



Peninsula Interchange Project Update

February 3, 2020

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Presentation Outline

- Project Overview and Description
- Traffic Analysis
- Project Design Concepts and Right-of-Way
- Cost Summary
- Potential Project Next Steps



Project Description

*Relocate US-101 southbound ramps from
E. Poplar Avenue to Peninsula Avenue*



SB US-101 at E. Poplar Avenue

- Mitigate safety issues at E. Poplar Avenue
 - Non-standard ramp length
 - High vehicle speeds exiting the freeway
 - Traffic queuing
 - Congestion

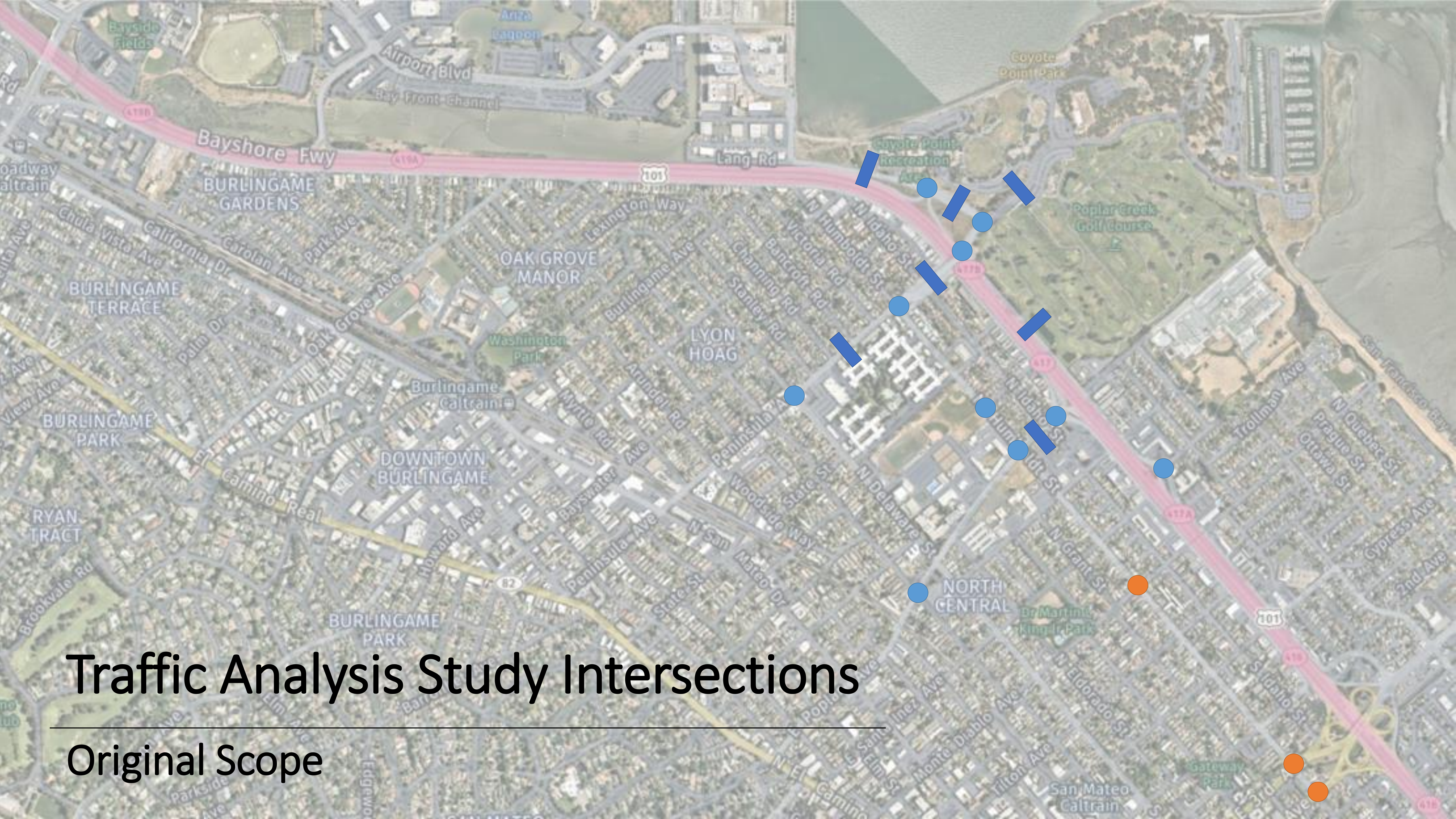


Short-Term Improvements

- Center median
- Eliminated freeway access from SB N. Amphlett
- Dedicated left turn lane for off-ramp traffic
- Reduced complexity of intersection

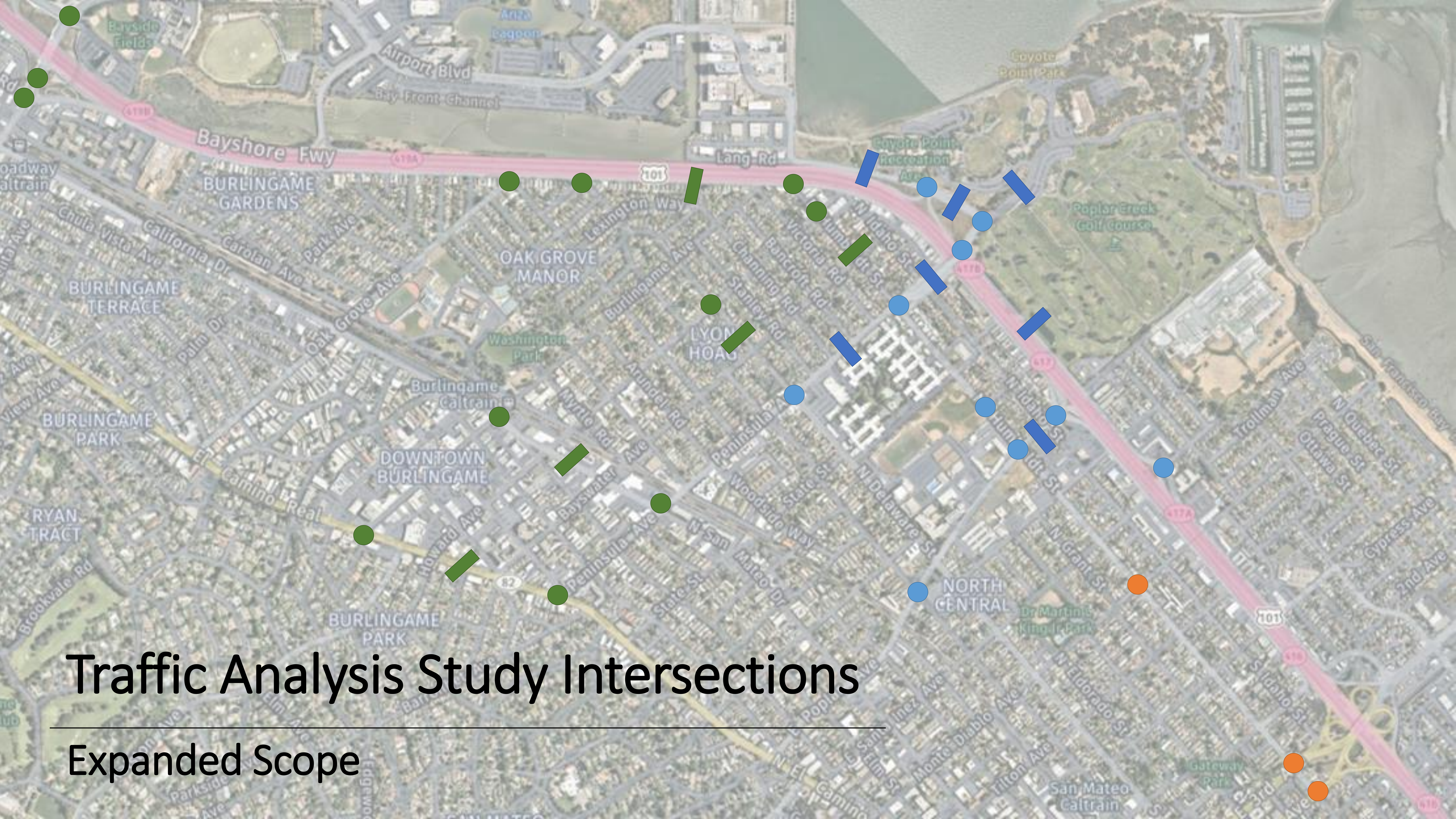
US-101 Full Access Ramps





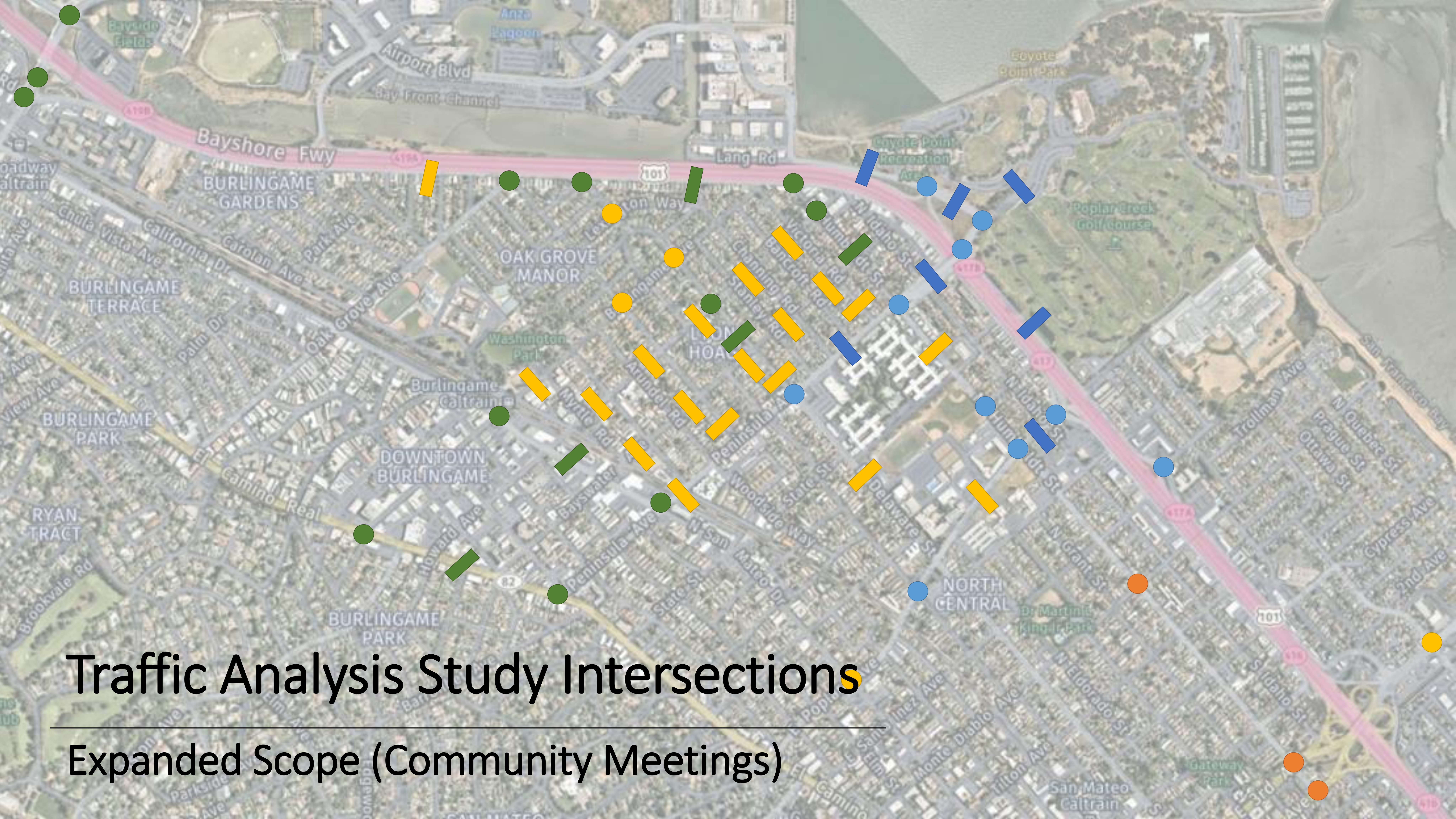
Traffic Analysis Study Intersections

Original Scope



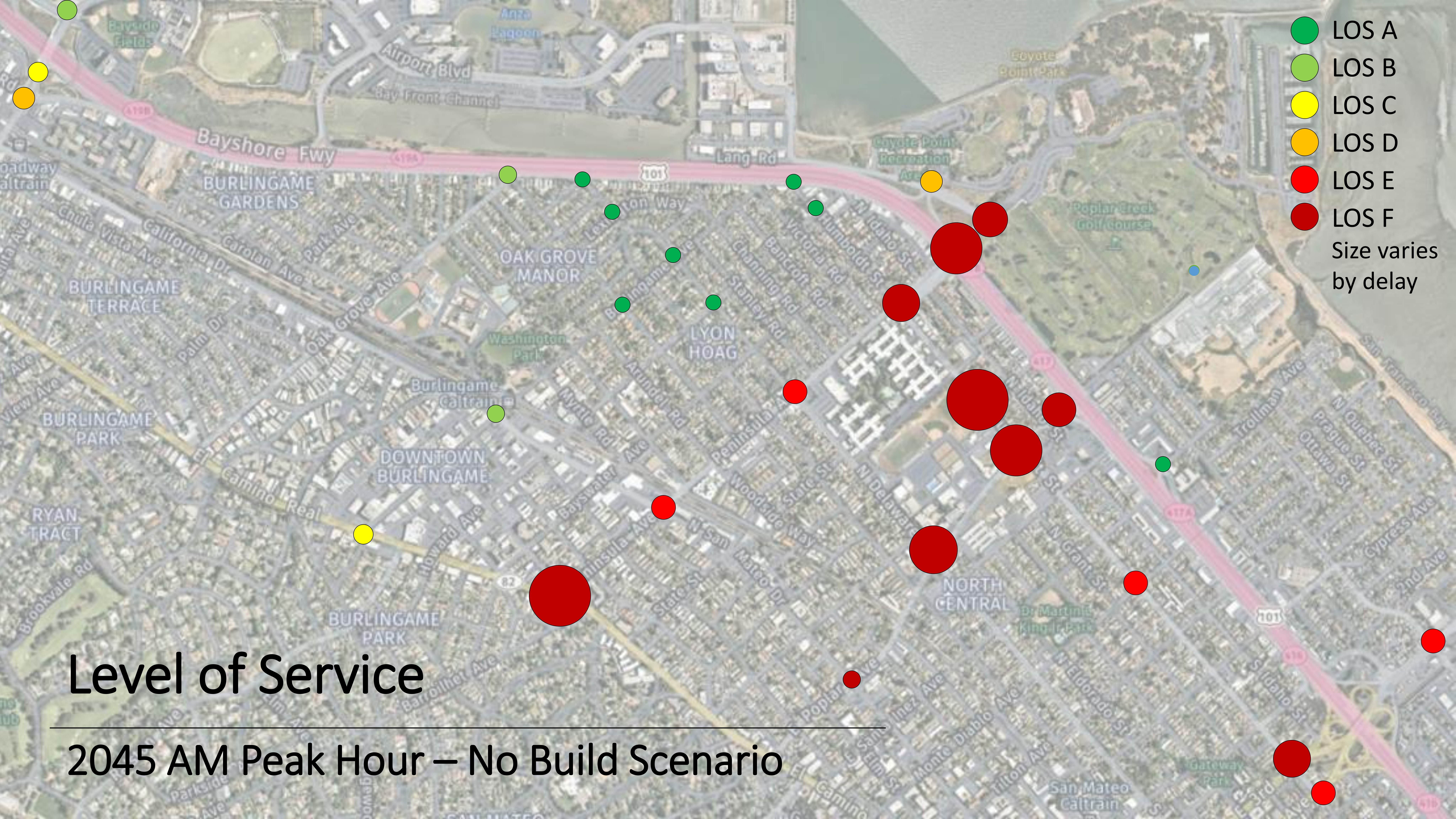
Traffic Analysis Study Intersections

Expanded Scope



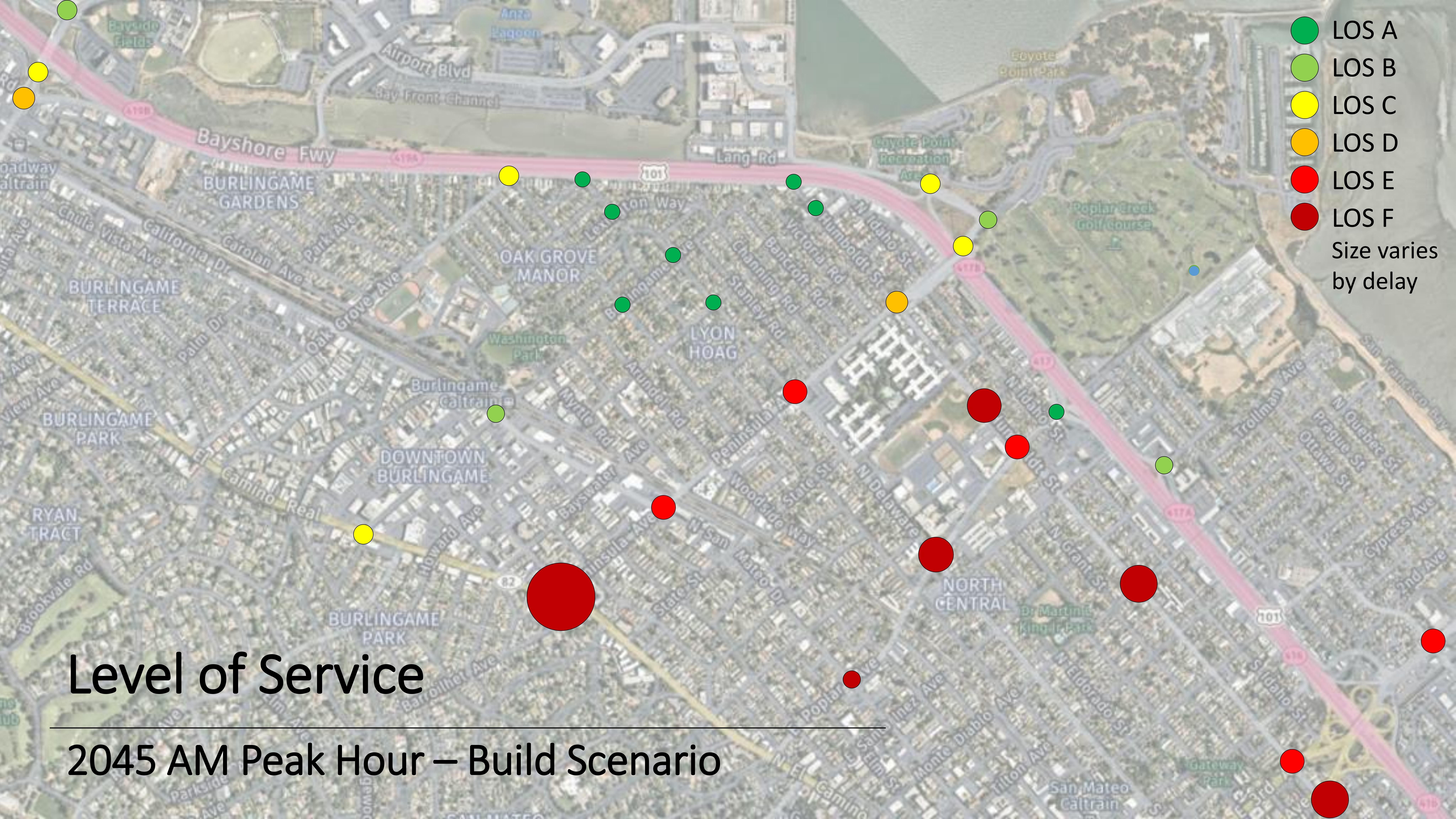
Traffic Analysis Study Intersections

Expanded Scope (Community Meetings)



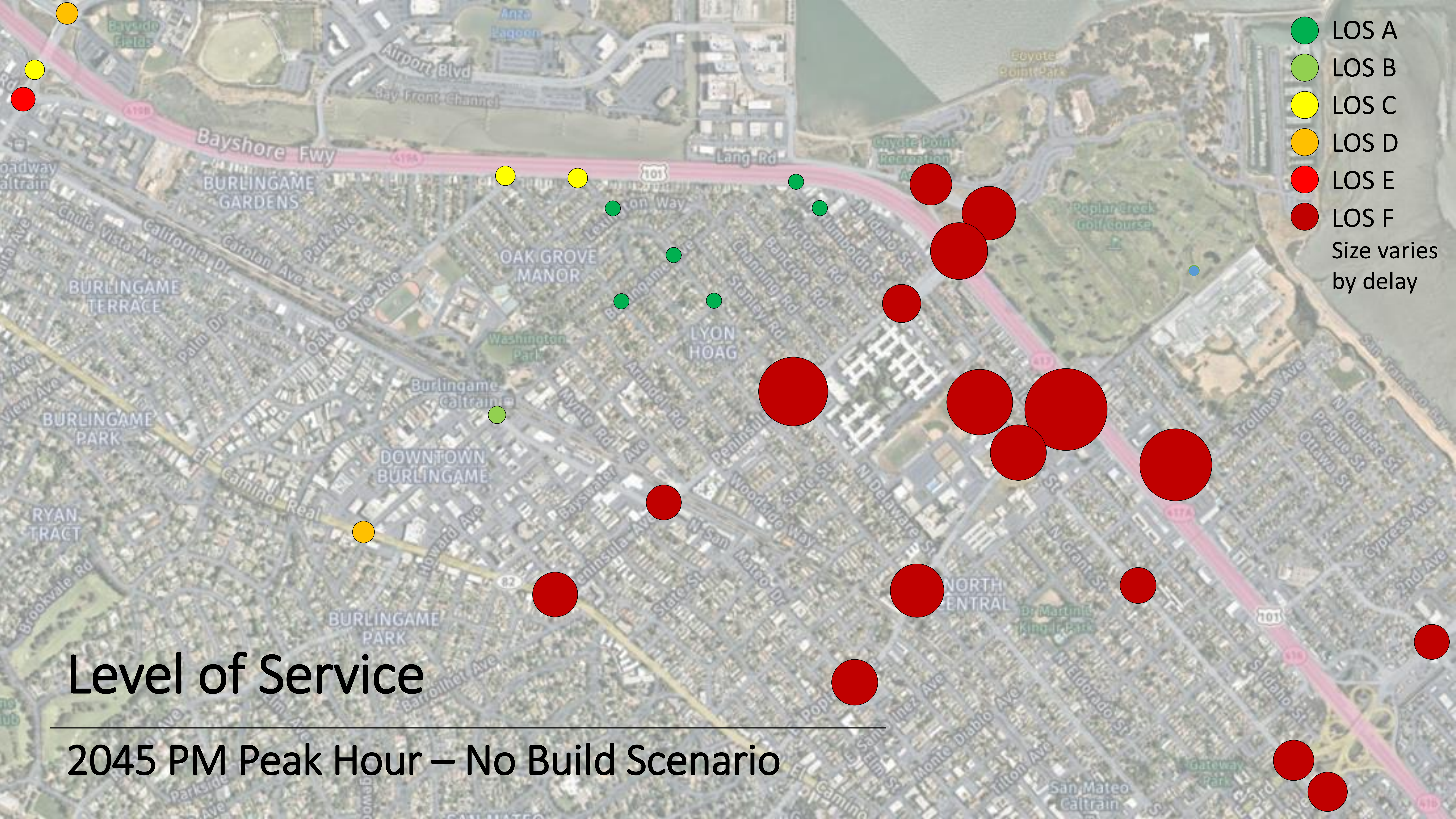
Level of Service

2045 AM Peak Hour – No Build Scenario



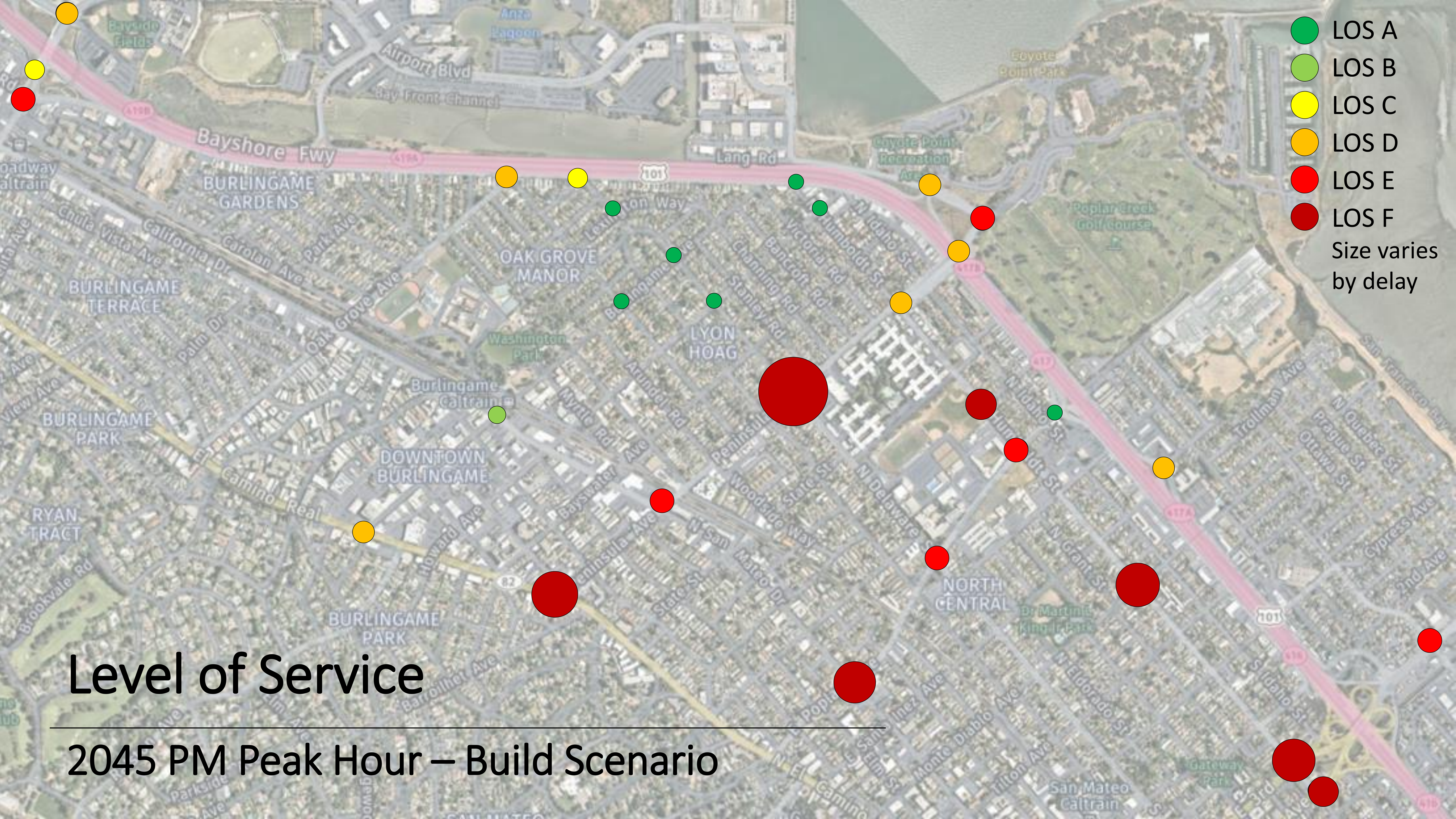
Level of Service

2045 AM Peak Hour – Build Scenario



Level of Service

2045 PM Peak Hour – No Build Scenario



Level of Service

2045 PM Peak Hour – Build Scenario



Year	Peak Hour	With Project (mins)	Without Project (mins)	Time Savings (mins)
2025	AM	3.1	5.3	2.2
	PM	4.7	8.1	3.4
2045	AM	6.4	11.8	5.4
	PM	7.4	19.0	11.6

Travel Time Comparison

Southbound US-101 to Peninsula/Delaware/Dwight



Year	Peak Hour	With Project (mins)	Without Project (mins)	Time Savings (mins)
2025	AM	3.1	12.6	9.5
	PM	4.4	8.3	3.9
2045	AM	5.9	23.5	17.6
	PM	9.7	26.3	16.3

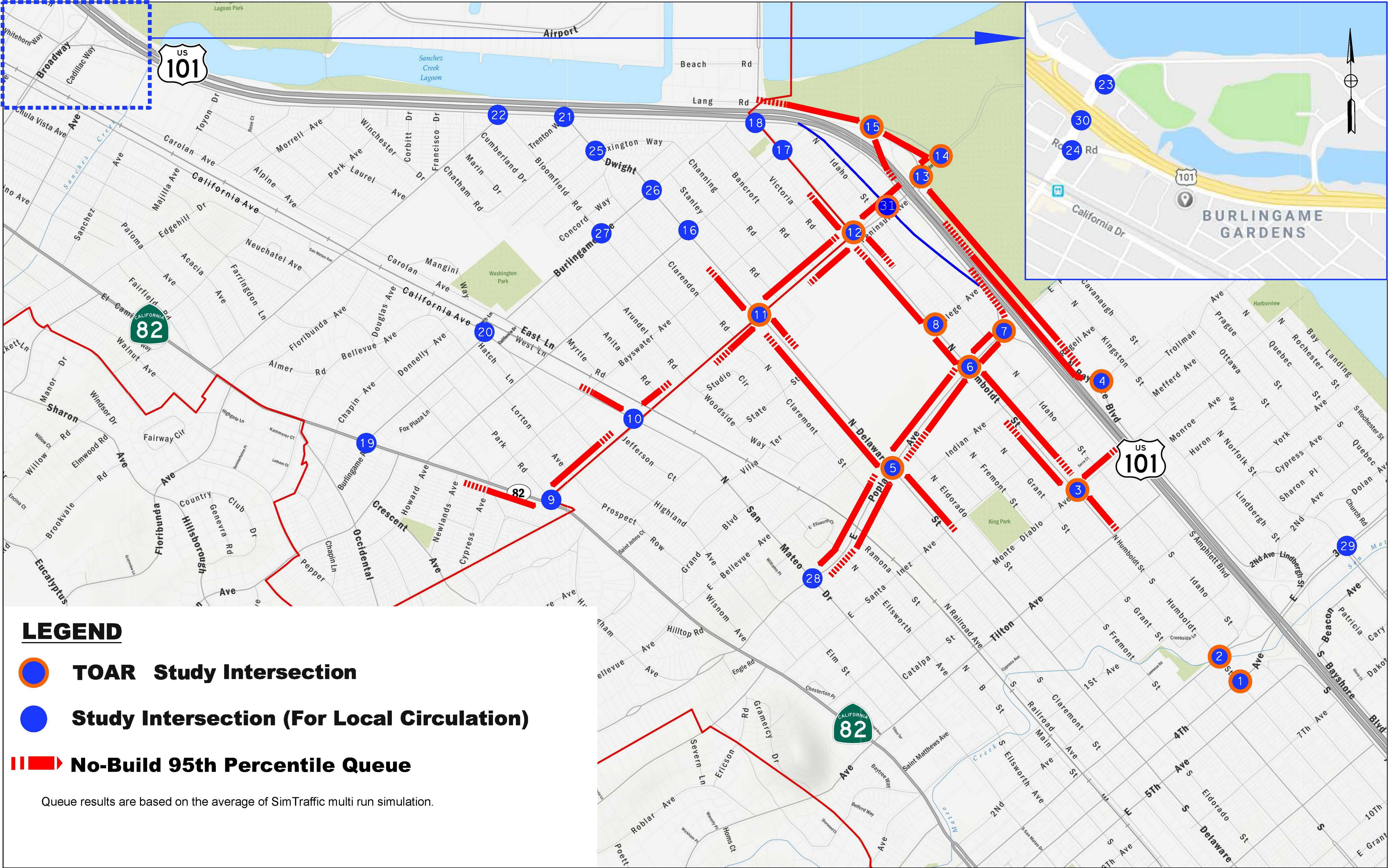
Travel Time Comparison

Peninsula/Delaware/Dwight to Southbound US-101

US 101/ PENINSULA AVENUE INTERCHANGE PROJECT

DESIGN YEAR 2045 NO-BUILD PM PEAK HOUR QUEUE SUMMARY

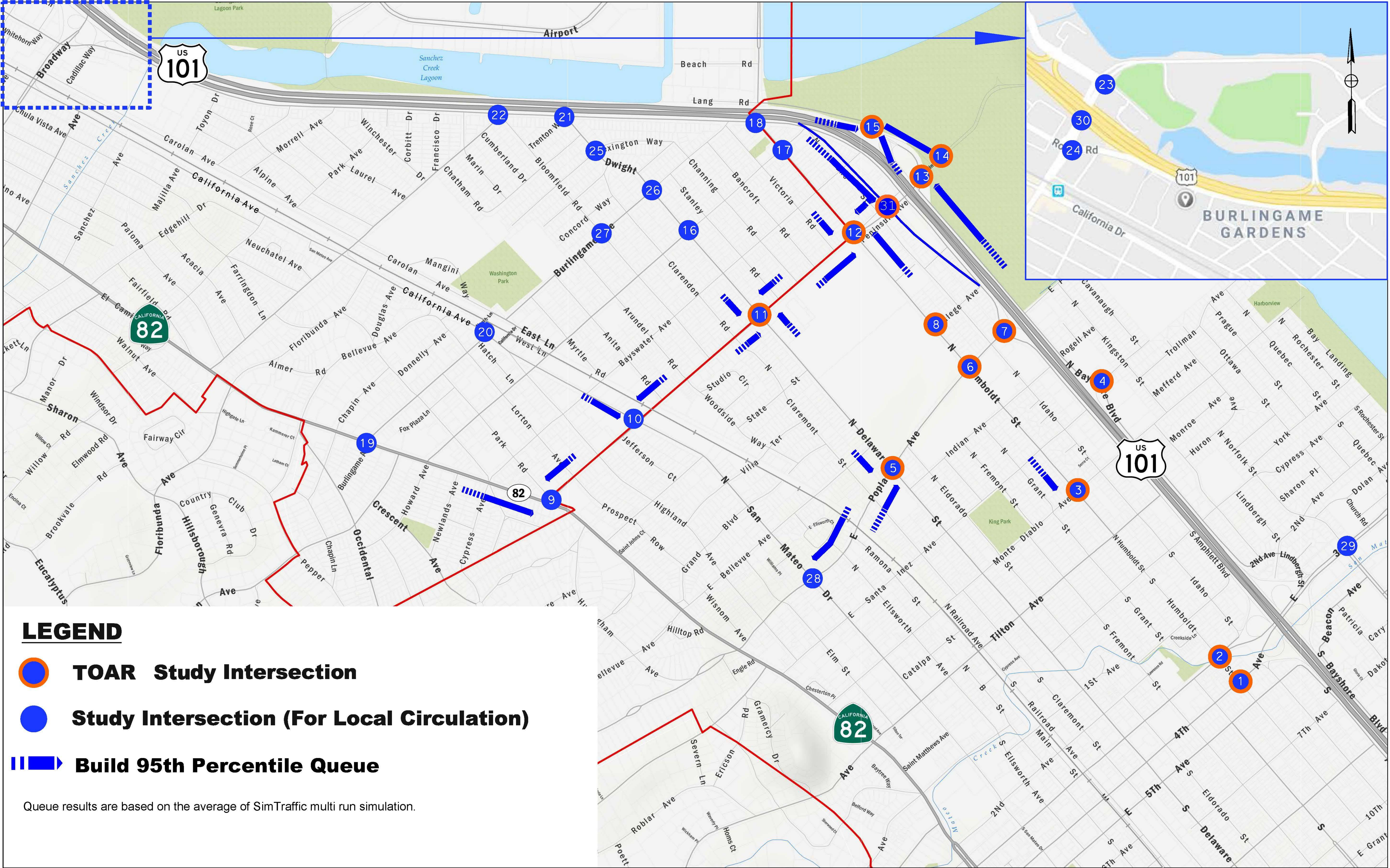
Preliminary Results - Subject to Change



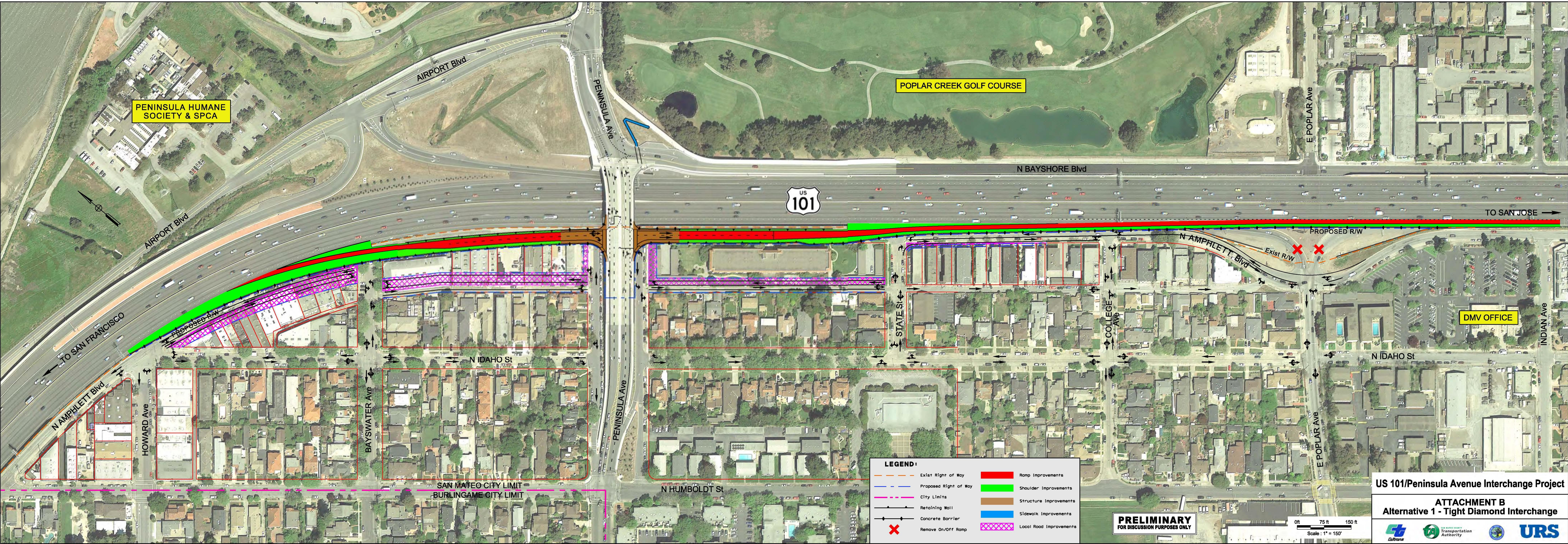
US 101/ PENINSULA AVENUE INTERCHANGE PROJECT

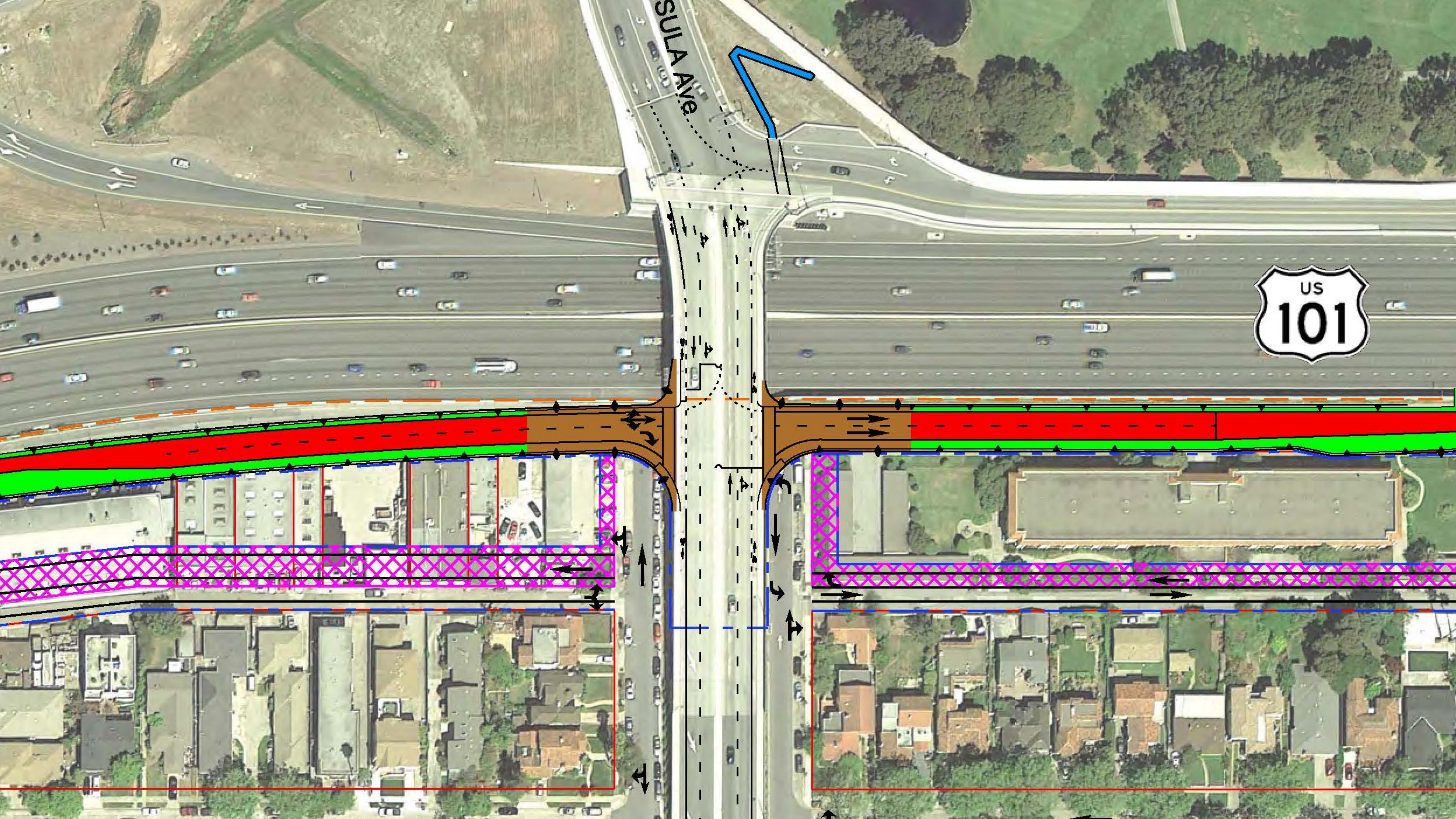
DESIGN YEAR 2045 BUILD PM PEAK HOUR QUEUE SUMMARY

Preliminary Results - Subject to Change



Design Concept No. 1 – Tight Diamond Interchange

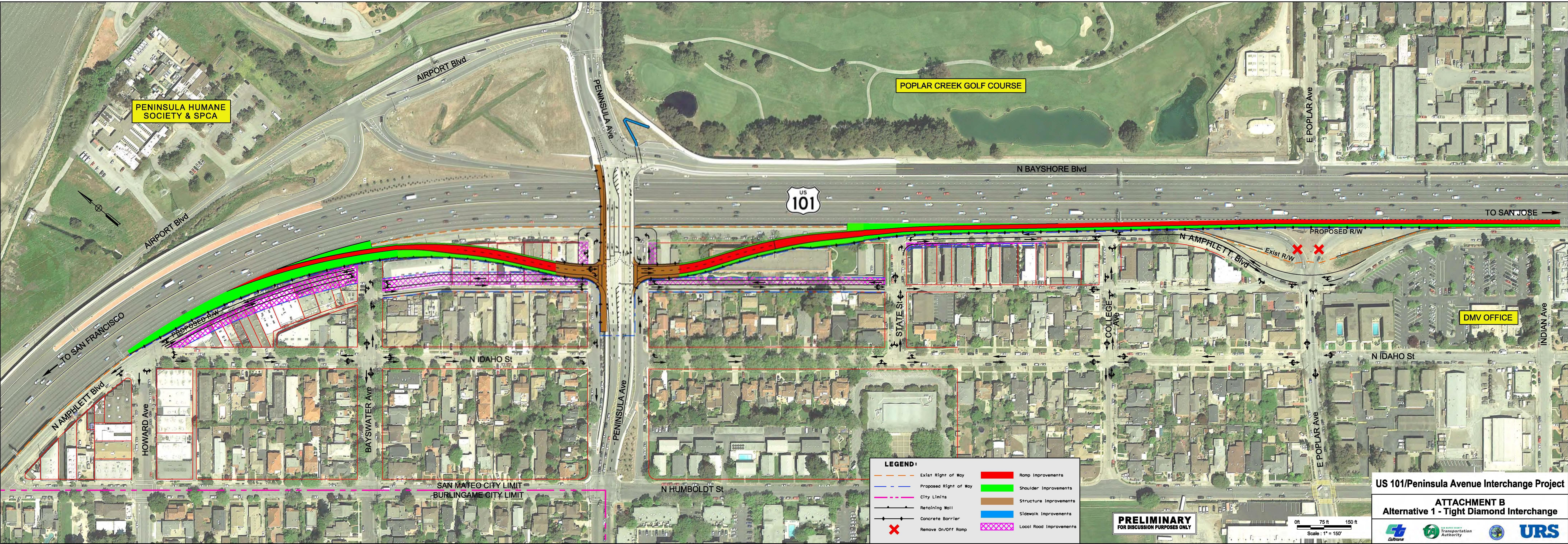


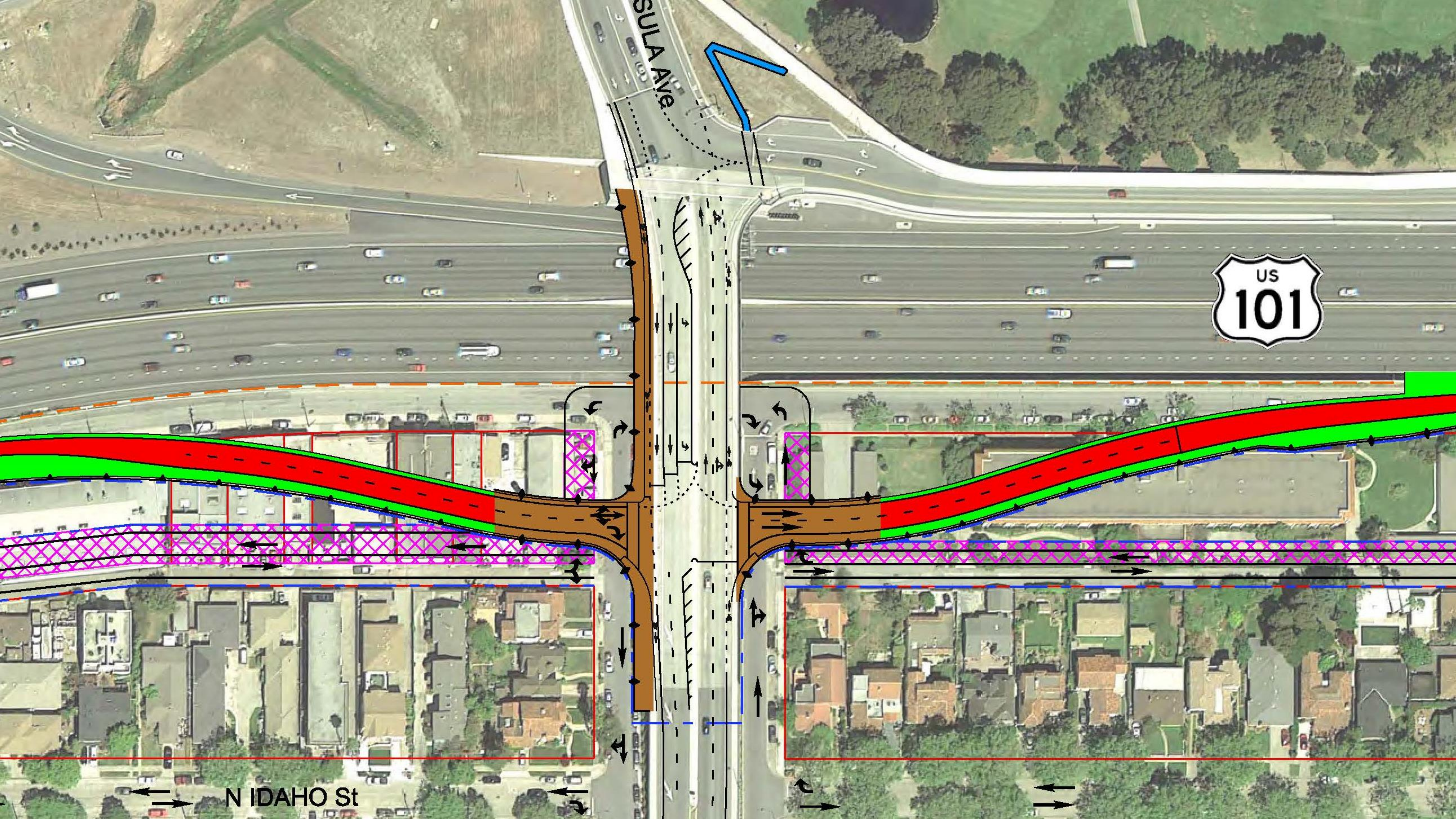


SULLA AVE



Design Concept No. 2 – Spread Diamond Interchange

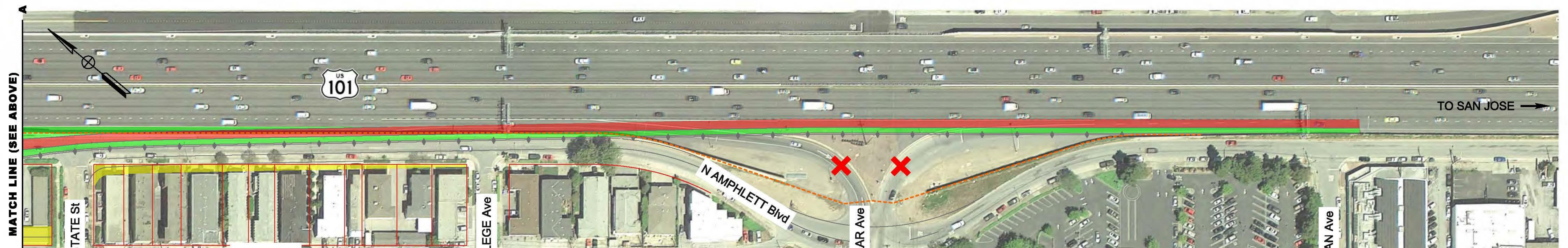
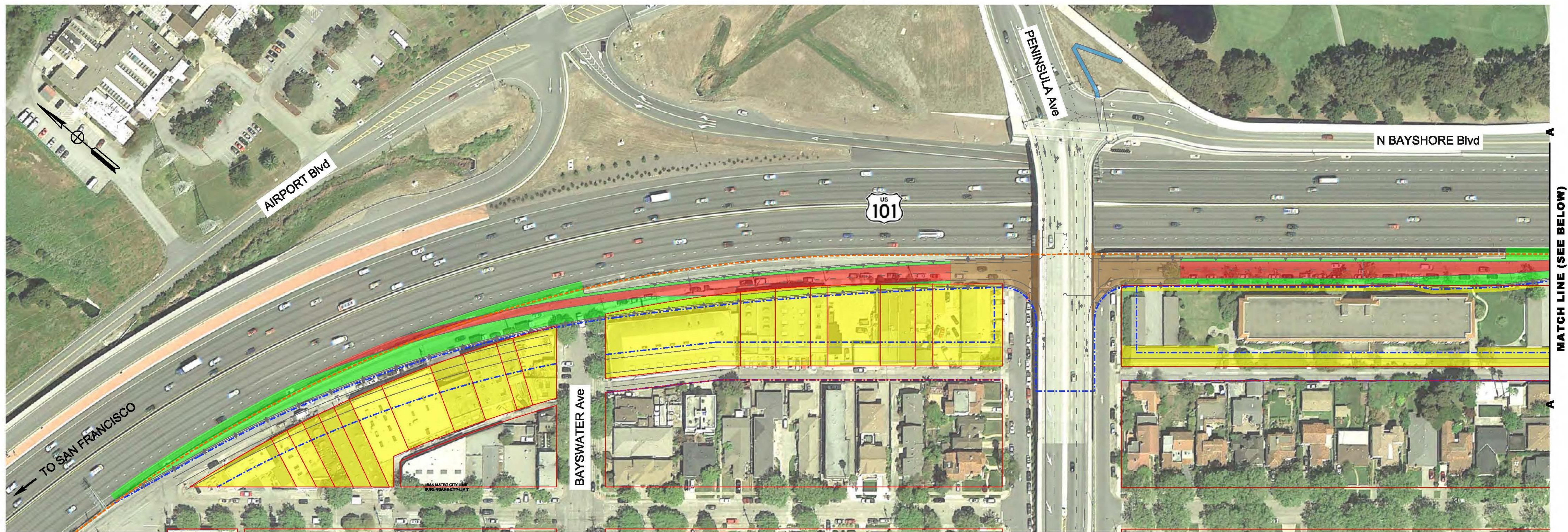




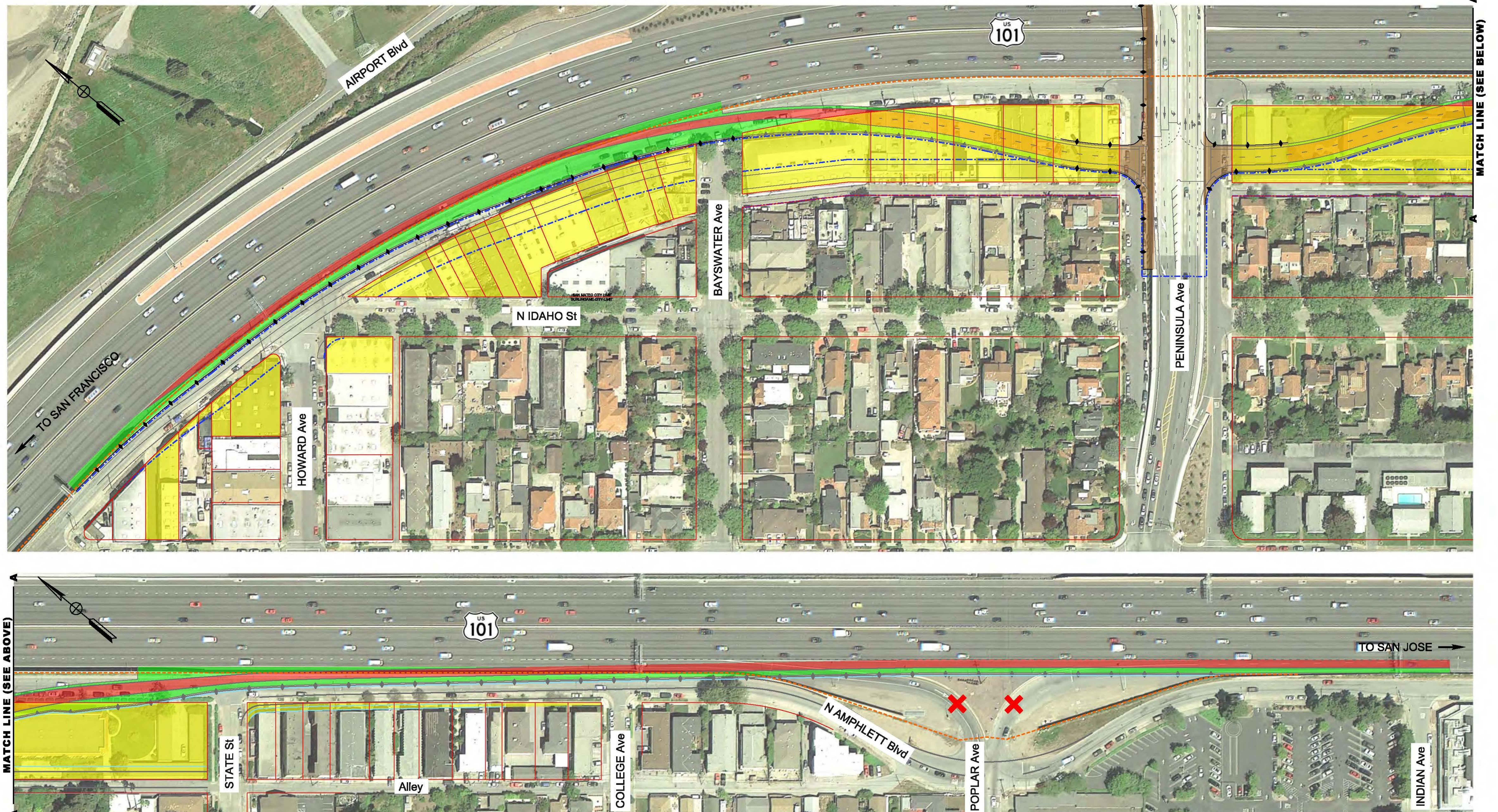
SULA AVE



N IDAHO St



Design Concept No. 1 – Right-of-Way Impact



Design Concept No. 2 – Right-of-Way Impact

Project Cost Estimates

Project Phase	Design Concept No. 1	Design Concept No. 2
PA/ED (Environmental)	\$3 M	\$3 M
PS&E (Design)	\$4 M	\$4 M
Utilities & Right-of-Way	\$57 M	\$71 M
Construction	\$42 M	\$42 M
	(+\$5M cost escalation to 2025)	(+\$6M cost escalation to 2025)
Total	\$106 M	\$120 M

Potential Project Next Steps

Submit TOAR to Caltrans for approval

Community meeting to share traffic results

Continue remaining studies in PA/ED

- Tentative completion – end of 2020

Long-term (assuming funding is identified):

- 2021 – Seek funding for PS&E and R/W acquisition
- 2023 – Start PS&E and R/W acquisition
- 2025 – Start construction

Council Feedback

Does Council recommend moving forward with the project considering:

- Additional funding for remaining portions of the PA/ED
- Right-of-way need
- Total project costs



Thank you for your time.



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