant will comply with all LORS pertaining to traffic and transportation impacts.

5.12.5.1 Federal LORS

- Title 49, CFR, Sections 171-177 (49 CFR 171-177), governs the transportation of hazardous materials, the types of materials defined as hazardous, and the marking of the transportation vehicles.
- 49 CFR 350-399, and Appendices A-G, Federal Motor Carrier Safety Regulations, address safety considerations for the transport of goods, materials, and substances over public highways.
- 49 CFR 397.9, the Hazardous Materials Transportation Act of 1974, directs the U.S. Department of Transportation to establish criteria and regulations for the safe transportation of hazardous materials.
- 14 CFR 77.13(2)(i) requires an applicant to notify the Federal Aviation Administration (FAA) of the construction of structures within 20,000 feet of the nearest point of the nearest runway of an airport with at least one runway longer than 3,200 feet. Travis Air Force Base is the closest airport to the site and is located more than 20,000 feet south of the CPVVS site; therefore, this requirement is not applicable.
- 14 CFR 77.17 requires an applicant to submit a Notice of Proposed Construction or Alteration (FAA Form No. 7460-1) to the FAA for construction within 20,000 feet of the nearest runway of an airport with at least one runway longer than 3,200 feet. This requirement is not applicable
- 14 CFR 77.21, 77.23, and 77.25 outlines the criteria used by the FAA to determine whether an obstruction would create an air navigation conflict. The CPVVS is more than 3 nautical miles from the nearest airport. Because of the distance, these requirements are not applicable.

TABLE 5.12-8
Laws, Ordinances, Regulations, and Standards for Traffic and Transportation

LORS	Requirements/Applicability	Administering Agency	AFC Sections Explaining Conformance
49 CFR, Section 171-177 and 350-399	Requires proper handling and storage of hazardous materials during transportation.	U.S. Department of Transportation and Caltrans	Project and transportation will comply with all standards for the transportation of hazardous materials. (Sections 5.12.2.2 and 5.12.5.1)
14 CFR, Section 77.13(2)(i), 77.17, 77.21, 77.23, and 77.25	Requires an applicant to notify the FAA of the construction or alterations of structures within certain distance from an airport, in order to avoid air navigation conflicts.	U.S. Department of Transportation and Federal Aviation Administration	No airports are within 20,000 feet of the project site; therefore, this requirement is not applicable (Section 5.12.5.1)
CVC §13369, 15275, and 15278	Addresses the licensing of drivers and classifications of licenses required for the operation of particular types of vehicles. In addition, certificates permitting the operation of vehicles transporting hazardous materials are required.	Caltrans	The project will conform to these sections in the CVC. (Section 5.12.5.2)
CVC §25160 et seq.	Addresses the safe transport of hazardous materials.	Caltrans	The project will conform to these sections in the CVC. (Section 5.12.5.2)
CVC §2500-2505	Authorizes the issuance of licenses by the Commissioner of the CHP for the transportation of hazardous materials including explosives.	Caltrans	The project will conform to these sections in the CVC. (Section 5.12.5.2)
CVC §31300 et seq.	Requires transporters to meet proper storage and handling standards for transporting hazardous materials on public roads.	Caltrans	Transporters will comply with standards for transportation of hazardous materials on state highways during construction and operations. The project will conform to CVC §31303 by requiring that shippers of hazardous materials use the shortest route possible to and from the site. (Section 5.12.5.2)
CVC §31600 – 31620	Regulates the transportation of explosive materials.	Caltrans	The project will conform to CVC §31600 – 31620. (Section 5.12.5.2)
CVC §32000 – 32053	Regulates the licensing of carriers of hazardous materials and includes noticing requirements.	Caltrans	The project will conform to CVC §32000 – 32053. (Section 5.12.5.2)
CVC §32100 – 32109 and 32105	Establishes special requirements for the transportation of substances presenting inhalation hazards and poisonous gases. Requires that shippers of inhalation or explosive materials contact the CHP and apply for a Hazardous Material Transportation License.	Caltrans	The project will conform by requiring shippers of inhalation or explosive materials to contact the CHP and obtain a Hazardous Materials Transportation License. (Section 5.12.2.2 and Section 5.12.5.2)

TABLE 5.12-8
Laws, Ordinances, Regulations, and Standards for Traffic and Transportation

LORS	Requirements/Applicability	Administering Agency	AFC Sections Explaining Conformance
CVC §34000 – 34121	Establishes special requirements for the transportation of flammable and combustible liquids over public roads and highways.	Caltrans	The project will conform to CVC §§34000 – 34121. (Section 5.12.2.2 and Section 5.12.5.2)
CVC §34500, 34501, 34501.2, 34501.3, 34501.4, 34501.10, 34505.5-7, 34506, 34507.5 and 34510-11	Regulates the safe operation of vehicles, including those used to transport hazardous materials.	Caltrans	The project will conform to these sections in the CVC. (Section 5.12.2.2 and Section 5.12.5.2)
S&HC §660, 670, 1450, 1460 et seq., 1470, and 1480	Regulates right-of-way encroachment and the granting of permits for encroachments on state and county roads.	Caltrans	The project will conform to these sections in the S&HC. (Section 5.12.5.2)
S&HC §117, 660-711	Requires permits from Caltrans for any roadway encroachment during truck transportation and delivery.	Caltrans	Encroachment permits will be obtained by transporters, as required. (Section 5.12.6)
CVC §35780; S&HC §660-711	Requires permits for any load that exceeds Caltrans weight, length, or width standards for public roadways.	Caltrans	Transportation permits will be obtained by transporters for all overloads, as required. (Section 5.12.6)
CVC §35550-35559	Regulates weight and load limitations.	Caltrans	The project will conform to these sections in the CVC. (Section 5.12.6)
California State Planning Law, Government Code Section 65302	Project must conform to the General Plan.	Caltrans	Project will comply with the City of Vacaville's General Plan. (Section 5.12.5.3)
Transportation Element of the City of Vacaville General Plan	Specifies long-term planning goals and procedures for transportation infrastructure system quality in the City of Vacaville.	City of Vacaville	The project will have no significant impact on the City's traffic and transportation infrastructure. (Section 5.12.5.3)

CVC California Vehicle Code
CFR Code of Federal Regulations
S&HC California Streets and Highways Code

5.12.5.2 State LORS

- CVC Sections 13369, 15275, and 15278 address the licensing of drivers and classifications of licenses required to operate particular types of vehicles. In addition, certificates permitting the operation of vehicles transporting hazardous materials are addressed.
- CVC Sections 25160 et seq. address the safe transport of hazardous materials.
- CVC Sections 2500-2505 authorize the issuance of licenses by the Commissioner of the CHP to transport hazardous materials, including explosives.
- CVC Sections 31300 et seq. regulate the highway transportation of hazardous materials, routes used, and restrictions. CVC Section 31303 requires hazardous materials to be transported on state or interstate highways that offer the shortest overall transit time possible.
- CVC Sections 31600-31620 regulate the transportation of explosive materials.
- CVC Sections 32000-32053 regulate the licensing of carriers of hazardous materials and include noticing requirements.
- CVC Sections 32100-32109 establish special requirements for the transportation of substances presenting inhalation hazards and poisonous gases. CVC Section 32105 requires shippers of inhalation hazards or explosive materials to contact the CHP and apply for a Hazardous Material Transportation License. Upon receiving this license, the shipper will obtain a handbook specifying approved routes.
- CVC Sections 34000-34121 establish special requirements for transporting flammable and combustible liquids over public roads and highways.
- CVC Sections 34500, 34501, 34501.2, 34501.3, 34501.4, 34501.10, 34505.5-7, 34506, 34507.5, and 34510-11 regulate the safe operation of vehicles, including those used to transport hazardous materials.
- California Street and Highways Code (S&HC), Sections 660, 670, 1450, 1460 et seq. 1470, and 1480, regulate right-of-way encroachment and granting of permits for encroachments on state and county roads.
- S&HC Sections 117 and 660-711 and CVC Sections 35780 et seq., require permits to transport oversized loads on county roads. S&HC Sections 117 and 660 to 711 require permits for any construction, maintenance, or repair involving encroachment on state highway rights-of-way. CVC Section 35780 requires approval for a permit to transport oversized or excessive loads over state highways.
- Caltrans weight and load limitations for state highways apply to all state and local roadways. The weight and load limitations are specified in CVC Sections 35550 to 35559. The following provisions, from the CVC, apply to all roadways and are therefore applicable to this project.

General Provisions:

- The gross weight imposed upon the highway by the wheels on any axle of a vehicle shall not exceed 20,000 pounds and the gross weight upon any one wheel, or wheels, supporting one end of an axle, and resting upon the roadway, shall not exceed 10,500 pounds.
- The maximum wheel load is the lesser of the following: (a) the load limit established by the tire manufacturer, or (b) a load of 620 pounds per lateral inch of tire width, as determined by the manufacturer's rated tire width.

Vehicles with Trailers or Semi-trailers:

- The gross weight imposed upon the highway by the wheels on any one axle of a vehicle shall not exceed 18,000 pounds and the gross weight upon any one wheel, or wheels, supporting one end of an axle and resting upon the roadway, shall not exceed 9,500 pounds, except that the gross weight imposed upon the highway by the wheels on any front steering axle of a motor vehicle shall not exceed 12,500 pounds.

- California State Planning Law, Government Code Section 65302, requires each city and county to adopt a General Plan, consisting of seven mandatory elements, to guide its physical development. Section 65302(b) requires that a circulation element be one of the mandatory elements.
- All construction in the public right-of-way will need to comply with the "Manual on Uniform Traffic Control Devices" (Caltrans, 2003; Federal Highway Administration [FHWA], 2003).

5.12.5.3 Local LORS

This section reviews compliance with all relevant local LORS without regard to their applicability as a matter of law. These LORS include the following:

- The City of Vacaville Transportation Element, which is a part of the City of Vacaville General Plan, sets LOS C as the minimum acceptable LOS on City roadways. LOS D is acceptable for streets subject to City decision-makers' approval.
- Solano County "Transportation Permit" requires a permit from the Public Works Department before operating any overweight and/or oversized loads on county roads. The project will comply with the "Transportation Permit" requirements by obtaining the permit from the Solano County Public Works Department before operating any overweight or oversized loads on county roads.
- The City of Vacaville requires a permit before operating any oversized vehicles within the City. The project will comply with the "Transportation Permit" requirements by obtaining the permit from the City of Vacaville Engineering Department before operating any oversized vehicles within the City.

5.12.6 Agencies and Agency Contacts

Table 5.12-9 lists the agency contacts related to traffic and transportation.

TABLE 5.12-9
Agency Contacts for Traffic and Transportation

Issue	Agency	Contact
Transportation Permit for Oversized Loads	Caltrans	Caltrans North Region Transportation Permits Office 1823 14th Street Sacramento, CA 95814 Officer on Duty (909) 383-4637
Transportation Permit for Oversized Loads	Solano County	Solano County Public Works 675 Texas Street, Suite 5000 Fairfield, CA 94533-6341 Yvonne Razo 707-784-6070
Transportation Permit for Oversized Loads	City of Vacaville	City of Vacaville Public Works 650 Merchant Street Vacaville, CA 95688 Agnes Liu (707) 449-5329
Hazardous Material Transportation License	California Highway Patrol	Accounting Section (HM Licensing Program) P.O. Box 942902 Sacramento, CA 94298-2902 (916) 327-5039 Email form available at: http://www.chp.ca.gov/prog/email.cgi
Safety Permits	Federal Motor Carrier Safety Administration	California Field Office 1325 J Street, Suite 1540 Sacramento, CA 95814 (916) 930-2760 Fax: (916) 930-2770 Email contact depends on the nature of the hazardous material hauled.

5.12.7 Permits and Permit Schedule

Table 5.12-10 lists the permits related to traffic and transportation and the permit schedule. The vehicles used to transport heavy equipment and construction materials will require transportation permits when they exceed the size, weight, width, or length thresholds set forth in Section 35780 of the CVC, Sections 117 and 660-711 of the California State Highway Code, and Sections 1411.1 to 1411.6 of the California Code of Regulations. Affected vehicles will be required to obtain transportation permits from Caltrans, Solano County, and the City of Vacaville.

Transport route arrangements would be required with Caltrans and CHP officials for permitting and escort, as applicable. Transportation of hazardous materials to and from CPVVS will be conducted in accordance with CVC Section 31303.

TABLE 5.12-10
Permits and Permit Schedule for Traffic and Transportation

Permit	Agency Contact	Schedule
Single/annual-trip transportation permit for oversized loads and oversized vehicles	Caltrans – South Region Transportation Permits Office Permit Officer on Duty (909) 383-4637	Obtain when necessary, 2-hour processing time (single trip) to 2 weeks (annual trip).
Hazardous materials transportation license	California Highway Patrol Hazardous Material Licensing Program (916) 327-5039	Obtain when necessary, approximately 2-week processing time.
Transportation permit for moving any extra-legal load that is overweight or oversized	Solano County Department of Public Works Yvonne Razo (707) 784-6070	Obtain when necessary, issuance within 1 to 2 days.
Encroachment Permit for Solano County	Solano County Department of Public Works Greg Meeks (707) 784-6077	Obtain when necessary, issuance within 5 to 10 business days.
Transportation permit for oversize and overweight loads through the City of Vacaville	City of Vacaville Engineering Department Agnes Liu (707) 449-5329	Obtain when necessary, issuance within 24 hours.
Encroachment Permit for the City of Vacaville	City of Vacaville Community Development Department Tim Burke (707) 449-5140	Obtain when necessary; depending on the complexity of the work, may take from 1 to 5 weeks to be processed.

5.12.8 References

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