

### Project Information

Project Name: **I-680 Auxiliary Lanes**  
Sponsor: **Contra Costa Transportation Authority** TIP ID: **CC-030005** RTP ID: **22602**  
Agency: **Contra Costa Transportation Authority** Mode: **STATE HIGHWAY** Sub Mode:  
Project Type: **OTHER** Trans. System: **STATE HWY** Purpose: **EXPANSION** County: **Contra Costa**  
Proj. Desc.: **Danville: I-680 between Crow Canyon Road and Sycamore Valley Rd.; Construct Auxiliary Lanes in both directions.**  
RTP Title: **Construct I-680 auxiliary lanes in both directions from Sycamore Valley Road to Crow Canyon Road**

### Step 1: Project Identification

- |   |            |
|---|------------|
| 1: Does this project have any federal funding?  | <b>Yes</b> |
| 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? | <b>Yes</b> |
| 3: Is the project exempt from both regional and project-level air quality conformity under 40 CFR 93.126?<br>Project Type Selected: <b>None Applies</b>                                 | <b>No</b>  |
| 4: Is the project exempt from regional air quality conformity under 40 CFR 93.127?<br>Project Type Selected: <b>None Applies</b>  | <b>No</b>  |
| 5: Is the project exempt from regional air quality conformity under 40 CFR 93.128?<br>Project Type Selected: <b>None Applies</b>  | <b>No</b>  |
| 6: Does this project meet the definition of a "project of air quality concern" under 40 CFR 93.123(b)(1)?<br>Project Type Selected: <b>None Applies</b>                                 | <b>No</b>  |

### Dates for Interagency Consultation

Requested Date of Interagency Consultation:  
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:

<b>RTIP ID# (required)</b> 22602				
<b>TIP ID# (required)</b> CC-030005				
<b>Air Quality Conformity Task Force Consideration Date</b>				
<b>Project Description (clearly describe project)</b>				
I-680 Auxiliary Lanes Project (Segment 2)  The project involves widening Interstate 680 between Crow Canyon Road in the City of San Ramon and Sycamore Valley Road in the Town of Danville to provide a standard 12-foot auxiliary and a 10 to 12 foot shoulder in each direction of travel. The project will be constructed within the existing Caltrans right-of-way. Existing soundwalls that are located at the edge of shoulder will be relocated to accommodate the widening. One new soundwall will be constructed to protect adjacent residential land uses. Replacement landscaping will be installed where feasible. Ramp metering equipment will be installed at all on-ramps within the project limits, however signals, signal head and "meter on" signs will not be installed, nor will ramp metering be implemented as part of this project.				
<b>Type of Project:</b> Change to an existing highway.				
<b>County</b> Contra Costa	<b>Narrative Location/Route &amp; Postmiles</b> The project extend along I-680 From Crow Canyon Road in San Ramon to Sycamore Valley Road in Danville. I-680 (PM 4.3 to 6.7)  <b>Caltrans Projects – EA#</b> 2285H1			
<b>Lead Agency:</b> Contra Costa Transportation Authority				
<b>Contact Person</b> Susan Miller	<b>Phone#</b> 925-256-4736	<b>Fax#</b>	<b>Email</b> smiller@ccta.net	
<b>Federal Action for which Project-Level PM Conformity is Needed (check appropriate box)</b>				
<b>Categorical Exclusion (NEPA)</b>	<b>EA or Draft EIS</b>	<b>FONSI or Final EIS</b>	<b>PS&amp;E or Construct ion</b>	<b>X Other</b>
<b>Scheduled Date of Federal Action:</b> Federal Funding Anticipated, Timing Unknown.				
<b>NEPA Delegation – Project Type (check appropriate box)</b>				
<b>Exempt</b>	<b>X</b>	<b>Section 6004 – Categorical Exemption</b>	<b>Section 6005 – Non-Categorical Exemption</b>	
<b>Current Programming Dates (as appropriate)</b>				
	<b>PE/Environmental</b>	<b>ENG</b>	<b>ROW</b>	<b>CON</b>
<b>Start</b>		2011	NA	9/12
<b>End</b>	2002	2012	NA	
<b>Project Purpose and Need (Summary): (please be brief)</b>				
The purpose of the project is to improve overall freeway performance and enhance commuter safety by constructing auxiliary lanes linking on-ramps with off-ramps at consecutive interchanges. Accident rates are above the statewide average in this segment of I-680. Many of the rear-end and side swipe accidents can be associated with the traffic weaving and merging from interchange ramps and this project will improve those conditions.				
<b>Surrounding Land Use/Traffic Generators (especially effect on diesel traffic)</b>				
Project is to add auxiliary lanes to an existing 8-lane freeway corridor. Land uses surrounding the corridor are primarily suburban residential, with retail uses clustered at the interchanges. No unusual traffic generators exist along the project segment.				

**Brief summary of assumptions and methodology used for conducting analysis** *(please keep this concise – specifics may include date of when traffic counts were conducted, studies where truck percentages were derived)*

A Traffic Report was prepared in May 2002 in support of Project Report. A FREQ model was used to evaluate the effect of the project on the freeway system and affected interchanges. The FREQ model was calibrated to local conditions before use in the study.

Data on truck percentages along freeway segments are available from Caltrans. The most recent data available are for year 2009, and indicate about 5% trucks on this freeway segment. The percentage of trucks on this segment has declined over time (from 6% in 2000 to 5% in 2009), and that decline is anticipated to continue into the future. The proposed project is an operational improvement affecting the merge and weave operations at ramps, and will not affect or change the number of trucks using the freeway.

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

The Project Report traffic study addressed only the Design Year. No traffic information exists for the Opening Year. However, the Design Year data shows very little effect as a result of the project and it is assumed that the Opening Year data would show a similarly small effect as a result of the project.

**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**

Current AADT is approximately 160,000 (combined volume on both directions of freeway). Projected design year AADT is 220,000 under either No Build or Build conditions; the proposed project is an operational improvement, so would not have a substantial effect on the overall freeway volume.

Trucks are anticipated to make up about 4% of total freeway traffic, under either No Build or Build conditions; as an operational improvement, the project is not anticipated to affect the number of trucks using the freeway.

Direction and Time Period	Freeway Segment Operations	
	No Build LOS	Build LOS
Northbound AM Peak Hour	D	C
Northbound PM Peak Hour	F	F
Southbound AM Peak Hour	E	E
Southbound PM Peak Hour	D	C

Note: No Build LOS is for ramp merge and diverge areas that exist under No Build conditions. Build LOS is for the freeway weaving section that would exist after construction of the proposed auxiliary lane.

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

NA

**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**

NA

**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**

NA

**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**

NA

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

The project is anticipated to cause very little change in traffic volumes on adjacent local streets; local street volumes are projected to decline by 1% to 2% with implementation of the project.

**Comments/Explanation/Details (*please be brief*)**

The project is not considered a POAQC, as defined in 40 CFR 93.123(b), for the following reasons:

- The project is not a new or expanded highway project with a significant number of or increase in diesel vehicles.
- The project does not include intersections that are or will be at LOS D, E, or F with a significant number of diesel vehicles.
- The project does not include the construction of a new bus or rail terminal with a significant number of diesel vehicles congregating at a single location.
- The project does not expand an existing bus or rail terminal with significant increases in the number of diesel vehicles congregating at a single location.
- The project is not in or affecting locations, areas, or categories of sites that are identified in the PM2.5 applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

The project is introducing auxiliary lanes to the existing freeway and does not generate more vehicle or truck traffic or increase the capacity of the freeway. This type of project improves freeway operations by improving merge and weaving conflicts at on and off-ramps.

Therefore, the project meets the Clean Air Act requirements and 40 CFR 93.116 without any explicit hot-spot analysis. The project will not create a new or worsen an existing PM2.5 violation.

Sponsor: Contra Costa Transportation Authority

PROJECT LOCATION MAP

