US 101 / Willow Road Project

Presentation Overview

- Purpose and Need
- Scope of Work
- Benefits of the Project
- Cost Estimate
- Funding Sources
- Schedule
- Next Steps
Southbound U.S. 101, A.M.

Eastbound Willow Road, A.M.
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.

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
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

Project Cost

<table>
<thead>
<tr>
<th>Phase</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Environmental Phase</td>
<td>$3.5 million</td>
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<tr>
<td>Design Phase</td>
<td>$5.0 million</td>
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<tr>
<td>Right-of-Way &amp; Utility</td>
<td>$3.2 million</td>
</tr>
<tr>
<td>Construction Management</td>
<td>$8M or $10.4 million</td>
</tr>
<tr>
<td>Construction Capital</td>
<td>$56.4 million</td>
</tr>
<tr>
<td>TOTAL</td>
<td>$76.1 or $78.5 million</td>
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</tbody>
</table>
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

Project Funding Sources
Total Project Funding:

<table>
<thead>
<tr>
<th>Source</th>
<th>Amount</th>
<th>Description</th>
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<tbody>
<tr>
<td>State</td>
<td>$11.7 M</td>
<td>(Environmental, Design &amp; Right of Way)</td>
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<tr>
<td>Measure A</td>
<td>$56.4 M</td>
<td>(Construction Capital)</td>
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<tr>
<td>TBD</td>
<td>$8.0 M or $10.4 M</td>
<td>(Construction Management)</td>
</tr>
<tr>
<td>Total</td>
<td>$76.1 M or $78.5 M</td>
<td></td>
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</tbody>
</table>
Project Schedule

Environmental Clearance: Dec 2013
Ready to List: Apr 2016

Next Step
Address Funding Gap

FUNDING GAP ($8M or $10.4M)

$56.4M

- Construction Capital
- Construction Management
US 101 / Willow Road Project

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