

Project-Level Conformity Determination Documentation for
I-580/Corral Hollow Road Interchange Bridge Improvement Project
San Joaquin County

February 2026

San Joaquin Council of Governments (SJCOG) is providing the final documentation for PM_{2.5} and PM₁₀ Hot-spot Conformity Assessment for the I-580/Corral Hollow Road Interchange Bridge Improvement Project (EA 10-1Q550) located in the City of Tracy, San Joaquin County.

The proposed project consists of converting the existing Tight Diamond interchange into a Diverging Diamond Interchange, including widening the Corral Hollow Road Overpass (Bridge No. 29-0080) to 4 lanes and adding a center-running bike/pedestrian path, reconfiguring the eastbound and westbound I-580 ramp termini with a two-phase signal, and installing new traffic signals and crosswalks at the ramp termini. The draft conformity material was posted on SJCOG's (<https://www.sjcog.org/281/Air-Quality>) and was available for the public comment period from February 3 through February 16, 2026.

The NEPA document for this project is CE (23 USC 326), and Caltrans and EPA provided concurrence that the project is not of air quality concern (non-POAQC) on February 18, 2026.

The final documentation package consists of the (1) San Joaquin Valley PM hot-spot checklist, (2) slides presented at the IAC meeting, and (3) IAC meeting minutes.

San Joaquin Valley Hot-Spot Checklist for Interagency Consultation

The purpose of this form is to provide sufficient information to allow the interagency consultation group to evaluate and determine if a project is exempt, non-exempt, and not a Project of Air Quality Concern (POAQC) or if a project is non-exempt and a Project of Air Quality Concern (which requires a quantitative project-level particulate matter hot-spot analysis).

It is the responsibility of the project sponsor to ensure that the form is filled out completely and provides a sufficient level of detail for the interagency consultation group to make an informed decision on whether or not a project requires further analysis. For example, the interagency consultation group needs to consider the traffic impacts of the project, and, therefore, part of the required information includes no-build/build traffic data.

STEP 1: Project Identification

A. Project Name and Number: I-580/Corral Hollow Road Interchange Bridge Improvement Project, EA 10-1Q550

B. Federal Transportation Improvement Program/California Transportation Improvement Program System Identification Number: Not Available

C. City/County: City of Tracy, San Joaquin County

D. Project Description:

I-580 / Corral Hollow Road Interchange Improvements (A Diverging Diamond Interchange with four lanes on Corral Hollow Road would be constructed, and the on and off ramps would be widened. Bike lanes and sidewalks are also constructed through the interchange.)

E. Type of Project:

- New state highway
- Change to existing state highway
- New regionally significant street
- Change to existing regionally significant street
- New interchange
- Reconfigure existing interchange
- Intersection channelization
- Intersection signalization
- Roadway realignment
- Bus, rail, or intermodal facility/terminal/transfer point
- Truck weight/inspection station
- At or affects a location identified in the State Implementation Plan as a site of actual or possible violation of National Ambient Air Quality Standards
- Others, specify:

F. Hot-Spot Pollutant of Concern (check both): PM_{2.5} PM₁₀

G. Lead Agency: Caltrans District 10

Contact Person: Ken Romero

Phone: 559.593.5891

Email: ken.j.romero@dot.ca.gov

H. NEPA Assignment – Project Type (check appropriate box):

<input checked="" type="checkbox"/>	Categorical Exclusion (NEPA)	<input type="checkbox"/>	Environmental Assessment or Draft Environmental Impact Statement	<input type="checkbox"/>	Finding of No Significant Impact or Final Environmental Impact Statement	<input type="checkbox"/>	Plans, Specifications, and Estimates or Construction	<input type="checkbox"/>	Other
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Include the scheduled date of federal action (if available):

I. CEQA Assignment – Project Type (check appropriate box):

<input type="checkbox"/>	Exempt	<input checked="" type="checkbox"/>	Section 326 –Categorical Exclusion	<input type="checkbox"/>	Section 327 – Non-Categorical Exclusion
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J. Is this project in a conforming Plan and Transportation Improvement Program (TIP)?

Yes No

If yes, indicate the federal approval date for the latest regional conformity analysis:
July 18, 2025

K. Current Programming Dates (as appropriate):

Date	Preliminary Engineering/ Environmental	Engineering	Right-of-Way	Construction
Start	2024	2025	2027	2028
End	2026	2026	2028	2030

L. Project Description (Summary, use additional sheets as needed):

Caltrans, in cooperation with the City of Tracy proposes the I-580/Corral Hollow Road Interchange Bridge Improvement Project (project) to enhance local and regional traffic circulation and reduce existing and future congestion at the I-580/Corral Hollow Road interchange resulting from build out of the Tracy Hills Specific Plan.

The current I-580/Corral Hollow Road Interchange is a Type L-1 Tight Diamond configuration with single-lane on- and off-ramps. Two-way stops control the intersections of Corral Hollow Road and the ramp terminals.

The project proposes reconfiguring the existing Tight Diamond with a Diverging Diamond interchange. The project includes the following improvements:

Widen and upgrade the Corral Hollow Road Overpass structure (Bridge No. 29-0080) to match the existing 4-lane capacity along Corral Hollow Road on either side of the interchange and construct a new concrete barrier between the vehicle lanes and a new center-running multi-purpose bike/pedestrian path.

Reconfigure the eastbound and westbound I-580 ramp termini intersections to a Diverging Diamond configuration and install a new two-phase signal.

Install new traffic signals at the EB and WB ramp terminus intersections.

Stripe crosswalks on the north leg of the westbound I-580 ramp terminus intersection and the south leg of the eastbound I-580 ramp terminus intersection.

The Eastbound on-ramp crosses Corral Hollow Creek. Two design options are being considered to address the crossing:

Option A, which would involve widening the existing bridge over the Corral Hollow Creek (Bridge No. 29-0081L) to accommodate the eastbound on-ramp, including an additional lane and paved shoulder.

Option B, which would involve complete replacement of the existing Corral Hollow Creek Bridge.

Purpose and Need of the project:

The purpose of the project is to:

- Provide operational improvements to address anticipated traffic generated from ongoing developments.
- Improve bicycle and pedestrian accessibility on both sides of the interchange.
- Enhance traffic circulation and mobility for vehicular traffic, bicycles, and pedestrians.
- Strengthen connectivity for residents, businesses, and regional travelers while minimizing traffic delays and improving overall roadway functionality.

The current interchange is insufficient to handle future traffic demands and provide easy access. The project area also lacks multimodal access and connectivity. To improve this, sidewalks and bike lanes are needed through the interchange to link the existing facilities on both the north and south sides of the Corral Hollow Road.

b. Route name, route number, project length, and mile point locations:

Caltrans EA 10-1Q550, Interstate 580, post mile 7.61 to post mile 8.61.

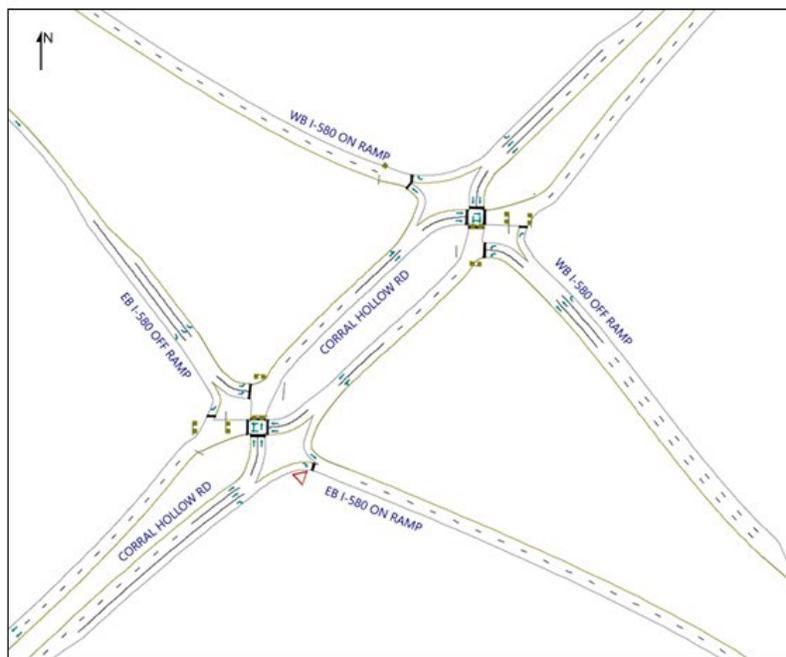
c. Number of current and future lanes (clearly indicate if any lanes are “turn lane only”):

Roadway	No-Build (Current/Existing) Number of Lanes	Build (Future) Number of Lanes
Southbound Corral Hollow Road (from south of Tracy Hills Drive to the existing overpass)	Two through lanes One right turn lane	Three through lanes One right turn lane
Northbound Corral Hollow Road (from north of Sierra View Drive to the existing overpass)	Two through lanes One right turn lane	Three through lanes One right turn lane
I-580/Corral Hollow Overpass Structure	Two through lanes	Four through lanes
Westbound on-ramp	One through lane	One left turn lane One right turn lane
Westbound off-ramp	One right turn lane One through lane	Two left turn lanes One right turn lane
Eastbound on-ramp	One through lanes	One left turn lane One right turn lane
Eastbound off-ramp	One right turn lane One through lane	Two left turn lanes One right turn lane

No-Build Alternative (Existing Conditions): Tight Diamond Interchange Lane Configuration



Build Alternative (Proposed Project): Diverging Diamond Interchange Lane Configuration



Note: On Ramp Geometry doesn't reflect the HOV Preferential Lane; Not to Scale

- d. Identify as “Capacity Adding” or “Non-Capacity-Adding” project:

Non-capacity-adding project.

Although the project would improve operations and LOS at the interchange, it does not add new general-purpose travel lanes or increase systemwide vehicular capacity. The proposed improvements eliminate existing geometric and operational constraints (for example by widening the Corral Hollow Road overpass to four lanes to match Corral Hollow Road on either side), improve traffic control efficiency, and enhance safety for all users while maintaining consistency with the existing roadway cross-sections and planned traffic volumes.

Any redistribution or diversion of traffic to the interchange reflects improved operational performance rather than induced demand or expanded capacity. The project would accommodate forecasted growth already assumed in adopted regional and local plans and would not result in a net increase in vehicle trips or vehicle miles traveled. Therefore, the project is appropriately characterized as a non-capacity-increasing operational and safety improvement.

- e. Identify intersecting roads that will be impacted:

Intersection of Interstate 580 and Corral Hollow Road.

- f. Project impact on surrounding land use/traffic generators (discuss, especially the effect on diesel traffic):

- The proposed project includes HOV preferential lanes and comprehensive bicycle and pedestrian enhancements, which, consistent with the findings of the Final Vehicle Miles Traveled (VMT) Analysis (Appendix A), would not result in induced travel demand associated with the widening of the existing overpass or adjacent segments of Corral Hollow Road. The project is designed to improve operational efficiency, safety, and multimodal connectivity rather than to increase roadway capacity for general-purpose travel. Furthermore, the proposed improvements are intended to accommodate forecasted traffic volumes associated with build-out of the Tracy Hills Specific Plan. The project would not result in a direct increase in vehicle trips; any increase in traffic volumes under Build conditions relative to No Build conditions is attributable to the redistribution of existing trips from adjacent ramps and roadway facilities following completion of the improvements. As such, the project would not generate new trips, would not increase regional traffic volumes, and would not result in a measurable and substantial increase in VMT.
- Construction of a diverging diamond interchange configuration and multimodal improvements would significantly decrease delay times during the morning and

evening peak hours and would contribute to operational efficiency within the project limits for multiple modes of travel.

- A diverging diamond interchange configuration would reduce the need for vehicle idling and vehicle stops, thereby reducing pollutant emissions while improving traffic flow, safety, and operational efficiency.

STEP 2: Exempt Projects

EXEMPT PROJECT

No particulate matter project-level conformity is required, and no further documentation is needed. Go to Step 6.

Describe the type of Exempt Project:

NOT AN EXEMPT PROJECT. GO TO STEP 3.

STEP 3: Traffic Information

Fill out only relevant traffic information B through G. For example, fill out D and E if the project is an intersection, and fill out F and G if the project is a bus, rail, or intermodal facility/terminal/transfer point. Include additional tables, maps, and other graphical representations of the projects in separate sheets.

A. Year(s) Selected for Proposed Facility:

Year(s) selected:

Existing (2022), Opening Year (2030), Design Year (2050)

Justification for Selection of Analysis Year(s):

Data is analyzed against existing conditions, and traffic volume forecasts are provided for the Opening Year (2030) and Design Year (2050) when implementation of intersection improvements as part of the Tracy Hills Development have already been completed. The Tracy Hills Development improvements include construction of the I-580/Lammers Road interchange east of Corral Hollow Road as part of the Tracy Hills Specific Plan in addition to the following projects:

- *Corral Hollow Road/Sierra View Drive* – Construct a new 2-lane roundabout at the intersection of Corral Hollow Road and Sierra View Drive.

- *Corral Hollow Road/Tracy Hills Drive* – Modify the intersection of Corral Hollow Road and Tracy Hills Drive to include a second southbound left lane and convert the merge lane on the south leg into a through lane.

B.

Road segments are measured by Average Daily Traffic (ADT) to measure changes in intersection volume throughout the project’s opening year. Existing ADT levels (2022), and Open Year (2030) No Build vs. Build volumes are shown below.

Existing (2022) Conditions

Corral Hollow Rd	ADT		Truck ADT		Truck %	
	NB	SB	NB	SB	NB	SB
North of WB Ramps	5,500	7,100	550	710	10	10
Between EB/WB Ramps	3,600	3,500	360	350	10	10
South of EB Ramps	2,600	2,300	260	230	10	10

I-580 Ramps	OFF	ON	OFF	ON	OFF	ON
Westbound	3,100	5,300	310	530	10	10
Eastbound	3,300	3,700	330	370	10	10

I-580 Mainline	EB	WB	EB	WB	EB	WB
East of Corral Hollow Rd	28,200	26,000	3,948	3,640	14	14
Between Off/On-ramp	23,100	22,400	3,234	3,136	14	14
West of Corral Hollow Rd	25,800	26,100	3,612	3,654	14	14

Opening Year (2030): No Build vs. Build Conditions

	ADT				Truck ADT				Truck %			
	No Build		Build		No Build		Build		No Build		Build	
Corral Hollow Rd	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
North of WB Ramps	13,500	13,900	14,000	14,000	675	695	700	700	5	5	5	5
Between EB/WB Ramps	10,800	16,700	11,200	13,500	540	835	560	675	5	5	5	5
South of EB Ramps	8,400	13,100	8,500	13,400	420	655	425	670	5	5	5	5

	No Build		Build		No Build		Build		No Build		Build	
	OFF	ON	OFF	ON	OFF	ON	OFF	ON	OFF	ON	OFF	ON
I-580 Ramps												
Westbound	9,300	9,300	9,700	9,300	465	465	485	465	5	5	5	5
Eastbound	8,400	8,400	9,300	7,700	420	420	465	385	5	5	5	5

	No Build		Build		No Build		Build		No Build		Build	
	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
I-580 Mainline												
East of Corral Hollow Rd	35,200	34,400	36,100	36,000	4,928	4,816	5,054	5,040	14	14	14	14
Between Off/On-ramp	25,000	26,000	25,300	27,400	3,500	3,640	3,542	3,836	14	14	14	14
West of Corral Hollow Rd	31,800	34,700	32,800	36,000	4,452	4,858	4,592	5,040	14	14	14	14

Opening Year (2030) Build Conditions

During build-out of the Tracy Hills Specific Plan Area, the I-580/Corral Hollow interchange would experience an increase in interchange volume from Existing Conditions across both Build and No-Build conditions during Opening Year (2030). The project would not result in a direct increase in vehicle trips. Although the interchange would experience an increase in volume in the No Build vs. Build Conditions, this would be attributed to trip diversion from adjacent ramps and roadways once improvements are finalized and the project is therefore not expected to result in any new trips that would impact regional traffic volume.

Design Year (2050): No Build vs. Build Conditions

	ADT				Truck ADT				Truck %			
	No Build		Build		No Build		Build		No Build		Build	
Corral Hollow Rd	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
North of WB Ramps	13,200	15,300	13,500	15,600	660	765	675	780	5	5	5	5
Between EB/WB Ramps	7,900	12,400	8,200	13,100	395	620	410	655	5	5	5	5
South of EB Ramps	6,100	9,200	6,300	9,900	305	460	315	495	5	5	5	5

	No Build		Build		No Build		Build		No Build		Build	
	OFF	ON	OFF	ON	OFF	ON	OFF	ON	OFF	ON	OFF	ON
I-580 Ramps												
Westbound	9,800	8,200	10,300	8,200	490	410	515	410	5	5	5	5
Eastbound	7,200	8,400	7,900	8,800	360	420	395	440	5	5	5	5

	No Build		Build		No Build		Build		No Build		Build	
	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
I-580 Mainline												
East of Corral Hollow Rd	46,700	55,200	48,000	56,200	6,538	7,728	6,720	7,868	14	14	14	14
Between Off/On-ramp	35,100	46,500	35,900	47,100	4,914	6,510	5,026	6,594	14	14	14	14
West of Corral Hollow Rd	41,500	54,000	42,300	54,600	5,810	7,560	5,922	7,644	14	14	14	14

ADT is expected to continue to increase in several roadway segments within the interchange by Design Year (2050), due to growth in the area resulting from land use development such as the Tracy Hills Specific Plan. Segments that would experience an increase include the I-580 mainline and I-580 Westbound Ramp. However, reduced volumes on Corral Hollow Road and the I-580 Eastbound ramp are due to traffic diverting to the planned I-580/Lammers Road Interchange.

The project would not result in a direct increase in vehicle trips. Increase in volume in the No Build vs. Build Conditions is attributed to trip diversion from adjacent ramps and roadways once improvements are finalized and the project is therefore not expected to result in any new trips that would impact regional traffic volume.

D. Describe Traffic Impacts (if appropriate): [Provide any justification if the build percentage traffic is greater than the no-build, and note large changes in Annual ADT Count and truck percentage even if below the Environmental Protection Agency's criteria, etc.]

- Project construction will bring a positive impact by improving overall traffic flow and reducing delay through reduced queueing, improved traffic signalization, and proposed multimodal improvements at the I-580/Corral Hollow intersection.
- Proposed traffic signals at the eastbound and westbound terminus intersections would improve stop-and-go traffic regulation from all sides, decreasing emitted pollutants caused by tailpipe emissions of stopped traffic.
- The proposed improvements would provide overall safety enhancements through traffic signal installation as well as through installation of a new concrete barrier between vehicle lanes and the proposed multi-purpose bike/pedestrian path, therefore reducing the possibility of collisions.

E. Describe potential traffic redistribution effects of congestion relief (impact on other facilities):

- Construction of the diverging diamond would reduce points of conflict by effectively rechanneling vehicle traffic, therefore reducing the possibility of collisions.
- By widening the proposed interchange structure and adjacent sections of Corral Hollow Road to provide enhanced channelization for vehicle on-boarding and off-boarding on the I-580, and to accommodate increased traffic volume as a result of build-out of the Tracy Hills Specific Plan, queueing on Corral Hollow Road and the eastbound and westbound I-580 ramps would be minimized¹, contributing to the operational efficiency of the interchange and Corral Hollow Road.

F. Is additional traffic information (tables, maps, and other graphical representations of the project location, project details on additional lanes or ramps) presented in additional sheets at the end of the checklist?

Yes No

¹ See Tables 15 (Opening Year), 24 (Interim Year), and 33 (Design Year) of the TOAR for the full results of the queueing summary between No Build and Build Alternatives.

STEP 4: Project of Air Quality Concern Determination

NOT A PROJECT OF AIR QUALITY CONCERN

[Refer to the Environmental Protection Agency's 2021 guidance, EPA-420-B-21-037, and the Federal Highway Administration's Frequently Asked Questions document for complete details.] Quantitative analysis is NOT required. Interagency consultation review, public participation, and concurrence are required. Provide the filled-out checklist to your Metropolitan Planning Organization for the next steps. Use the space below to provide a detailed narrative and rationale for this conclusion.

The project does not meet the criteria for a Project of Air Quality Concern as defined in the final rule by 40 Code of Federal Regulations 93.123(b)(1). The project is listed as one of the non-exempt project examples that are not a local air quality concern under 40 Code of Federal Regulations 93.123(b)(1)(i) and (ii) stated as "Intersection channelization projects, traffic circles or roundabouts, intersection signalization projects at individual intersections, and interchange reconfiguration projects that are designed to improve traffic flow and vehicle speeds and do not involve any increases in idling. Thus, they would be expected to have a neutral or positive influence on particulate matter emissions."

This proposed project would improve LOS compared to the No Build Alternative by reducing vehicle hours of delay (VHD), vehicle hours traveled (VHT), while increasing average travel speed and traffic efficiency across Opening, Interim and Design Years. These operational improvements would result from the widening of Corral Hollow Road and the addition of intersection controls and turn lanes, which would facilitate smoother eastbound and westbound off-ramp movements from I-580 to turn onto Corral Hollow Road. By improving traffic flow and reducing congestion, the project would be expected to have a neutral or beneficial effect on particulate matter emissions, consistent with the non-exempt project examples identified in 40 CFR 93.123(b)(1)(i) and (ii). In addition, the project would enhance multimodal connectivity and safety through the installation of traffic signals and the construction of a concrete barrier separating vehicle lanes from new bicycle and pedestrian facilities.

Go to STEP 6.

PROJECT OF AIR QUALITY CONCERN

Check the following options to see if your project applies. If yes, the project could be of local air quality concern and require quantitative hot-spot analysis based on interagency review.

Examples of Projects of Air Quality Concern that are covered by 40 Code of Federal Regulations 93.123(b)(1)(i) and (ii):

- New or expanded highway projects with a significant number of, or increase in, diesel vehicles (e.g., 125,000 Annual Average Daily Traffic and 10,000 (8 percent) diesel truck traffic). Note: These metrics are examples and should not be considered as threshold levels.
- Projects affecting intersections that are at Level of Service D, E, or F with a significant number of diesel vehicles or those that will change to Level of Service D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project.
- New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location.
- Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location.
- Projects in or affecting locations, areas, or categories of sites that are identified in the PM10 and PM2.5 applicable implementation plan or implementation plan submissions, as appropriate, as sites of violation or possible violation.

Examples of Projects of Air Quality Concern that are covered by 40 Code of Federal Regulations 93.123(b)(1)(iii) and (iv):

- A major new bus or intermodal terminal that is considered to be a “regionally significant project” under 40 Code of Federal Regulations 93.101.
- An existing bus or intermodal terminal that has a large vehicle fleet where the number of diesel buses increases by 50 percent or more, as measured by bus arrivals.

STEP 5: Analysis and Documentation (for a Project of Air Quality Concern)

The following is a summary of documentation to be included for a quantitative particulate matter hot-spot analysis. Please refer to the Environmental Protection Agency Quantitative Hot-Spot Guidance for more information. [See EPA Quantitative PM Hotspot Analysis Guidance, EPA-420-B-21-037, October 2021; Accessed at

<https://www.epa.gov/state-and-local-transportation/project-level-conformity-and-hot-spot-analyses#pmguidance>]. Interagency consultation review and concurrence are required on the modeling protocol before the modeling begins. Contact your Metropolitan Planning Organization representative and Air Quality Coordinator for additional guidance.

Documentation to be Included for the Quantitative Particulate Matter Hot-Spot Analysis:

- Description of the project
- Description of the type of emissions considered in the analysis.
- Contributing Factors:
 - Air quality
 - Transportation and traffic conditions
 - Built and natural environment
 - Meteorology, climate, and seasonal data
 - Adopted emissions control measures
- Consider the time frame of the area's Long-Range Transportation Plan
- Description of existing conditions
- Description of changes resulting from the project
- Description of models, methods, and assumptions
- Description of analysis years
- Types of emissions included in the analysis and the details of emissions modeling
- Results of air dispersion modeling
- Background concentration estimation methods and results
- Design value calculation
- Discussion of why the project will not cause a violation of either the annual or 24-hour standard
- Discussion of any mitigation measures
- Conclusion on how the project meets conformity requirements

- Documentation of any interagency consultation decisions on the latest planning assumptions used in the analysis
- Documentation of any public comment on the latest planning assumptions used in the analysis

STEP 6: Public and Interagency Consultation Involvement

Fill out this section after the checklist is sent to the Metropolitan Planning Organization and the project is presented at the San Joaquin Valley Project-Level Conformity Group Meeting.

A. San Joaquin Valley Project-Level Conformity Group Meeting Date: 02/18/2026

B. Summary of interagency consultation comments received and responses:

The following questions were received from EPA, with responses from the City of Tracy:

Comment 1: How many lanes does the current Coral Hollow Road interchange have, and will it be expanded?

Response 1: The current overpass is two lanes, while the approaches on either side are four lanes. The project will widen the overpass to four lanes to match the existing north and south approaches.

Comment 2: Traffic data shows lower volumes south of the eastbound ramps in 2050 (6,100 trips) compared to 2030 (8,400 trips), despite regional growth.

Response 2: This is because Lammer Road is expected to open in 2035, diverting some traffic from Coral Hollow Road and reducing projected volumes in later years. EPA suggested including this information to clarify why traffic volumes decrease despite overall growth. The team will add explicit context to the report to note that the 2035 Lammer Road opening drives the observed volume shift.

C. Summary of public comments received and responses: All project-level materials were available for public review on the SJCOG website from February 03 – February 16, 2026, and no public comments were received during this period.

D. Interagency consultation Concurrence Date(s): 02/18/2026

Additional Information on Traffic Data

Attach traffic data tables, maps, and other graphical representations of the project to supplement the information in Step 3.

EA 10-1Q550

I-580/Corral Hollow Road Interchange Bridge Improvement Project

Step 3, F – Additional Traffic Information

Below is supplemental traffic information from the project's approved Traffic Operations Analysis Report (TOAR) dated September 2025. The current opening year has shifted to year 2030 versus year 2028 that was analyzed in the TOAR. Similarly, the design year has since shifted from year 2048 which was studied in the TOAR to year 2050. However, the LOS results in the TOAR demonstrate an overall improvement in operating conditions.

Given that the analysis years are only two years removed from the anticipated project opening and design years, the differences in background traffic growth are minimal. As a result, it is reasonable to conclude that the operational improvements reflected in the TOAR analysis for year 2028 and 2048 would also be present under year 2030 and 2050 conditions. Traffic growth assumptions over such a short time horizon are unlikely to materially alter the LOS outcomes, particularly where the analysis already indicates improved performance. Therefore, the findings are considered representative of expected conditions at the project's current opening and design years.

Intersection Level of Service (LOS) Thresholds

Level of Service	Average Delay (seconds / vehicle)		Description
	Signalized	Unsignalized	
A	≤ 10.0	≤ 10.0	Little or no traffic delay
B	> 10.0 and ≤ 20.0	> 10.0 and ≤ 15.0	Minimal traffic delay
C	> 20.0 and ≤ 35.0	> 15.0 and ≤ 25.0	Average traffic delay
D	> 35.0 and ≤ 55.0	> 25.0 and ≤ 35.0	Long traffic delay
E	> 55.0 and ≤ 80.0	> 35.0 and ≤ 50.0	Very long traffic delay
F	> 80.0	> 50.0	Extreme traffic delay

Source: Highway Capacity Manual

Existing Intersection Levels of Service Summary (2019)

No.	Intersection	Intersection Control	AM Peak Hour		PM Peak Hour	
			Average Delay	LOS	Average Delay	LOS
1	Corral Hollow Rd/ Sierra View Dr (Does Not Exist Under 2019 Conditions)					
2	Corral	SSSC	8.9	A	119.0	F

	Hollow Rd/ EB I-580 Ramps					
3	Corral Hollow Rd/ WB I-580 Ramps	SSSC	9.8	A	9.3	A
4	Corral Hollow Rd/ Tracy Hills Dr	Signal	21.3	C	10.2	B

Results are based on the average of 12-multiple SimTraffic Simulation runs. Average delay expressed in second per vehicle. Side street stop controlled (SSSC) intersection analyzed for worst movement.

Vehicle delays for EB/WB through movements at the off-ramp approach were excluded as these movements were considered as the irregular movements.

Italic indicates intersections that are operating at LOS E or F.

Opening Year (2028) No Build vs. Build LOS Summary

No.	Intersection	AM Peak Hour		PM Peak Hour	
		No Build	Build	No Build	Build
1	Sierra View Dr & Corral Hollow Rd	C	C	A	A
2	EB I-580 Ramps & Corral Hollow Rd	F	A	F	A
3	WB I-580 Ramps & Corral Hollow Rd	F	A	F	A
4	Tracy Hills Dr & Corral Hollow Rd	C	C	F	C
Total	A-D	2	4	1	4
	E-F	2	0	3	0

Year 2028 data is representative of 2030 LOS conditions. Given that the analysis year (2028) is only two years removed from the anticipated project opening year (2030), the difference in background traffic growth is minimal. As a result, it is reasonable to conclude that the operational improvements reflected in the analysis would also be present under 2030 conditions.

Interim Year (2035) No Build vs. Build LOS Summary

No.	Intersection	AM Peak Hour		PM Peak Hour	
		No Build	Build	No Build	Build
1	Sierra View Dr & Corral Hollow Rd	F	F	A	A
2	EB I-580 Ramps & Corral Hollow Rd	F	A	F	B
3	WB I-580 Ramps & Corral Hollow Rd	F	A	F	B
4	Tracy Hills Dr & Corral Hollow Rd	F	D	F	D
Total	A-D	0	3	1	4
	E-F	4	1	3	0

Design Year (2048) No Build vs. Build LOS Summary

No.	Intersection	AM Peak Hour		PM Peak Hour	
		No Build	Build	No Build	Build
1	Sierra View Dr & Corral Hollow Rd	B	C	A	A
2	EB I-580 Ramps & Corral Hollow Rd	F	A	F	A
3	WB I-580 Ramps & Corral Hollow Rd	F	B	F	A
4	Tracy Hills Dr & Corral Hollow Rd	F	E	D	C
Total	A-D	1	3	2	4
	E-F	3	1	2	0

Year 2048 data is representative of 2050 LOS conditions. Given that the analysis year (2048) is only two years removed from the anticipated project design year (2050), the difference in background traffic growth is minimal. As a result, it is reasonable to conclude that the operational improvements reflected in the analysis would also be present under 2050 conditions.

Opening Year (2028) Intersection LOS Summary – AM Peak Hour

No.	Intersection	No Build (TDI)				Build			
		Control	v/c	Avg Delay	LOS	Control	v/c	Avg Delay	LOS
1	Sierra View Dr & Corral Hollow Rd	RAB	0.685	16.7	B	RAB	0.689	16.9	B
2	EB I-580 Ramps & Corral Hollow Rd	SSSC	-	>300	F	Signal	-	8.7	A
3	WB I-580 Ramps & Corral Hollow Rd	SSSC	-	>300	F	Signal	-	10.2	B
4	Tracy Hills Dr & Corral Hollow Rd	Signal	-	27.9	C	Signal	-	24.2	C
Total	A-D	2				4			
	E-F	2				0			

Results are based on an average of 12-multiple SimTraffic simulation runs for side-street stop control (SSSC) and signalized intersections. Results are based on Sidra Standard methodology in Sidra Intersection software for roundabout (RAB) intersections. Average delay is expressed in seconds per vehicle. Overall results for RAB and SSSC look at the worst movement and results for signals look at an average of all movements. Freeway congestion and on-ramp metering operations are not accounted for in the model.

Opening Year (2028) Intersection LOS Summary – PM Peak Hour

No.	Intersection	No Build (TDI)				Build			
		Control	v/c	Avg Delay	LOS	Control	v/c	Avg Delay	LOS
1	Sierra View Dr & Corral Hollow Rd	RAB	0.757	10.1	B	RAB	0.781	10.4	B
2	EB I-580 Ramps & Corral Hollow Rd	SSSC	-	>300	F	Signal	-	13.3	B
3	WB I-580 Ramps & Corral Hollow Rd	SSSC	-	>300	F	Signal	-	14.6	B
4	Tracy Hills Dr & Corral Hollow Rd	Signal	-	123.9	F	Signal	-	31	C
Total	A-D	1				4			
	E-F	3				0			

Results are based on an average of 12-multiple SimTraffic simulation runs for side-street stop control (SSSC) and signalized intersections. Results are based on Sidra Standard methodology in Sidra Intersection software for roundabout (RAB) intersections. Average delay is expressed in seconds per vehicle. Overall results for RAB and SSSC look at the worst movement and results for signals look at an average of all movements. Freeway congestion and on-ramp metering operations are not accounted for in the model.

Opening Year (2028) Network Vehicle Performance – AM Peak Hour

Measure of Effectiveness (MOE)	No Build	Build
Vehicles Served (veh)	1,959	3,674
Average Travel Speed (mph)	6	29
Total Vehicle Hours of Delay (VHD) (veh-hr)	562	52
Vehicle Hours Traveled (VHT) (veh-hr)	1,187	221
Vehicle Miles Traveled (VMT) (veh-mi)*	4,066	6,350
Total Stops (stops)	3,373	3,811
Total Fuel Consumption (gallons)	360	225
HC Emissions (grams)	4,125	4,483
CO Emissions (grams)	91,595	142,905
NOx Emissions (grams)	9,559	14,681

Results are based on the average of 12 SimTraffic simulation runs.

* This operational VMT demonstrates efficient traffic movement and roadway utilization, rather than indicating induced demand associated with SB 743 requirements.

Opening Year (2028) Network Vehicle Performance – PM Peak Hour

Measure of Effectiveness (MOE)	No Build	Build
Vehicles Served (veh)	2,108	4,203
Average Travel Speed (mph)	4	27
Total Vehicle Hours of Delay (VHD) (veh-hr)	925	80
Vehicle Hours Traveled (VHT) (veh-hr)	1,384	271
Vehicle Miles Traveled (VMT) (veh-mi)*	4,475	7,339
Total Stops (stops)	3,687	5,395
Total Fuel Consumption (gallons)	419	264
HC Emissions (grams)	4,615	5,551
CO Emissions (grams)	110,632	171,211
NOx Emissions (grams)	9,844	17,912

Results are based on the average of 12 SimTraffic simulation runs.

* This operational VMT demonstrates efficient traffic movement and roadway utilization, rather than indicating induced demand associated with SB 743 requirements.

Interim Year (2035) Intersection LOS Summary – AM Peak Hour

No.	Intersection	No Build (TDI)				Build			
		Control	v/c	Avg Delay	LOS	Control	v/c	Avg Delay	LOS
1	Sierra View Dr & Corral Hollow Rd	RAB	0.879	35.4	D	RAB	0.885	36.5	D
2	EB I-580 Ramps & Corral Hollow Rd	SSSC	-	>300	F	Signal	-	9.6	A
3	WB I-580 Ramps & Corral Hollow Rd	SSSC	-	>300	F	Signal	-	11.3	B
4	Tracy Hills Dr & Corral Hollow Rd	Signal	-	219.9	F	Signal	-	45.6	D
Total	A-D	1				4			
	E-F	3				0			

Results are based on an average of 12-multiple SimTraffic simulation runs for side-street stop control (SSSC) and signalized intersections. Results are based on Sidra Standard methodology in Sidra Intersection software for roundabout (RAB) intersections. Average delay is expressed in seconds per vehicle. Overall results for RAB and SSSC look at the worst movement and results for signals look at an average of all movements. Freeway congestion and on-ramp metering operations are not accounted for in the model.

Key project intersections are highlighted in grey.

Interim Year (2035) Intersection LOS Summary – PM Peak Hour

No.	Intersection	No Build (TDI)				Build			
		Control	v/c	Avg Delay	LOS	Control	v/c	Avg Delay	LOS
1	Sierra View Dr & Corral Hollow Rd	RAB	0.856	10.8	B	RAB	0.881	11.1	B
2	EB I-580 Ramps & Corral Hollow Rd	SSSC	-	>300	F	Signal	-	15.7	B
3	WB I-580 Ramps & Corral Hollow Rd	SSSC	-	>300	F	Signal	-	16.5	B
4	Tracy Hills Dr & Corral Hollow Rd	Signal	-	259	F	Signal	-	49	D
Total	A-D	1				4			
	E-F	3				0			

Results are based on an average of 12-multiple SimTraffic simulation runs for side-street stop control (SSSC) and signalized intersections. Results are based on Sidra Standard methodology in Sidra Intersection software for roundabout (RAB) intersections. Average delay is expressed in seconds per vehicle. Overall results for RAB and SSSC look at the worst movement and results for Signals look at an average of all movements. Freeway congestion and on-ramp metering operations are not accounted for in the model.

Key project intersections are highlighted in grey.

Interim Year (2035) Network Vehicle Performance – AM Peak Hour

Measure of Effectiveness (MOE)	No Build	Build
Vehicles Served (veh)	2,147	5,039
Average Travel Speed (mph)	4	24
Total Vehicle Hours of Delay (VHD) (veh-hr)	911	132
Vehicle Hours Traveled (VHT) (veh-hr)	1,988	359
Vehicle Miles Traveled (VMT) (veh-mi)*	4,135	8,670
Total Stops (stops)	4,597	7,089
Total Fuel Consumption (gallons)	548	320
HC Emissions (grams)	5,306	5,802
CO Emissions (grams)	117,590	188,424
NOx Emissions (grams)	10,107	19,289

Results are based on the average of 12 SimTraffic simulation runs.

* This operational VMT demonstrates efficient traffic movement and roadway utilization, rather than indicating induced demand associated with SB 743 requirements.

Interim Year (2035) Network Vehicle Performance – PM Peak Hour

Measure of Effectiveness (MOE)	No Build	Build
Vehicles Served (veh)	1,920	5,806
Average Travel Speed (mph)	3	24
Total Vehicle Hours of Delay (VHD) (veh-hr)	1,294	154
Vehicle Hours Traveled (VHT) (veh-hr)	2,655	413
Vehicle Miles Traveled (VMT) (veh-mi)*	3,610	9,978
Total Stops (stops)	2,947	9,039
Total Fuel Consumption (gallons)	686	366
HC Emissions (grams)	5,747	7,346
CO Emissions (grams)	127,938	223,433
NOx Emissions (grams)	8,878	23,779

Results are based on the average of 12 SimTraffic simulation runs.

* This operational VMT demonstrates efficient traffic movement and roadway utilization, rather than indicating induced demand associated with SB 743 requirements.

Design Year (2048) Intersection LOS Summary – AM Peak Hour

No.	Intersection	No Build (TDI)				Build			
		Control	v/c	Avg Delay	LOS	Control	v/c	Avg Delay	LOS
1	Sierra View Dr & Corral Hollow Rd	RAB	0.442	18.4	B	RAB	0.486	21.3	C
2	EB I-580 Ramps & Corral Hollow Rd	SSSC	-	>300	F	Signal	-	11.8	B
3	WB I-580 Ramps & Corral Hollow Rd	SSSC	-	>300	F	Signal	-	10.1	B
4	Tracy Hills Dr & Corral Hollow Rd	Signal	-	159.1	F	Signal	-	69.7	E
Total	A-D	1				3			
	E-F	3				1			

Results are based on an average of 12-multiple SimTraffic simulation runs for side-street stop control (SSSC) and signalized intersections. Results are based on Sidra Standard methodology in Sidra Intersection software for roundabout (RAB) intersections. Average delay is expressed in seconds per vehicle. Overall results for RAB and SSSC look at the worst movement and results for signals look at an average of all movements. Freeway congestion and on-ramp metering operations are not accounted for in the model.

Sierra View Dr & Corral Hollow Rd (#1) is analyzed separately in Sidra Intersection software. Key project intersections are highlighted in grey.

Design Year (2048) Intersection LOS Summary – PM Peak Hour

No.	Intersection	No Build (TDI)				Build			
		Control	v/c	Avg Delay	LOS	Control	v/c	Avg Delay	LOS
1	Sierra View Dr & Corral Hollow Rd	RAB	0.422	10.8	B	RAB	0.437	10.8	B
2	EB I-580 Ramps & Corral Hollow Rd	SSSC	-	>300	F	Signal	-	10.7	B
3	WB I-580 Ramps & Corral Hollow Rd	SSSC	-	>300	F	Signal	-	11.6	B
4	Tracy Hills Dr & Corral Hollow Rd	Signal	-	48.2	D	Signal	-	43.7	D
Total	A-D	2				4			
	E-F	2				0			

Results are based on an average of 12-multiple SimTraffic simulation runs for side-street stop control (SSSC) and signalized intersections. Results are based on Sidra Standard methodology in Sidra Intersection software for roundabout (RAB) intersections. Average delay is expressed in seconds per vehicle. Overall results for RAB and SSSC look at the worst movement and results for signals look at an average of all movements. Freeway congestion and on-ramp metering operations are not accounted for in the model.

Sierra View Dr & Corral Hollow Rd (#1) is analyzed separately in Sidra Intersection software. Key project intersections are highlighted in grey.

Design Year (2048) Network Vehicle Performance – AM Peak Hour

Measure of Effectiveness (MOE)	No Build	Build
Vehicles Served (veh)	2,475	4,643
Average Travel Speed (mph)	5	24
Total Vehicle Hours of Delay (VHD) (veh-hr)	836	139
Vehicle Hours Traveled (VHT) (veh-hr)	1,469	349
Vehicle Miles Traveled (VMT) (veh-mi)*	4,906	8,260
Total Stops (stops)	6,088	6,975
Total Fuel Consumption (gallons)	449	304
HC Emissions (grams)	4,830	5,832
CO Emissions (grams)	112,323	181,134
NOx Emissions (grams)	10,707	19,177

**This operational VMT demonstrates efficient traffic movement and roadway utilization, rather than indicating induced demand associated with SB 743 requirements.*

Design Year (2048) Network Vehicle Performance – PM Peak Hour

Measure of Effectiveness (MOE)	No Build	Build
Vehicles Served (veh)	3,370	4,961
Average Travel Speed (mph)	7	26
Total Vehicle Hours of Delay (VHD) (veh-hr)	703	95
Vehicle Hours Traveled (VHT) (veh-hr)	1,049	308
Vehicle Miles Traveled (VMT) (veh-mi)*	5,948	7,974
Total Stops (stops)	3,807	5,667
Total Fuel Consumption (gallons)	377	287
HC Emissions (grams)	5,039	5,866
CO Emissions (grams)	123,287	180,706
NOx Emissions (grams)	12,540	19,068

**This operational VMT demonstrates efficient traffic movement and roadway utilization, rather than indicating induced demand associated with SB 743 requirements.*

Figure 1: Existing Site Location (Satellite)

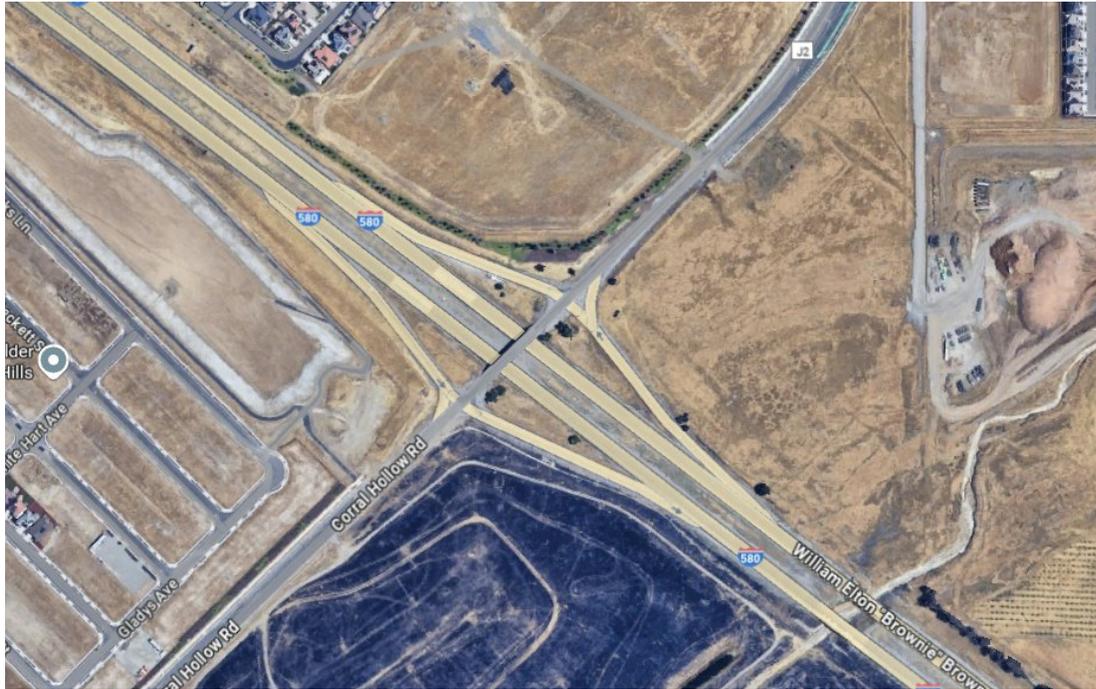


Figure 2: Existing Site Location with Proposed Improvements



I-580/Corral Hollow Road Interchange Bridge Improvement Project

City of Tracy, San Joaquin County



Project Overview

Project Description

Project Location

Purpose and Need

Project Listing in the Federal Transportation Improvement Program/California Transportation Improvement Program System

Traffic Data and a Summary of Traffic Findings

Project Schedule

Project-Level Conformity Summary

Project Description

Caltrans EA 10-1Q550, City of
Tracy, San Joaquin County

I-580 / Corral Hollow Road Interchange Improvements (A Diverging Diamond Interchange with four lanes on Corral Hollow Road would be constructed, and the on and off ramps would be widened. Bike lanes and sidewalks are also constructed through the interchange).

More specifically, the proposed project would:

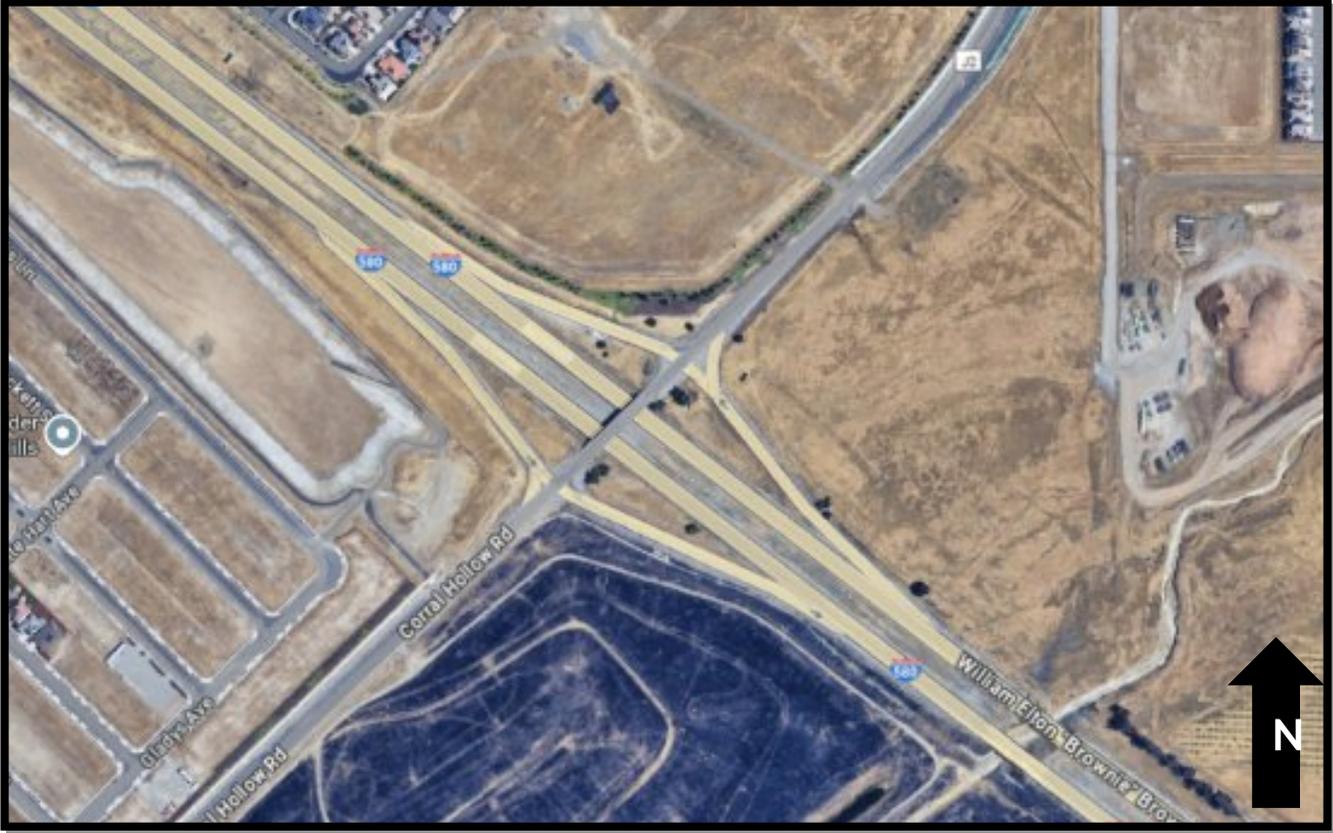
- Widen and upgrade the Corral Hollow Road Overpass structure to match the existing 4 lanes along Corral Hollow Road on either side of the interchange
- Construct a new concrete barrier between the vehicle lanes and a new center-running multi-purpose bike/pedestrian path.
- Reconfigure the eastbound and westbound I 580 ramp intersections with Corral Hollow Road to a Diverging Diamond configuration and install a new 2-phase signal.
- Install new traffic signals at the eastbound and westbound ramp intersections at Corral Hollow Road.
- Stripe crosswalks on the north leg of the westbound I 580 ramp terminus intersection and the south leg of the eastbound I 580 ramp terminus intersection.

Project Location

Legend
Project Site



Project Location



Existing I-580 & Corral Hollow Road Intersection

Project Location



I-580 & Corral Hollow Road Intersection with Proposed Improvements

Purpose and Need

The purpose of the Project is to:

- Implement operational enhancements to accommodate the expected increase in traffic from ongoing developments.
- Improve bicycle and pedestrian access on both sides of the interchange.
- Enhance traffic flow and mobility for vehicles, bicycles, and pedestrians.
- Strengthen connectivity for residents, businesses, and regional travelers while minimizing traffic delays and improving overall roadway functionality.

Project Need

- The current interchange cannot accommodate future traffic demands and needs upgrades to improve operations and bicycle/pedestrian access.
- Tracy is experiencing significant residential, retail, and commercial growth, with entitled projects requiring supporting roadway infrastructure.
- Regional cut-through traffic from communities east of Tracy is using City streets to avoid I-205/I-580 congestion, adding strain to the local network.

Project Listing in the Federal Transportation Improvement Program/California Transportation Improvement Program System

- The project was included in SJCOG's FTIP Formal Amendment No. 23 and No.16.
- The project is exempt from regional conformity requirements (40 CFR 93.127) - Interchange Reconfiguration Project

Existing (2022) Annual Average Daily Trips

	ADT		Truck ADT		Truck %	
	NB	SB	NB	SB	NB	SB
Corral Hollow Rd						
North of WB Ramps	5,500	7,100	550	710	10	10
Between EB/WB Ramps	3,600	3,500	360	350	10	10
South of EB Ramps	2,600	2,300	260	230	10	10
I-580 Ramps	OFF	ON	OFF	ON	OFF	ON
Westbound	3,100	5,300	310	530	10	10
Eastbound	3,300	3,700	330	370	10	10
I-580 Mainline	EB	WB	EB	WB	EB	WB
East of Corral Hollow Rd	28,200	26,000	3,948	3,640	14	14
Between Off/On-ramp	23,100	22,400	3,234	3,136	14	14
West of Corral Hollow Rd	25,800	26,100	3,612	3,654	14	14

Opening Year (2030) Annual Average Daily Trips No Build vs Build

	ADT				Truck ADT				Truck %			
	No Build		Build		No Build		Build		No Build		Build	
Corral Hollow Rd	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
North of WB Ramps	13,500	13,900	14,000	14,000	675	695	700	700	5	5	5	5
Between EB/WB Ramps	10,800	16,700	11,200	13,500	540	835	560	675	5	5	5	5
South of EB Ramps	8,400	13,100	8,500	13,400	420	655	425	670	5	5	5	5
I-580 Ramps	OFF	ON	OFF	ON	OFF	ON	OFF	ON	OFF	ON	OFF	ON
Westbound	9,300	9,300	9,700	9,300	465	465	485	465	5	5	5	5
Eastbound	8,400	8,400	9,300	7,700	420	420	465	385	5	5	5	5
I-580 Mainline	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
East of Corral Hollow Rd	35,200	34,400	36,100	36,000	4,928	4,816	5,054	5,040	14	14	14	14
Between Off/On-ramp	25,000	26,000	25,300	27,400	3,500	3,640	3,542	3,836	14	14	14	14
West of Corral Hollow Rd	31,800	34,700	32,800	36,000	4,452	4,858	4,592	5,040	14	14	14	14

Opening Year (2030) Annual Average Daily Trips No Build vs Build Cont.

- Between 2022 to 2030, vehicle traffic would increase across all segments at various degrees between 8.2% (NB on I-580 Mainline between On/Off-Ramps) to 469.6% (SB on Corral Hollow Road South of EB Ramps). This is due to growth in the area including the Tracy Hills Specific Plan development.
- Minor increase between No-Build vs Build volumes in 2030 are attributed to trip diversion from adjacent ramps and roadways once the project improvement is built, due to improved operations, not the creation of new vehicle trips.

Design Year (2050) Annual Average Daily Trips No Build vs Build

	ADT				Truck ADT				Truck %			
	No Build		Build		No Build		Build		No Build		Build	
Corral Hollow Rd	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
North of WB Ramps	13,200	15,300	13,500	15,600	660	765	675	780	5	5	5	5
Between EB/WB Ramps	7,900	12,400	8,200	13,100	395	620	410	655	5	5	5	5
South of EB Ramps	6,100	9,200	6,300	9,900	305	460	315	495	5	5	5	5
I-580 Ramps	OFF	ON	OFF	ON	OFF	ON	OFF	ON	OFF	ON	OFF	ON
Westbound	9,800	8,200	10,300	8,200	490	410	515	410	5	5	5	5
Eastbound	7,200	8,400	7,900	8,800	360	420	395	440	5	5	5	5
I-580 Mainline	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
East of Corral Hollow Rd	46,700	55,200	48,000	56,200	6,538	7,728	6,720	7,868	14	14	14	14
Between Off/On-ramp	35,100	46,500	35,900	47,100	4,914	6,510	5,026	6,594	14	14	14	14
West of Corral Hollow Rd	41,500	54,000	42,300	54,600	5,810	7,560	5,922	7,644	14	14	14	14

- By Design Year 2050, ADT is expected to increase on several interchange segments due to growth in the area. However, reduced volumes on Corral Hollow Road and the I-580 eastbound ramp are due to traffic diverting to the planned I-580/Lammers Road Interchange.

No-Build vs Build LOS

Opening Year

No.	Intersection	AM Peak Hour		PM Peak Hour	
		No-Build	Build	No-Build	Build
1	Sierra View Dr & Corral Hollow Road	C	C	A	A
2	EB I-580 Ramps & Corral Hollow Road	F	A	F	A
3	WB I-580 Ramps & Corral Hollow Road	F	A	F	A
4	Corral Hollow Road & Tracy Hills Drive	C	C	F	C
Total	A-D	2	4	1	4
	E-F	2	0	3	0

No-Build vs Build LOS

Design Year

No.	Intersection	AM Peak Hour		PM Peak Hour	
		No-Build	Build	No-Build	Build
1	Sierra View Dr & Corral Hollow Road	B	C	A	A
2	EB I-580 Ramps & Corral Hollow Road	F	A	F	A
3	WB I-580 Ramps & Corral Hollow Road	F	B	F	A
4	Corral Hollow Road & Tracy Hills Drive	F	E	D	C
Total	A-D	1	3	2	4
	E-F	3	1	2	0

Traffic and Traffic Findings

- Reconfiguring the existing intersection from a stop sign-controlled Tight Diamond to a signalized Diverging Diamond configuration would result in significant improvement between the level of service and delay times.
- A Diverging Diamond intersection would:
 - Minimize wait times at each leg of the intersection and improve overall traffic flow.
 - Reduce idling times, thus minimizing tailpipe emissions.
 - Enhance safety through the installation of traffic signals
 - Allow pedestrians and cyclists to safely use crossing facilities.

Schedule

- PA&ED (Project Approval and Environmental Document)
 - 2024 - 2026
- PS&E (Plans, Specifications, and Estimates)
 - 2024 - 2026
- ROW (Right-of-Way)
 - 2027 - 2028
- Construction
 - 2028-2030

Project-Level Conformity Summary

Caltrans asks that the IAC Group concur that the project is not a Project of Air Quality Concern due to:

- The proposed project would improve LOS and would result in reduced vehicle hours of delay (VHD) and vehicle hours traveled (VHT); and increased average travel speed and traffic efficiency between Opening Year and Design Year compared to the No-Build Alternative, as noted in the TOAR.
 - Growth in traffic and truck volumes is attributed to anticipated population growth, not new traffic induced by project construction.
- Construction of the project would significantly reduce delays during morning and evening peak hours and contribute to operational efficiency within the project limits.
- Construction of a Diverging Diamond configuration would reduce vehicle idling, thereby reducing harmful emissions.

Project-Level Conformity Summary (continued)

Further, the project does not meet the criteria for a Project of Air Quality Concern as defined in the final rule by 40 Code of Federal Regulations Section 93.123(b)(1).

- The project is a non-exempt project that is not a local air quality concern under 40 Code of Federal Regulations Section 93.123(b)(1)(i) and (ii), which states that "Intersection channelization projects, traffic circles or roundabouts, intersection signalization projects at individual intersections, and interchange reconfiguration projects that are designed to improve traffic flow and vehicle speeds and do not involve any increases in idling. Thus, they would be expected to have a neutral or positive influence on particulate matter emissions."

Questions?



[Contact - Ken.J.Romero@dot.ca.gov](mailto:Ken.J.Romero@dot.ca.gov)

San Joaquin Valley Project-Level Conformity Working Group

Project-Level Conformity Determination for

I-580/Corral Hollow Road Interchange Bridge Improvement Project, City of Tracy, San Joaquin County
Meeting Minutes

Wednesday, February 18, 2026, 1:00 – 2:00 (PT)

The meeting was held via Zoom teleconference.

Attendees

- SJV AQ Coordinator (Trinity Consultants): Suriya Vallamsundar
- SJCOG: Ty Phimmason
- City of Tracy & Project Team: Bernardo Bustamante and Even Marcelo (City of Tracy), Tsui Li and Alison Rondone (First Carbon Solutions), Shira Rajendran (Mark Thomas), Ha Dao (Kimley Horn)
- KernCOG: Vincent Liu
- StanCOG: Sofia So
- KCAG: Kayley Clay
- Caltrans HQ: Rodney Tavitas, James Anderson, Kevin Hernandez Rios, Erika Vaca, Karishma Becha, Noe Puente, Kien Le
- Caltrans District 6: Ken Romero, Maya Hildebrand
- Caltrans District 10: Yousif Zard
- EPA: Lindsay Wickersham
- FHWA: Chris Dresser, Gilbert Contreras
- FTA: Michelle Ruan

Meeting Summary

- Introductions
Commencing the meeting, AQ Coordinator provided opening remarks and conducted a call to establish the attendance of all participants.
- Review of Non-Exempt Projects for the Project-level Particulate Matter (PM) Conformity
 - Introductions and Project Overview: AQ Coordinator introduced the I-580/Corral Hollow Road Interchange Bridge Improvement Project, located in the City of Tracy, San Joaquin County.
 - Project Presentation: City of Tracy project team presented the project details and the reasoning behind the proposed project-level conformity determination.
 - Public Comment Period: SJCOG informed the group that all project-level materials were available for public review on the COG website from February 03 – February 16, 2026. No public comments were received during this period.

- Discussion

The following questions were received from EPA, with responses from the City of Tracy:

Comment 1: How many lanes does the current Coral Hollow Road interchange have, and will it be expanded?

Response 1: The current overpass is two lanes, while the approaches on either side are four lanes. The project will widen the overpass to four lanes to match the existing north and south approaches.

Comment 2: Why does the traffic data show lower volumes south of the eastbound ramps in 2050 (6,100 trips) compared to 2030 (8,400 trips), despite regional growth?

Response 2: This is because Lammer Road is expected to open in 2035, diverting some traffic from Coral Hollow Road and reducing projected volumes in later years. EPA suggested including this

information to clarify why traffic volumes decrease despite overall growth. The team will add explicit context to the report to note that the 2035 Lammer Road opening drives the observed volume shift.

- Determination
EPA and Caltrans concurred that the project is not a project of air quality concern (POAQC).
- Closing Remarks and Adjournment
AQ Coordinator informed the group that the final hot spot materials and meeting minutes will be posted to the SJCOG's website. SJCOG will then send a final email to IAC, documenting the concurrences received.