

US 101/Hearn Avenue Interchange Project

Prepared for the Bay Area Air Quality Conformity Task Force

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AECOM



US 101/HEARN AVENUE INTERCHANGE PROJECT



PROJECT DESCRIPTION

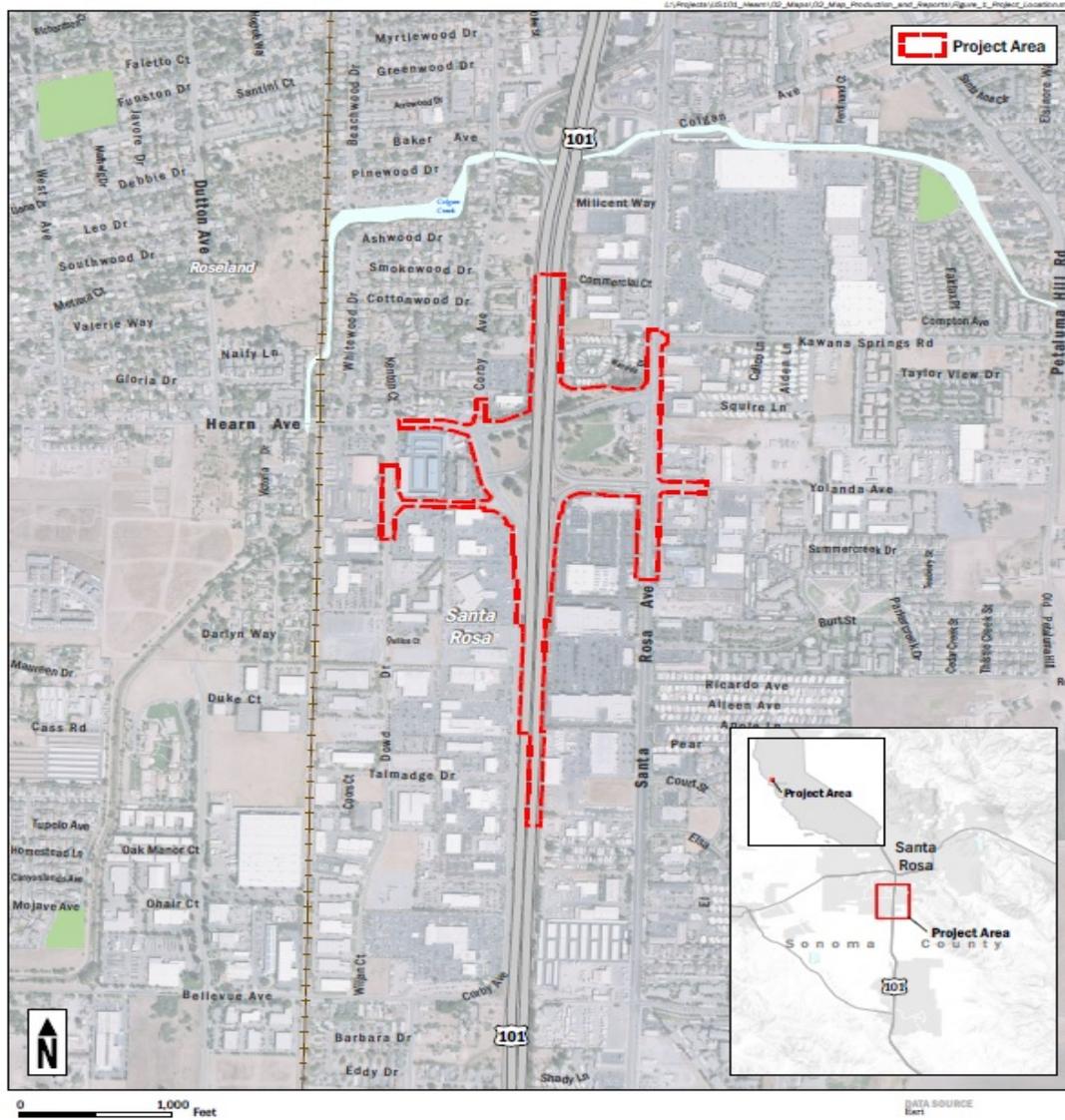
The project would:

-  **Replace the existing 2-lane Hearn Avenue overcrossing with a new 4-lane structure**
-  **Widen the existing 1-lane southbound US 101 off-ramp to 2 lanes**
-  **Provide bike lanes and sidewalks on new Hearn Avenue overcrossing**

No change to US 101 mainline or northbound ramps



PROJECT LOCATION



US 101/HEARN AVENUE INTERCHANGE PROJECT



PURPOSE AND NEED

■ The purpose of the project is to improve:

- **Local traffic circulation and regional traffic operations**
- **Multimodal access, connectivity, and operations**
- **Overall safety of the facility**



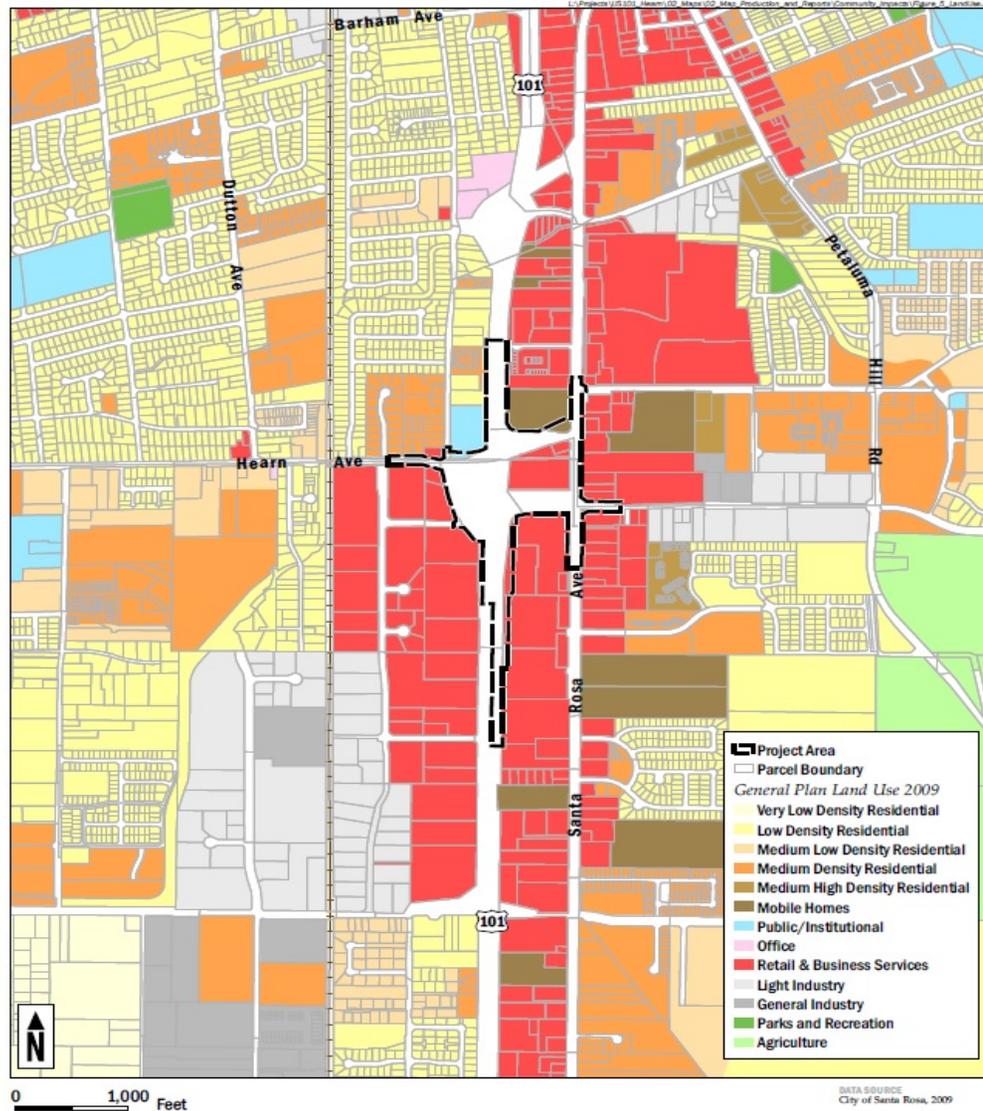
PURPOSE AND NEED

The project is needed to address:

- **Inability of the existing interchange to accommodate existing and future traffic**
 - Results in congestion on Hearn Avenue and southbound off-ramp
- **Lack of adequate pedestrian and bicycle access across US 101 at Hearn Avenue**
 - Sidewalk only on south side of overcrossing
 - No striped bike lanes – bikes must share the traffic lanes with vehicles



PROJECT LAND USES



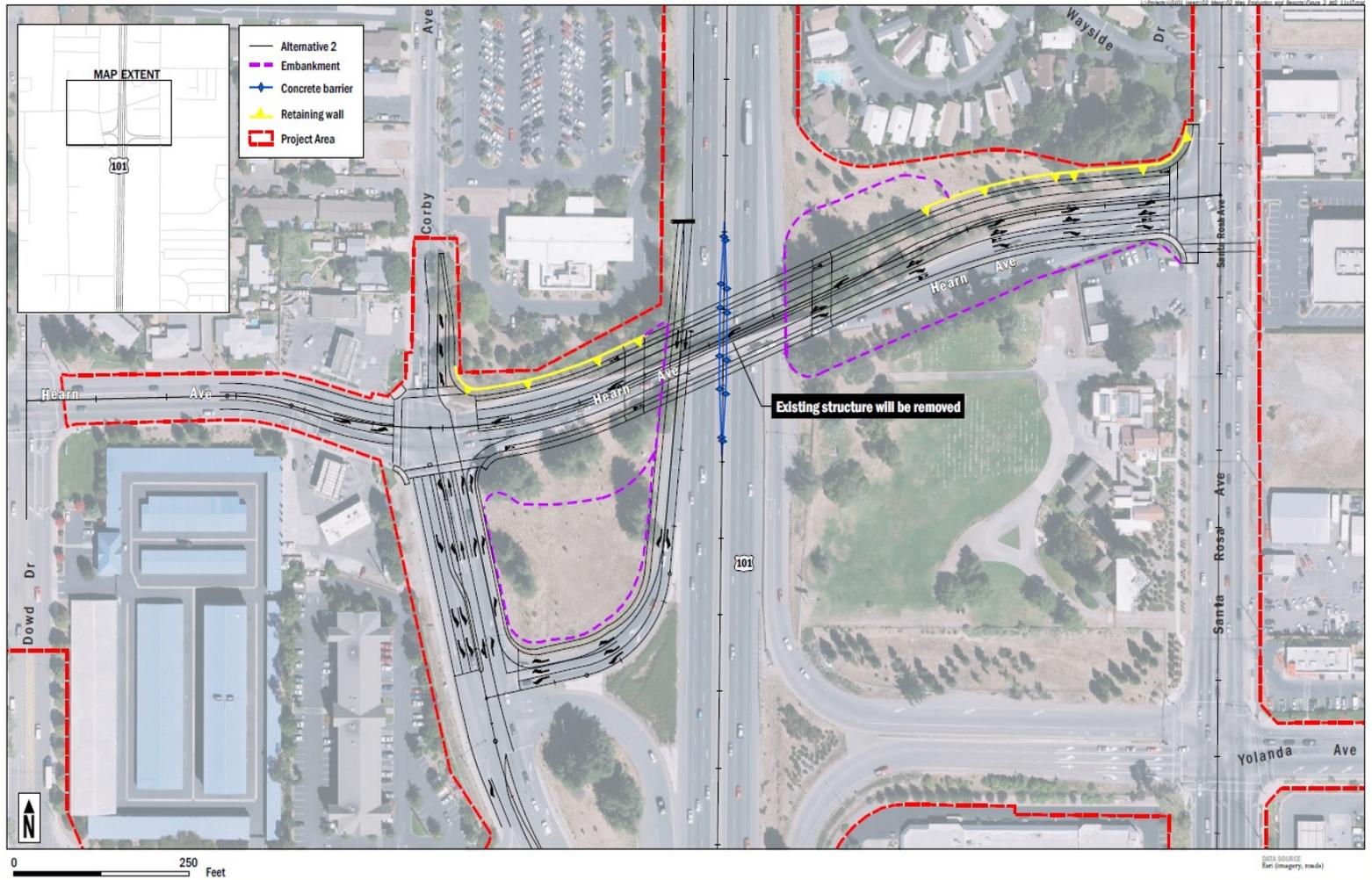
- Retail / Business Services
- Medium Density to Low Density Residential
- Mobile Homes
- Light to General Industrial
- Public/Institutional



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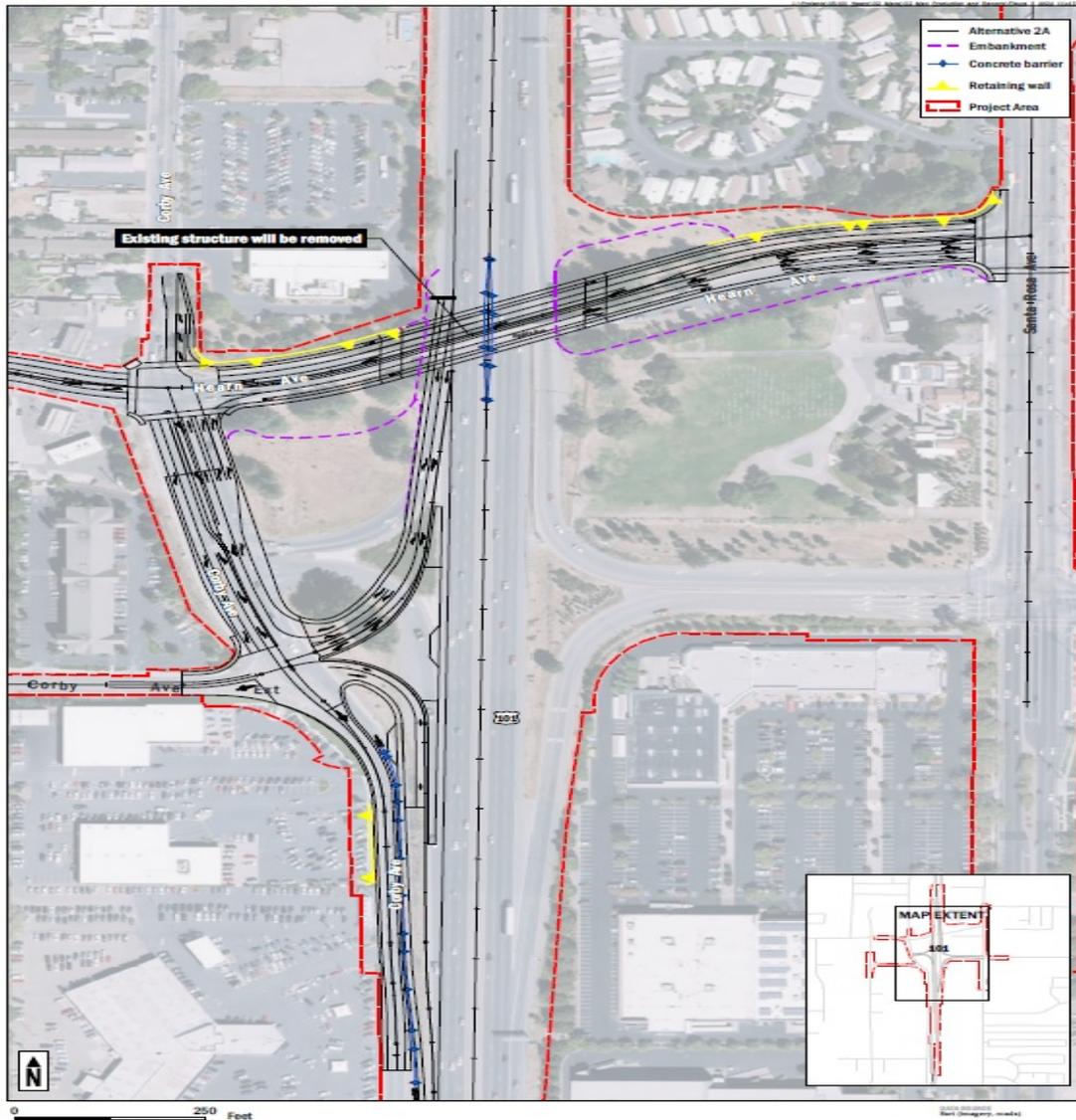
BUILD ALTERNATIVE 2



US 101/HEARN AVENUE INTERCHANGE PROJECT



BUILD ALTERNATIVE 2A



US 101/HEARN AVENUE INTERCHANGE PROJECT



TRAFFIC DATA

2020 Peak Hour LOS Summary

| Alternative | No. Intersections at LOS D, E, F |
|----------------|----------------------------------|
| No Build | 3 |
| Alternative 2 | 0 |
| Alternative 2A | 0 |

2040 Peak Hour LOS Summary

| Alternative | No. Intersections at LOS D, E, F |
|----------------|----------------------------------|
| No Build | 11 |
| Alternative 2 | 5 |
| Alternative 2A | 6 |

TRAFFIC DATA

Opening Year (2020) AADT Summary (No Build and Alternatives 2 and 2A)

| Segment | AADT | Truck AADT (5%) |
|-------------------------------------|--------|--------------------|
| Hearn Ave. Overcrossing | 28,900 | 1,450 |
| US 101 NB North of Hearn Ave. Ramps | 66,500 | 3,330 |
| US 101 NB South of Hearn Ave. Ramps | 58,500 | 2,930 |
| US 101 SB North of Hearn Ave. Ramps | 68,700 | 3,440 |
| US 101 SB South of Hearn Ave. Ramps | 63,900 | 3,200 |



TRAFFIC DATA

Opening Year (2040) AADT Summary (No Build and Alternatives 2 and 2A)

| Segment | AADT | Truck AADT (5%) |
|-------------------------------------|--------|--------------------|
| Hearn Ave. Overcrossing | 31,200 | 1,560 |
| US 101 NB North of Hearn Ave. Ramps | 72,600 | 3,630 |
| US 101 NB South of Hearn Ave. Ramps | 64,400 | 3,220 |
| US 101 SB North of Hearn Ave. Ramps | 72,000 | 3,600 |
| US 101 SB South of Hearn Ave. Ramps | 67,500 | 3,380 |



SUMMARY

■ Not a Project of Air Quality Concern:

- **Overcrossing replacement--no additional through lanes on US 101**
- **No increase in average daily number of diesel vehicles**
- **No land use changes that would attract more diesel vehicles**
- **2020 and 2040 intersection levels of service would improve compared with No Build**
- **No exceedances in federal PM_{2.5} standard in last 5 years**