



US 101/SR 92 Interchange Projects Status Update

TA Board Meeting
Oct 3, 2019
Agenda Item #11 (a)



Short-Term and Long-Term Projects

- US 101/ SR 92 Interchange Area Improvements Project (Short-Term)
- US 101/ SR 92 Direct Connector Project (Long-Term)

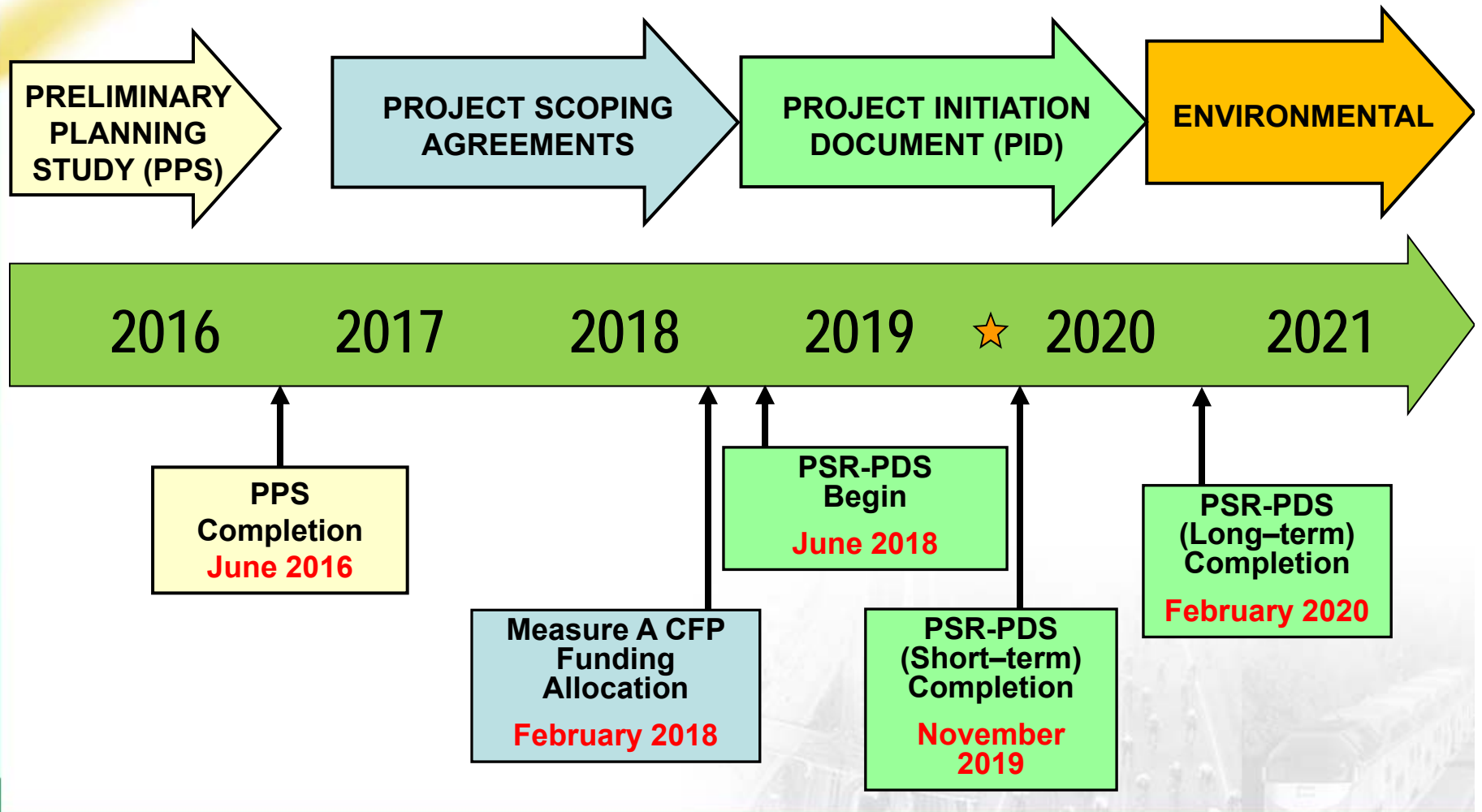


Presentation Overview

- Status of the Projects
- Project Stakeholder
- Purpose and Need
- Alternatives
- Cost Estimates
- Schedule
- Next Step



Status of Projects





Stakeholders



Oversight and PID Approval Agency



SAN MATEO COUNTY
Transportation
Authority

Funding and Implementing Agencies



Project Partner



Project Co-Sponsors



Purpose and Need (Short-Term)

Purpose

- Improve local access from US 101.
- Provide operational improvements at the US 101/SR 92 interchange ramps.

Need

- Inadequate ramp capacity at WB SR 92 to SB US 101 loop connector.
- Inadequate ramp capacity at US 101 NB Hillsdale Blvd. off ramp.
- Illegal crossing at gore area to exit US 101 SB at Fashion Island Boulevard off ramp.
- Short merge and heavy traffic volume from US 101 to EB SR 92.



Purpose and Need (Long-Term)

Purpose

- Improve operational efficiency of the interchange.
- Increase person throughput.
- Encourage carpooling and transit use.

Need

- Heavy traffic congestion on WB SR 92, from San Mateo-Hayward Bridge to NB and SB US 101 during the AM peak period.
- Heavy traffic congestion from NB and SB US 101 to San Mateo-Hayward Bridge during the PM peak period.

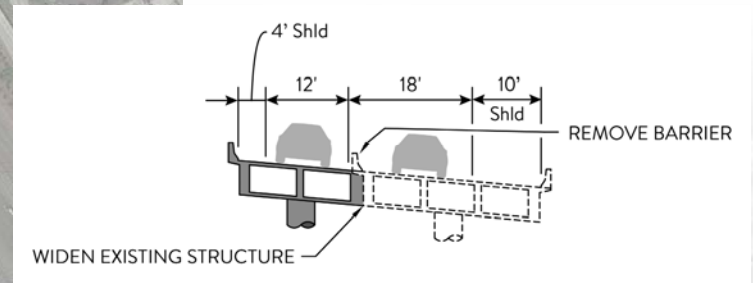
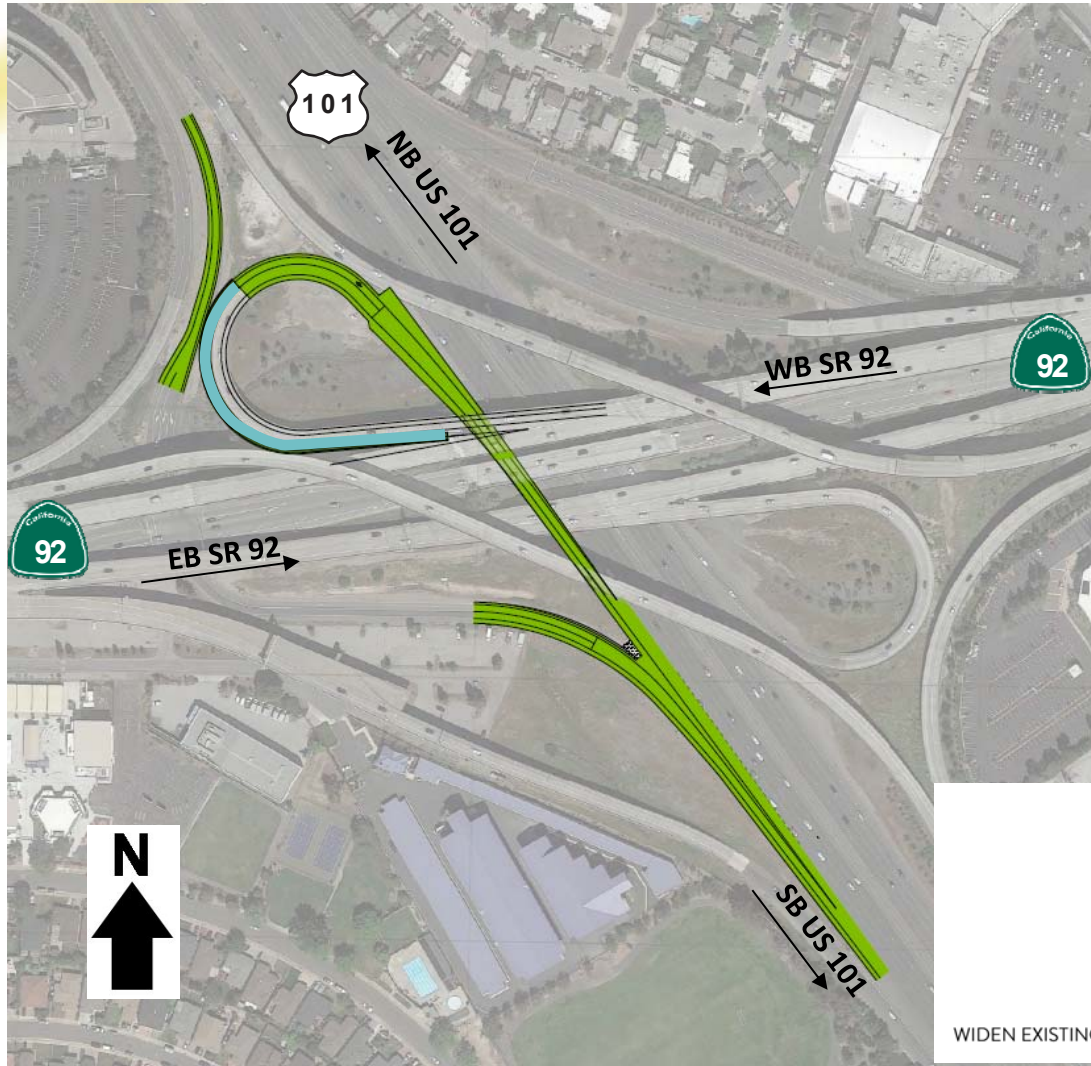


Four Improvements



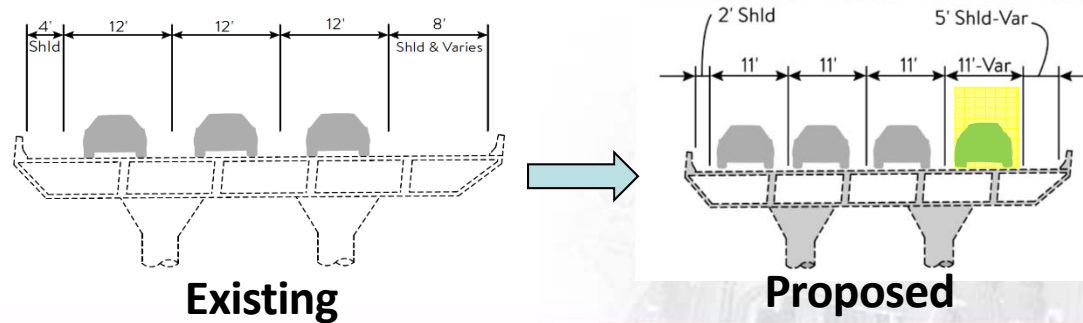


WB SR 92 to SB US 101 Ramp Widening



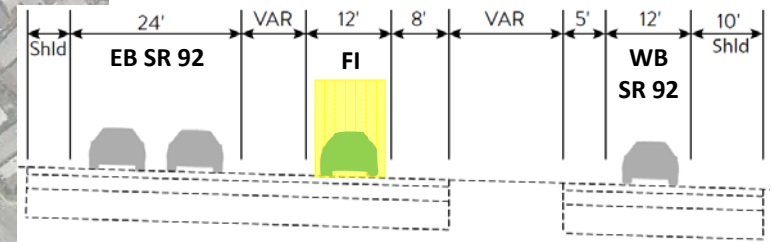


US 101 to EB SR 92 Re-striping

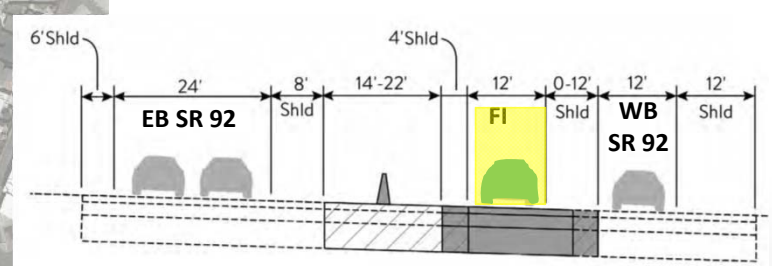




SB US101 Fashion Island Blvd Exit Re-striping and Ramp Realignment



Existing



Proposed



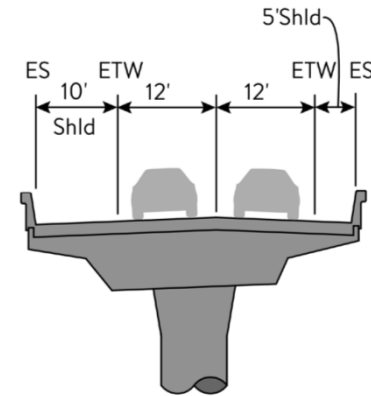
NB US 101 Hillsdale Blvd Off Ramp and East Hillsdale Blvd Minor Modifications



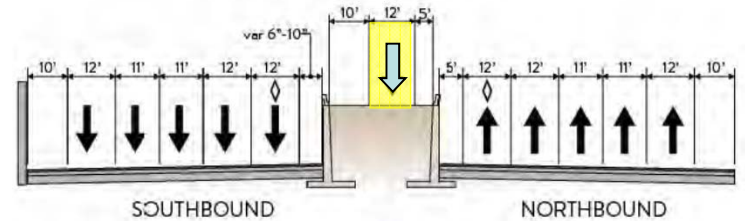
Proposed



Alternative 1: WB Direct Connector (From WB SR 92 to NB and SB US 101)



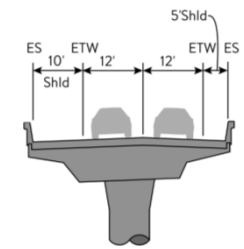
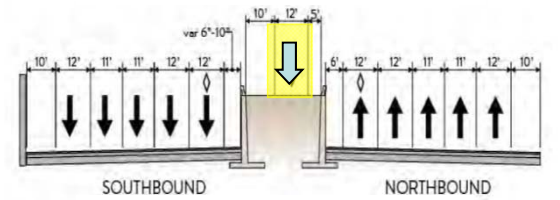
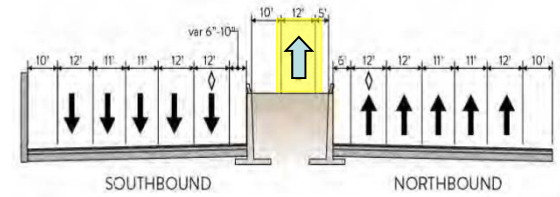
SR 92 Direct Connector Cross Section



US 101 Cross Section

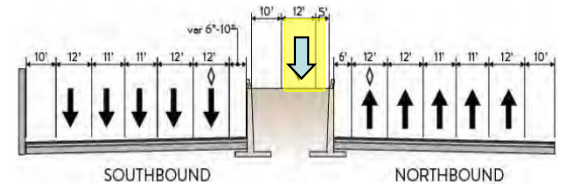


Alternative 2: Reversible Direct Connector

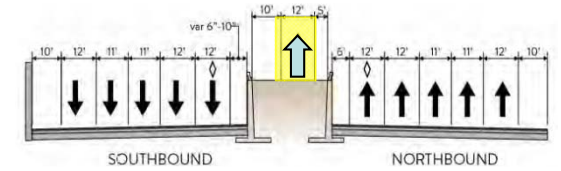




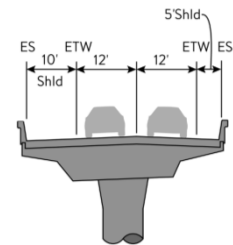
Alternative 2: Reversible Direct Connector



SECTION B-B



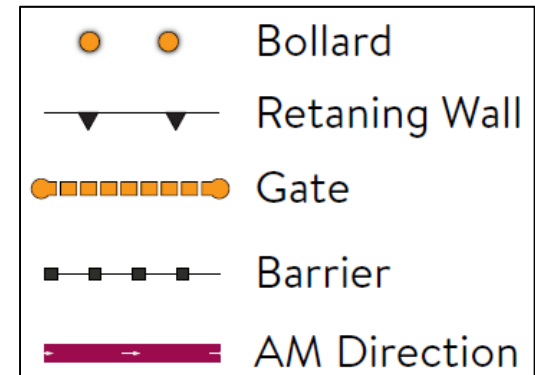
SECTION C-C



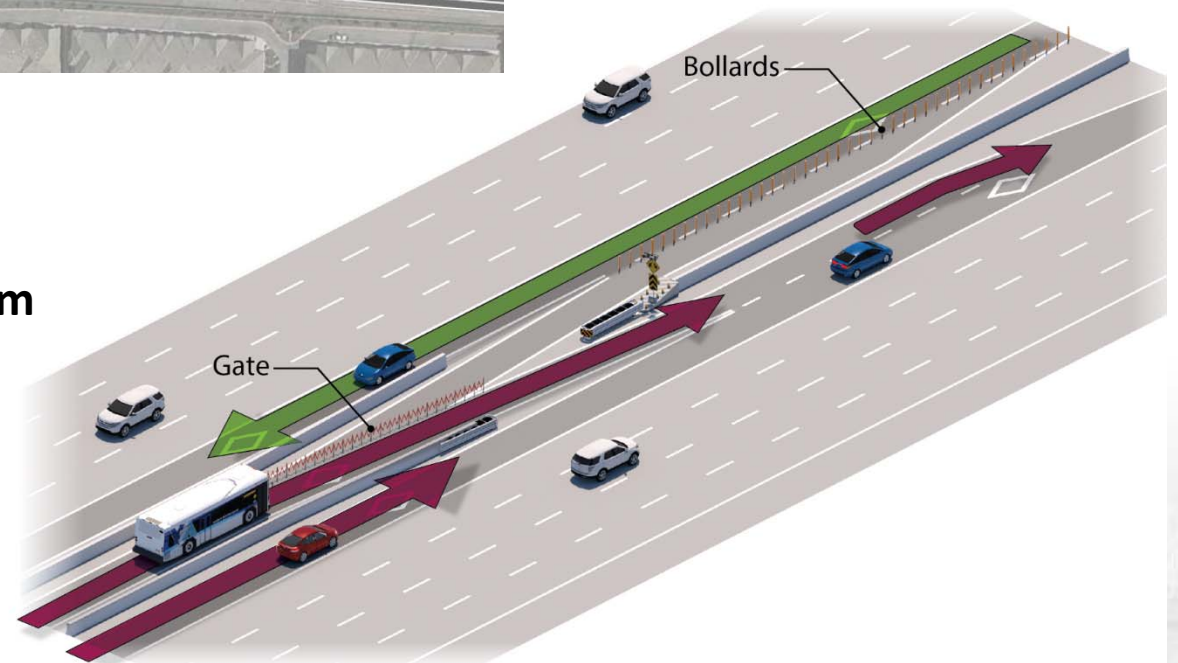
SECTION A-A



Alternative 2: Reversible Direct Connector



Electronic Gating System





Planning Level Cost Estimates

	Area Improvements	Direct Connector	
		Alternative 1	Alternative 2
PA&ED	\$ 2.4M	\$ 13.6M	\$ 15.6M - \$16.1M
PS&E	\$ 2.8M	\$ 11.3M	\$ 13M - \$13.5M
Right-of-way (Capital and Support)	\$ 0.2M	\$ 3.1M	\$ 3.1M
Construction (Capital and Support)	\$ 22.7M	\$ 132.4M	\$ 152.1M - \$ 157.4M
Total	\$28.1M	\$160.4M	\$183.8M - \$190.1M



Schedule

Area Improvements Project:

	Start	End
PA&ED	Spring 2020	Fall 2021
PS&E	Fall 2021	Winter 2022
Construction	Spring 2023	Summer 2024

Direct Connector Project:

	Start	End
PA&ED	Summer 2019	Summer 2022
PS&E	Summer 2022	Summer 2024
Construction	Fall 2024	Spring 2027



Next Step

Area Improvements Project:

- Obtain Caltrans approval and signatures on final PSR-PDS
- Submit CTC Funding allocation (\$2.4M)
- Initiate Environmental phase

Direct Connector Project:

- Submit draft PSR-PDS to Caltrans for review in December