

4. Presentation/discussion on the SR4/I-680 Interchange project with Ray Kuzbari, Transportation Manager, City of Concord

Attachments:

- "Proposal to Conduct Focused review of SR4 Third EB Lane" by Ray Kuzbari;
- CCTA 2008 Strategic Plan Fact Sheet for the I-680/SR4 Interchange Improvements includes standard phasing for interchange reconstruction;
- May 14, 2009 TRANSPAC agenda staff report for the URS presentation on a "sooner/cheaper" Interim Phase III improvements (the "missing" lane)

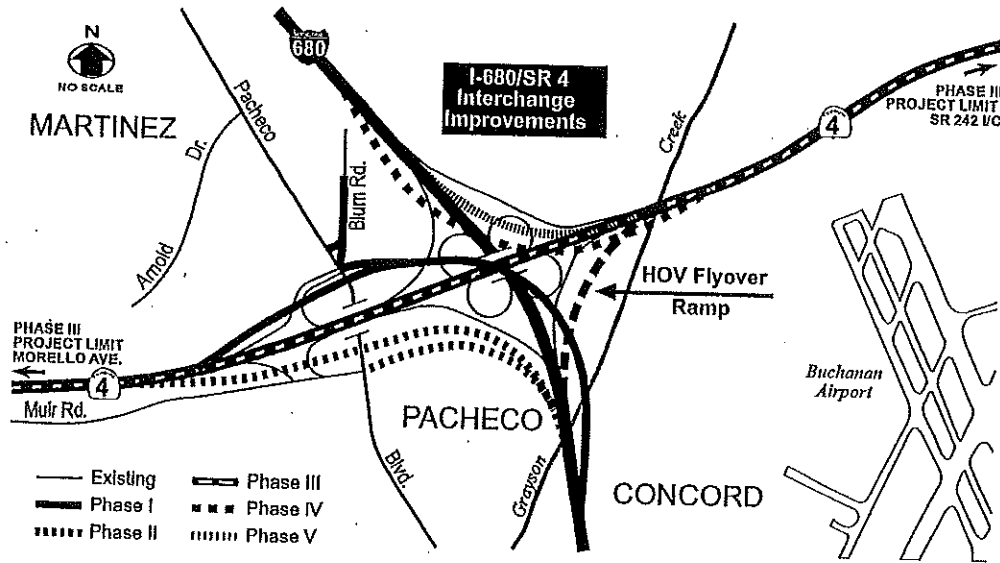
Proposal to Conduct Focused Review of SR4 "Third EB Lane"

1. Amend PBS&J's scope of work for the SR4 Integrated Corridor Analysis to include a focused review of the third eastbound lane from Glacier Drive to the HOV lane-add west of PCH¹
2. Focused review should include the following tasks:
 - 2.1 Review the accident rates in the vicinity of the I-680/SR4 interchange vs. statewide averages
 - 2.2 Review traffic operations for EB SR4 under these scenarios:
 - 2.2.1. Start HOV lane from end of future HOV direct connector
 - 2.2.2. Start HOV lane from Glacier Drive²
 - 2.2.3. Start mixed-flow lane from Glacier Drive and transition to HOV lane midway between I-680 and SR242²
 - 2.2.4. Start HOV lane from end of future HOV direct connector, **AND** start a separate mixed-flow lane from Glacier Drive to midway between I-680 and SR242³
 - 2.3. Review current phasing plan for the I-680/SR4 interchange improvement project
3. SR4 C-TAC members from TRANSPAC to assist CCTA staff with the following responsibilities:
 - 3.1 Oversight of the SR4 focused review through completion of the Integrated Corridor Analysis
 - 3.2 Oversight of possible amendment to the interchange project post-completion of the Corridor Analysis

¹ CCTA staff will review the possibility of amending PBS&J's contract

² Assumes the third lane within the I-680/SR4 interchange area is a throw-away cost; i.e., the lane is for interim use only, until the interchange improvements are complete and an HOV direct connector is built

³ Assumes enough room exists in the center median



I-680/SR 4 INTERCHANGE IMPROVEMENTS

**PROPONENT:
CONTRA COSTA
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AUTHORITY**

**PROJECT NO:
1117**

DESCRIPTION:

This project proposes to construct improvements at the Interstate 680/State Route (SR) 4 interchange. The improvements will be constructed in phases and will include:

- Phase 1 - northbound I-680 to westbound SR 4 connector.
- Phase 2 - eastbound SR 4 to southbound I-680 connector and improvements to the SR 4 interchange at Pacheco Boulevard.
- Phase 3 - SR 4 widening between Morello Avenue in Martinez and SR 242 in Concord.
- Phase 4 - southbound I-680 to eastbound SR 4 connector.
- Phase 5 - westbound SR 4 to northbound I-680 connector.

The overall project construction and right-of-way cost is estimated at \$368 million. Measure C funds are being used to fund the environmental studies and Project Report. It is recognized that significant state and/or federal dollars will be necessary to supplement Measure C funds in order to construct the overall project improvements. The Authority is actively seeking supplemental funding.

STATUS:

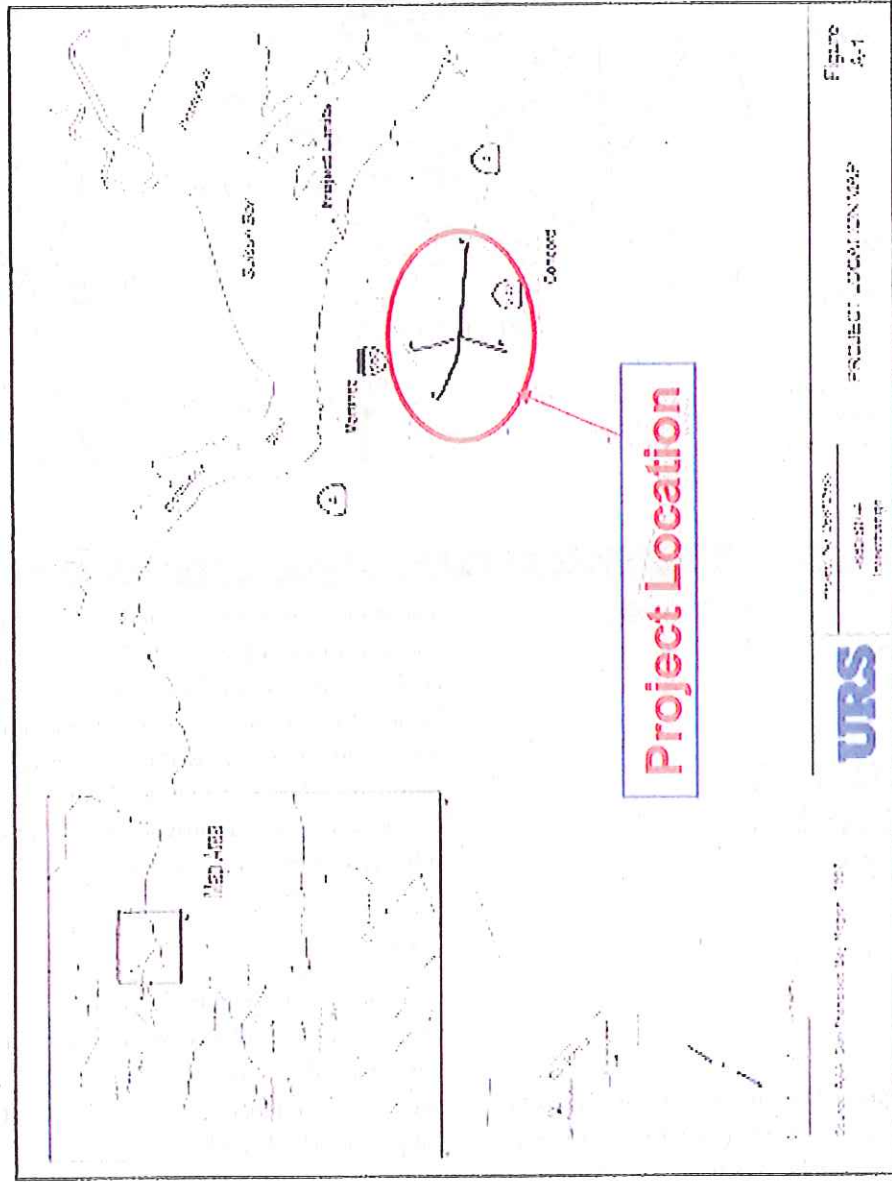
The Conceptual Engineering Report was completed in 2000 and a Project Study Report was completed in November 2001. The Project Report and Environmental Document are anticipated to be completed in Fall 2008.

FUNDING SOURCES	(\$ X 1000):
<i>(Environmental clearance only)</i>	
Measure C (Esc. \$) ¹	3,451.5
TOTAL	\$ 3,451.5

¹ Measure C funds shown in escalated dollars. Actual commitment is in 1988 dollars as shown in Appendix A.

Interstate 680/State Route 4 Interchange Project Interim Phase III Improvements

The Project Map



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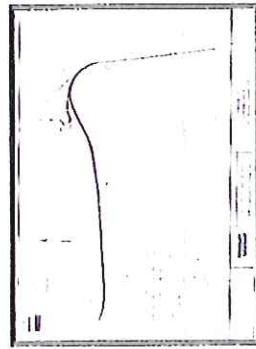
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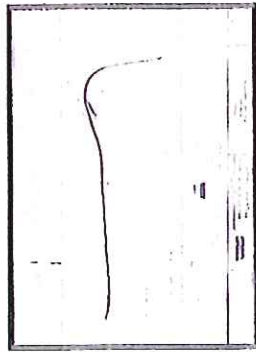
I-680 SR-4
INTERCHANGE IMPROVEMENT PROJECT

Interstate 680/State Route 4 Interchange Project Interim Phase III Improvements

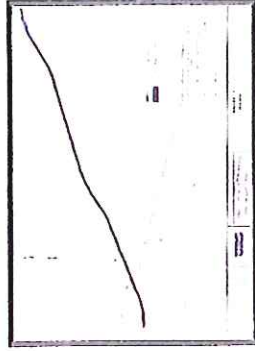
Overall Project Phases and Cost Estimate:



Phase I: \$68.8M



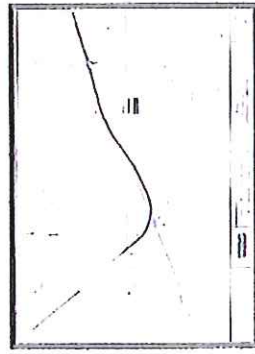
Phase II: \$42.9M



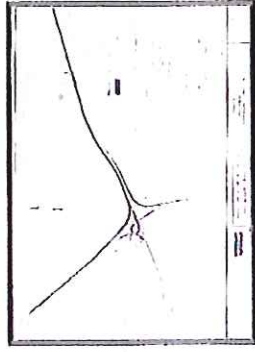
Phase III: \$35.7M

Interim Phase III:

\$15.2M ~ \$22.6

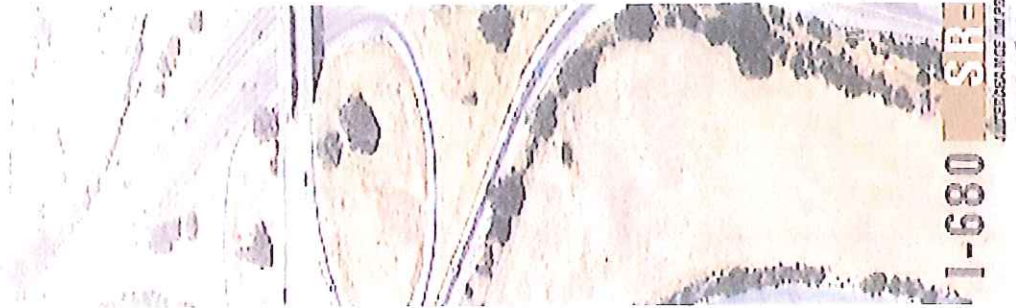


Phase IV: \$41.2M



Phase V: \$32.2M

Total Project
Cost: \$278M



I-680 SR-4
IMPROVEMENTS PROJECT

Cost Estimate in 2007 dollars



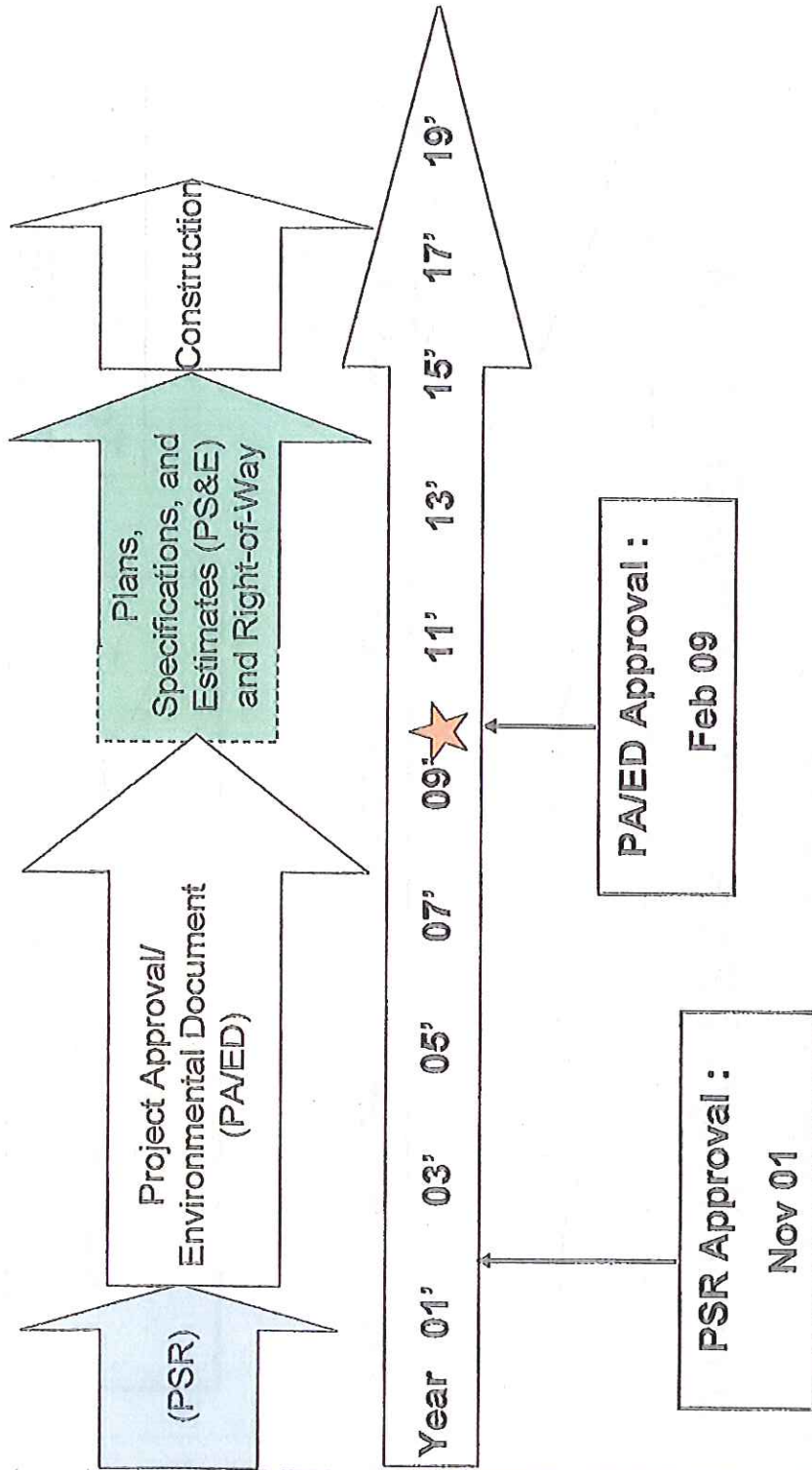
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Interstate 680/State Route 4 Interchange Project

Interim Phase III Improvements

Project Schedule and Status:



Interstate 680/State Route 4 Interchange Project Interim Phase III Improvements

Phase III Improvements

- Add two lanes in SR 4 Median
- Widen six bridges
- Construct Sound Wall



Interstate 680/State Route 4 Interchange Project Interim Phase III Improvements

SR4 Traffic & Accident Data

- AADT : 86,000 vehicles (both direction)
- SR4 Accident Rate exceed State Average (1.02 vs. 0.94)
- SR4 Eastbound Accident rate exceed Westbound Accident Rate (250 vs. 142)
- Rear-end collision was the most
- Weave & Lane Drop (non-standard)



1-680 SR4
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Interstate 680/State Route 4 Interchange Project

Interim Phase III Improvements

Interim Phase III Project Approach:

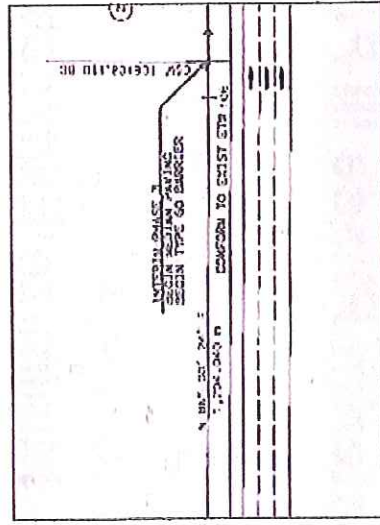
- Conformity with the overall project need and purpose
- Minimize/Eliminate throw-away costs
- Flexible Design → Design Tailored to available funding
- Four options developed as part of Phase III
- Provision for cost reduction



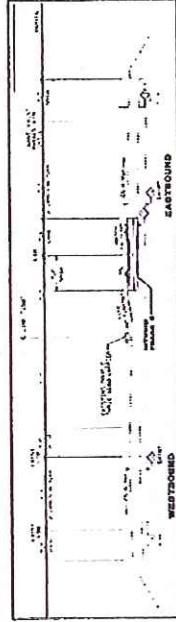
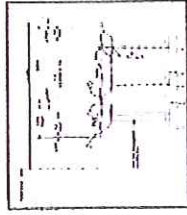
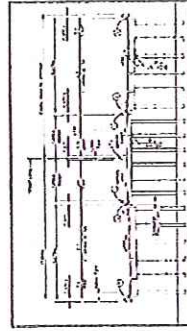
Interstate 680/State Route 4 Interchange Project Interim Phase III Improvements

Interim Phase III Scope:

- Add an inside travel lane on eastbound SR 4
- Widen Bridges as required
- Seismically retrofit Bridges as required
- Construct sound walls



Sample Plan



Sample Sections

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I-680 SR4
CONTRA COSTA TRANSPORTATION AUTHORITY PROJECT

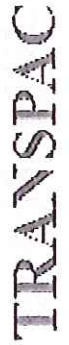
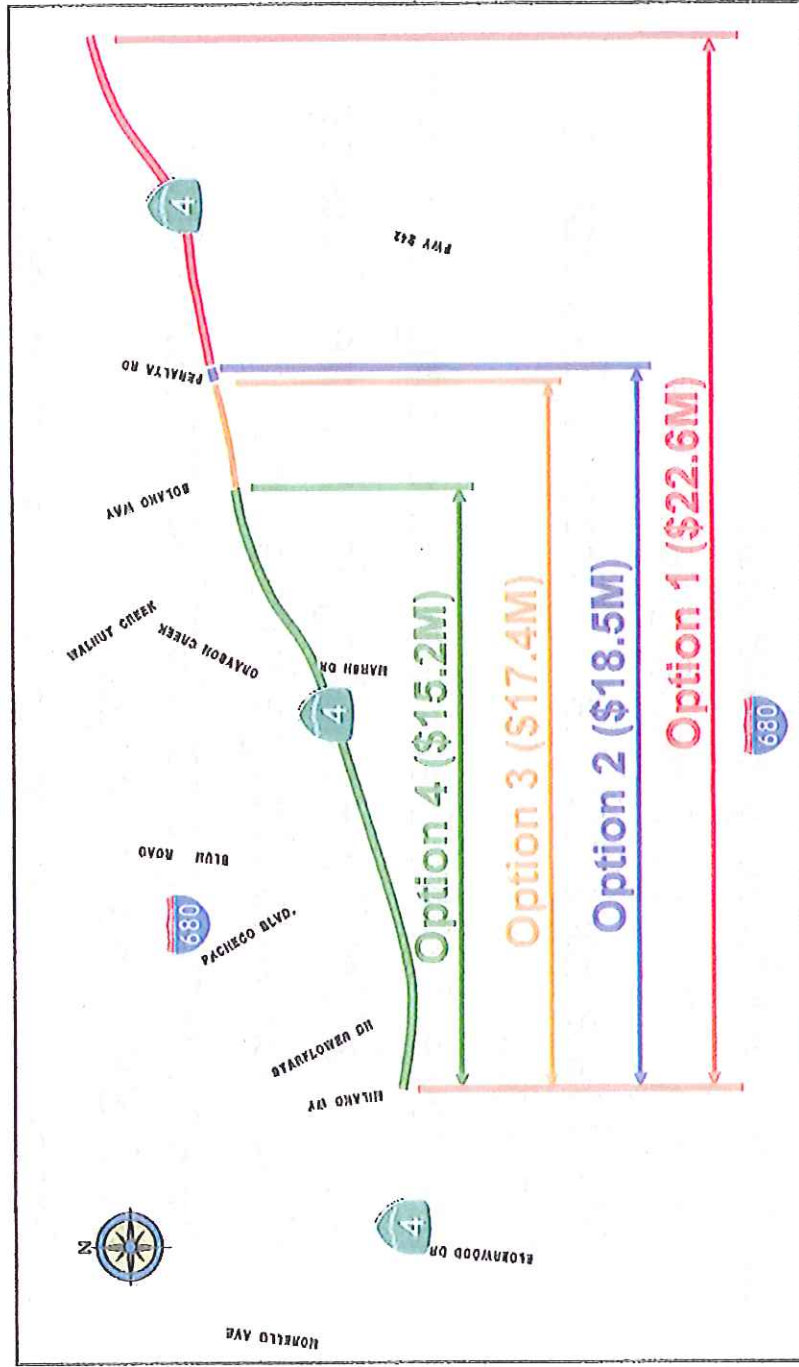
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Interstate 680/State Route 4 Interchange Project Interim Phase III Improvements

Interim Phase III – Overview and Options



Interstate 680/State Route 4 Interchange Project Interim Phase III Improvements

Interim Phase III Key Benefits:

- Improve Traffic Operations
- Eliminate Existing Lane Drop in Eastbound Direction
- Improve Traffic Safety by Reducing Accidents
- Improve Traffic Handling for Future Outside Roadway and Bridge Widening
- Safer Weaving and Merging movement at 1680/SR4 Interchange
- Proposed Improvements are within existing Right of Way
- Flexibility in Design Alternatives



Interstate 680/State Route 4 Interchange Project Interim Phase III Improvements

Interim Phase III Assumptions:

- Potential Additional Cost Savings subject to approval of design exceptions from Caltrans.
- Cost varies linearly among options.
- Cost estimate based on 2007 cost data.
- Seismic retrofit cost are based on the preliminary qualitative analysis and subject to change.



TRANSPAC Transportation Partnership and Cooperation
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TRANSPAC MEETING NOTICE AND AGENDA
THURSDAY, MAY 14, 2009 9:00 AM TO 11:30 AM
in the
COMMUNITY ROOM
CITY OF PLEASANT HILL CITY HALL
100 GREGORY LANE
PLEASANT HILL
(925) 969-0841

A gentle reminder reminder from Chair Ross
IT'S BIKE TO WORK DAY!

TRANSPAC reserves the right to take formal action on any item included on this agenda, whether or not a form of resolution, motion or other indication that action will be taken is included on the agenda or attachments thereto.

- 1. Convene meeting: Pledge of Allegiance/Self-Introductions**
- 2. Public Comment**

At this time, the public is welcome to address the Committee on any item not on this agenda. Please complete a speaker card and hand it to a member of the staff. Please begin by stating your name and address and indicate whether you are speaking for yourself or an organization. Please keep your comments brief. In fairness to others, please avoid repeating comments made by others and observe any time limits that may be announced.

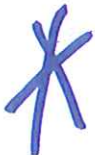
- 3. CONSENT AGENDA**

Approval of the April 16, 2009 minutes (attachment)

END CONSENT AGENDA

- 4. Presentation on the "sooner, cheaper" version of improvement to the I-680/SR-4 Interchange Lane - 30 minutes (attachment)**

For a number of years, TRANSPAC has sought to improve the operation and capacity of the I-680/SR-4 Interchange. The classic approach to interchange reconstruction calls for a phased approach (see attached Measure J Strategic Plan fact sheet). In 2000, TRANSPAC requested that the Transportation Authority determine if any improvements could be made to the I-680 side of the Interchange to improve its operation and eliminate the short weave sections from I-680 to SR-4. The



result was the addition of a collector distributor road system from I-680 to SR-4 as part of the construction of the I-680 HOV Lanes from North Main to Marina Vista (see attached Measure C 2005 Strategic Plan fact sheet). Since then, funding for the full I-680/SR-4 Interchange (approximately \$278 million) has remained elusive as Measure C funding was reallocated to other projects and Measure J funding has been hit hard by the economic downturn.

In 2008, TRANSPAC asked the Transportation Authority to examine any additional possibilities for a "sooner, cheaper" alternative to improve operation and capacity on the SR-4 side of the Interchange with specific emphasis on the original Phase 3 of the project, the completion of the "missing" 3rd lane in each direction on SR-4 from Morello Avenue west of the Interchange as far east as possible to match the lanes to/from East County in the vicinity of Port Chicago Highway.

The Transportation Authority asked its consultants, URS Corporation in concert with Fehr and Peers to assess possible sooner, cheaper alternatives that could be constructed absent a full reconstruction of the I-680/SR-4 Interchange.

Messrs. Kelsey and Sathiamurthy of URS Corporation will present the options for construction of the 3rd Eastbound Lane from Milano Way/Glacier Drive west of the Interchange to just east of the Port Chicago Highway Eastbound on/off ramp.

While funding remains elusive, the identified options are significantly cheaper and funding may be obtainable sooner than full Interchange reconstruction.

The I-680/SR4 Project Report and Environmental Document were approved by both Caltrans and FHWA in February 2009. Hopefully, this action will open a path for a rephasing of project construction.

ACTION: With thanks to Susan Miller and Hisham Noeimi, Transportation Authority staff as well as Scott Kelsey and Ramesh Sathiamurthy of URS Corporation and as determined

