

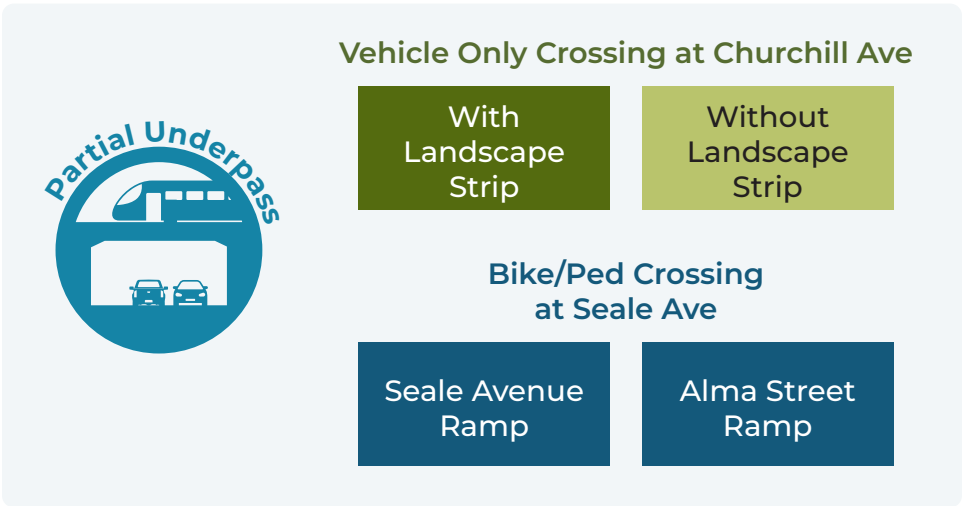
CHURCHILL AVENUE

Crossing & Alternatives

Project Location



Alternatives



Evaluating Tradeoffs

The short-term and long-term impacts to property, traffic operations, and construction will vary depending on the alternatives selected. At this stage of the project, a preliminary analysis of tradeoffs between alternatives has been completed. These tradeoffs are expected to evolve as the alternatives move forward through preliminary engineering.

Preliminary Tradeoffs

Potential Long-Term Property Impacts

Each alternative will result in different long-term property impacts. The table below outlines the potential property impacts.

		# of Full Parcels	# of Partial Parcels
Vehicle Only Crossing	With Landscape Strip	None Anticipated	16 to 18
	Without Landscape Strip	None Anticipated	None Anticipated
Bike/Ped Crossing	Seale Avenue Ramp	None Anticipated	14 to 16
	Alma Street Ramp	None Anticipated	3 to 4

Construction Considerations

- Railroad Underpass:** A box jacking method will be used to build an underpass beneath the railroad. No shoofly tracks are anticipated
- Utility Relocation:** Stormwater, electrical, fiber/communications, and sewer lines will be relocated
- Phased Roadway Work:** Alma Street improvements—including retaining walls and pedestrian or roadway bridges—will be completed in phases
- Traffic Management:** Traffic will be diverted east and west of Alma Street. During construction, Alma Street may be reduced to one lane in each direction

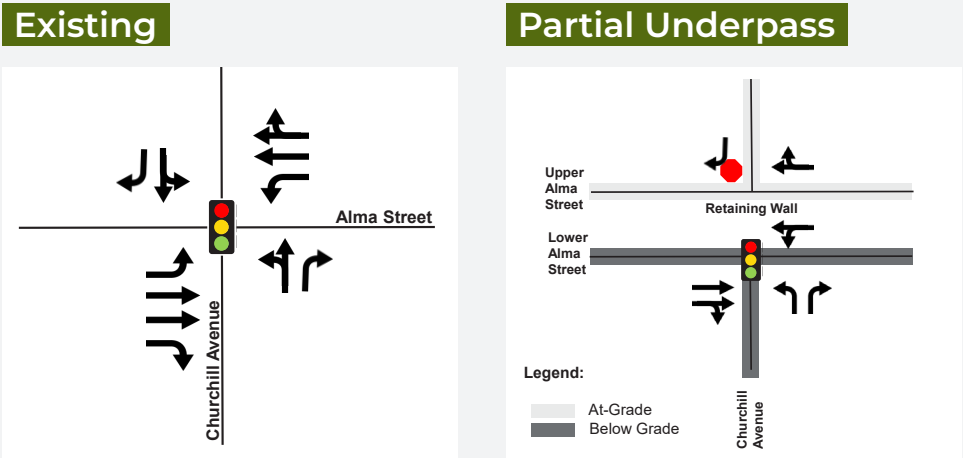
Cost Considerations

- Previous **City efforts** anticipated a total project cost of \$260M - \$320M
- These costs include an Bike/Ped Crossing—not specific to the Seale Ave options—and will likely change as costs are further refined

Traffic Operations Impacts

Each alternative will reconfigure roadways differently, leading to varying long-term impacts on traffic operations. The figures show the anticipated intersection configurations.

Intersection Configuration



Preliminary Findings: Alma St & Churchill Ave¹

Traffic operations are anticipated to be consistent or improved compared to existing conditions.

		Existing ²	Existing ² with Partial Underpass	Future ³ with Partial Underpass
Overall Intersection Delay (LOS)	AM	30.0 (C)	12.9 (B)	14.4 (B)
	PM	39.7 (D)	15.4 (B)	19.1 (B)
NB Left Delay (LOS)	AM	78.4 (E)	16.0 (B)	17.4 (B)
	PM	114.7 (F)	20.9 (C)	26.2 (C)
SB Right Delay (LOS)	AM	17.4 (B)	8.2 (A)	9.5 (A)
	PM	38.9 (D)	11.1 (B)	13.6 (B)

¹The two options for the vehicle only crossing do not propose different roadway configurations, therefore traffic operations remain the same for both options

²Existing = 2025

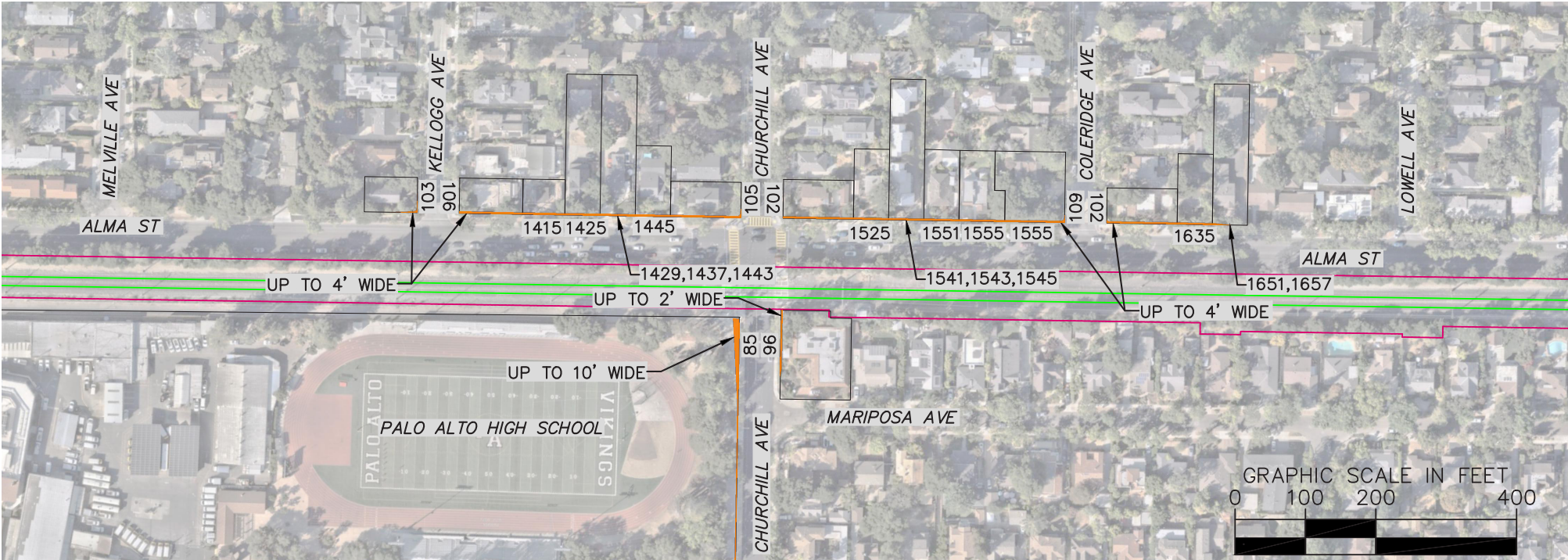
³Future = 2040 using 1% growth for all movements

NB = Northbound SB = Southbound

Delay = seconds per vehicle
LOS = Level of Service (letter grade, ranging from A to F, describing operational conditions of an intersection)

POTENTIAL PROPERTY IMPACTS

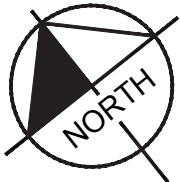
Churchill Avenue Partial Underpass with Landscape



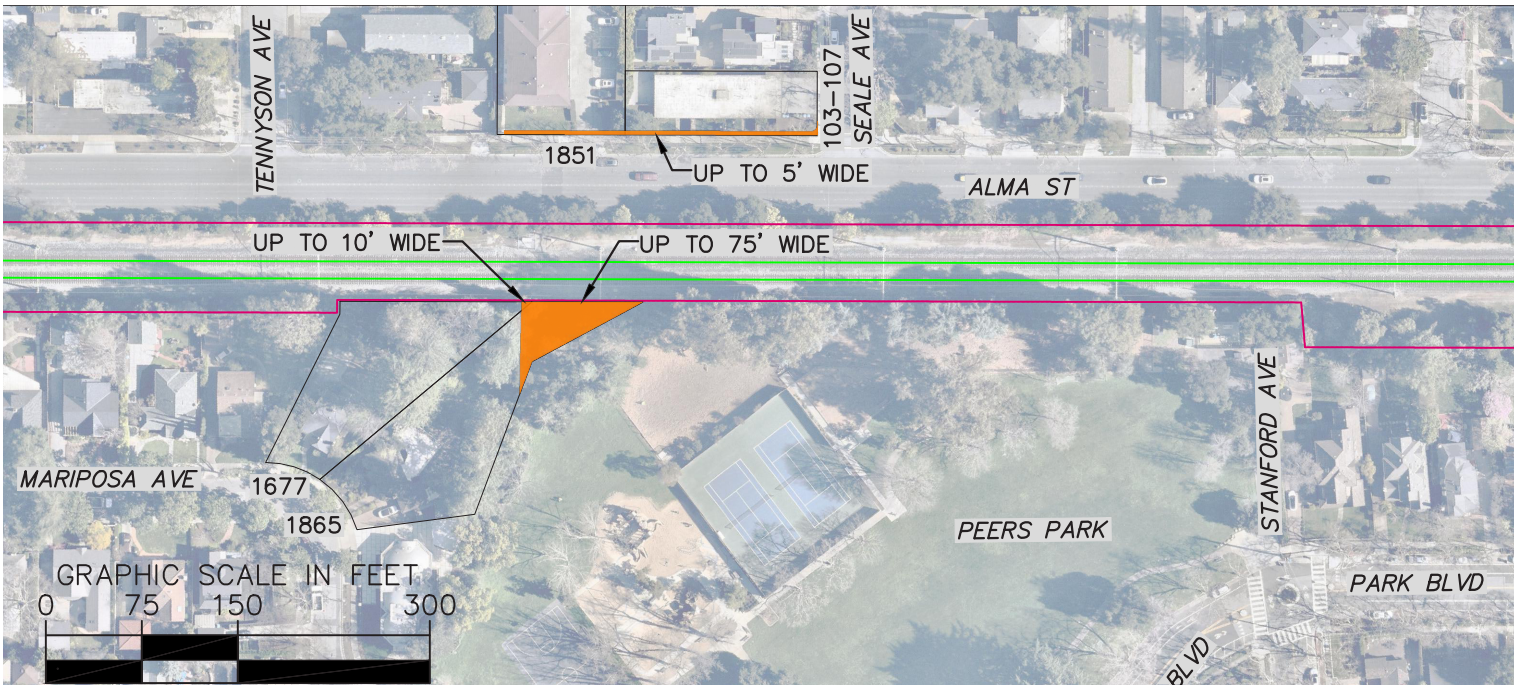
Since the Churchill Avenue Partial Underpass without Landscape Strip alternative is not expected to cause any long-term property impacts at this stage of design, a map for this alternative has not been included.

LEGEND:

- TRACK
- CALTRAIN RIGHT-OF-WAY
- FULL PROPERTY ACQUISITION
- PARTIAL PROPERTY ACQUISITION
- PARCEL OUTLINE



Alma Street Ramp



Seale Avenue Ramp

