US 101 – North of I-380 Managed Lanes Project
Presentation Overview

• Purpose and Need for Project
• Project Stakeholder Roles
• Constraints and Deficiencies
• Project Status
• Alternatives
• Cost
• Schedule
• Next Step
Purpose

- Create a facility that extends the benefits of the San Mateo 101 Express Lanes Project into San Francisco;
- Increase person throughput;
- Encourage carpooling and transit use;
- Improve travel time and reliability for HOV and transit users;
- Minimize degradation to general purpose lanes and local streets;
- Optimize freeway system management and traffic operations.
Need

Congestion is projected to worsen as a result of continued expansion of commercial and residential development adversely affecting the economic vitality and sustainability of San Mateo and San Francisco Counties.
Project Stakeholder Roles

• Caltrans
  - Partnering Agency
  - Approval Agency

• SMCTA, C/CAG, SFCTA
  - Sponsors
  - Funding Agencies
  - Implementing Agencies
Location Map

Project Limits
Constraints and Deficiencies

- Major Freeway Bottlenecks/ Heavy Congestion;
- Absence of Managed Lanes facilities for carpool and buses;
- Nonstandard design features;
- Existing infrastructure in need of upgrades;
- Constrained Right-of-way and vertical clearances at major railroad crossings;
- Legislation restrictions.
Example of constraints:
Grand Avenue Railroad Underpass

Existing Condition:

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Example of constraints:
Sierra Park Parkway Railroad Underpass

Existing Condition:

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SOUTHBOUND

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NORTHBOUND

Proposed Widening:

- Freeway Widening

SECTION F-F

132' +

10' 12' 12' 11' 11' 12' 12' 12' 12' 12' 12' 10' 12' 12' 12' 12' 12' 12' 12' 10'


Existing Condition:

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NORTHBOUND

BAYSHORE BLVD.

CALTRAIN TRACKS

SB US 101

NB US 101

Sierra Point Pkwy
Example of constraints:
NB101 – NB280 Connection

ML Connector Ramp
Entrance ~36’ Freeway
Widening / realign Bayshore Blvd.

Merge ML Connector with NB lanes after double deck section
Policy Constraints

• State Legislation AB No. 798
• Title 23 of US Code

Current State and Federal Legislation prohibits conversion of a general purpose lane to an Express Lane.
Project Status

• Past Studies
  - US 101 Auxiliary Lanes Project
    (Oyster Point to San Francisco County Line, completed in 2015)
  - Freeway Corridor Management Study
    (Completed in 2017)

• Current Study
  US 101 – North of I-380 Managed Lanes Project
  (Supplemental PSR-PDS to include Managed Lanes concepts into San Francisco County; scheduled to complete in May 2019)
Managed Lanes Extension

San Francisco County

San Mateo County

Variations

5th/King St. Off-Ramp

6th St. On-Ramp

Cesar Chavez Off-Ramp

101/280 Transition

Bayshore Blvd. Overcrossing

Conform SM-101 Express Lanes
## Minimum Footprint Alternative

### Typical Section – SM County

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<td>FastTrak TOLL</td>
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- **SOUTHBOUND**
  - 3 General Purpose Lanes

- **NORTHBOUND**
  - 3 General Purpose Lanes
Maximum Footprint Alternative
Typical Section – SM County

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EXPRESS LANE
FastTrak TOLL
XXXXXXXX
XXXXXXXX

SOUTHBOUND

NORTHBOUND

Freeway Widening
Maximum Footprint Alternative
Typical Section at South San Francisco
Overhead (Grand Ave. / Railroad Xing)

Outside Widening

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<tr>
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NORTHBOUND

Median Widening

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NORTHBOUND
Alternatives Definition

**in SF County**
- MINIMUM FOOTPRINT
  - 280 - Lane Conversions
  - 101 - County Line to 280 – no change NB
- MAXIMUM FOOTPRINT
  - 280 - Shoulder Conversions
  - 101 - Improve NB 101-280 Direct Connector

**in SM County**
- MINIMUM FOOTPRINT
  - 101 - #1 Lane Conversion
- MAXIMUM FOOTPRINT
  - 101 - Add lane (widening)
## Project Total Cost* ($M)

<table>
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<td>$176 - $226</td>
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<td>Maximum</td>
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<td>$322 - $652</td>
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* Source of cost estimate is the US101- North of I-380 PSR/PDS intended for long range planning purposes only and not for programming or committing capital funds.

* Total cost includes environmental through construction phases of work.
## Schedule*

<table>
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<td>Circulate Draft</td>
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<td>Environmental Document</td>
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<td>Advertise Contract</td>
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<td>Begin Construction</td>
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<td>End Construction</td>
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* Assume funding is secured.
Next Step

• Traffic Data Collection for San Mateo and San Francisco Counties – May 2019
• Decision to move forward collectively or individually in the Environmental phase
• Funding Allocation for Environmental phase – Summer 2019
• Initiate Environmental phase – Summer 2019
US 101 – North of I-380
Managed Lanes Project