

Project Information

Project Name: **I-880/SR 262 I/C and HOV lanes**
Sponsor: **Caltrans** TIP ID: **ALA978027** RTP ID: **94030**
Agency: **Santa Clara Valley Transportation Authority (VTA)** Mode: **STATE HIGHWAY** Sub Mode:
Project Type: **HOV** Trans. System: **STATE HWY** Purpose: **EXPANSION** County: **Alameda**
Proj. Desc.: **I880 corridor: I-880 btw Santa Clara Co. line & Alvarado-Niles; Construct 2 HOV lanes, reconstruct I-880/Warren Ave/SR 262 I/C & construct UPRR grade separation.**
RTP Title: **Reconstruct I-880/Route 262 interchange and widen I-880 from 8 lanes to 10 lanes (8 mixed-flow and 2 HOV lanes) from Route 262 (Mission Boulevard) to the Santa Clara County line (Phase 1)**

Step 1: Project Identification

1: Does this project have any federal funding?	Yes
2: Does this project (or any phases of the project) require any federal action (such as federal authorization or approval for funding or environmental review) after December 14, 2010?	Yes
3: Is the project exempt from both regional and project-level air quality conformity under 40 CFR 93.126? Project Type Selected: None Applies	No
4: Is the project exempt from regional air quality conformity under 40 CFR 93.127? Project Type Selected: None Applies	No
5: Is the project exempt from regional air quality conformity under 40 CFR 93.128? Project Type Selected: None Applies	No
6: Does this project meet the definition of a "project of air quality concern" under 40 CFR 93.123(b)(1)? Project Type Selected: None Applies	No

Dates for Interagency Consultation

Requested Date of Interagency Consultation: **APR-JUN, 2020**
Meeting Date of PM2.5 consultation via Air Quality Conformity Task Force to determine POAQC:
Action Date of PM2.5 consultation via Air Quality Conformity Task Force to determine POAQC:

Dates for PM2.5 Hot-Spot Analysis

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

Project Summary for Air Quality Conformity Task Force Meeting: June 2011

Project Title:

Route 262 (Mission Boulevard)/Warren Avenue/Interstate 880 (I-880) Interchange Reconstruction and I-880 Widening Project

Description

The Route 262 (Mission Boulevard)/Warren Avenue/Interstate 880 (I-880) Interchange Reconstruction and I-880 Widening Project proposes the following:

- Widening I-880 from 6 to 10 lanes between the Dixon Landing Road and Route 262 Interchanges, and from 6 to 8 lanes between the Route 262 and Fremont Boulevard interchanges (kilometer post R0.0 to 4.7). Two of the additional lanes will operate as high occupancy vehicle (HOV) lanes.*
- Providing northbound and southbound auxiliary lanes between the Dixon Landing Road and Route 262 interchanges and between the Route 262 and Fremont Boulevard interchanges.*
- Widening Route 262 (Mission Boulevard) from 4 to 6 lanes between Warm Springs Boulevard and I-880 (kilometer post R0.0 to R0.7).
- Reconstructing the existing Route 262/I-880 Interchange.*
- Reconstructing the existing Route 262/Kato Road Interchange.
- Providing a local access interchange for I-880 at Warren Avenue.*
- Providing final pavement delineation for continuous HOV lanes on I-880 between State Route 237 and Fremont Boulevard.*

*Already completed and open to traffic

Background

- The NEPA process for the Finding of No Significant Impact/ Environmental Assessment was completed in January 2000
- The project has been mostly constructed and most of the movements are open to traffic
- The project still needs to widen Mission Blvd from 4 to 6 lanes and complete the ramps to the Kato Street interchange
- The PM_{2.5} process is being done because federal funds need to be approved for the completion of the last unfinished portions

Not a Project of Air Quality Concern (40 CFR 93.123(b)(1))

(i) *New or expanded highway projects with significant number/increase in diesel vehicles?*

- The project does not have a significant number of diesel vehicles and does not increase the volumes of diesel vehicles. The highest volume of diesel vehicles is on mainline I-880, which has already been widened to its final configuration.

(ii) *Affects intersections at LOS D, E, or F with a significant number of diesel vehicles?*

- Diesel vehicles represent less than 3% of total traffic on all but the Kato St. on and off ramps.
- Diesel vehicles represent less than 4% on Kato ramps.
- No project changes to land use that would affect diesel traffic percentage
- See Summary of Traffic Data in Attachments

(iii) *New bus and rail terminals and transfer points?*—Not Applicable

(iv) *Expanded bus and rail terminals and transfer points?*—Not Applicable

(v) *Affects areas identified in PM₁₀ or PM_{2.5} implementation plan as site of violation?*

- No state implementation plan for PM_{2.5}
- Therefore, not identified in plan as an area of potential violation

Project Assessment Form for PM_{2.5} Interagency Consultation

RTIP ID# 94030				
TIP ID# ALA978027				
Air Quality Conformity Task Force Consideration Date TBD				
Project Description The Route 262 (Mission Boulevard)/Warren Avenue/Interstate 880 (I-880) Interchange Reconstruction and I-880 Widening Project proposes the following: <ul style="list-style-type: none"> • Widening I-880 from 6 to 10 lanes between the Dixon Landing Road and Route 262 Interchanges, and from 6 to 8 lanes between the Route 262 and Fremont Boulevard interchanges (kilometer post R0.0 to 4.7). Two of the additional lanes will operate as high occupancy vehicle (HOV) lanes.* • Providing northbound and southbound auxiliary lanes between the Dixon Landing Road and Route 262 interchanges and between the Route 262 and Fremont Boulevard interchanges.* • Widening Route 262 (Mission Boulevard) from 4 to 6 lanes between Warm Springs Boulevard and 1-880 (kilometer post R0.0 to R0.7). • Reconstructing the existing Route 262/I-880 Interchange.* • Reconstructing the existing Route 262/Kato Road Interchange. • Providing a local access interchange for I-880 at Warren Avenue.* • Providing final pavement delineation for continuous HOV lanes on I-880 between State Route 237 and Fremont Boulevard.* *Already completed and open to traffic				
Type of Project: Reconfigure existing interchange				
County Alameda Santa Clara	Narrative Location/Route & Postmiles 04-SCL-880 KP 13.2 (PM 8.2)/KP 16.9 (PM 10.5) 04-ALA-880 KP R0.0(PM R0.0)/KP 4.7 (PM 2.9) 04-ALA-262 KP R0.0 (PM R0.0)/KP R0.7 (PM R0.5) Caltrans Projects – EA# 2332U0, 233200			
Lead Agency: Caltrans				
Contact Person Emily Landin-Lowe		Phone# 510-286-5124		E-Mail emily_landin-low@dot.ca.gov
Federal Action for which Project-Level PM Conformity is Needed				
Categorical Exclusion (NEPA)	EA or Draft EIS	FONSI or Final EIS	X PS&E or Construction	Other
Scheduled Date of Federal Action: 10/11				
NEPA Delegation – Project Type				
Exempt	Section 6004 – Categorical Exemption	X	Section 6005 – Non-Categorical Exemption	
Current Programming Dates (as appropriate)				
	PE/Environmental	ENG	ROW	CON
Start	1/2000	6/14/07	5/22/07	3/12
End	1/16/02	10/1/11	9/1/11	3/14

PM_{2.5} Project Assessment Form for Interagency Consultation

Project Purpose and Need (Summary):

The purpose of the proposed project is:

- To close the HOV lanes gap on I-880 in Alameda and Santa Clara Counties between Route 237 and Fremont Boulevard thus implementing the *MTC HOV Master Plan*.
- To improve local access between existing adjacent commercial/industrial development and I-880.
- To improve traffic operations on local arterial streets, Route 262 and I-880 thereby reducing recurring and incidental congestion.
- To improve traffic operations for regional traffic between I-680 and I-880 serving destinations in eastern Alameda County, and beyond, and Santa Clara County.
- To accommodate existing and projected traffic growth in the immediate area serviced by the Route 262/I-880 Interchange.

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

The immediate vicinity of the construction footprint includes an internal access for the New United Motor Manufacturing plant, which is no longer in operation. Elsewhere adjacent to the corridor both east and west of I-880, business parks and light industrial/commercial developments dominate. Several undeveloped parcels, designated as light industrial are immediately adjacent to I-880, and there is a hotel on the west side of I-880 between Route 262 and Fremont Blvd.

Brief summary of assumptions and methodology used for conducting analysis Truck percentages were taken from 2009 Annual Average Daily Truck Traffic on the California State Highway System (December 2010). Association of Bay Area Governments land use forecasts show no change in land use for the project area, so truck percentages are predicted to remain constant. Total volumes are based on a regional transportation demand model for Alameda and Santa Clara counties.

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

Year 2014

Route 262 Mainline (Mission Blvd.)

Total Traffic AADT No-Build: 90,000

Total Traffic AADT Build: 95,000

LOS no-build: C

LOS Build: C

Truck percents: 7.2 % for both build and no-build conditions.

Total Truck Volumes No-Build: 6,480

Total Truck Volumes Build: 6,840

Route 880 Mainline

Total Traffic AADT No-Build: 182,000

Total Traffic AADT Build: 182,000

LOS no-build: C

LOS Build: D

Truck percents: 4.8 % for both build and no-build conditions.

Total Truck Volumes No-Build: 8,736

Total Truck Volumes Build: 8,736

Project Assessment Form for PM_{2.5} Interagency Consultation

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

Year 2035

Route 262 Mainline (Mission Blvd.)

Total Traffic AADT No-Build: 105,000

Total Traffic AADT Build: 117,000

LOS No-Build: C

LOS Build: C

Truck percents remain at 7.2 % for both build and no-build conditions.

Total Truck Volumes No-Build: 7,560

Total Truck Volumes Build: 8,424

Route 880 Mainline

Total Traffic AADT No-Build: 220,000

Total Traffic AADT Build: 220,000

LOS No-Build: E

LOS Build: E

Truck percents 5.0 % for both build and no-build conditions.

Total Truck Volumes No-Build: 11,000

Total Truck Volumes Build: 11,000

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

8 ramps have been constructed and are in operation. Two ramps will be constructed (Kato Road on and off ramps).

2014

Ramp Total Traffic AADT No-Build: range from 1,739 to 20,019

Ramp Total Traffic AADT Build: range from 3,505 to 22,085

Truck percents for 8 ramps range from 2 to 3 % for both build and no-build conditions. The Kato Road on and off ramps are predicted to be 4% for Build.

Total Truck Volumes No-Build: range from 35 to 400

Total Truck Volumes Build: range from 117 to 442

Kato Road on and off ramps Total Truck Volumes Build only: 139 and 140

PM_{2.5} Project Assessment Form for Interagency Consultation

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT
Year 2035

Ramp Total Traffic AADT No-Build: range from 5,307 to 23,424

Ramp Total Traffic AADT Build: range from 4,416 to 25,181

Truck percents range from 2 to 3 % for both build and no-build conditions. The Kato Road on and off ramps are predicted to be 4% for Build.

Total Truck Volumes No-Build: range from 127 to 468

Total Truck Volumes Build: range from 136 to 504

Kato Road on and off ramps Total Truck Volumes Build only: 177 and 190

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

N/A

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

N/A

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

Route 262 is a primary roadway link between I-680 and I-880. Route 262 provides one of a limited number of direct, non-freeway, east-west connections between I-880 and I-680 in southern Alameda County. This connection is used by morning and evening peak-hour travelers to and from residences in the I-680 corridor and Santa Clara County employment centers.

Project Assessment Form for PM_{2.5} Interagency Consultation

Comments/Explanation/Details

This project is not considered a project of air quality concern as defined in 40 CRF 93.123(b)(1) because of the following:

- (i) *New or expanded highway projects with significant number/increase in diesel vehicles?*
- The project does not have a significant number of diesel vehicles and does not increase the volumes of diesel vehicles. The highest volume of diesel vehicles is on mainline I-880, which has already been widened to its final configuration.
- (ii) *Affects intersections at LOS D, E, or F with a significant number of diesel vehicles?*
- Diesel vehicles represent less than 3% of total traffic on all but the Kato St. on and off ramps.
 - Diesel vehicles represent less than 4% on Kato ramps.
 - No project changes to land use that would affect diesel traffic percentage
 - See Summary of Traffic Data in Attachments
- (iii) *New bus and rail terminals and transfer points?*—Not Applicable
- (iv) *Expanded bus and rail terminals and transfer points?*—Not Applicable
- (v) *Affects areas identified in PM₁₀ or PM_{2.5} implementation plan as site of violation?*
- No state implementation plan for PM_{2.5}
 - Therefore, not identified in plan as an area of potential violation

Attachments

Project Location

Final Project at Build Out

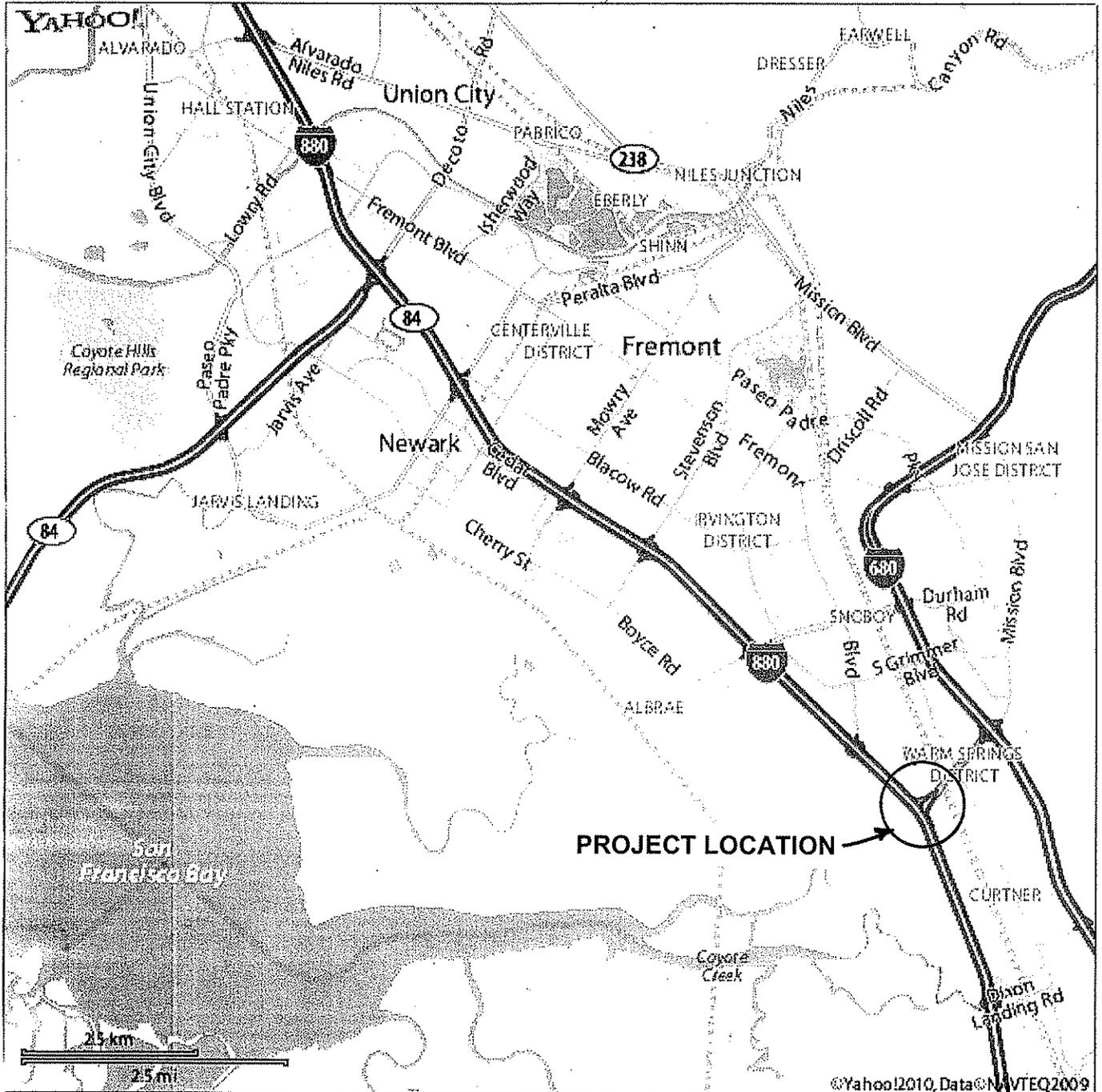
Existing (Mission Blvd. and Kato Road Ramps)

Proposed Work (Mission Blvd. and Kato Road Ramps)

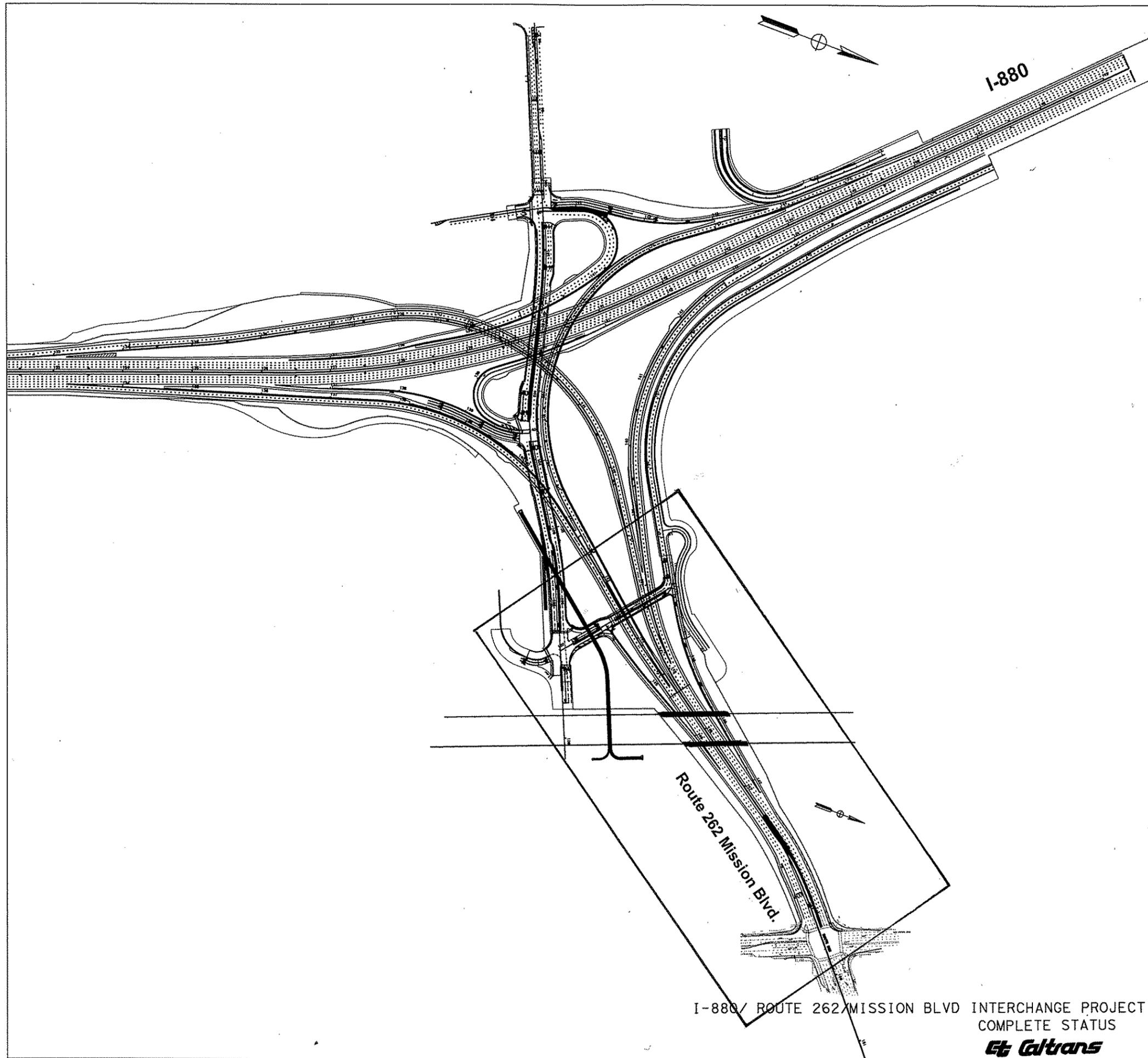
Land Use

Traffic Data

Project Location



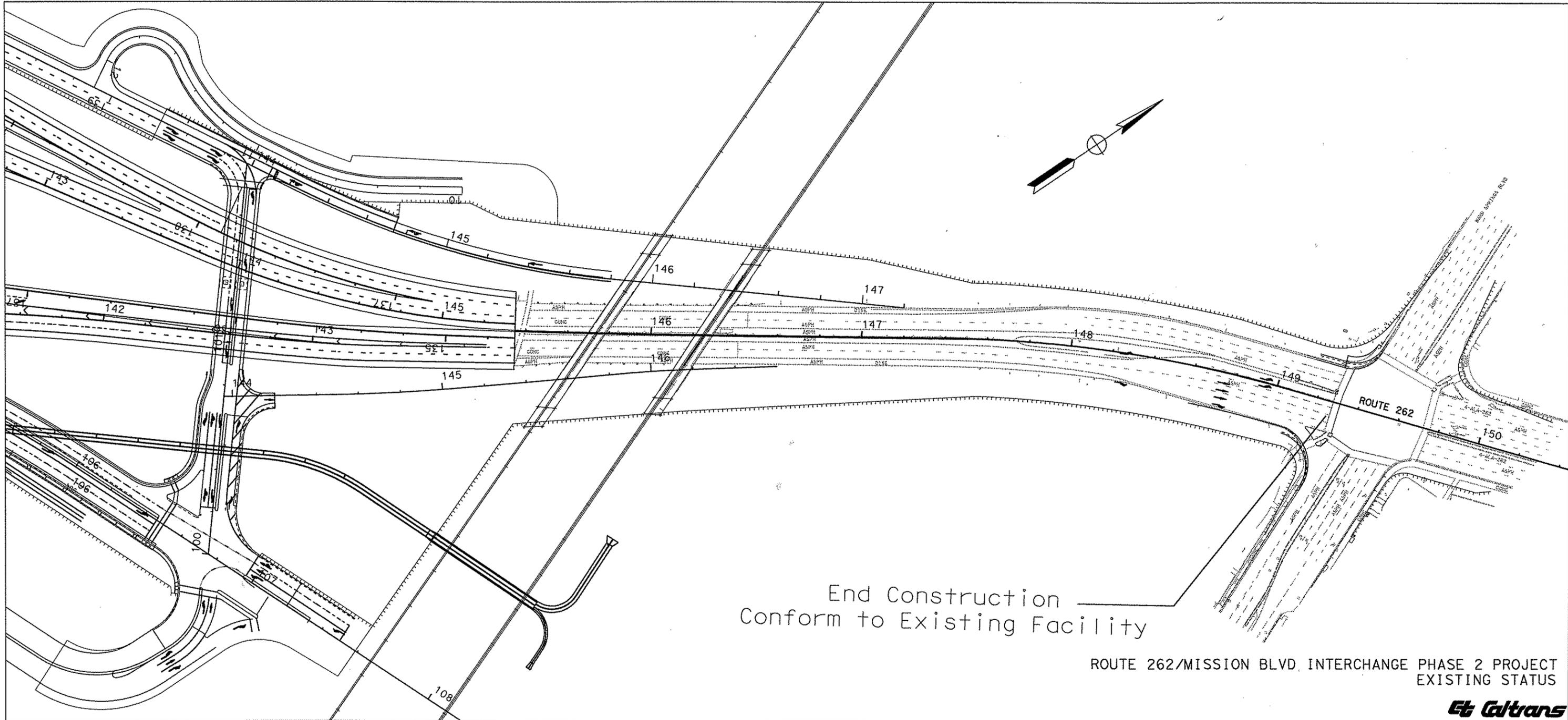
Final Project at Build Out



I-880 / ROUTE 262 / MISSION BLVD INTERCHANGE PROJECT
COMPLETE STATUS

Caltrans

Existing (Mission Blvd. and Kato Road Ramps)

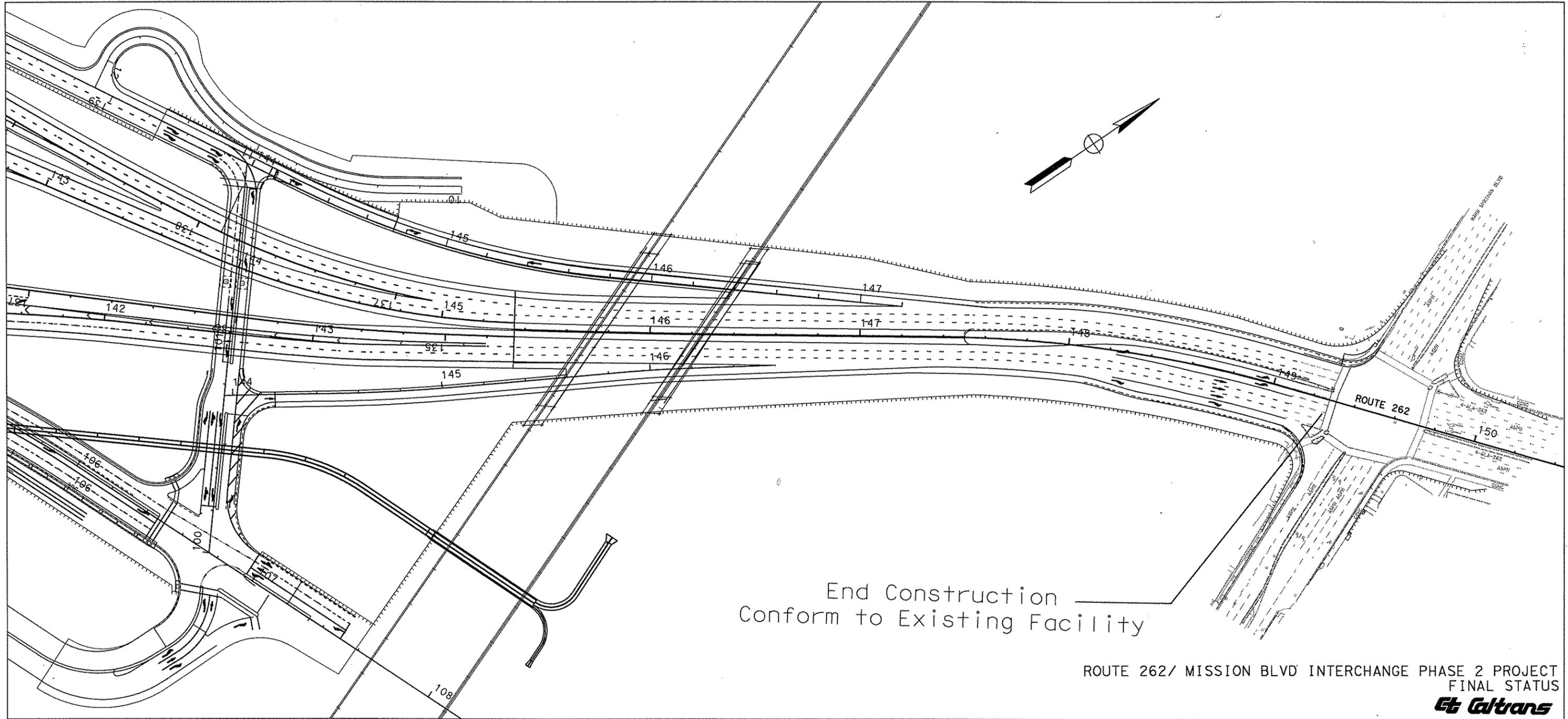


End Construction
Conform to Existing Facility

ROUTE 262/MISSION BLVD. INTERCHANGE PHASE 2 PROJECT
EXISTING STATUS



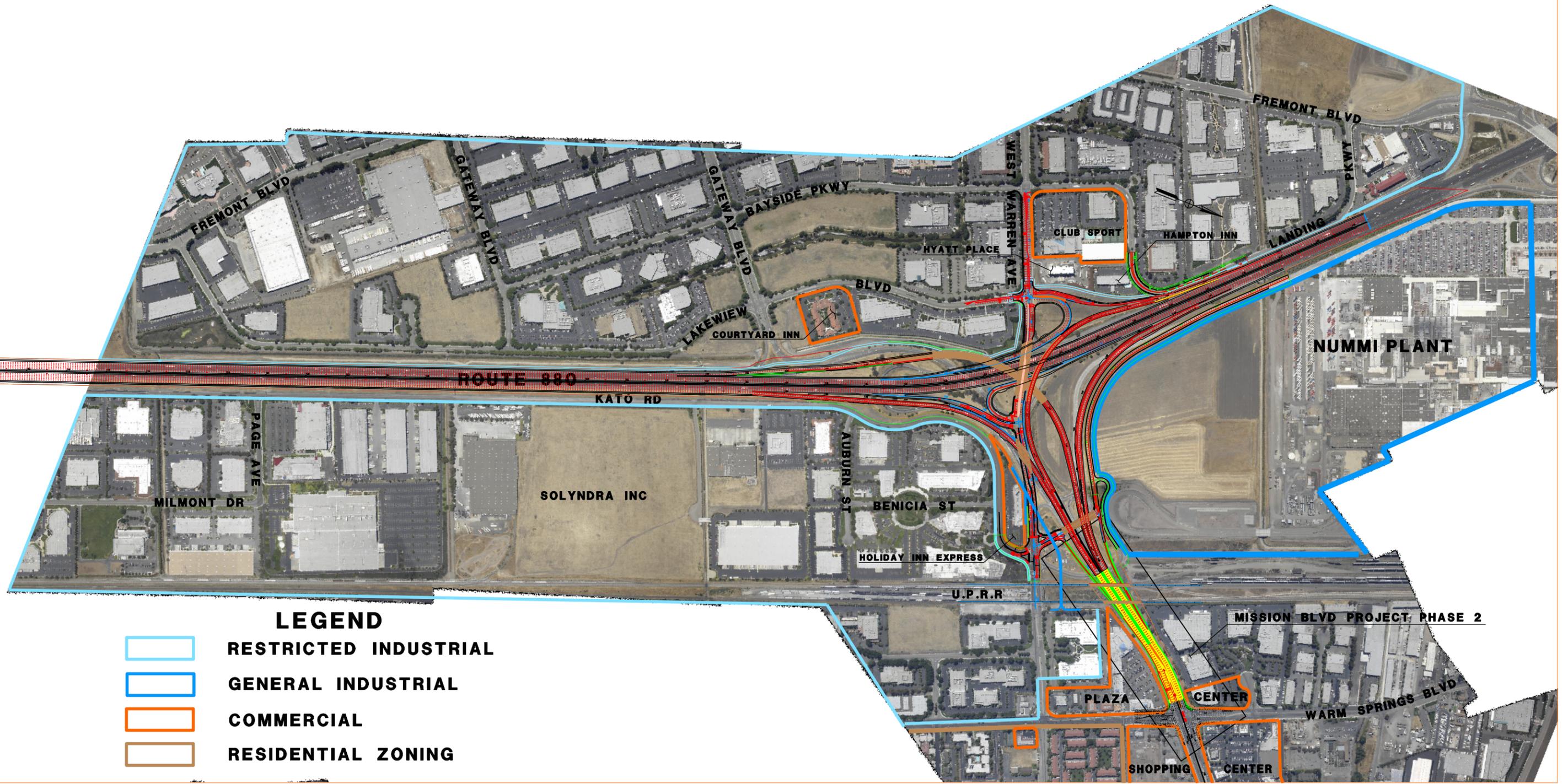
Proposed Work (Mission Blvd. and Kato Road Ramps)



End Construction
Conform to Existing Facility

ROUTE 262/ MISSION BLVD INTERCHANGE PHASE 2 PROJECT
FINAL STATUS
Caltrans

Land Use



LEGEND

- RESTRICTED INDUSTRIAL
- GENERAL INDUSTRIAL
- COMMERCIAL
- RESIDENTIAL ZONING

Traffic Data

Summary of Traffic Data

Note: Truck volumes and percents are for total trucks. Volumes and percents for 3-axle trucks will be less.

Route 262 Mainline (Mission Blvd.)

Truck percents remain at 7.2 % for both build and no-build conditions in years 2014 and 2035.

Year 2014

Total Traffic AADT No-Build: 90,000

Total Traffic AADT Build: 95,000

Total Truck Volumes No-Build: 6,480

Total Truck Volumes Build: 6,840

Year 2035

Total Traffic AADT No-Build: 105,000

Total Traffic AADT Build: 117,000

Total Truck Volumes No-Build: 7,560

Total Truck Volumes Build: 8,424

Highest LOS is C for both build and no-build in years 2014 and 2035.

Route 880 Mainline

Year 2014

Total Traffic AADT No-Build: 182,000

Total Traffic AADT Build: 182,000

LOS No-Build: C

LOS Build: D

Truck percents: 4.8 % for both build and no-build conditions in year 2014.

Total Truck Volumes No-Build: 8,736

Total Truck Volumes Build: 8,736

Year 2035

Total Traffic AADT No-Build: 220,000

Total Traffic AADT Build: 220,000

LOS No-Build: E

LOS Build: E

Truck percents 5.0 % for both build and no-build conditions in year 2035.

Total Truck Volumes No-Build: 11,000

Total Truck Volumes Build: 11,000

Total truck volumes exceed 10,000 however truck percents are below 8%. Also I-880 has already been widened to 10 lanes and no further changes are proposed.

Interchange Ramps

Year 2014

8 ramps have been constructed and are in operation. Two ramps will be constructed (Kato Road on and off ramps).

Truck percents for 8 ramps range from 2 to 3 % for both build and no-build conditions in year 2014. The Kato Road on and off ramps are predicted to be 4% for Build.

Total Truck Volumes No-Build: range from 35 to 400
Total Truck Volumes Build: range from 117 to 442
Kato Road on and off ramps Total Truck Volumes Build only: 139 and 140

All ramps except one (**NB 880 to Warren Avenue Off-ramp**), range from LOS B to C. There is no change in LOS's from the build to no-build condition.

NB 880 to Warren Avenue Off-ramp

LOS D for both build and no-build.

%Trucks is 2% for both build and no build

Total Truck volumes are 35 for no-build and 225 for build.

Note: The NB 880 to Warren Avenue off ramp is situated in the middle of the interchange and is not located near residences or other sensitive receptors.

Year 2035

Truck percents range from 2 to 3 % for both build and no-build conditions in year 2035. The Kato Road on and off ramps are predicted to be 4% for Build.

Total Truck Volumes No-Build: range from 127 to 468
Total Truck Volumes Build: range from 136 to 504
Kato Road on and off ramps Total Truck Volumes Build only: 177 and 190

Highest LOS's are C and F for all the ramps. Three ramps are predicted to have a worst case LOS of F. There is no change in LOS's from the build to no-build condition.

The following ramps are predicted to have a peak hour LOS of F in the year 2035:

SB 262 to SB 880

% Trucks for Build and No-Build: 2%

Total Truck Volume No-Build: 468

Total Truck Volume Build: 504

SB 262 to NB 880

% Trucks for Build and No-Build: 3%

Total Truck Volume No-Build: 391

Total Truck Volume Build: 421

NB 880 to Warren Avenue

% Trucks for Build and No-Build: 2%

Total Truck Volume No-Build: 241

Total Truck Volume Build: 259

Route 262 No Build Condition

Main Line

	Existing			Year 2014			Year 2035		
	Both	NB	SB	Both	NB	SB	Both	NB	SB
AM PK		2473	2652		2753	2882		3017	3126
PM PK		1700	1985		1970	2080		2512	2738
ADT	88000			90000			105000		
Truck %	7.2			7.2			7.2		
Truck Volume	6336			6480			7560		

Ramps

Ramp Locations	Existing			Year 2014			Year 2035					
	AM PK	PM PK	Truck %	ADT	AM PK	PM PK	Truck %	ADT	AM PK	PM PK	Truck %	ADT
SB 262 to SB 880	1487	1540	2	19712	1564	1605	2	20019	1736	1830	2	23424
SB 262 to NB 880	436	859	3	10909	483	893	3	6134	548	1027	3	13043
NB 880 to NB 262	1256	1491	2	19085	1325	1552	2	16960	1484	1785	2	22848
SB 880 to NB 262	334	515	2	6541	367	561	2	4661	415	645	2	8192
NB 880 to Warren Ave.	122	800	2	10080	138	832	2	1739	158	956	2	12046
SB 880 to Warren Ave.	187	411	2	5138	195	434	2	2438	222	506	2	6325
EB Warren Ave. to NB 880	285	343	3	4253	316	372	3	3918	263	428	3	5307
WB Warren Ave. to SB 880	398	522	3	6577	429	588	3	5405	495	670	3	8442

ADT Volumes are for All Vehicles unless labeled otherwise

Route 262 Build Condition

Main Line

	Existing			Year 2014			Year 2035		
	Both	NB	SB	Both	NB	SB	Both	NB	SB
AM PK		2473	2652		2834	3023		3129	3327
PM PK		1700	1985		1932	2194		2714	2863
ADT	88000			95000			117000		
Truck %	7.2			7.2			7.2		
Truck Volume	6336			6840			8424		

Ramps

Ramp Locations	Existing			Year 2014			Year 2035					
	AM PK	PM PK	Truck %	ADT	AM PK	PM PK	Truck %	ADT	AM PK	PM PK	Truck %	ADT
SB 262 to SB 880	1487	1540	2	19712	1593	1656	2	22085	1804	1867	2	25181
SB 262 to NB 880	436	859	3	10909	467	924	3	12203	560	1040	3	14034
NB 880 to NB 262	1256	1491	2	19085	1344	1601	2	21336	1534	1804	2	24539
SB 880 to NB 262	334	515	2	6541	358	555	2	7673	426	654	2	8822
NB 880 to Warren Ave.	122	800	2	10080	131	860	2	11269	160	968	2	12949
SB 880 to Warren Ave.	187	411	2	5138	200	442	2	5837	226	505	2	6806
EB Warren Ave. to NB 880	285	343	3	4253	306	370	3	4973	367	434	3	5721
WB Warren Ave. to SB 880	398	522	3	6577	426	561	3	7964	497	684	3	9075
New 262 NB on-ramp from Kato Rd.					339	272	4	3482	469	373	4	4416
New 262 SB off-ramp to Kato Rd.					342	276	4	3505	463	405	4	4750

ADT Volumes are for All Vehicles unless labeled otherwise

I-880 at Route 262 Build Condition

Main Line

	Existing			Year 2014			Year 2035		
	Both	NB	SB	Both	NB	SB	Both	NB	SB
AM PK		4322	5239		5026	6021		7259	7707
PM PK		5619	5147		6041	5912		7986	7658
ADT	178000			182000			220000		
Truck %	4.8			4.8			5		
Truck Volume	7832			8008			10120		

I-880 at Route 262 No Build Condition

Main Line

	Existing			Year 2014			Year 2035		
	Both	NB	SB	Both	NB	SB	Both	NB	SB
AM PK		4322	5239		5014	5978		7135	7571
PM PK		5619	5147		6023	5896		7912	7643
ADT	178000			182000			220000		
Truck %	4.8			4.8			5		
Truck Volume	7832			8008			10120		

