

US 101 / Willow Road Project

TA Board Meeting
February 4, 2016
Agenda Item 12b



Presentation Overview

- Purpose and Need
- Scope of Work
- Benefits of the Project
- Cost Estimate
- Funding Sources
- Schedule
- Next Steps



101 / Willow Road Interchange



101 / Willow Road Interchange





101 / Willow Road Interchange



Existing 101 / Willow Interchange

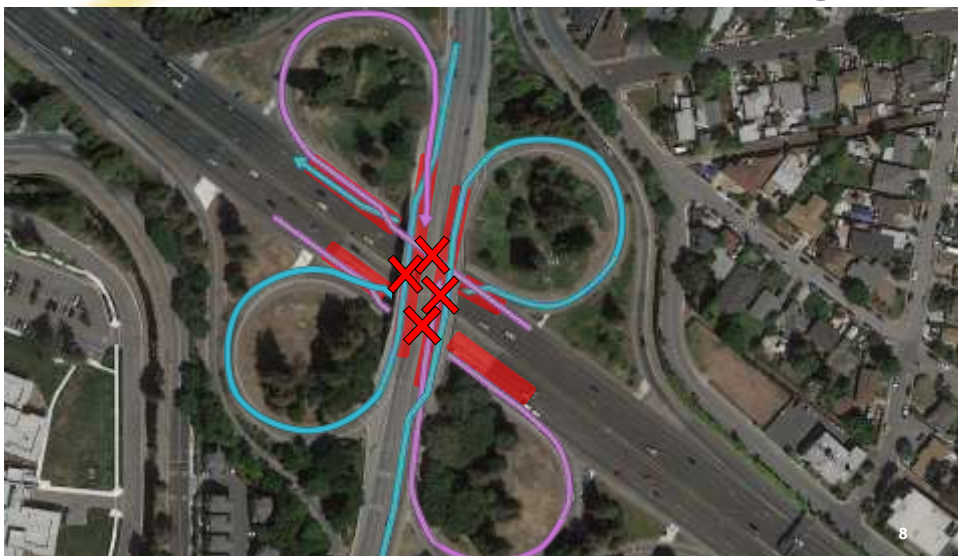




101 / Willow Road Interchange



101 / Willow Road Interchange





Southbound U.S. 101, A.M.



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Eastbound Willow Road, A.M.



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Purpose and Need

PURPOSE:

- Address the operational deficiencies of the interchange by eliminating traffic weaves and provide adequate storage on the off-ramps.

NEED:

- The short weaving segments between loop ramps along Route 101 and on Willow Road OC reduce speed, cause back-ups, and create upstream queuing on 101 and Willow Road.
- Improved access and safety are needed through the interchange for bicyclists and pedestrians.

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Scope of Work

- Reconstruct the overcrossing to provide eight lanes, sidewalks, and bike paths
- Realign and widen the diagonal off-ramps to provide additional storage, HOV bypass lane(s), and construct signalized intersections at the realigned diagonal off-ramp terminals
- Close the existing loop off-ramps
- Realign and widen the southbound loop on-ramp to provide two mixed flow lanes
- Install or modify existing ramp metering system
- Modify and realign frontage roads adjacent to the overcrossing

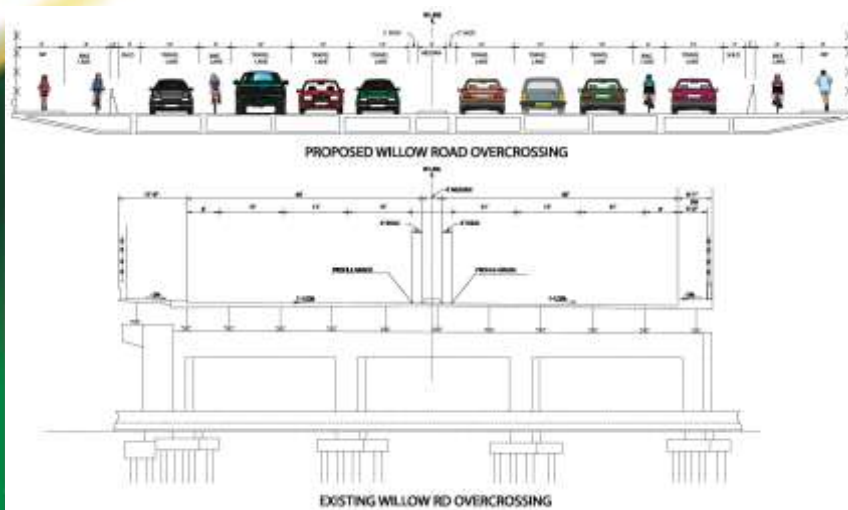
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101 / Willow Interchange in Future



101 / Willow Road Overcrossing





Project Benefits

- Improving over-all operation and safety of the interchange by elimination of the weaving movements mitigates the bottleneck that occurs on 101 and Willow
- Travel time on 101 and Willow will be reduced
- Widening the overcrossing, adding signals and eliminating the weaving will improve throughput by controlling and metering traffic
- The wider overcrossing and realignment of the ramps accommodate protected sidewalks and bike paths
- Local and regional traffic is improved
- The critical link between the 101 Corridor and the Dumbarton Bridge is improved
- New overcrossing built to current seismic and design standards replaces a 60-year-old structure

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Project Cost

Environmental Phase	\$3.5 million
Design Phase	\$5.0 million
Right-of-Way & Utility	\$3.2 million
Construction Management	\$8M or \$10.4 million
Construction Capital	\$56.4 million
TOTAL	\$76.1 or \$78.5 million

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Why the Different Construction Management Costs?

- State Policy requires that Caltrans recover full cost of services provided to others that use non-State funding
- SB 45 requires that indirect cost be included as part of the project cost
- Adds 30% when using non State or \$2.4 million to the construction management cost

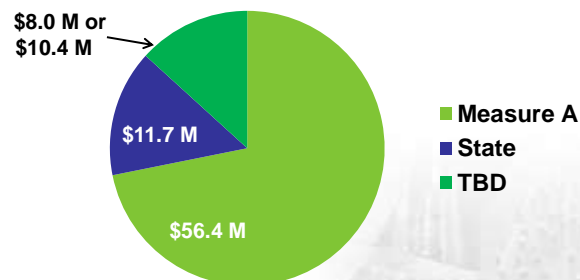
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Project Funding Sources

Total Project Funding:

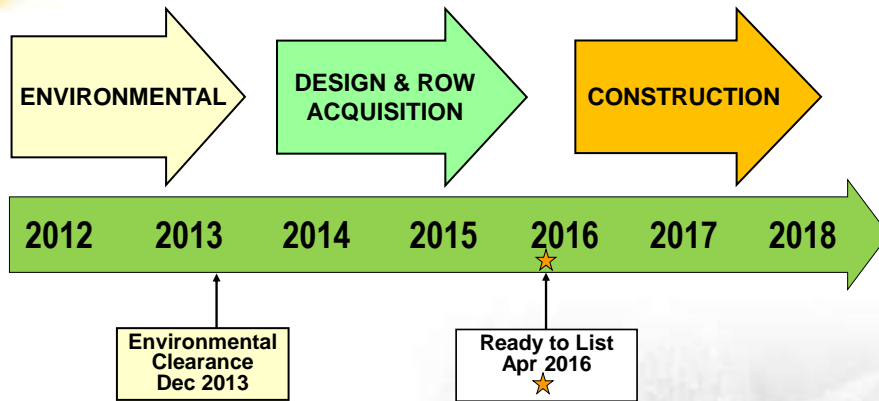
State	\$11.7 M	(Environmental, Design & Right of Way)
Measure A	\$56.4 M	(Construction Capital)
TBD	\$ 8.0 M or \$10.4 M	(Construction Management)
Total	\$76.1 M or \$78.5 M	



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Project Schedule

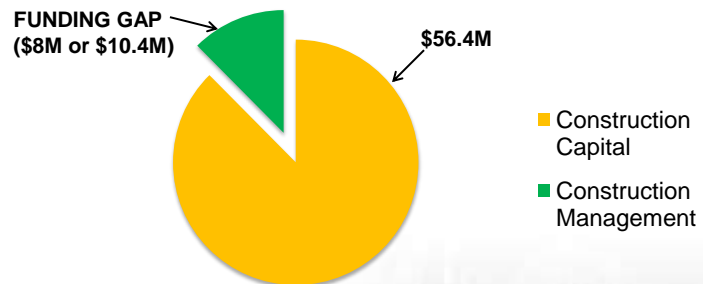


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Next Step

Address Funding Gap



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Next Step

OPTIONS:

1. Advance the STIP Funding – CTC indicates that it would unlikely be able to do so
2. Enter into a STIP loan agreement – pay back would likely be several years out
3. Secure other funding source(s) – difficult to secure before construction contract
4. Allocate additional Measure A Funding

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