



PUBLIC WORKS DEPARTMENT

CITY HALL

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CITY COUNCIL STAFF REPORT

Meeting: February 7, 2017

Subject

Update on Status of I-280/Wolfe Road Interchange Improvements Project

Recommended Action

Receive update on status of I-280/Wolfe Road Interchange Improvements Project

Background

HMH was retained by Santa Clara Valley Transportation Authority (VTA), in partnership with the City of Cupertino (City), to complete a Project Alternative Analysis and preliminary engineering work, through a Project Initiation Document (PID), of possible concepts to relieve projected traffic congestion and improve bicycle and pedestrian connectivity at the I-280 / Wolfe Road Interchange. The I-280 / Wolfe Road Interchange serves as a major access point to the City. Immediately adjacent to several large developments, most notably Apple Campus 2, vehicular, transit, bicycle and pedestrian volumes are expected to increase significantly before the project design horizon of 2040. The goals of VTA and the City, as partners on the I-280 / Wolfe Road Interchange Improvements Project (Project), are to investigate alternatives and initiate project development for a cost effective solution to improve traffic efficiency and safely accommodate bicycles and pedestrians while efficiently using existing right-of-way.

The existing interchange is outdated for the highly intensified land uses in the vicinity of the Project. The Wolfe Road Interchange Project offers an opportunity to develop a landmark facility that complements the land uses on either side of the I-280 freeway, improves access and circulation for the intense mix of residents and workers expected in the area, and will create a model multimodal facility, accommodating autos, transit, bikes and pedestrians with landscape and architectural design features that enhance the experience for all users.

The Final Project Study Report/PID (PSR/PID) is scheduled to be completed and submitted to Caltrans in March, 2017. VTA and the City are currently in discussions to extend their Cooperative Agreement and contract with HMH to continue the Project into the environmental phase through completion of a Project Approval/Environmental

Document (PA/ED), followed by completion of Plans, Specifications and Estimates (PS&E). Assuming that there is no break in funding availability and no local challenges, the estimated project timeline would be:

- PA/ED: Begin May 2017, complete early 2019
- PS&E: Begin late 2018, complete early 2020
- Construction: Begin Spring 2020, complete Spring 2022

Discussion

The team identified the following alternative configurations to be evaluated in the PID, in addition to the no-build alternative:

- Partial Cloverleaf – Widen or Replace
- Compact Diamond Interchange
- Diverging Diamond Interchange
- Double Roundabout Interchange

Only the Partial Cloverleaf was evaluated for potential widening or replacement in order to conserve Project budget; however, the pros and cons of widening versus replacement would apply equally to all considered alternatives. Key aspects of the purpose of the Project include:

- Provide improved efficiency for traffic operations
- Provide improved bicycle and pedestrian accommodations
- Implement the latest “Complete Streets” guidance
- Promote the use of transit
- Optimize use of existing right-of-way
- Complement the land use of the surrounding area
- Deliver a cost-effective project

The following evaluation criteria was identified to assess an alternative’s ability to meet the above goals and objectives of the project:

- Promotion of Multiple Transportation Modes
- Traffic Operations
- Complements the Surrounding Land Use
- Environmental Considerations
- Use of Existing Right of Way
- Estimated Project Cost

Based on an evaluation of all configurations against the above criteria, the PID will identify three primary design alternatives to be carried forward into the PA/ED phase for further evaluation. These alternatives are:

- Partial Cloverleaf – Widen or Replace
- Compact Diamond Interchange
- Diverging Diamond Interchange

Sustainability Impact

There is no sustainability impact.

Fiscal Impact

Funding for the PSR phase of the project (\$1.2 million) was provided by the City wholly through contributions from Apple (\$1.0 million) and the Irvine Company (\$200,000). It is anticipated that funding for the next (PA/ED) phase of the project will come primarily from Measure B sales tax funding, with some funding coming potentially from private development contributions including \$500,000 already committed by the Hyatt House Hotel. Staff will return to Council with an update once specific funding amounts and sources for the next phase are identified.

Prepared by: David Stillman, Senior Civil Engineer

Reviewed by: Timm Borden, Director of Public Works

Approved for Submission by: David Brandt, City Manager

Attachments:

A - Partial Cloverleaf – Widen or Replace

B - Compact Diamond Interchange

C - Diverging Diamond Interchange

D - Double Roundabout Interchange