

CCTA 680 NORTH EXPRESS LANES

Prepared for the Air Quality Conformity Task Force

Presented By

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Project Description

Project would construct approximately 15 directional miles of express lanes on the I-680 corridor through conversion of existing and planned HOV lanes.

- Southbound PM R16.6/23.7 From South of Marina Vista Road to Treat Boulevard (7.31 miles)
- Southbound PM R12.6/16.6 From Treat Boulevard to Rudgear Road (4.11 miles)
 - HOV Completion Project (EA 3A5800)
 - Not considered a project for concern for PM10 or PM2.5
- Northbound PM18.8/23.2 From State Route 242 to north of Arthur Road (4.25 miles)
- Project will not increase roadway capacity beyond existing

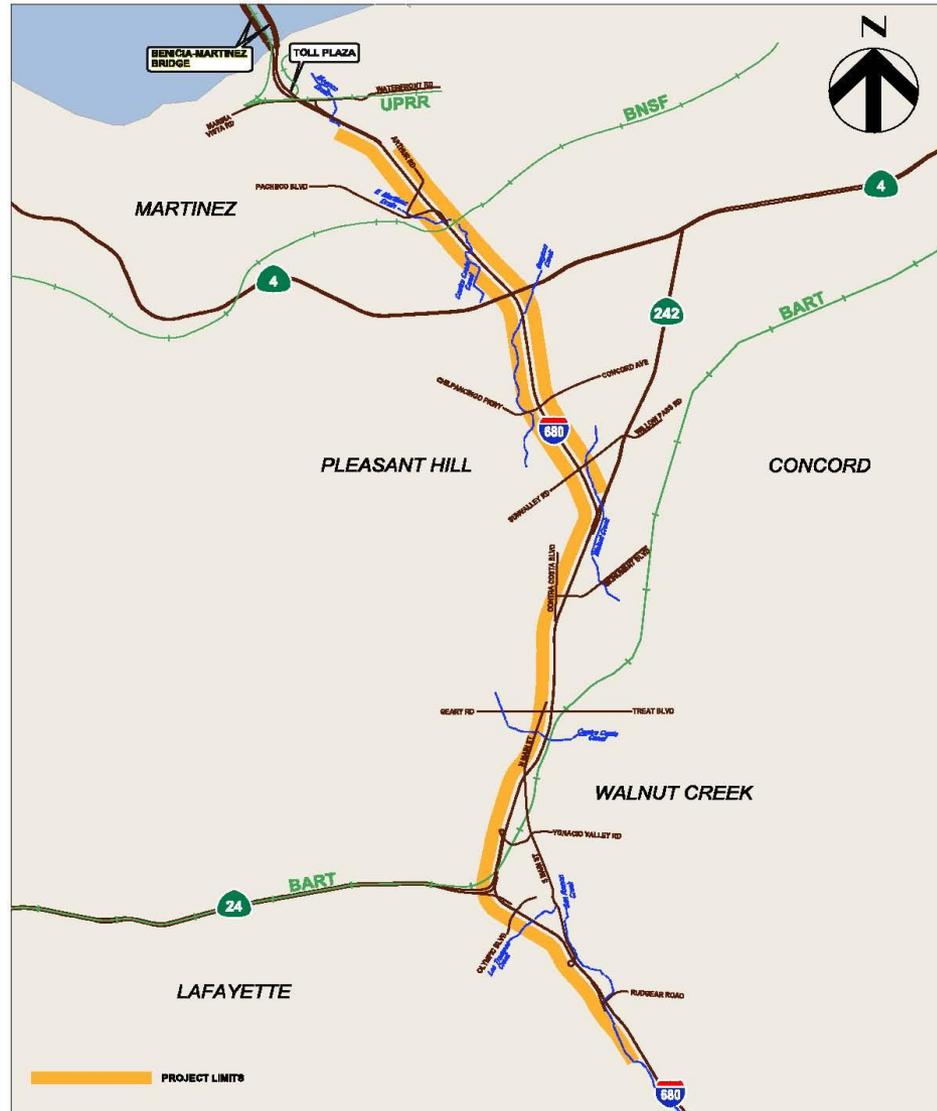
Project Status

- The project is anticipated to be a CEQA Categorical Exemption (CE) and a NEPA Categorical Exclusion (CE);
- CEQA/NEPA process in preliminary stages; approval is anticipated in summer of 2016.
- Construction scheduled for FY 2017/2018.

Purpose and Need

- Optimize use of the existing HOV lane capacity in the I-680 corridor to better meet current and future traffic demands
- Offer non-carpool eligible drivers a reliable travel time option
- Relieve congestion in the general purpose lanes during peak periods, which will reduce travel time and increase reliability through the corridor

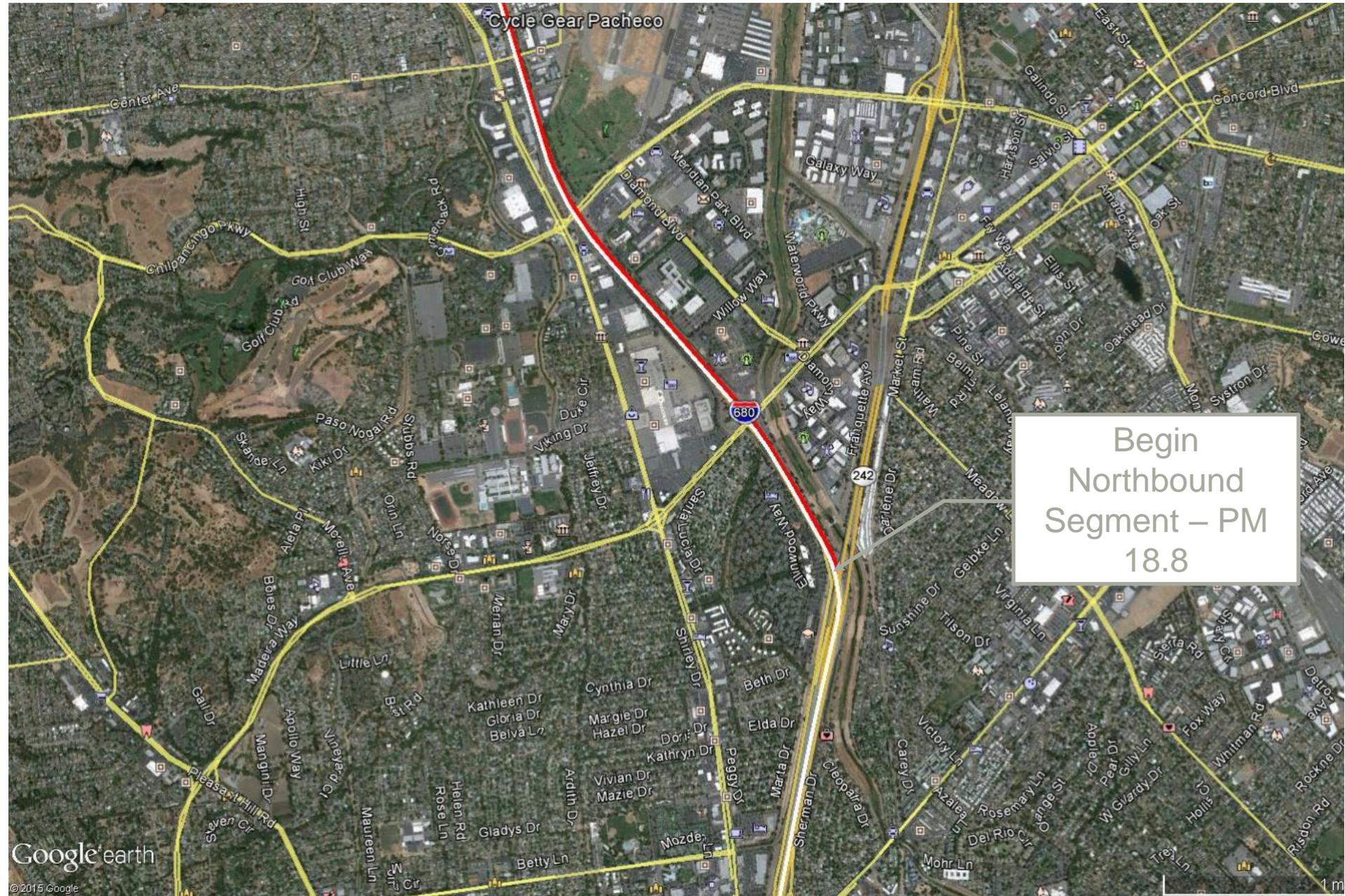
Project Location



End Southbound Segment 1 –
PM 23.7

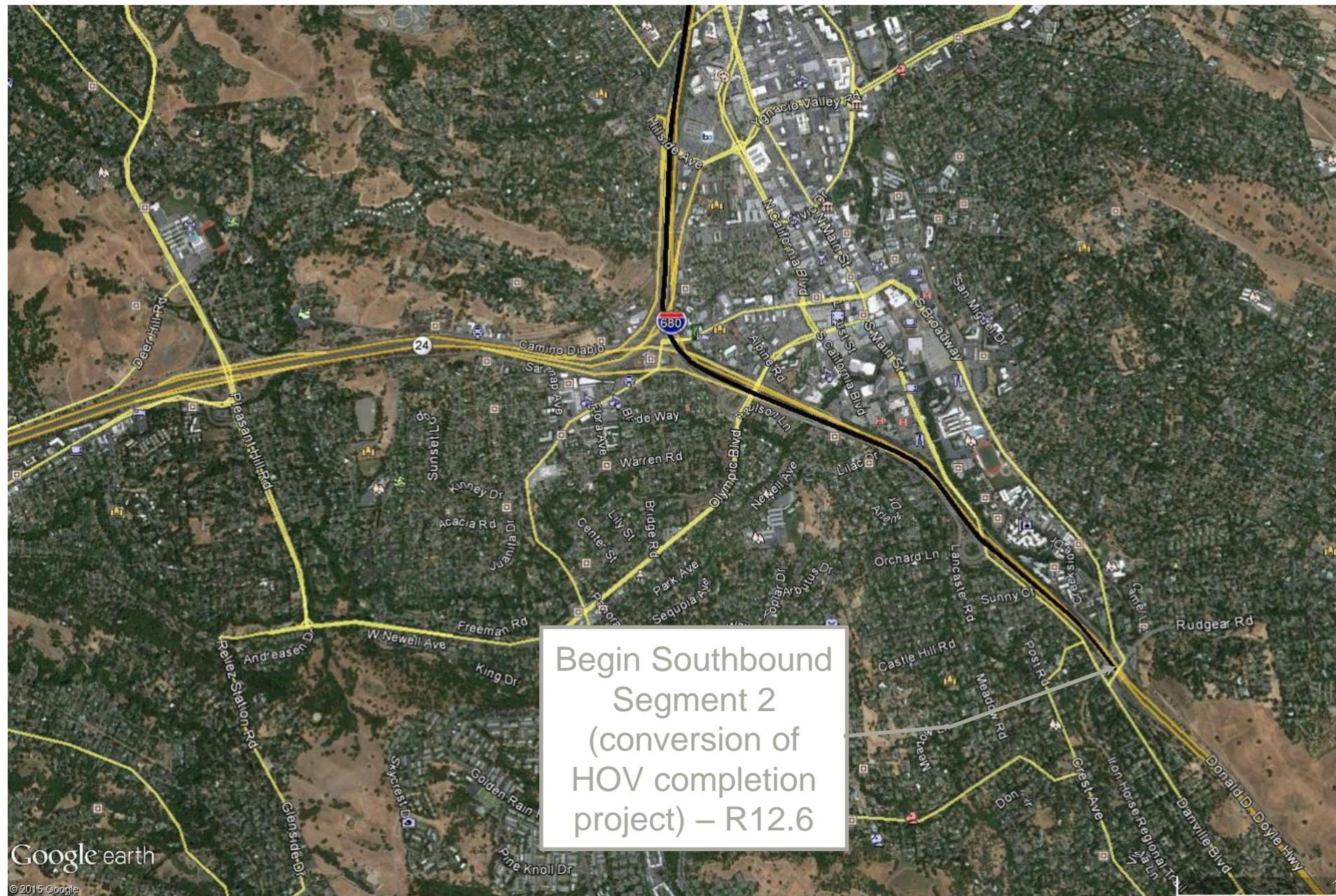
End Northbound
Segment – PM 23.2





Cycle Gear Pacheco

Begin
Northbound
Segment - PM
18.8



Begin Southbound
Segment 2
(conversion of
HOV completion
project) – R12.6

Traffic Data

I-680 from Marina Vista Avenue in Martinez to SR4 AADT

Scenario	Year 2013	Year 2020		Year 2040	
	Existing	No Build	Build	No Build	Build
AADT	119,000	139,500	139,500	169,000	169,000
LOS	C	D	D	F	F
Truck AADT	6,000	7,000	7,000	8,500	8,500
% Trucks	5%	5%	5%	5%	5%

I-680 from SR4 to SR 242

Scenario	Year 2013	Year 2020		Year 2040	
	Existing	No Build	Build	No Build	Build
AADT	137,000	159,500	159,500	191,000	191,000
LOS	D	E	E	F	F
Truck AADT	5,500	6,400	6,400	7,600	7,600
% Trucks	4%	4%	4%	4%	4%

Traffic Data (continued)

I-680 from SR 242 to SR 24

Scenario	Year 2013	Year 2020		Year 2040	
	Existing	No Build	Build	No Build	Build
AADT	243,800	272,600	272,600	311,600	311,600
LOS	F	F	F	F	F
Truck AADT	7,300	8,200	8,200	9,300	9,300
% Trucks	3%	3%	3%	3%	3%

I-680 from SR 24 to Rudgear Road in Walnut Creek

Scenario	Year 2013	Year 2020		Year 2040	
	Existing	No Build	Build	No Build	Build
AADT	182,500	210,500	210,500	241,500	241,500
LOS	D	E	E	F	F
Truck AADT	9,100	10,500	10,500	12,100	12,100
% Trucks	5%	5%	5%	5%	5%

Not a Project of Air Quality Concern

- *Not a new or expanded highway project.*
- *Conversion (HOV to express lane) will not change percentage of diesel trucks.*
- *Conversion of HOV lanes to Express Lanes would not affect local intersections.*
- *No bus or rail terminals are affected by the project.*
- *No increase in the AADT and % trucks, or degradation of the LOS.*