

## **Project Assessment Form for PM<sub>2.5</sub> Interagency Consultation**

### **Project Title: US 101/Blossom Hill Road Interchange Improvement Project**

#### **Project Summary for Air Quality Conformity Task Force Meeting:**

##### **Description**

The proposed project would modify the existing US 101/Blossom Hill Road interchange in south San Jose by constructing the following improvements:

- A new bridge structure over US 101 would be constructed between the two existing Blossom Hill Road bridge decks to accommodate one additional lane of traffic in each direction plus an eastbound dedicated lane leading to the northbound loop on-ramp.
- The existing southbound off-ramp would be widened approaching the ramp terminus to accommodate three right-turn lanes and one left-turn lane. The existing traffic signal at the intersection of this ramp with Blossom Hill Road would be also modified.
- The existing northbound off-ramp would be widened approaching the ramp terminus to accommodate two left-turn lanes, one right-through lane, and one right-turn lane.
- The eastbound approach to the Blossom Hill Road/Coyote Road/northbound off-ramp intersection would be reconfigured to accommodate two left-turn lanes and two through lanes, and Coyote Road would be widened north of the intersection to receive the two left-turn lanes. The existing traffic signal at this intersection would be also modified.
- The entrances to the existing southbound and northbound loop on-ramps would be realigned to improve traffic operations.
- The existing connector ramp from Monterey Road to eastbound Blossom Hill Road would be modified to increase the weaving distance between Monterey Road and the diagonal US 101 southbound on-ramp
- A Class I bicycle/pedestrian path, approximately 0.6 miles in length, would be constructed through the interchange between Monterey Road on the west and Coyote Road on the east. The path would be located along the north side of Blossom Hill Road and would be grade-separated from the southbound off-, southbound loop on-, and northbound on-ramps.

##### **Background**

- National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA) process for a IS/EA is scheduled to be completed in 2018.
- Seeking fine particulate matter (PM<sub>2.5</sub>) air quality conformity determination on September 28, 2017.

## Project Assessment Form for PM<sub>2.5</sub> Interagency Consultation

### 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?*

- On US 101 and Blossom Hill Road, there will be no change in the AADT and no change in truck percentage between the Build and No-Build Alternatives.
- The truck percentage on Blossom Hill Road, where the majority of the project work that could have an effect on trucks would occur, is 4% with and without the project. The maximum AADT for trucks on Blossom Hill Road in the Horizon Year is 2,544. The other work not occurring on Blossom Hill Road involves some ramp modifications and the addition of a Class A bike/pedestrian path, which will have no effect on truck traffic on US 101. This would be considered a less-than-significant number of diesel vehicles affected by the project.

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

- Diesel vehicles represent only a small percentage of intersection traffic volume at the ramps.
- There will be no project-related changes to land use that would affect diesel traffic percentages.

*(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 PM<sub>10</sub> or PM<sub>2.5</sub> implementation plan as site of violation?*

- No state implementation plan for PM<sub>2.5</sub> and therefore, not identified in plan as an area of potential violation.

## Project Assessment Form for PM<sub>2.5</sub> Interagency Consultation

RTIP ID#: 21785

TIP ID#: SCL030006

Air Quality Conformity Task Force Consideration Date: September 28, 2017

### Project Description

The proposed project would modify the existing US 101/Blossom Hill Road interchange in south San Jose by constructing the following improvements:

- A new bridge structure over US 101 would be constructed between the two existing Blossom Hill Road bridge decks to accommodate one additional lane of traffic in each direction plus an eastbound dedicated lane leading to the northbound loop on-ramp.
- The existing southbound off-ramp would be widened approaching the ramp terminus to accommodate three right-turn lanes and one left-turn lane. The existing traffic signal at the intersection of this ramp with Blossom Hill Road would be also modified.
- The existing northbound off-ramp would be widened approaching the ramp terminus to accommodate two left-turn lanes, one right-through lane, and one right-turn lane.
- The eastbound approach to the Blossom Hill Road/Coyote Road/northbound off-ramp intersection would be reconfigured to accommodate two left-turn lanes and two through lanes, and Coyote Road would be widened north of the intersection to receive the two left-turn lanes. The existing traffic signal at this intersection would be also modified.
- The entrances to the existing southbound and northbound loop on-ramps would be realigned to improve traffic operations.
- The existing connector ramp from Monterey Road to eastbound Blossom Hill Road would be modified to increase the weaving distance between Monterey Road and the diagonal US 101 southbound on-ramp.
- A Class I bicycle/pedestrian path, approximately 0.6 miles in length, would be constructed through the interchange between Monterey Road on the west and Coyote Road on the east. The path would be located along the north side of Blossom Hill Road and would be grade-separated from the southbound off-, southbound loop on-, and northbound on-ramps.

## Project Assessment Form for PM<sub>2.5</sub> Interagency Consultation

<b>Type of Project:</b> Interchange Improvement Project.				
<b>County:</b> Santa Clara County	<b>Narrative Location/Route &amp; Post miles:</b> US 101 Blossom Hill Road Interchange Improvement Project US 101 PM 28.4 – 28.9			
<b>Lead Agency:</b> Caltrans		<b>Project Sponsor:</b> City of San Jose		
<b>Contact Person:</b> Liza Gonzalez	<b>Phone#:</b> (408) 975-3256	<b>Fax#:</b> (408) 292-6090	<b>Email:</b> Liza.Gonzalez@sanjoseca.gov	
<b>Federal Action for which Project-Level PM Conformity is Needed:</b> <i>(check appropriate box)</i>				
Categorical Exclusion (NEPA)	<input checked="" type="checkbox"/> EA	<input checked="" type="checkbox"/> FONSI	<input type="checkbox"/> PS&E or Construction	<input type="checkbox"/> Other Revalidation
<b>Scheduled Date of Federal Action:</b> 2018				
<b>NEPA Delegation – Project Type:</b> <i>(check appropriate box)</i>				
<input type="checkbox"/> Section 326 – Categorical Exclusion		<input checked="" type="checkbox"/>	<input type="checkbox"/> Section 327 – Non- Categorical Exclusion	
<b>Current Programming Dates:</b> <i>(as appropriate)</i>				
	<b>PE/Environmental</b>	<b>ENG</b>	<b>ROW</b>	<b>CON</b>
<b>Start</b>	2016	2018		2020
<b>End</b>	2018	2019		2021

## Project Assessment Form for PM<sub>2.5</sub> Interagency Consultation

### Project Purpose and Need (Summary):

#### Project Purpose

The purpose for this project is to improve traffic operations and improve accommodations and connectivity for pedestrians and bicyclists along Blossom Hill Road.

#### Project Need

Blossom Hill Road is a key east-west connector between job locations, housing, commercial and retail development, schools and recreational opportunities in southeast San Jose. In its General Plan, the City of San Jose expresses commitment to a balanced transportation system, emphasizing transit, bicycle and pedestrian travel modes, as well as adequate capacity for motor vehicle trips, on major arterials like Blossom Hill Road. Recognizing the significant environmental and recreational benefits of bicycle and pedestrian facilities, the City's General Plan also establishes an ambitious goal for the development of an urban trail system.

Roadway Capacity Deficiencies: The existing US 101/Blossom Hill Road Interchange is located in the Edenvale area of San Jose. In the City's environmental clearance documents for nearby commercial, industrial and mixed-use projects dating back to 2000, levels of service (LOS) for intersections at the US 101/Blossom Hill Road interchange are projected to be LOS F when the approved developments are completed. In response, the City adopted the Edenvale Area Development Policy (EADP), within which intersection improvements and the widening of Blossom Hill Road through the US 101 interchange are identified as priority improvements.

Bicycle and Pedestrian Facilities Deficiencies: The EADP also emphasizes the goal of providing safe and convenient multi-modal access between jobs, housing and retail development. In contrast to this goal, the existing US 101/Blossom Hill Road Interchange is not pedestrian and bicycle friendly as there are narrow shoulders, no sidewalk on the eastbound bridge, a narrow sidewalk on the westbound bridge, and pedestrians and bicyclists are required to cross high-volume and high-speed freeway ramps at-grade. The need for improved east-west pedestrian and bicycle access through the interchange is significant due to the following factors:

- The Coyote Creek Trail, a Class I bicycle and pedestrian facility along Coyote Creek just east of the US 101/Blossom Hill Road Interchange, is a major north-south trail used by active transportation commuters and recreational users.
- Just west of US 101/Blossom Hill Road Interchange, the Xander's Crossing pedestrian bridge was recently opened to provide safe connectivity across the railroad tracks and Monterey Road to access the nearby Blossom Hill Caltrain Station and recently constructed high-density mixed-use development. Xander's Crossing also facilitates access to the nearby Cottle Light Rail Transit Station.
- Students living in the residential areas located on the east side of the interchange attend elementary, middle, and high schools located on the west side of the interchange.

In the City's Bicycle Master Plan adopted in November 2009, a Class I facility is shown along Blossom Hill Road, connecting the Coyote Creek Trail and residences east of US 101 to Monterey Road and Xander's Crossing.

## Project Assessment Form for PM<sub>2.5</sub> Interagency Consultation

### Surrounding Land Use/Traffic Generators:

Blossom Hill Road is a key east-west connector between job locations, housing, commercial and retail development, schools and recreational opportunities in southeast San Jose. Land uses along Blossom Hill Road in the project area include residential, retail, and commercial.

### Brief summary of assumptions and methodology used for conducting analysis:

The Average Annual Daily Traffic (AADT) and truck percentages were provided by DKS<sup>1</sup>. The project forecasts were prepared using recent traffic and truck counts along the US 101 and Blossom Hill Road corridors, as well as model runs using the Santa Clara Countywide Travel Demand Model.

Two analysis years, along with the existing conditions, were evaluated:

- Year 2016 represents the existing conditions.
- Year 2020 represents the possible opening year of the project.
- Year 2040 represents the planning horizon for the project.

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

n/a

**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.**

n/a

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<sup>1</sup> "Traffic Operations Analysis Report". DKS Traffic Engineers. April 21, 2017

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

2020	US 101		Blossom Hill Road		Coyote Road/Blossom Hill Road	
	No Build	Build	No Build	Build	No Build	Build
AADT	160,069	160,069	54,950	54,950	29,988	29,988
LOS <sup>1</sup>	C	C	D	B	E	C
Truck AADT	12,805	12,805	2,198	2,198	1,200	1,200
% Trucks	8%	8%	4%	4%	4%	4%

**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.**

2040	US 101		Blossom Hill Road		Coyote Road/Blossom Hill Road	
	No Build	Build	No Build	Build	No Build	Build
AADT	173,255	173,255	63,600	63,600	30,013	30,013
LOS <sup>1</sup>	D	D	C	B	D	C
Truck AADT	13,860	13,860	2,544	2,544	1,200	1,200
% Trucks	8%	8%	4%	4%	4%	4%

<sup>1</sup> During Peak Period

**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.**

Not applicable; see above for highway facility.

**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.**

Not applicable; see above for highway facility.

**Describe potential traffic redistribution effects of congestion relief:**

The results of the traffic study indicate that the project would not cause an increase in the AADT on US 101 or Blossom Hill Road for the Design Year of 2020 or the Horizon Year of 2040 and there would be no degradation of the LOS. The truck AADT percentage would not change in the Design or Horizon years with the project. The addition of the additional lane across US 101 and the improvements to the existing ramps would add capacity to reduce congestion during the peak periods, but not increase AADT

## Project Assessment Form for PM<sub>2.5</sub> Interagency Consultation

### Comments/Explanation/Details:

The proposed project is in a nonattainment area for federal PM<sub>2.5</sub> standards. Therefore, according to 40 CFR Part 93, a hotspot analysis is required for conformity purposes. However, the Environmental Protection Agency (EPA) does not require a quantitative hotspot analysis for projects that are not a project of air quality concern (POAQC). Five types of projects listed in 40 CFR Section 93.123(b)(1) qualify as a POAQC. The following discussion evaluates whether the proposed project falls into any of these POAQC categories.

1. The project is not a new or expanded highway project that would have a significant number of or increase in the number of diesel vehicles (40 CFR Section 93.123 (b)(1)(i)).

*The traffic report for this phase of the project shows that the percentage of trucks will remain the same with and without the project and the AADT will remain the same with and without the project. The LOS on US-101 Northbound Off-Ramp - Coyote Road / Blossom Hill Road will improve from a worst-case LOS F without the project to LOS C with the project and the LOS at the US-101 Southbound Off-Ramp / Blossom Hill Road will improve from a worst-case LOS D without the project to LOS C with the project. The LOS will remain the same at all other locations.*

2. The project is not likely to affect any intersections (40 CFR Section 93.123 (b)(1)(ii)).

*The project will not have an effect on any intersections with a significant number of diesel vehicles.*

3. 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 (40 CFR Section 93.123 (b)(1)(iii)).

*Not applicable - No bus or rail terminals are affected by the project.*

4. 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 (40 CFR Section 93.123 (b)(1)(iv)).

*Not applicable - No bus or rail terminals are affected by the project.*

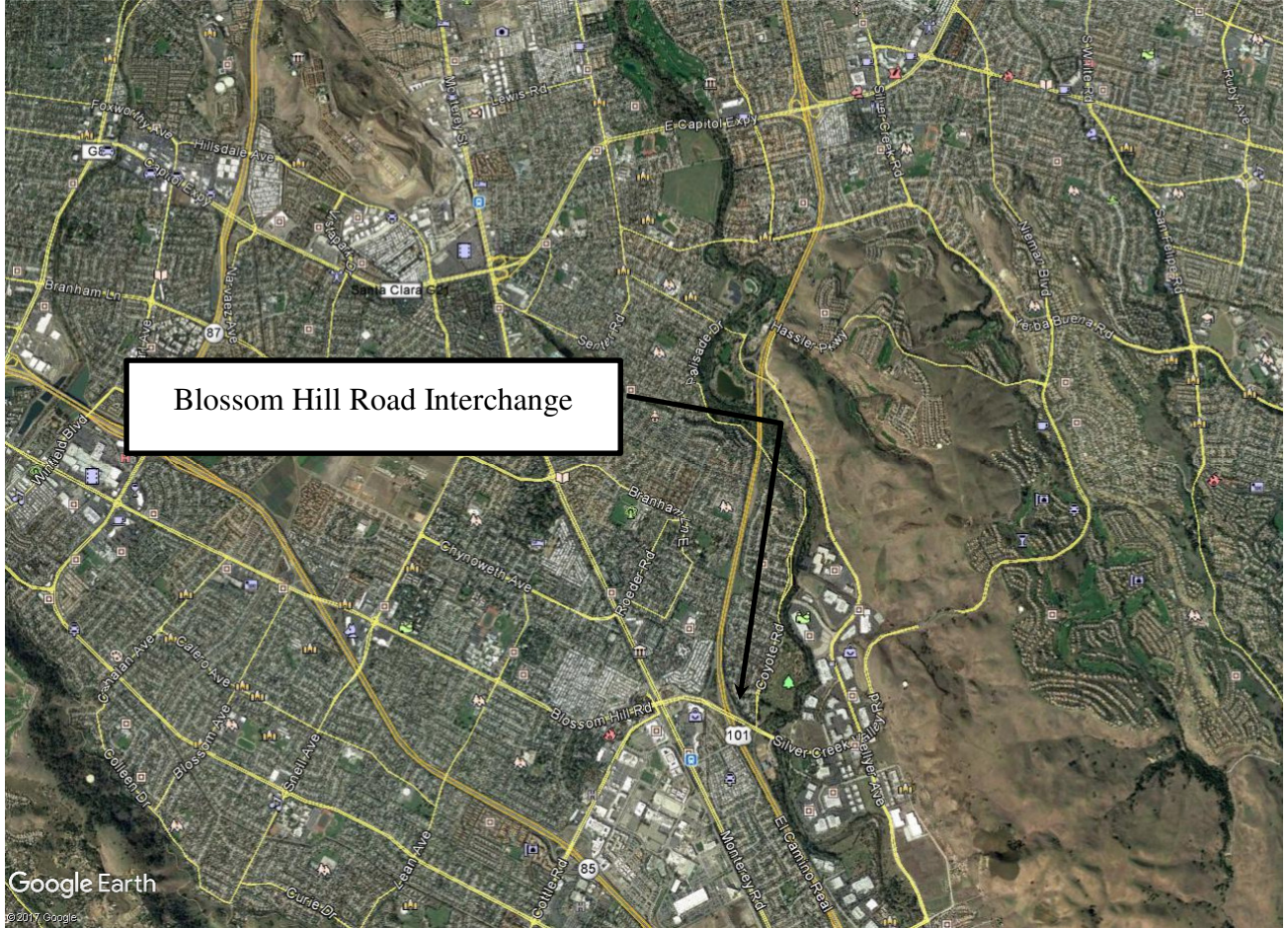
5. The project is not in or affecting locations, areas or categories of sites that are identified in the PM<sub>2.5</sub> applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation (40 CFR Section 93.123 (b)(1)(v)).

*Project does not affect locations identified in an applicable implementation plan or implementation plan submission. On January 9, 2013, the US EPA issued a final rule that determined the San Francisco Bay Area air basin has attained the 24-hour PM<sub>2.5</sub> National Ambient Air Quality Standards (NAAQS). As a result, new state implementation plan (SIP) provisions are not necessary to demonstrate how the air basin will attain the standard.*

Based on the evaluation above, the project should not be considered a POAQC and not require a quantitative hot-spot analysis to demonstrate that it will not cause or worsen an existing PM<sub>2.5</sub> violation.

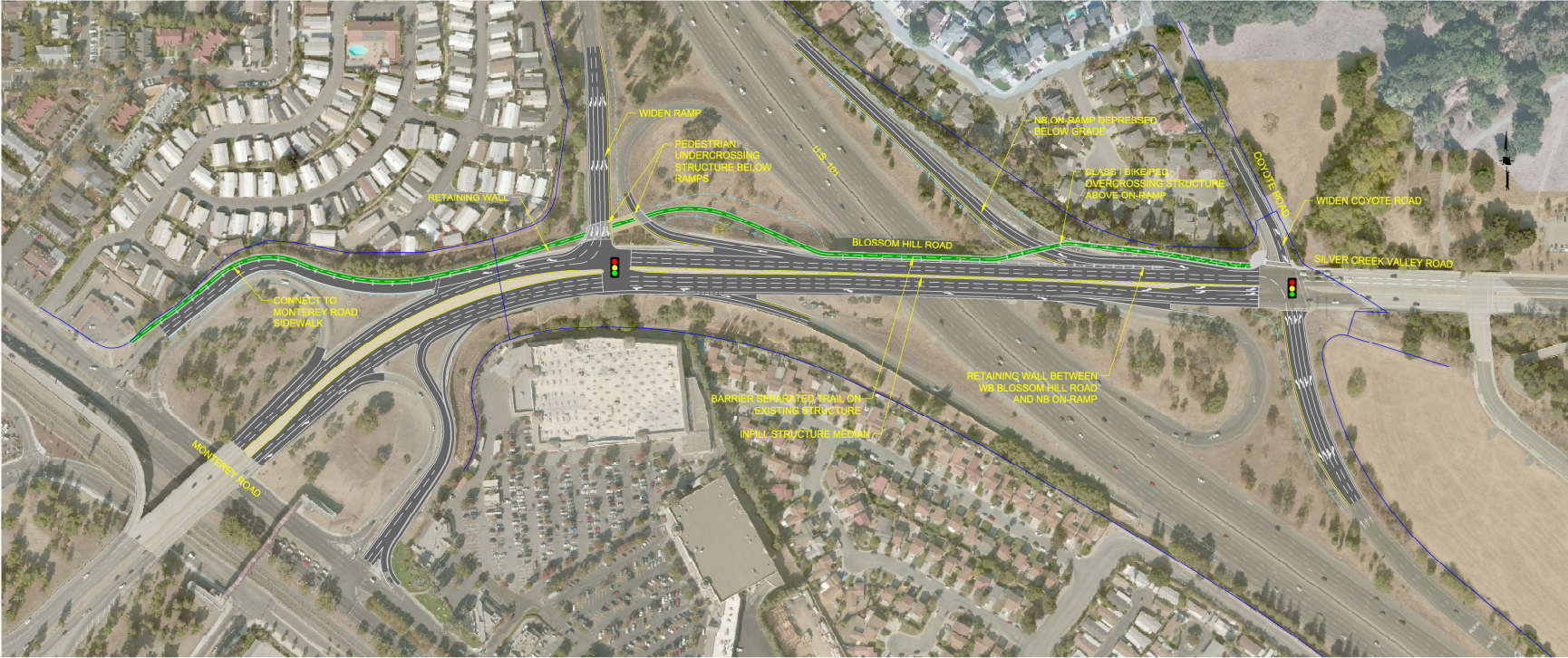


# Project Assessment Form for PM<sub>2.5</sub> Interagency Consultation



# Project Assessment Form for PM<sub>2.5</sub> Interagency Consultation

## U.S. 101 / BLOSSOM HILL ROAD The City of San Jose



PROPOSED BUILD ALTERNATIVE

Scale: 1" = 100'

Drawn: ANI Reviewed: WJW

HMM# 4306.00 07/2017



**Application of Criteria for a Project of Air Quality Concern**  
**Project Title: Interstate 80 (I-80)/Gilman Street Interchange Improvements Project**  
**Project Summary for Air Quality Conformity Task Force Meeting: September 28, 2017**

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**Description**

- Project will reconfigure the I-80/Gilman Street interchange located in northwest Berkeley near its boundary with the City of Albany
- Replace non-signalized intersection configuration with two hybrid single-lane roundabouts with multilane portions on Gilman Street at the I-80 ramp terminals
- Reconstruct portions of Gilman Street, West Frontage Road and Eastshore Highway to allow for the minimum amount of spacing between ramp intersections and local intersections
- Construct shared-use Class I path on the south side of the Gilman Street undercrossing to Eastshore Highway
- Construct two-way cycle track on the south side of Gilman Street between eastern roundabout and 4<sup>th</sup> Street
- Build pedestrian/bicycle overcrossing over I-80, connecting to the Bay Trail, Class I path, and two-way cycle track
- PG&E utility relocations
- EBMUD pipeline relocation and extension
- No change to I-80 mainline

**Background**

- NEPA process for Initial Study/Environmental Assessment (IS/EA) is ongoing; Draft IS/EA anticipated to be circulated for public review in early 2018
- Seeking air quality conformity determination on or before January 2018

**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?*

- Not a new or expanded highway project
- Interchange improvement – no change to I-80 mainline
- No change in traffic volume or truck percentages

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

- Intersections at LOS D, E, or F improve and delays decrease
- No project changes to land use that would affect diesel traffic percentage

*(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 PM<sub>10</sub> or PM<sub>2.5</sub> implementation plan as site of violation?*

- The intersection area has not been identified as a possible violation site

**RTIP ID#** 21144

**TIP ID#** ALA050079

**Air Quality Conformity Task Force Consideration**

**Date** September 28, 2017

**Project Description** (*clearly describe project*)

The Interstate-80 (I-80)/Gilman Street Interchange Improvement Project would reconfigure the interchange located in northwest Berkeley near its boundary with the City of Albany. The project includes one build alternative, the Roundabout Alternative. The Roundabout Alternative includes the reconfiguration of I-80 ramps and intersections at Gilman Street. The existing non-signalized intersection configuration with stop-controlled ramp terminuses would be replaced with two hybrid single-lane roundabouts with multilane portions on Gilman Street at the I-80 ramp terminals. The I-80 ramps and frontage road intersections at each ramp intersection would be combined to form one single roundabout intersection. Gilman Street would be reconstructed from approximately 300 feet west of West Frontage Road to approximately 100 feet east of 4<sup>th</sup> Street. Work would also include reconstruction of West Frontage Road and Eastshore Highway to allow for the minimum amount of spacing between ramp intersections and local intersections. Eastshore Highway would be converted from two lanes to one lane entering the roundabout in order to reduce the number of conflicts. During this reconfiguration, pavement preservation (mill and overlay) would be implemented. There are no proposed improvements to the freeway mainline.

A shared-use Class I path for pedestrians and bicyclists would be constructed on the south side of the Gilman Street undercrossing. The shared-use path would extend south along Eastshore Highway, where it would then connect to a proposed bicycle/pedestrian overcrossing. The overcrossing would be constructed over I-80, merging into the existing San Francisco Bay Trail (Bay Trail) that runs parallel to West Frontage Road. The shared-use path would terminate at the Bay Trail on the west and at the eastern roundabout on the east side of the project. From the eastern roundabout, it would join a two-way cycle track and the existing sidewalk. The Roundabout Alternative also includes a two-way cycle track on the south side of Gilman Street between the eastern roundabout and 4<sup>th</sup> Street.

Figures 1 and 2 show the regional and local project location. The Roundabout Alternative is shown in Figure 3. The figures are presented below at the end of this form.

**Type of Project:** Reconfigure Existing Interchange

<b>County</b>	<i>Narrative Location/Route &amp; Postmiles</i>
Alameda	The project is located in Alameda County at the I-80/Gilman Street interchange in the City of Berkeley (Post Miles 6.4 to 6.82).
	<b>Caltrans Projects – EA# 04-0A7700</b>

**Lead Agency:** California Department of Transportation

<i>Contact Person</i>	<i>Phone#</i>	<i>Fax#</i>	<i>Email</i>
Paul Herman	(510) 286-5701		Paul.Herman@dot.ca.gov

**Federal Action for which Project-Level PM Conformity is Needed** (*check appropriate box*)

<i>Categorical Exclusion (NEPA)</i>	X	<b>EA or Draft EIS</b>	<b>FONSI or Final EIS</b>	<b>PS&amp;E or Construction</b>	<i>Other</i>
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**Scheduled Date of Federal Action:** June 2018

<b>NEPA Delegation – Project Type</b> <i>(check appropriate box)</i>				
	<b>Section 326 – Categorical Exclusion</b>	<b>X</b>	<b>Section 327 – Non- Categorical Exclusion</b>	
<b>Current Programming Dates</b> <i>(as appropriate)</i>				
	PE/Environmental	ENG	ROW	CON
Start	10/15	10/15	3/18	10/19
End	6/18	1/19	4/19	11/21
<b>Project Purpose and Need (Summary): (please be brief)</b>				
<b>Purpose</b>				
<ul style="list-style-type: none"> <li>• Simplify and improve navigation and traffic operations on Gilman Street between the West Frontage Road and 2<sup>nd</sup> Street through the I-80 interchange</li> <li>• Reduce congestion, vehicle queues, and conflicts</li> <li>• Improve safety at Gilman Street intersections;</li> <li>• Improve local and regional bicycle and pedestrian facilities through the I-80/Gilman Street interchange</li> <li>• Improve safety at the I-80/Gilman Street interchange</li> </ul>				
<b>Project goal</b>				
<ul style="list-style-type: none"> <li>• A goal of the proposed project is to improve and enhance the Gilman Street entry corridor into west Berkeley</li> </ul>				
<b>Need</b>				
<ul style="list-style-type: none"> <li>• Nonstandard spacing between I-80 ramp intersections and frontage roads combined with free-flow traffic on Gilman Street without turn channelization creates poor intersection operations due to short weaving lengths, left turn storage in through lanes, and complex vehicle navigation through multiple points of conflict;</li> <li>• Existing and future poor Level of Service (LOS) conditions at the I-80 ramp intersections and Eastshore Highway intersections with Gilman Street during weekday and weekend peak hours due to stop-controlled intersections;</li> <li>• Existing vehicle queue spillback from the I-80/Gilman Street ramp intersections onto the freeway off-ramps, especially in the westbound I-80 direction;</li> <li>• Gap in the local and regional bikeway system exists on Gilman Street between the Class II facility east of 2<sup>nd</sup> Street and the Class I Bay Trail facility.</li> </ul>				
<b>Surrounding Land Use/Traffic Generators</b> <i>(especially effect on diesel traffic)</i>				
<p>The project area is bounded by a mix of industrial, commercial, and recreational developments. I-80 is a transcontinental east-west freeway. Gilman Street is an east-west arterial that extends from Buchanan Street Extension to the west and Hopkins Street to the east, and is a major vehicle route for accessing the freeway. Gilman Street provides primary access from the Cities of Berkeley and Albany to Golden Gate Fields horse racing track, the Tom Bates Recreational Complex, and the waterfront shoreline areas. Diesel traffic in the project area is related to commercial and light industrial land uses.</p>				

**Brief summary of assumptions and methodology used for conducting analysis**

The information presented in this form was obtained from the Traffic Operations Analysis Report (Traffic Report) prepared by TJKM on June 22, 2017. The Traffic Report focused on peak hour traffic volumes instead of average annual daily traffic (AADT) because peak hour volumes are pertinent to assessing operations of the Roundabout Alternative. However, the Traffic Report provided existing AADT for I-80 and Gilman Street. The project would not change truck AADT in the interchange area. There may be a slight change in peak period truck volumes due to improved traffic flow associated with the Roundabout Alternative. However, on a daily basis, the implementation of a roundabout would not affect local truck trip generation and roadway volumes. Therefore, truck volumes were derived using the existing truck percentage relative to total AADT.

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

NOT APPLICABLE (facility is not a highway or street)

**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**

NOT APPLICABLE (facility is not a highway or street)

**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**

Segment	AADT					
	Existing (2014)			Build/No Build (2040)		
	Total AADT	Trucks AADT	% Trucks	Total AADT	Trucks AADT	% Trucks
I-80 Mainline	274,000	10,960	4%	290,430	11,617	4%
I-80 EB Off Ramp at Gilman	5,900	236	4%	5,900	236	4%
I-80 EB On Ramp at Gilman	9,000	360	4%	9,920	397	4%
I-80 WB Off Ramp at Gilman	10,600	424	4%	21,160	846	4%
I-80 WB On Ramp at Gilman	6,300	252	4%	13,300	532	4%
Gilman St Between 2nd and 4th Sts EB	9,532	763	8%	13,656	1,092	8%
Gilman St Between 2nd and 4th Sts WB	9,532	477	5%	13,656	683	5%
Gilman St Between 7th and 8th Sts EB	7,589	607	8%	9,486	759	8%
Gilman St Between 7th and 8th Sts WB	7,589	379	5%	9,486	474	5%

**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**

NOT APPLICABLE (facility is not an intermodal facility/terminal/transfer point)

**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**

NOT APPLICABLE (facility is not an intermodal facility/terminal/transfer point)

**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**

NOT APPLICABLE (facility is not an intermodal facility/terminal/transfer point)

**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**

NOT APPLICABLE (facility is not an intermodal facility/terminal/transfer point)

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

The decisive goal of the project is to simplify and improve navigation, mobility, reduce congestion, and improve safety at the I-80/Gilman Street interchange. The short- and long-term benefits related to congestion relief are summarized below from the Traffic Report.

**2020 Opening Year**

- The Gilman Street/Frontage Road and the Gilman Street/westbound I-80 ramps intersections improve from LOS F to LOS A during the AM peak hour.
- The Gilman Street/eastbound I-80 ramps intersection improves from LOS D to LOS A and the Gilman Street/Eastshore Highway intersections improves from LOS F to LOS A during the AM peak hour.
- The Gilman Street/Frontage Road and the Gilman Street/westbound I-80 ramps intersections improve from LOS F to LOS A during the PM peak hour.
- The Gilman Street/eastbound I-80 ramps and the Gilman Street/Eastshore Highway intersections improve from LOS F to LOS B during the PM peak hour.

**2040 Horizon Year**

- The Gilman Street/Frontage Road and the Gilman Street/westbound I-80 ramps intersections improve from LOS F to LOS C during the AM peak hour.
- The Gilman Street/eastbound I-80 ramps intersection improves from LOS C to LOS A and the Gilman Street/Eastshore Highway intersections improves from LOS F to LOS A during the AM peak hour.
- The Gilman Street/Frontage Road and the Gilman Street/westbound I-80 ramps intersections improve from LOS F to LOS A during the PM peak hour.
- The Gilman Street/eastbound I-80 ramps intersection level of service remains the same at LOS C and the Gilman Street/Eastshore Highway intersections improve from LOS F to LOS C during the AM peak hour.

**Roundabout Alternative Level of Service Analysis**

Intersection	2020 Opening Year Roundabout Alternative Level of Service		2040 Horizon Year Roundabout Alternative Level of Service	
	AM Peak	AM Peak	AM Peak	PM Peak
	LOS	LOS	LOS	LOS
Gilman Street at Frontage Road	A	C	C	A
Gilman Street at westbound I-80 ramps				
Gilman Street at eastbound I-80 ramps	A	A	A	C
Gilman Street at Eastshore Highway				

It is also important to recognize that the queue lengths are projected to reduce significantly on the I-80 eastbound off-ramp and on the I-80 westbound off-ramp to Gilman Street under both 2020 and 2040 Conditions.

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

For the following reasons, the project would not be considered a “project of air quality concern” (according to 40 CRF 93.123(b)(1)) and would not trigger the need for a PM<sub>2.5</sub> hot-spot modeling analysis:

1. New or expanded highway projects that have a significant number of or significant increase in diesel vehicles (significant number is defined as greater than 125,000 AADT and 8 percent or more of such AADT is diesel truck traffic, or in practice 10,000 truck AADT or more regardless of total AADT; significant increase is defined in practice as a 10 percent increase in heavy duty truck traffic);

The Roundabout Alternative would reconfigure the existing non-signalized intersection configuration with stop-controlled ramp terminuses with two hybrid single-lane roundabouts with multi-lane portions on Gilman Street at the I-80 ramp terminals. The I-80 ramps and frontage road intersections at each ramp intersection would be combined to form one single roundabout intersection. According to the Traffic Report, this action would improve peak hour traffic flow. As discussed above, the Roundabout Alternative would not change the AADT on Gilman Street or I-80. On Gilman Street, the No Build and Roundabout Alternative truck AADT is between 1,342 and 1,977 trucks in 2020 and 1,469 and 2,470 trucks in 2040

2. Projects affecting intersections that are at a Level of Service D, E, or F, with a significant number of diesel vehicles, or that that will change to Level of Service D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project;

The purpose of the Roundabout Alternative is to simplify and improve navigation, mobility and traffic operations, reduce congestion, vehicle queues and conflicts, improve local and regional bicycle connections and pedestrian facilities, and improve safety at the I-80/Gilman Street interchange. The Traffic Report determined that the Roundabout Alternative would result in 2020 and 2040 benefits at the following intersections: Gilman Street/Frontage Road, Gilman Street/Westbound I-80 Ramps, Gilman Street/Eastbound I-80 Ramps, and Gilman Street /Eastshore Highway. The traffic study also concluded that the queue lengths would be reduced significantly on the I-80 eastbound off-ramp and on the I-80 westbound off-ramp to Gilman Street under both 2020 and 2040 conditions. The reduced delay and improved flow would improve localized PM emissions by reducing engine idling and associated exhaust emissions;

3. New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location;

The Roundabout Alternative does not include a new bus or rail terminal or transfer point.

4. Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location; or

The Roundabout Alternative does not include an expanded bus or rail terminal or transfer point.

5. Projects in or affecting locations, areas, or categories of sites which are identified in the PM<sub>2.5</sub> or PM<sub>10</sub> Implementation Plan or Implementation Plan submission, as appropriate, as sites of possible violation;

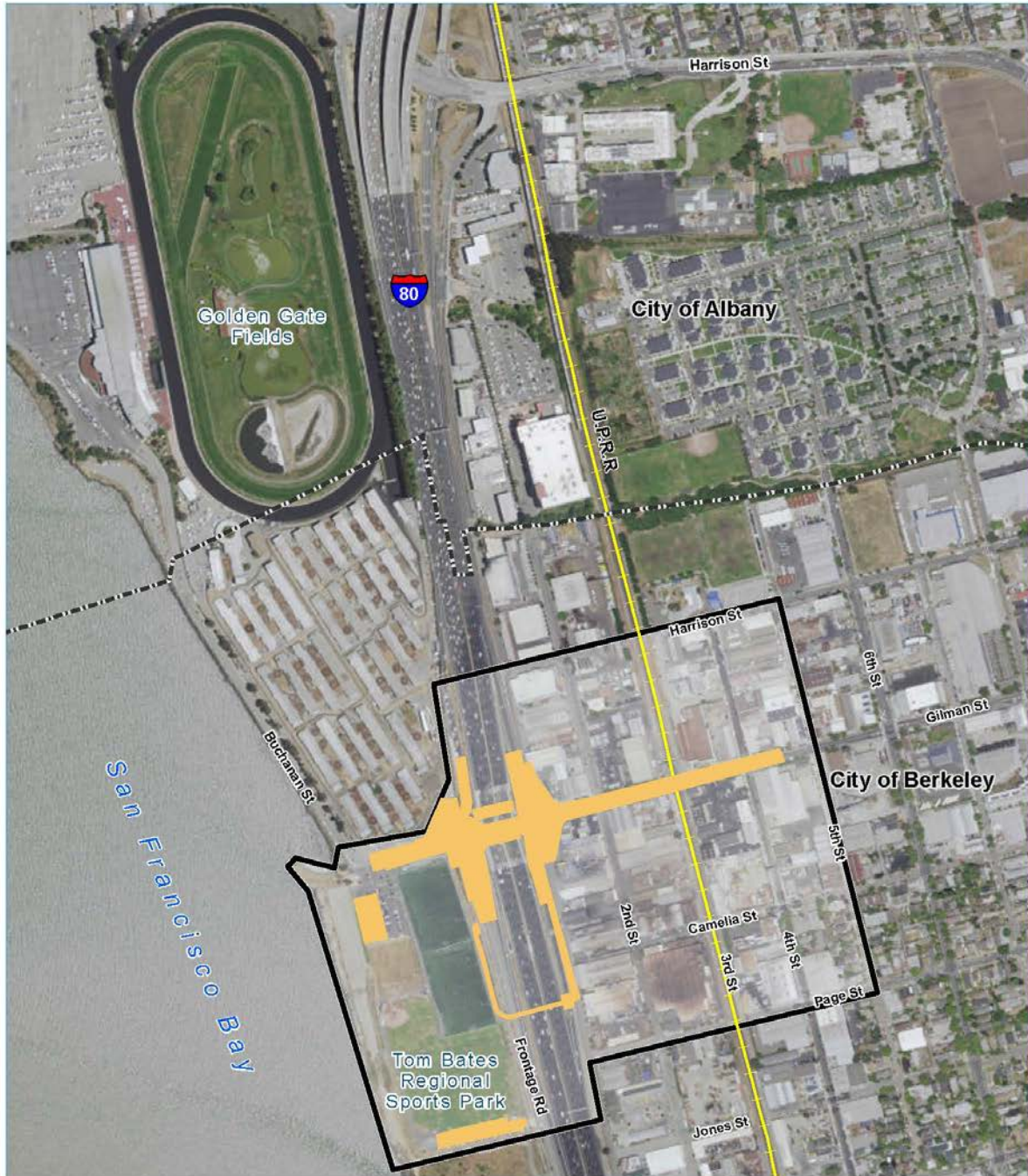
The intersection area has not been identified as a possible violation site.







**Figure 1. Regional Location**



Figure 2. Project Location



-  Project Area
-  Project Study Area
-  City Limits
-  Rail

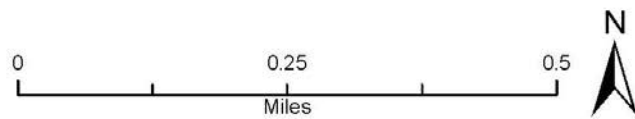


Figure 3. Roundabout Alternative

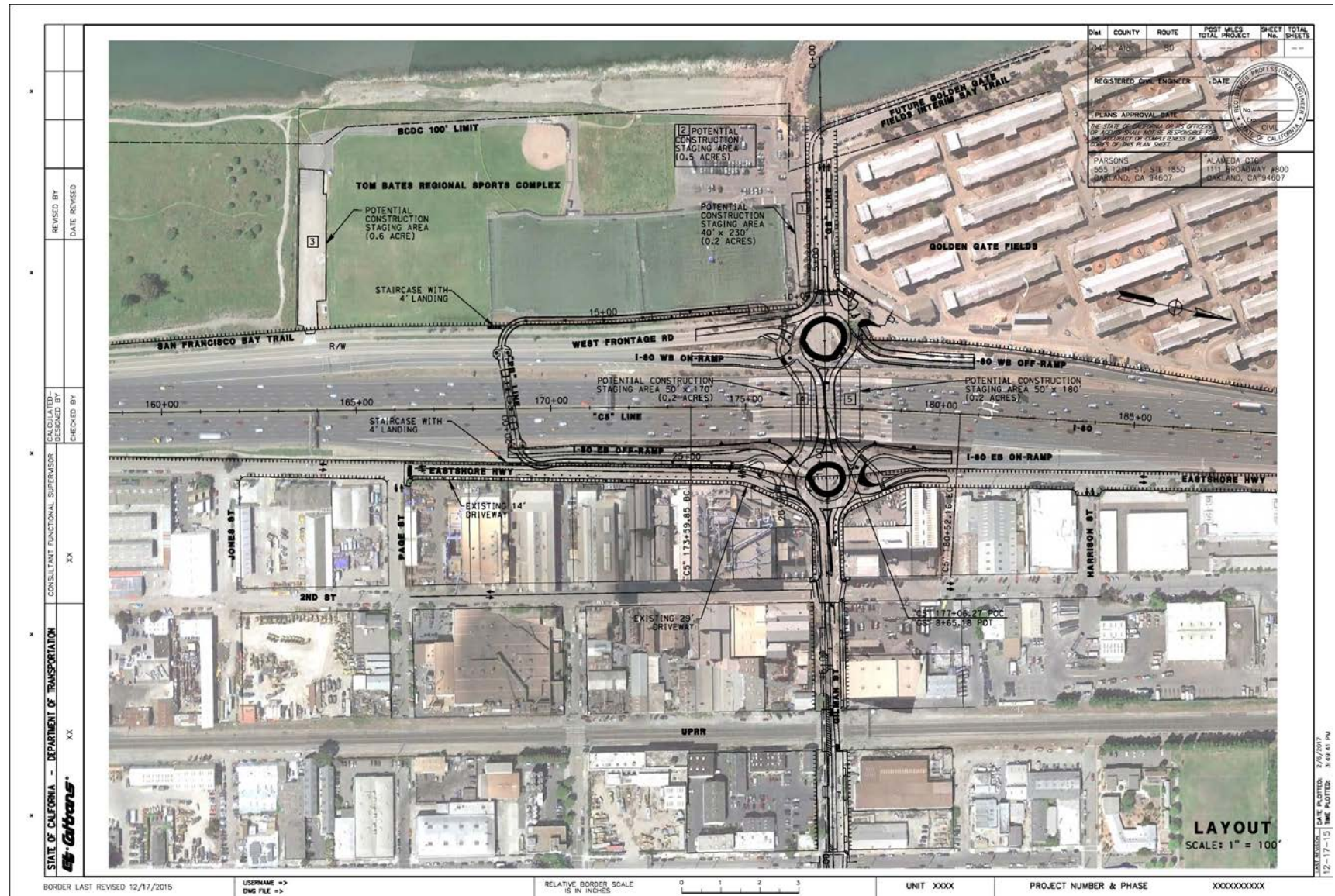













Figure 4. Land Use



- |   |                                       |   |                     |   |                    |
|---|---------------------------------------|---|---------------------|---|--------------------|
|  | Single Family Residential             |  | Industrial          |  | Vacant             |
|  | Multiple Residential, 2-4 Units       |  | Park and Recreation |  | Project Study Area |
|  | Multiple Residential, 5 or more units |  | Public Agency       |  | City Limits        |
|  | Commercial                            |  | Transportation      |   |                    |

