

MTIP ID# (required): CAL21276

Project Description (clearly describe project):

The California Department of Transportation (Caltrans), in collaboration with stakeholders, proposes to improve Interstate-80 Corridor in Solano, Yolo and Sacramento Counties. On I-80 just from the I-80/Kidwell Road interchange in Solano County, through Yolo County, and to the W. El Camino interchange; also on US 50 from the I-80/US 50 interchange to the I-5/US 50 interchange in Sacramento County: Construct improvements consisting of managed lanes a High Occupancy Toll (HOT) 3+ lane in each direction with direct connectors, pedestrian/bicycle facilities, park-n-ride, and Intelligent Transportation System (ITS) elements. (The project was split into two projects with the same scope and timeline, CAL21276 and CAL21424. Total project cost \$465,000,000) (Figure 1).

The following information are consisted of each alternative for the YOL-80 Managed Lanes Project:

- Alternative 1: No-Build.
- Build Alternative 2a: Add a High Occupancy Vehicle (HOV) lane in each direction for use by vehicles with two or more riders (HOV 2+).
- Build Alternative 2b: Add a high-occupancy vehicle lane in each direction for use by vehicles with two or more riders (HOV 2+) and build an I-80 managed lane direct connector.
- Build Alternative 3: Add a High Occupancy Toll (HOT) in each direction for use by vehicles with two or more riders (HOT 2+). Single-occupied vehicles would pay a fee for lane usage.
- Build Alternative 3b: Add a high-occupancy toll lane in each direction for free use by vehicles with two or more riders (HOT 2+) and build an I-80 managed lane direct connector. Single-occupied vehicles would pay a fee for lane usage.
- Build Alternative 4: Add a high-occupancy toll lane in each direction for free use by vehicles with three or more riders (HOT 3+). Vehicles with less than three riders would pay a fee for lane usage.
- Build Alternative 4b (preferred): Add a high-occupancy toll lane in each direction for free use by vehicles with three or more riders (HOT 3+) and build an I-80 managed lane direct connector. Vehicles with less than three riders would pay a fee for lane usage.
- Build Alternative 5: Add an express lane in each direction (i.e., everyone would pay a fee to use the lane, regardless of the number of riders).
- Build Alternative 5b: Add an express lane in each direction (i.e., everyone would pay a fee to use the lane, regardless of number of riders), and build an I-80 managed lane direct connector.
- Build Alternative 6: Add a transit-only lane in each direction.
- Build Alternative 6b: Add a transit-only lane in each direction and build an I-80 managed lane direct connector.
- Build Alternative 7a: Repurpose the current number one general-purpose lane for use by vehicles with two or more riders (HOV 2+); no new lanes would be constructed.
- Build Alternative 7b: Repurpose the current number one general-purpose lane for use by vehicles with two or more riders (HOV 2+); no new lanes would be constructed. Build an I-80 managed lane direct connector.

Type of Project:

Change to existing state highway

County:

Solano/Yolo/Sacramento

POAQC Determination–Project Summary for Interagency Consultation

<p>Narrative Location/Route & Post Miles: The project is located in Solano, Yolo, and Sacramento Counties on the I-80 corridor between post miles (PMs) 40.7 and 44.7 in Solano County, PMs between PMs 0.00 and 11.72 in Yolo County, and between PMs 0.00 and 1.36 in Sacramento County; on the US-50 corridor between PMs 0.00 and 3.12 in Yolo County and between PMs 0.00 and 0.617 in Sacramento County. In Solano County, A Changeable Message Sign Board will be set up without altering the freeway layout. Caltrans Projects – EA#: 03-3H900</p>																			
<p>Lead Agency: Caltrans</p>																			
<p>Contact Person: Jason Lee</p>		<p>Email: Jason.Lee@dot.ca.gov</p>																	
<p>Phone#: 916-275-2926</p>																			
<p>Hot Spot Pollutant of Concern <i>(check one or both)</i> PM2.5 <input checked="" type="checkbox"/> PM10 <input type="checkbox"/></p>																			
<p>Is this a 23 USC 326 or a 23 USC 327 federal process under MAP-21 (formerly 6004 and 6005)? Typically, EA or above is a 23 USC 327 project. <i>(check one)</i> 23 USC 326 <input type="checkbox"/> 23 USC 327 <input checked="" type="checkbox"/></p>																			
<p>Federal Action for which Project-Level PM Conformity is Needed <i>(check appropriate box)</i> Categorical Exclusion (NEPA) <input type="checkbox"/> EA or Draft EIS <input checked="" type="checkbox"/> FONSI or Final EIS <input type="checkbox"/></p>																			
<p>Scheduled Date of Federal Action: TBD</p>																			
<p>Current Programming Dates <i>(as appropriate)</i></p> <table border="1"> <thead> <tr> <th></th> <th>PE/Environmental</th> <th>ENG</th> <th>ROW</th> <th>CON</th> </tr> </thead> <tbody> <tr> <td>Start</td> <td>10/09/2019</td> <td>4/15/2022</td> <td>4/15/202024</td> <td>9/30/2024</td> </tr> <tr> <td>End</td> <td>4/26/2024</td> <td>6/26/2024</td> <td>11/03/2026</td> <td>11/03/2026</td> </tr> </tbody> </table>						PE/Environmental	ENG	ROW	CON	Start	10/09/2019	4/15/2022	4/15/202024	9/30/2024	End	4/26/2024	6/26/2024	11/03/2026	11/03/2026
	PE/Environmental	ENG	ROW	CON															
Start	10/09/2019	4/15/2022	4/15/202024	9/30/2024															
End	4/26/2024	6/26/2024	11/03/2026	11/03/2026															

<p>Project Purpose and Need (Summary): The purpose of this project is to improve multimodal mobility on the I-80 and US-50 corridors in Yolo and Sacramento Counties. This project will decrease congestion growth through the corridor and the effects congestion has on transit and freight. It will improve travel transit times, reliability, access, and viability through the corridor. This project will also increase people throughput by increasing transit, bicycle/pedestrian, and carpool use. The project will also address non-recurrent congestion caused by incidents, including collisions, by improving incident detection, verification, response and clearing.</p>
<p>Surrounding Land Use/Traffic Generators (Describe effect of traffic generators or diesel traffic): The proposed segments of the I-80 and US-50 are adjacent to a variety of land uses and receptors, including multi-family and single-family residential areas, parks, schools, medical centers and commercial land uses. Land uses within the 500-foot zone along each side of the I-80/US 50 project segment include the following:</p> <ul style="list-style-type: none"> • Residential uses including single-family and multi-family residences; • Local parks including Davis Soccer Fields; • Yolo High school
<p>Opening Year: Build and No-Build Please see table 1 - 6</p>
<p>MTIP Horizon Year/Design Year: Build and No-Build Please see table 1-2, 7-10, 11-24</p>
<p>Describe potential traffic redistribution effects of congestion relief (impact on other facilities): This mobility improvement will be accomplished with eastbound and westbound managed lane strategies. The Project will help relieve current traffic congestion, which will result in improved traffic flow, mobility, travel time, and reliability. In addition, the Project will improve transit access and reduce vehicle emissions and travel costs.</p>

Comments/Explanations/Details *(attach additional sheets as necessary):*

The YOL-80 Manage Lanes project falls within the category of new or expanded highway projects that do not involve a significant number or increase in the number of diesel vehicles. The previous 2006 Transportation Conformity Guidance for Qualitative Hot-Spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas defined significant diesel volumes as being 8% of annual average daily traffic (EPA 2006b). The existing truck traffic conditions of the project limit are consisted of light duty trucks (gasoline) about 30% and heavy duty trucks (diesel) about 70% (Table 15). The following explanations are based on comparisons of Build Alt 4B and No Build Alt 1. The opening year 2029 AADT, along all segments of I-80 and US-50 highway, are projected to be above 150,000 average daily traffic and the average truck percentage along segments of I-80 and US-50 within the project limit range from 6.4 to 7.8 percent (Tables 5), which are estimated with diesel truck traffic about 4.5 to 5.5 percent.

All the build options with heavy truck traffic would be less than the percentage of diesel trucks (i.e. 8%) considered to be significant pursuant to the PM Guidance. Implementation of the proposed project is anticipated to increase VMT on the affected portion of I-80 and US-50; however, the proposed project would not induce significant diesel truck traffic and the truck percentage would change from the truck traffic of No Build with Alt 4B HOT3+, which is not a substantial increase, about 4.6%, 2.0%, and 0.7% from opening year 2029, MTIP year 2040, and design year 2049 respectively, after the project (Table 2). The proposed project is not a land use that would require additional diesel truck traffic as part of its operation. Thus, the proposed project is not considered to induce a significant amount of diesel truck traffic and would not substantially increase diesel truck traffic along the affected portions of I-80 and US-50.

[Source – Traffic Data by Fehr and Peers, 2021]

Figure 1. Project Segment Map

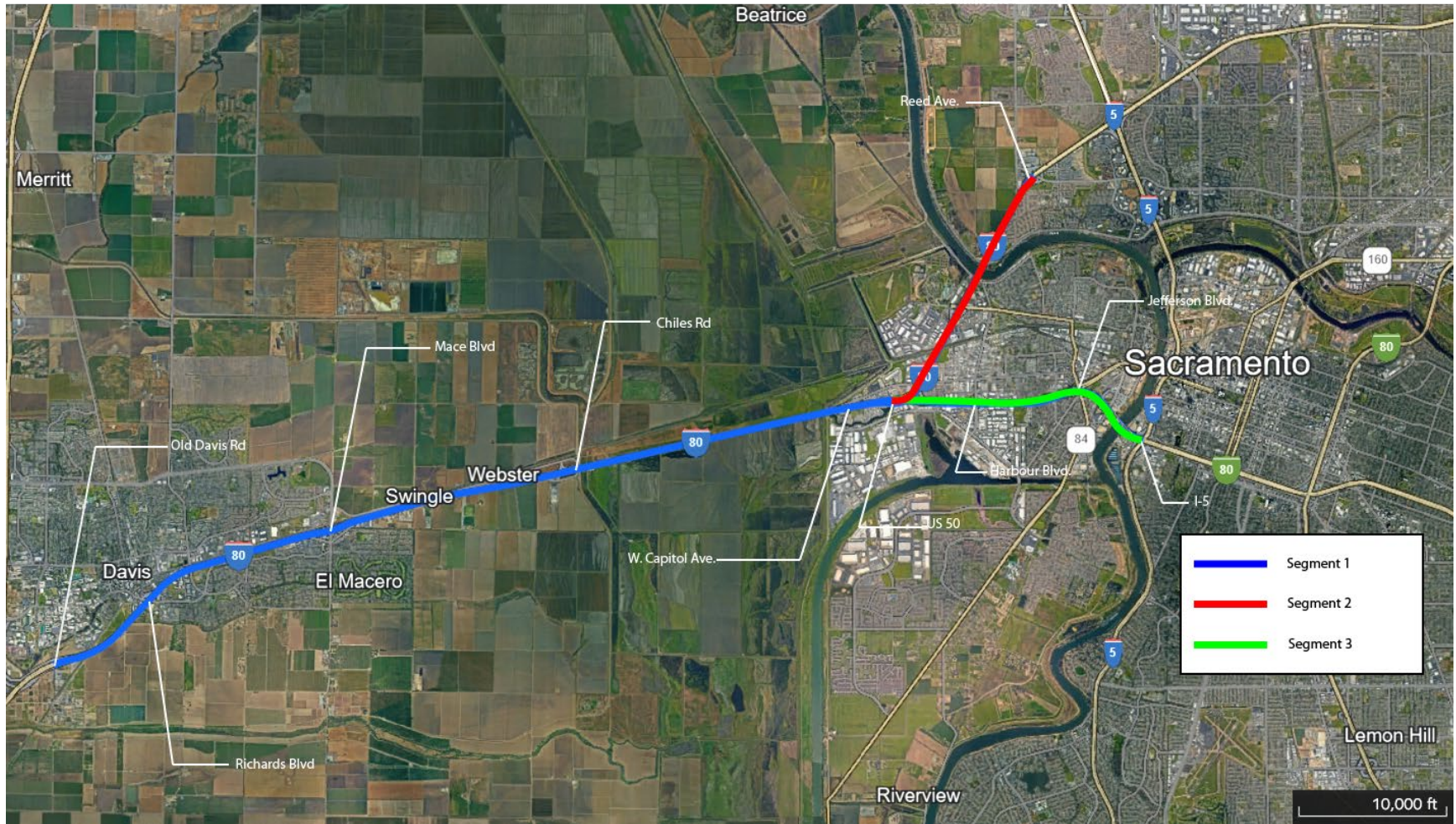


Table 1. No-Build and Alternative 1 and 2a-7a Option Comparison of Total AADT, Total Truck AADT, Total Truck% Change for the Opening Year (2029), MTIP Year (2040), and Design Year (2049) (Source-Fehr and Peers, 2021).

Opening Year 2029	2019 Existing	2029 Alt 1 No Build	2029 Alt 2a Add HOV2+	2029 Alt 3a Add HOT2+	2029 Alt 4a Add HOT 3+	2029 Alt 5a Add Toll	2029 Alt 6a Add Transit	2029 Alt 7a Convert HOV
AADT	150,411	157,663	173,786	173,806	171,958	169,971	160,847	156,565
Truck AADT	11,577	12,114	13,352	13,354	13,212	13,059	12,359	12,029
Truck Difference from No Build			1,238	1,240	1,098	945	245	-85
Truck% Change From No Build			10.2%	10.2%	9.1%	7.8%	2.0%	-0.7%
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MTP Year 2040	2019 Existing	2040 Alt 1 No Build	2040 Alt 2a Add HOV2+	2040 Alt 3a Add HOT2+	2040 Alt 4a Add HOT 3+	2040 Alt 5a Add Toll	2040 Alt 6a Add Transit	2040 Alt 7a Convert HOV
AADT	150,411	162,995	175,741	175,832	173,350	172,582	163,081	159,511
Truck AADT	11,577	12,524	13,504	13,511	13,320	13,261	12,531	12,257
Truck Difference from No Build			980	987	796	737	7	-267
Truck% Change From No Build			7.8%	7.9%	6.4%	5.9%	0.1%	-2.1%
<hr/>								
Design Year 2049	2019 Existing	2049 Alt 1 No Build	2049 Alt 2a Add HOV2+	2049 Alt 3a Add HOT2+	2049 Alt 4a Add HOT 3+	2049 Alt 5a Add Toll	2049 Alt 6a Add Transit	2049 Alt 7a Convert HOV
AADT	150,411	180,290	190,362	188,292	186,374	186,374	176,866	174,064
Truck AADT	11,577	13,852	14,599	14,624	14,465	14,318	13,587	13,372
Truck Difference from No Build			747	772	613	466	-265	-480
Truck% Change From No Build			5.4%	5.6%	4.4%	3.4%	-1.9%	-3.5%

POAQC Determination–Project Summary for Interagency Consultation

Table 2. No-Build and Alternative 1 and 2b-7b Option Comparison of Total AADT, Total Truck AADT, Total Truck% Change for the Opening Year (2029), MTIP Year (2040), and Design Year (2049) (Source-Fehr and Peers, 2023).

Opening Year 2029	2019 Existing	2029 Alt 1 No Build	2029 Alt 2b Add HOV2+	2029 Alt 3b Add HOT2+	2029 Alt 4b Add HOT 3+	2029 Alt 5b Add Toll	2029 Alt 6b Add Transit	2029 Alt 7b Convert HOV
AADT	150,411	157,663	174,003	172,609	171,206	169,518	160,847	155,545
Truck AADT	11,135	11,671	12,881	12,778	12,674	12,549	11,907	11,515
Truck Difference from No Build			767	664	560	435	-207	-599
Truck% Change From No Build			6.3%	5.5%	4.6%	3.6%	-1.7%	-4.9%
MTP Year 2040	2019 Existing	2040 Alt 1 No Build	2040 Alt 2b Add HOV2+	2040 Alt 3b Add HOT2+	2040 Alt 4b Add HOT 3+	2040 Alt 5b Add Toll	2040 Alt 6b Add Transit	2040 Alt 7b Convert HOV
AADT	150,411	162,995	175,630	174,656	172,641	171,930	163,081	158,428
Truck AADT	11,135	12,066	13,001	12,929	12,780	12,727	12,072	11,728
Truck Difference from No Build			477	405	256	203	-452	-796
Truck% Change From No Build			3.8%	3.2%	2.0%	1.6%	-3.6%	-6.4%
Design Year 2049	2019 Existing	2049 Alt 1 No Build	2049 Alt 2b Add HOV2+	2049 Alt 3b Add HOT2+	2049 Alt 4b Add HOT 3+	2049 Alt 5b Add Toll	2049 Alt 6b Add Transit	2049 Alt 7b Convert HOV
AADT	150,411	180,290	189,710	191,199	188,516	186,600	176,866	174,163
Truck AADT	11,135	13,346	14,044	14,154	13,955	13,813	13,093	12,893
Truck Difference from No Build			192	302	103	-39	-759	-959
Truck% Change From No Build			1.4%	2.2%	0.7%	-0.3%	-5.5%	-6.9%

Attachment C

Table 3. Alternatives 1 and 2a-7a Comparison of Total AADT and Total Truck% of each roadway segment of opening year 2029 within the project limit (Source-Fehr and Peers, 2021).

RTE	Description	*Segment	2019 Existing	Opening Year 2029 - Total AADT and Total Truck% (2021)							
				Alt 1 No Build	Alt 2a HOV 2+	Alt 3a HOT 2+	Alt 4a HOT 3+	Alt 5a Add Toll	Alt 6a Add Transit	Alt 7a Convert HOV 2+	Truck% of each roadway segment
I-80	Old Davis to Richard Blvd	1	148,424	152,650	163,030	163,200	162,100	160,680	153,910	149,370	7.7%
I-80	Richards Blvd to Mace Blvd		145,339	150,800	165,300	165,600	163,700	161,500	152,500	147,400	7.9%
I-80	Mace Blvd to Chiles Rd/Country Rd 32A		158,596	165,800	187,000	178,800	183,700	180,200	168,800	163,000	7.7%
I-80	Chiles Rd/Country Rd 32A to Enterprise Blvd/W Capitol Ave		164,928	173,500	186,400	193,400	191,300	189,700	177,400	171,100	7.8%
I-80	Enterprise Blvd/W Capitol Ave to US 50		174,197	190,500	212,500	212,400	210,200	208,100	195,300	191,000	7.8%
US 50	I-80 to Harbor Blvd	3	140,143	146,000	161,600	161,200	159,800	157,300	150,200	147,800	7.6%
US 50	Harbor Blvd to Jefferson Blvd		157,629	166,000	181,900	181,300	179,600	177,300	170,600	167,700	7.6%
US 50	Jefferson Blvd to I-5		198,012	208,500	225,800	225,300	223,300	221,300	212,800	211,300	7.1%
I-80	US 50 to Reed Ave	2	109,938	115,800	126,400	126,500	125,700	124,800	118,200	116,100	7.8%
I-80	Reed Ave to W El Camino Ave		123,530	130,600	141,600	141,800	141,200	140,300	134,200	131,900	7.5%

*segment in the project location map

POAQC Determination–Project Summary for Interagency Consultation

Table 4. Alternatives 1 and 2a-7a Comparison of Truck AADT of each roadway segment of opening year 2029 within the project limit (Source- Fehr and Peers, 2021).

RTE	Description	*Segment	2019 Existing	Opening Year 2029 - Total Truck (2021)						
				Alt 1 No Build	Alt 2a HOV 2+	Alt 3a HOT 2+	Alt 4a HOT 3+	Alt 5a Add Toll	Alt 6a Add Transit	Alt 7a Convert HOV 2+
I-80	Old Davis to Richard Blvd	1	11,429	11,754	12,553	12,566	12,482	12,372	11,851	11,501
I-80	Richards Blvd to Mace Blvd		11,482	11,913	13,059	13,082	12,932	12,759	12,048	11,645
I-80	Mace Blvd to Chiles Rd/Country Rd 32A		12,212	12,767	14,399	13,768	14,145	13,875	12,998	12,551
I-80	Chiles Rd/Country Rd 32A to Enterprise Blvd/W Capitol Ave		12,864	13,533	14,539	15,085	14,921	14,797	13,837	13,346
I-80	Enterprise Blvd/W Capitol Ave to US 50		13,587	14,859	16,575	16,567	16,396	16,232	15,233	14,898
US 50	I-80 to Harbor Blvd	3	10,651	11,096	12,282	12,251	12,145	11,955	11,415	11,233
US 50	Harbor Blvd to Jefferson Blvd		11,980	12,616	13,824	13,779	13,650	13,475	12,966	12,745
US 50	Jefferson Blvd to I-5		14,059	14,804	16,032	15,996	15,854	15,712	15,109	15,002
I-80	US 50 to Reed Ave	2	8,575	9,032	9,859	9,867	9,805	9,734	9,220	9,056
I-80	Reed Ave to W El Camino Ave		9,265	9,795	10,620	10,635	10,590	10,523	10,065	9,893

*segment in the project location map

Table 5. Alternatives 1 and 2b-7b Comparison of Total AADT and Total Truck% of each roadway segment of opening year 2029 within the project limit (Source-Fehr and Peers, 2023).

RTE	Description	*Segment	2019 Existing	Opening Year 2029 - Total AADT and Total Truck% (2023)							
				Alt 1 No Build	Alt 2b HOV 2+	Alt 3b HOT 2+	Alt 4b HOT 3+	Alt 5b Add Toll	Alt 6b Add Transit	Alt 7b Convert HOV 2+	Truck% of each roadway segment
I-80	Old Davis to Richard Blvd	1	148,424	152,650	162,960	162,910	161,810	160,590	153,910	149,280	7.6%
I-80	Richards Blvd to Mace Blvd		145,339	150,800	165,310	165,310	163,410	161,410	152,500	147,310	7.8%
I-80	Mace Blvd to Chiles Rd/Country Rd 32A		158,596	165,800	187,110	186,910	183,510	180,210	168,800	163,110	7.7%
I-80	Chiles Rd/Country Rd 32A to Enterprise Blvd/W Capitol Ave		164,928	173,500	193,310	193,010	190,810	189,410	177,400	170,910	7.7%
I-80	Enterprise Blvd/W Capitol Ave to US 50		174,197	190,500	212,810	212,210	210,110	208,210	195,300	191,110	7.3%
US 50	I-80 to Harbor Blvd	3	140,143	146,000	162,300	161,540	160,080	157,640	150,200	148,130	7.3%
US 50	Harbor Blvd to Jefferson Blvd		157,629	166,000	182,800	181,840	180,080	177,940	170,600	168,330	7.2%
US 50	Jefferson Blvd to I-5		198,012	208,500	226,400	225,840	223,780	221,940	212,800	211,930	6.4%
I-80	US 50 to Reed Ave	2	109,938	115,800	126,800	120,920	122,500	122,430	118,200	110,600	7.0%
I-80	Reed Ave to W El Camino Ave		123,530	130,600	141,700	136,020	137,900	137,730	134,200	126,300	6.7%

*segment in the project location map

Table 6. Comparison of Truck AADT of Alternatives 1, 2b-7b of each roadway segment of opening year 2029 within the project limit (Source-Fehr and Peers, 2023).

RTE	Description	*Segment	2019 Existing	Opening Year 2029 - Total Truck (2023)						
				Alt 1 No Build	Alt 2b HOV 2+	Alt 3b HOT 2+	Alt 4b HOT 3+	Alt 5b Add Toll	Alt 6b Add Transit	Alt 7b Convert HOV 2+
I-80	Old Davis to Richard Blvd	1	11,309	11,631	12,416	12,412	12,329	12,236	11,727	11,374
I-80	Richards Blvd to Mace Blvd		11,375	11,802	12,937	12,937	12,789	12,632	11,935	11,529
I-80	Mace Blvd to Chiles Rd/Country Rd 32A		12,228	12,783	14,426	14,411	14,148	13,894	13,014	12,576
I-80	Chiles Rd/Country Rd 32A to Enterprise Blvd/W Capitol Ave		12,679	13,338	14,861	14,838	14,669	14,562	13,638	13,139
I-80	Enterprise Blvd/W Capitol Ave to US 50		12,636	13,818	15,437	15,393	15,241	15,103	14,167	13,863
US 50	I-80 to Harbor Blvd	3	10,188	10,614	11,799	11,744	11,638	11,461	10,920	10,769
US 50	Harbor Blvd to Jefferson Blvd		11,404	12,009	13,225	13,155	13,028	12,873	12,342	12,178
US 50	Jefferson Blvd to I-5		12,744	13,419	14,572	14,536	14,403	14,285	13,696	13,640
I-80	US 50 to Reed Ave	2	7,724	8,135	8,908	8,495	8,606	8,601	8,304	7,770
I-80	Reed Ave to W El Camino Ave		8,321	8,797	9,545	9,162	9,289	9,277	9,040	8,507

*segment in the project location map

Table 7. Comparison of Total AADT and Total Truck% of Alternatives 1, 2a-7a of each roadway segment of MTIP Year 2040 within the project limit (Source-Fehr and Peers, 2021).

RTE	Description	*Segment	2019 Existing	MTIP Year 2040- - Total AADT and Total Truck% (2021)							
				Alt 1 No Build	Alt 2a HOV 2+	Alt 3a HOT 2+	Alt 4a HOT 3+	Alt 5a Add Toll	Alt 6a Add Transit	Alt 7a Convert HOV 2+	Truck% of each roadway segment
I-80	Old Davis to Richard Blvd	1	148,424	157,700	167,700	168,000	166,100	165,400	157,700	153,900	7.7%
I-80	Richards Blvd to Mace Blvd		145,339	154,100	167,300	167,500	164,900	163,900	154,000	149,700	7.9%
I-80	Mace Blvd to Chiles Rd/Country Rd 32A		158,596	169,800	188,900	189,000	185,600	184,700	169,800	164,700	7.7%
I-80	Chiles Rd/Country Rd 32A to Enterprise Blvd/W Capitol Ave		164,928	178,300	195,200	195,300	192,200	191,400	178,400	173,900	7.8%
I-80	Enterprise Blvd/W Capitol Ave to US 50		174,197	195,800	212,000	212,000	208,900	207,900	196,000	192,600	7.8%
US 50	I-80 to Harbor Blvd	3	140,143	150,100	159,900	160,100	158,000	158,000	150,800	149,000	7.6%
US 50	Harbor Blvd to Jefferson Blvd		157,629	168,400	178,300	178,100	176,300	176,600	169,100	166,800	7.6%
US 50	Jefferson Blvd to I-5		198,012	222,600	233,600	233,500	231,900	232,400	222,900	220,600	7.1%
I-80	US 50 to Reed Ave	2	109,938	122,200	128,800	128,900	127,100	125,500	122,100	119,800	7.8%
I-80	Reed Ave to W El Camino Ave		123,530	139,100	144,800	144,800	143,000	141,600	138,800	136,700	7.5%

*segment in the project location map

Table 8. Comparison of Truck AADT of Alternatives 1, 2a-7a of each roadway segment of MTIP Year 2040 within the project limit (Source-Fehr and Peers, 2021).

RTE	Description	*Segment	2019 Existing	MTIP Year 2040 - Total Truck (2021)						
				Alt 1 No Build	Alt 2a HOV 2+	Alt 3a HOT 2+	Alt 4a HOT 3+	Alt 5a Add Toll	Alt 6a Add Transit	Alt 7a Convert HOV 2+
I-80	Old Davis to Richard Blvd	1	11,429	12,143	12,913	12,936	12,790	12,736	12,143	11,850
I-80	Richards Blvd to Mace Blvd		11,482	12,174	13,217	13,233	13,027	12,948	12,166	11,826
I-80	Mace Blvd to Chiles Rd/Country Rd 32A		12,212	13,075	14,545	14,553	14,291	14,222	13,075	12,682
I-80	Chiles Rd/Country Rd 32A to Enterprise Blvd/W Capitol Ave		12,864	13,907	15,226	15,233	14,992	14,929	13,915	13,564
I-80	Enterprise Blvd/W Capitol Ave to US 50		13,587	15,272	16,536	16,536	16,294	16,216	15,288	15,023
US 50	I-80 to Harbor Blvd	3	10,651	11,408	12,152	12,168	12,008	12,008	11,461	11,324
US 50	Harbor Blvd to Jefferson Blvd		11,980	12,798	13,551	13,536	13,399	13,422	12,852	12,677
US 50	Jefferson Blvd to I-5		14,059	15,805	16,586	16,579	16,465	16,500	15,826	15,663
I-80	US 50 to Reed Ave	2	8,575	9,532	10,046	10,054	9,914	9,789	9,524	9,344
I-80	Reed Ave to W El Camino Ave		9,265	10,433	10,860	10,860	10,725	10,620	10,410	10,253

*segment in the project location map

Table 9. Alternatives 1 and 2b-7b Comparison of Total AADT and Total Truck% of each Eastbound roadway segment of MTIP Year 2040 within the project limit (Source-Fehr and Peers, 2023).

RTE	Description	*Segment	2019 Existing	MTIP Year 2040 - Total AADT and Total Truck% (2023)							
				Alt 1 No Build	Alt 2b HOV 2+	Alt 3b HOT 2+	Alt 4b HOT 3+	Alt 5b Add Toll	Alt 6b Add Transit	Alt 7b Convert HOV 2+	Truck% of each roadway segment
I-80	Old Davis to Richard Blvd	1	148,424	157,700	167,610	168,110	166,410	165,710	157,700	153,910	7.6%
I-80	Richards Blvd to Mace Blvd		145,339	154,100	167,010	167,610	165,210	164,210	154,000	149,710	7.8%
I-80	Mace Blvd to Chiles Rd/Country Rd 32A		158,596	169,800	188,810	189,310	186,210	185,310	169,800	164,910	7.7%
I-80	Chiles Rd/Country Rd 32A to Enterprise Blvd/W Capitol Ave		164,928	178,300	195,110	195,610	192,810	192,010	178,400	174,110	7.7%
I-80	Enterprise Blvd/W Capitol Ave to US 50		174,197	195,800	211,810	212,010	209,210	208,110	196,000	192,510	7.3%
US 50	I-80 to Harbor Blvd	3	140,143	150,100	160,200	159,850	157,950	158,130	150,800	148,780	7.3%
US 50	Harbor Blvd to Jefferson Blvd		157,629	168,400	178,500	177,850	176,150	176,630	169,100	166,580	7.2%
US 50	Jefferson Blvd to I-5		198,012	222,600	233,900	233,250	231,750	232,430	222,900	220,380	6.4%
I-80	US 50 to Reed Ave	2	109,938	122,200	128,400	122,490	122,120	120,640	122,100	114,090	7.0%
I-80	Reed Ave to W El Camino Ave		123,530	139,100	144,400	138,290	137,920	136,640	138,800	130,990	6.7%

*segment in the project location map

Table 10. Alternatives 1 and 2b-7b Comparison of Truck AADT of each roadway segment of MTIP Year 2040 within the project limit (Source-Fehr and Peers, 2023).

RTE	Description	*Segment	2019 Existing	MTIP Year 2040 - Total Truck (2023)						
				Alt 1 No Build	Alt 2b HOV 2+	Alt 3b HOT 2+	Alt 4b HOT 3+	Alt 5b Add Toll	Alt 6b Add Transit	Alt 7b Convert HOV 2+
I-80	Old Davis to Richard Blvd	1	11,309	12,015	12,770	12,809	12,679	12,626	12,015	11,727
I-80	Richards Blvd to Mace Blvd		11,375	12,060	13,071	13,117	12,930	12,851	12,052	11,717
I-80	Mace Blvd to Chiles Rd/Country Rd 32A		12,228	13,091	14,557	14,596	14,357	14,287	13,091	12,714
I-80	Chiles Rd/Country Rd 32A to Enterprise Blvd/W Capitol Ave		12,679	13,707	15,000	15,038	14,823	14,761	13,715	13,385
I-80	Enterprise Blvd/W Capitol Ave to US 50		12,636	14,203	15,364	15,379	15,176	15,096	14,217	13,964
US 50	I-80 to Harbor Blvd	3	10,188	10,912	11,647	11,621	11,483	11,496	10,963	10,816
US 50	Harbor Blvd to Jefferson Blvd		11,404	12,183	12,914	12,867	12,744	12,778	12,234	12,051
US 50	Jefferson Blvd to I-5		12,744	14,327	15,054	15,012	14,916	14,960	14,346	14,184
I-80	US 50 to Reed Ave	2	7,724	8,585	9,021	8,605	8,579	8,475	8,578	8,015
I-80	Reed Ave to W El Camino Ave		8,321	9,370	9,727	9,315	9,290	9,204	9,349	8,823

*segment in the project location map

Table 11. Alternatives 1 and 2a-7a Comparison of Total AADT and Total Truck% of each roadway segment of Design Year 2049 within the project limit (Source-Fehr and Peers, 2021).

RTE	Description	*Segment	2019 Existing	Design Year 2049 - Total AADT and Total Truck% (2021)							
				Alt 1 No Build	Alt 2a HOV 2+	Alt 3a HOT 2+	Alt 4a HOT 3+	Alt 5a Add Toll	Alt 6a Add Transit	Alt 7a Convert HOV 2+	Truck% of each roadway segment
I-80	Old Davis to Richard Blvd	1	148,424	166,000	175,400	175,700	174,300	173,000	164,900	162,700	7.7%
I-80	Richards Blvd to Mace Blvd		145,339	163,700	176,100	176,300	174,200	171,800	161,900	159,000	7.9%
I-80	Mace Blvd to Chiles Rd/Country Rd 32A		158,596	183,400	202,000	202,300	198,300	194,100	180,100	176,600	7.7%
I-80	Chiles Rd/Country Rd 32A to Enterprise Blvd/W Capitol Ave		164,928	198,700	209,500	210,200	207,800	206,900	193,200	189,300	7.8%
I-80	Enterprise Blvd/W Capitol Ave to US 50		174,197	219,600	229,800	230,500	228,100	226,800	215,000	211,400	7.8%
US 50	I-80 to Harbor Blvd	3	140,143	169,300	175,100	175,600	173,300	172,300	167,100	165,200	7.6%
US 50	Harbor Blvd to Jefferson Blvd		157,629	186,300	193,400	193,300	191,300	190,200	184,900	183,300	7.6%
US 50	Jefferson Blvd to I-5		198,012	249,700	255,500	255,400	255,600	252,500	246,900	247,500	7.1%
I-80	US 50 to Reed Ave	2	109,938	141,100	145,200	145,500	144,400	143,000	137,000	134,200	7.8%
I-80	Reed Ave to W El Camino Ave		123,530	163,400	165,300	165,600	164,800	163,500	158,200	155,200	7.5%

*segment in the project location map

Table 12. Alternatives 1 and 2a-7a Comparison of Truck AADT of each roadway segment of Design Year 2049 within the project limit (Source- Fehr and Peers, 2021)

RTE	Description	*Segment	2019 Existing	Design Year 2049 - Total Truck (2021)						
				Alt 1 No Build	Alt 2a HOV 2+	Alt 3a HOT 2+	Alt 4a HOT 3+	Alt 5a Add Toll	Alt 6a Add Transit	Alt 7a Convert HOV 2+
I-80	Old Davis to Richard Blvd	1	11,429	12,782	13,506	13,529	13,421	13,321	12,697	12,528
I-80	Richards Blvd to Mace Blvd		11,482	12,932	13,912	13,928	13,762	13,572	12,790	12,561
I-80	Mace Blvd to Chiles Rd/Country Rd 32A		12,212	14,122	15,554	15,577	15,269	14,946	13,868	13,598
I-80	Chiles Rd/Country Rd 32A to Enterprise Blvd/W Capitol Ave		12,864	15,499	16,341	16,396	16,208	16,138	15,070	14,765
I-80	Enterprise Blvd/W Capitol Ave to US 50		13,587	17,129	17,924	17,979	17,792	17,690	16,770	16,489
US 50	I-80 to Harbor Blvd	3	10,651	12,867	13,308	13,346	13,171	13,095	12,700	12,555
US 50	Harbor Blvd to Jefferson Blvd		11,980	14,159	14,698	14,691	14,539	14,455	14,052	13,931
US 50	Jefferson Blvd to I-5		14,059	17,729	18,141	18,133	18,148	17,928	17,530	17,573
I-80	US 50 to Reed Ave	2	8,575	11,006	11,326	11,349	11,263	11,154	10,686	10,468
I-80	Reed Ave to W El Camino Ave		9,265	12,255	12,398	12,420	12,360	12,263	11,865	11,640

*segment in the project location map

Table 13. Alternatives 1 and 2b-7b Comparison of Total AADT and Total Truck% of each roadway segment of Design Year 2049 within the project limit (Source-Fehr and Peers, 2023)

RTE	Description	*Segment	2019 Existing	Design Year 2049 - Total AADT and Total Truck% (2023)							
				Alt 1 No Build	Alt 2b HOV 2+	Alt 3b HOT 2+	Alt 4b HOT 3+	Alt 5b Add Toll	Alt 6b Add Transit	Alt 7b Convert HOV 2+	Truck% of each roadway segment
I-80	Old Davis to Richard Blvd	1	148,424	166,000	174,810	176,510	174,310	172,910	164,900	162,510	7.6%
I-80	Richards Blvd to Mace Blvd		145,339	163,700	175,310	177,110	174,210	171,710	161,900	158,810	7.8%
I-80	Mace Blvd to Chiles Rd/Country Rd 32A		158,596	183,400	201,410	203,310	198,510	194,210	180,100	176,510	7.7%
I-80	Chiles Rd/Country Rd 32A to Enterprise Blvd/W Capitol Ave		164,928	198,700	209,310	211,510	208,310	207,510	193,200	189,710	7.7%
I-80	Enterprise Blvd/W Capitol Ave to US 50		174,197	219,600	229,610	231,810	228,510	227,410	215,000	211,810	7.3%
US 50	I-80 to Harbor Blvd	3	140,143	169,300	174,800	176,090	173,280	172,510	167,100	165,280	7.3%
US 50	Harbor Blvd to Jefferson Blvd		157,629	186,300	193,000	193,890	191,480	190,410	184,900	183,480	7.2%
US 50	Jefferson Blvd to I-5		198,012	249,700	255,700	256,490	255,780	252,710	246,900	247,680	6.4%
I-80	US 50 to Reed Ave	2	109,938	141,100	145,300	145,810	144,720	143,190	137,000	134,320	7.0%
I-80	Reed Ave to W El Camino Ave		123,530	163,400	165,400	165,910	165,020	163,790	158,200	155,420	6.7%

*segment in the project location map

Table 14. Alternatives 1 and 2b-7b Comparison of Truck AADT of each roadway segment of Design Year 2049 within the project limit (Source-Fehr and Peers, 2023)

RTE	Description	*Segment	2019 Existing	Design Year 2049 - Total Truck (2023)						
				Alt 1 No Build	Alt 2b HOV 2+	Alt 3b HOT 2+	Alt 4b HOT 3+	Alt 5b Add Toll	Alt 6b Add Transit	Alt 7b Convert HOV 2+
I-80	Old Davis to Richard Blvd	1	11,309	12,648	13,319	13,449	13,281	13,174	12,564	12,382
I-80	Richards Blvd to Mace Blvd		11,375	12,811	13,720	13,861	13,634	13,438	12,671	12,429
I-80	Mace Blvd to Chiles Rd/Country Rd 32A		12,228	14,140	15,529	15,675	15,305	14,973	13,886	13,609
I-80	Chiles Rd/Country Rd 32A to Enterprise Blvd/W Capitol Ave		12,679	15,276	16,091	16,261	16,015	15,953	14,853	14,585
I-80	Enterprise Blvd/W Capitol Ave to US 50		12,636	15,929	16,655	16,815	16,575	16,496	15,596	15,364
US 50	I-80 to Harbor Blvd	3	10,188	12,308	12,708	12,802	12,598	12,542	12,148	12,016
US 50	Harbor Blvd to Jefferson Blvd		11,404	13,478	13,963	14,027	13,853	13,775	13,377	13,274
US 50	Jefferson Blvd to I-5		12,744	16,071	16,457	16,508	16,463	16,265	15,891	15,941
I-80	US 50 to Reed Ave	2	7,724	9,913	10,208	10,244	10,167	10,060	9,625	9,436
I-80	Reed Ave to W El Camino Ave		8,321	11,006	11,141	11,176	11,116	11,033	10,656	10,469

*segment in the project location map

Table 15. Existing Conditions (2016) of Truck AADT and Truck% by Axle of the project limit (Source-Caltrans)

RTE	CNTY	Post Mile	Description	*Segment	Total AADT	Truck AADT	Truck %	Truck AADT by Axle				Total % Truck AADT by Axle			
								2	3	4	5+	2	3	4	5+
I-80	SOL	42.67	JCT. RTE. 113 NORTH	1-2	133,000	8,910	6.7	2,584	864	365	5,097	29%	10%	4%	54%
I-80	YOL	0.237	RICHARDS BLVD		136,700	11,989	8.77	3,419	908	412	7,250	28.52%	8%	3%	60%
I-80	YOL	R9.905	WEST SACRAMENTO, JCT. RTE. 50		155,300	11,445	7.37	3,264	866	394	6,921	28.52%	8%	3%	60%
I-80	YOL	R11.228	JCT. RTE. 84 EAST		92,200	9,211	9.99	3,444	1,011	645	4,111	37.39%	11%	7%	45%
I-80	SAC	M2.554	SACRAMENTO, JCT. RTE. 5		143,900	8,245	5.73	2,671	1,072	412	4,090	32.4%	13%	5%	50%
US 50	YOL	0.35	WEST SACRAMENTO JCT. RTE. 80	3	119,600	8,838	7.39	3,518	732	325	4,263	39.81%	8%	4%	48%
US 50	YOL	2.498	JCT. RTE. 84		129,000	7,263	5.63	3,080	685	304	3,194	42.41%	9%	4%	44%
US 50	SAC	L0.35	SACRAMENTO, JCT. RTE. 5		125,000	5,039	4.03	2,137	475	211	2,216	42.41%	9%	4%	44%

*segment in the project location map