

I-680 HOV Direct Access Ramps Project

MTC
Air Quality Conformity
Task Force Meeting

April 23, 2015

Project Description

- Construct on- and off-ramps connecting to the I-680 HOV lanes, in both northbound and southbound directions, at a replaced Norris Canyon Road overcrossing or at a new Executive Parkway overcrossing to:
 - Provide direct access and reduce travel times for express buses and HOVs along I-680 between Crow Canyon Road and Bollinger Canyon Road
 - Decrease the amount of lane weaving for HOVs along I-680, thereby providing safety benefits and reducing accidents
 - Improve express bus operations by making travel times more consistent and reducing schedule uncertainty within the San Ramon area
- Construct retaining walls within the project limits.
- Reconstruct or remove existing overhead signs, retaining walls, concrete barriers, drainage structures, highway lighting, and highway planting within the project limits.

Project Vicinity Map



FIGURE 1
Project Vicinity Map
I-680 HOV Direct Ramps Project
San Ramon, California
Caltrans EA 04-3A8600/PI0 04-0000-0966



Project Location and Alternatives Map



Aerial from Google Earth Pro © 2013. Additional information added by CH2M HILL



LEGEND

- Executive Parkway Build Alternative
- Norris Canyon Build Alternative
- Bishop Ranch Office Park



FIGURE 2
 Project Location and Alternatives Map
 I-680 HOV Direct Access Ramps Project
 San Ramon, California
 Caltrans EA 04-3A8600/PID 04-0000-0966



Opening Year (2020) LOS Analysis

Scenario	AM Peak Period LOS	Mid-Day Peak Period LOS	PM Peak Period LOS	AADT	% Trucks	Truck AADT
Norris Canyon Build Alternative	B (NB) C (SB)	B (NB) B (SB)	C (NB) E (SB)	174,300	5.3%	9,238
Executive Parkway Build Alternative	B (NB) C (SB)	B (NB) B (SB)	C (NB) F (SB)	174,300	5.3%	9,238
No-Build Alternative	B (NB) C (SB)	B (NB) B (SB)	C (NB) F (SB)	174,300	5.3%	9,238

Notes:

¹ LOS is for the general purpose lanes along I-680 between the Bollinger Canyon Road and Crow Canyon Road interchanges. For the mid-day period, all lanes are classified as general purpose.

² AADT is for the mainline (along I-680 between the Bollinger Canyon Road and Crow Canyon Road interchanges). It was conservatively assumed that the project would not impact trip-making behavior (i.e., number of trips, mode choice, etc.), but only localized route choice. Therefore, the AADT demands on the freeway, in general, do not change between alternatives.

Horizon Year (2040) LOS Analysis

Scenario	AM Peak Period LOS	Mid-Day Peak Period LOS	PM Peak Period LOS	AADT	% Trucks	Truck AADT
Norris Canyon Build Alternative	D (NB) C (SB)	B (NB) B (SB)	F (NB) F (SB)	203,900	5.3%	10,807
Executive Parkway Build Alternative	F (NB) C (SB)	B (NB) B (SB)	F (NB) F (SB)	203,900	5.3%	10,807
No-Build Alternative	F (NB) C (SB)	B (NB) B (SB)	F (NB) F (SB)	203,900	5.3%	10,807

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Project Assessment Conclusions

- According to the project's traffic analysis, the project will not impact trip-making behavior (i.e., number of trips, mode choice, etc.), but only localized route choice. Therefore, the AADT demands on the freeway, in general, do not change between alternatives.
- The project will not result in substantial traffic redistribution or open additional areas to development.
- The overall capacity of I-680 will not substantially change because the I-680 segments north and south of the project will remain unchanged.
- The project is not expected to increase the number of diesel vehicles on I-680 because diesel trucks are not allowed to use the left lane of I-680 and will not, therefore, be allowed to access the new on- and off-ramps connecting to the I-680 HOV lanes.
- Diesel trucks only account for about 5.3 percent of the current total traffic volume. The addition of the on- and off-ramps is not expected to increase AADT when compared to the No-Build Alternative. Because the AADT will not increase, the percent of diesel trucks in the study area's vehicle fleet mix will also not increase when compared to the No-Build Alternative.
- **Conclusion: Not a project of air quality concern!**