

3.0 Project Description

3.1 INTRODUCTION

Solano Transportation Authority (STA) proposes to relocate the existing 24-inch Gordon Water Line from its current location within the Interstate 80 (I-80) and State Route 12 (SR 12) corridors. The new Gordon Water Line would be located within the Rockville Road right-of-way (ROW) between the intersection of Rockville Road and Suisun Valley Road to a point 1,600 feet west of Green Valley Road (just east of the intersection of Rockville Road and Paseo Arboles). The diameter of the new line would be downsized to 12 inches to optimize the operation of the system and to reduce maintenance costs.

The relocated Gordon Water Line would maintain the Vallejo Lakes water system connection between the 24-inch Gordon Water Line running within Suisun Valley Road and the existing 14-inch Green Water Line running west of Green Valley Road (see **Figure 1**).

Once the relocation is complete, the City of Vallejo would abandon or remove the existing Gordon Water Line between the junction of the Green and Gordon lines and the Old Cordelia Line located along the north-side of I-80 and SR 12.

This chapter presents the details of the Gordon Water Line Relocation Project (project) in terms of the project objectives, the project setting, project characteristics, and construction schedule and activities.

3.2 PROJECT OBJECTIVES

STA has developed the following primary project objectives to satisfy the requirements of 2009 *California Environmental Quality Act (CEQA) Statutes and Guidelines* Section 15124(b).

- Provide an alternative alignment for the portion of the existing Gordon Water Line that is in conflict with the Jameson Canyon Project.
- Down-size the diameter of the Gordon Water Line to provide a more balanced design for the Vallejo water system.
- Reduce maintenance costs associated with the existing water system.
- Avoid future conflicts (and relocation costs) associated with other planned roadway improvements along the I-80/I-680/SR 12 corridor that are currently being evaluated as part of the I-80/I-680/SR 12 Interchange project

3.3 PROJECT SETTING

According to Section 15125(a) of the *State CEQA Guidelines*, the environmental setting is considered to be the on-ground condition at the time the notice of preparation (NOP) is published. This environmental setting normally constitutes the baseline relative to which a lead agency determines whether an impact is significant. The NOP for the project was published on December 21, 2009. The baseline conditions for the project site and surrounding areas as they existed at that time are described below.

The project site is located within unincorporated Solano County, approximately 2-miles north of the I-80 and Interstate 680 (I-680) interchange. The project limits include approximately 3 miles of Rockville Road ROW between the intersection of Rockville Road and Suisun Valley Road to a point 1,600 feet west of Green Valley Road (just east of the intersection of Rockville Road and Paseo Arboles) (see **Figure 1**). The Fairfield city limits are located just south of the project. The city of Vallejo is located approximately 6 miles to the southwest.

Rockville Road runs in an east-west direction, forming a connection between Green Valley Road on the west and Suisun Valley Road on the east. Rockville Road is generally a two-lane rural road with 12-foot lanes and 8-foot shoulders, although it narrows west of Green Valley Road where no shoulder is provided.

The project site is surrounded by open space and limited residential development. Commercial uses surround the Rockville Road/Suisun Valley Road intersection, while the western terminus of the project is characterized by more closely spaced single family homes. Rockville Hills Regional Park is located along the south side of Rockville Road and borders approximately one-mile of the ROW. Scattered rural residences, vineyards, and an orchard characterize the land uses along the rest of the ROW.

Rockville Road crosses Green Valley Creek just east of the intersection of Rockville Road and Green Valley Road. Although mature riparian habitat exists along Green Valley Creek, vegetation along the rest of the ROW includes native and non-native mature trees and ruderal grassland. Near the eastern terminus of the alignment, Rockville Road crosses Putah South Canal, which is under the jurisdiction of the United States Bureau of Reclamation.

3.4 PROJECT CHARACTERISTICS

The project, including construction staging, would occur entirely within the existing ROW of Rockville Road; no additional ROW would be required. For most of its length, the water line would be placed on the south side of the Rockville Road ROW. At its western terminus (from the Green Valley Road intersection westward), the water line would be located on the north side of the Rockville Road ROW. Similarly, at its eastern terminus, at a point approximately 400 feet from the Suisun Valley Road intersection, the water line would transition to the north side of the Rockville Road ROW and would continue on the north side of the roadway to its connection with the existing 24-inch Gordon Water Line in Suisun Valley Road.

Figure 2 illustrates the existing and proposed Gordon Water Line alignment.

Utilities

The project would not require any change to other existing utilities, as it would solely consist of the relocation of an existing water line. All work for the project would be conducted within the existing ROW.

Drainage

Drainage in the project area consists of a localized storm drain system. Currently, stormwater runoff from the western portion of the project area is collected through inlets and swales in the Rockville Road ROW before flowing into Green Valley Creek. Stormwater runoff from the eastern portion of the project area is collected through swales and man-made ditches before flowing into the Putah South Canal. Implementation of the project would not permanently alter the drainage systems in the project area; however, construction of the project would include removal of asphalt and concrete, trenching, and operation of heavy equipment, which could cause temporary disruptions to the drainage systems. All drainage systems in the project area would return to existing conditions once construction work is completed.

National Pollutant Discharge Elimination System (NPDES) General Construction Permits are required by the County for construction projects disturbing more than 1 acre of soil. The project would not result in soil disturbance of more than 1 acre, and would not be subject to the provisions of the NPDES permit. The County does not have standard specifications for the establishment of stormwater pollution control for projects with less than 1-acre of disturbed soil; as such, supplemental conditions have been identified in the project's Encroachment Permit Application with the County.

In accordance with the supplemental provisions of the Encroachment Permit, the project contractor will perform water pollution control work in conformance with the Standard Specifications of the California Department of Transportation (Caltrans). Caltrans requires that a Water Pollution Control Program (WPCP) addressing control measures be prepared and implemented by the construction contractor for projects resulting in soil disturbance of less than 1 acre. The WPCP must comply with Caltrans Standard Specifications Section 7-1.01G, Water Pollution, and must be prepared in accordance with the Special Provisions following the procedures and format set forth in the *Storm Water Pollution Prevention Plan (SWPPP) and Water Pollution Control Program (WPCP) Preparation Manual* and its addenda in effect on the day the Notice to Bidders is dated.

Construction/Phasing

Construction of the proposed water line is scheduled to begin in the summer of 2010 and would be completed within two to six months. Construction would be completed in segments. **Figure 3** illustrates the details of the trenching that would occur within these construction segments. Excavation and backfill on any segment of the roadway would be completed the same day, and/or trenches would be covered with steel plates over night.

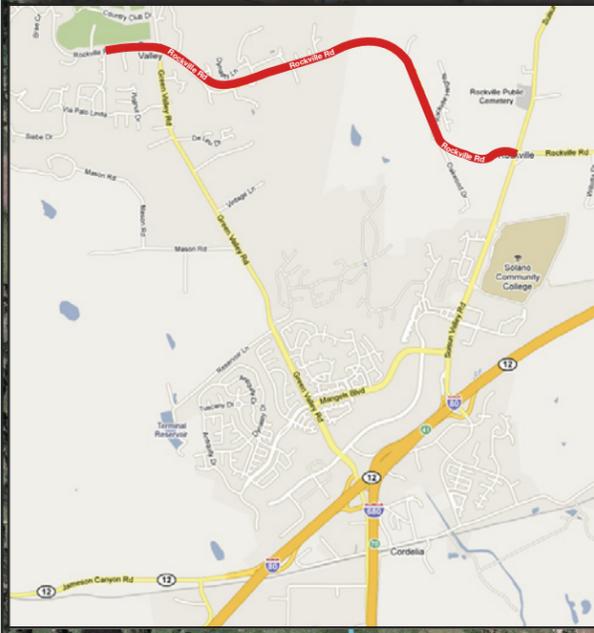
Construction of the proposed water line would require some pruning and limited tree removal to accommodate equipment, trenching, and installation of the pipe along Rockville Road. A

project arborist would be on site during staking of the new water line to determine whether pruning or tree removal would be required for specific trees in close proximity to the proposed alignment.

During construction, access to cross streets and private driveways along Rockville Road would be maintained at all times. A single-lane closure would be required around the active work zone, and flaggers would be present at all times to control the flow of traffic. Signage will be used to notify drivers in advance of any lane or shoulder closures.

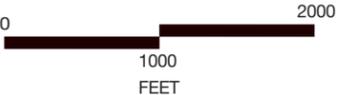
At the Green Valley Creek crossing, the water line would be attached to the existing bridge structure, and a screen or netting would be placed below the work area to prevent construction debris or other materials from entering the creek. No work would be conducted in the waterways or adjacent riparian habitat of the creek (see **Section 4.1**).

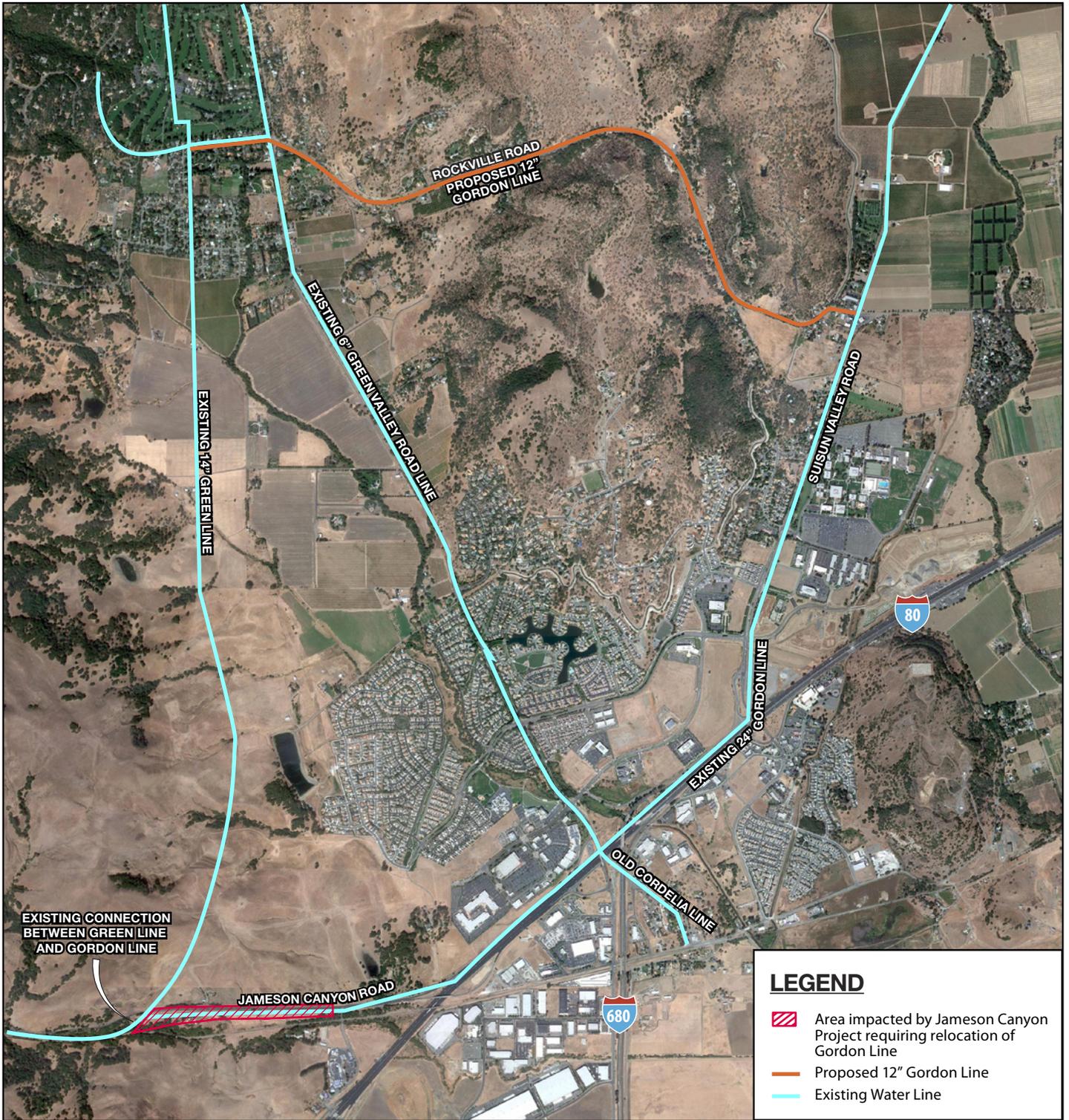
At the eastern terminus of the line, construction would require the temporary closure of parking spaces at the existing commercial properties adjacent to Rockville Road. No more than 12 parking spaces would be closed during construction; however, access to the parking lot would be maintained at all times.



LEGEND

- Existing City of Vallejo Water Main
- Proposed Gordon Water Line Relocation
- Rockville Hills Park

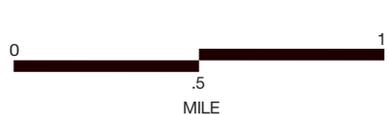





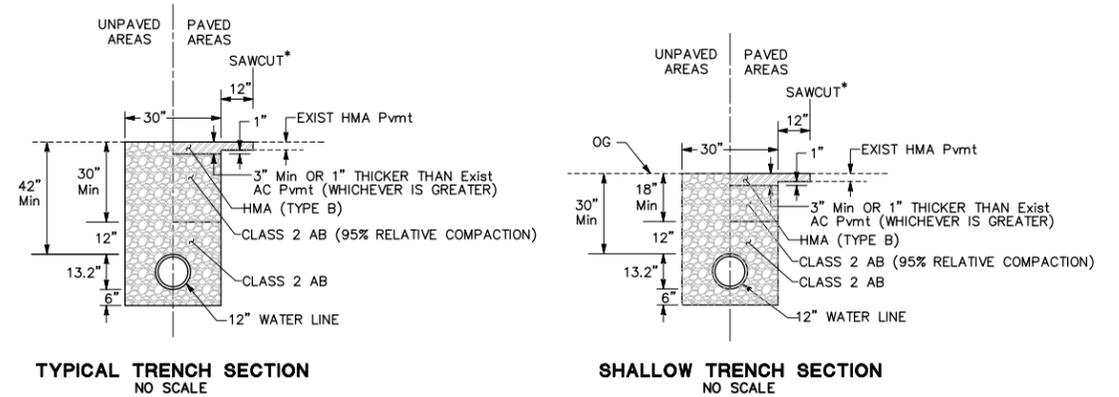
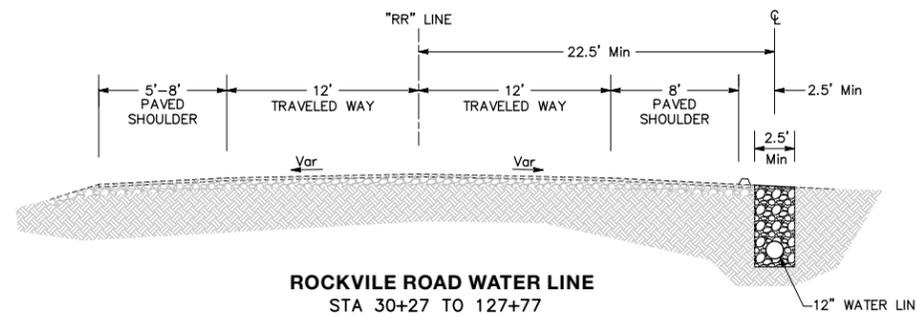
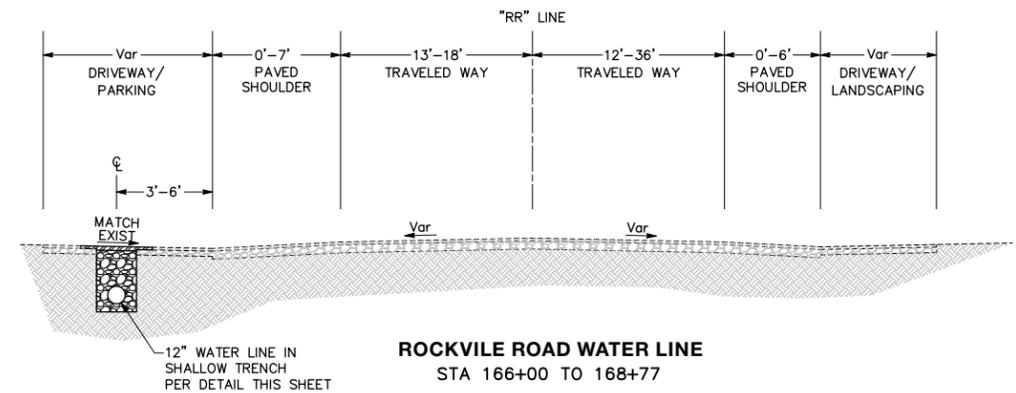
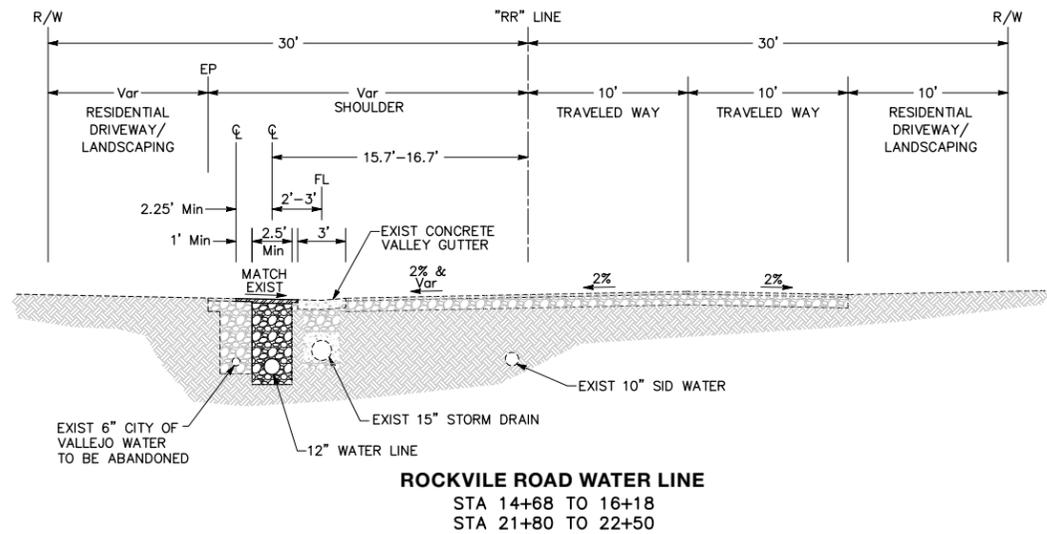
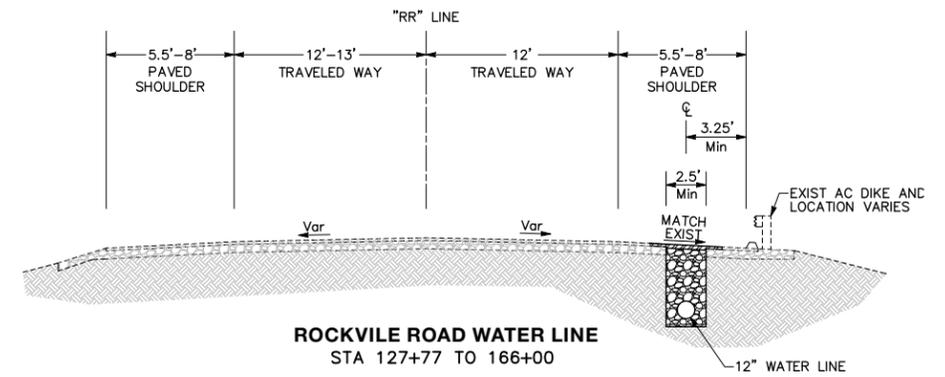
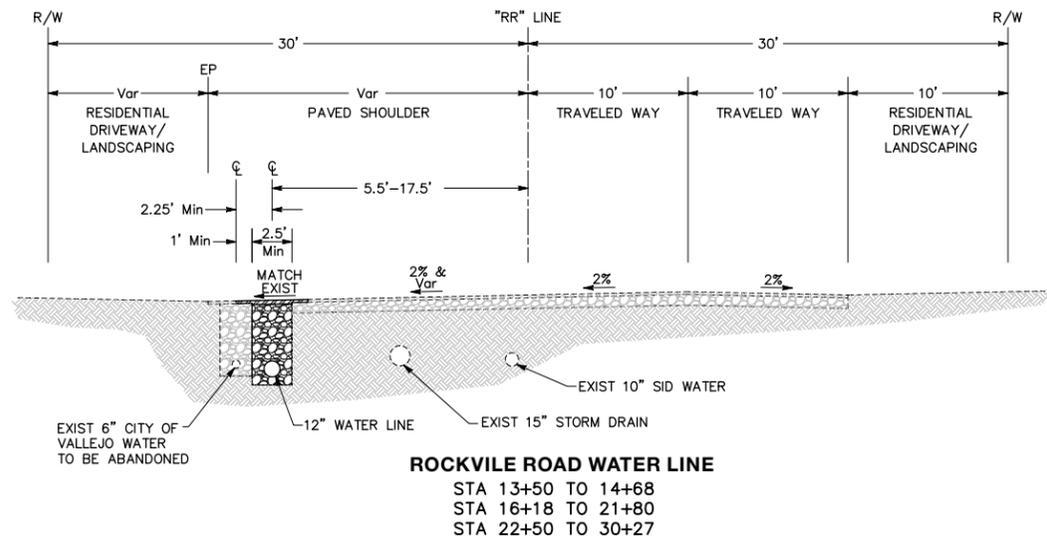
LEGEND

-  Area impacted by Jameson Canyon Project requiring relocation of Gordon Line
-  Proposed 12" Gordon Line
-  Existing Water Line

Note: Water line locations are approximate



This page intentionally left blank.



* HOT MIX ASPHALT (HMA) OR ASPHALT CONCRETE (AC) MUST BE SAWCUT FULL DEPTH