Interstate 580 East

Corridor System Management Plan

May 2010

volume II

CALTRANS DISTRICT 4

corridor system management plans

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Interstate 580 East

Volume II: Appendix 1
(supporting documents)

A.1 Intelligent Transportation Systems

A.2 Freeway Agreements

A.3 Corridor Mobility Improvement Account Project Factsheets

A.4 Corridor Segment Data Sheets

A.5 Programmed/Planned Improvement List

A.6 10-Year Pavement Management Plan – Alameda County Route 580

A.7 Letter of Commitment

A.8 Metropolitan Transportation Commission Resolution No. 3794

A.9 Corridor Concept Development

A.10 Acronyms List

A.1 INTELLIGENT TRANSPORTATION SYSTEMS

Relevant Intelligent Transportation Systems (ITS) Architectures

The California Statewide ITS Architecture (November 2004), along with its companion Regional ITS Architectures, are frameworks created to aid the deployment and integration of regional ITS systems and programs. These frameworks are intended to assist future larger scale integrations of transportation information systems. They are modeled after the National ITS Architecture (NITSA) and developed according to the Federal Highway Administration's (FHWA) "Final Rule on the National ITS Architecture" (23 CFR 940) and the Federal Transit Administration's (FTA) "Policy on the National ITS Architecture" (23 CFR 655). These frameworks identify project stakeholders and their roles in ITS deployments, functional requirements for ITS, standards to coordinate with other ITS deployments, and project sequencing. At the state level, the California Statewide ITS Architecture is used to guide the planning of transportation communication systems, equipment, and related facilities with a focus on interregional deployment and integration. The regional and statewide ITS architectures are required by federal regulations, and all major ITS projects must conform to the architecture as a condition of federal funding.

The MTC completed the *Regional ITS Architecture and Strategic Plan* in October 2004, and the Commission subsequently adopted it through the *Transportation 2030 Plan* in February 2005. The Regional ITS Architecture is an integrated part of the San Francisco Bay Area Regional ITS Plan, a roadmap for transportation systems integration in the Bay Area over the next 10 years. The architecture is an important tool used by MTC and partner agencies to better reflect integration opportunities and operational needs into the transportation planning process.

This regional ITS architecture has a time horizon with a particular focus on those systems and interfaces that are likely to be implemented in the next ten years. The architecture covers the broad spectrum of ITS, including Traffic Management, Transit Management, Traveler Information, Emergency Management, and Emergency/Incident Management over this time horizon. The Bay Area Regional ITS Architecture is a living document with changes made based on recommendations of the Regional ITS Architecture Maintenance Committee members.

Caltrans District 4 Traffic Management Center (TMC)

The ITS infrastructure in the Bay Area includes deployment of ITS field elements (such as CCTV, CMS, Highway Advisory Radio (HAR), traffic detector stations, ramp metering) which enable traffic monitoring and management at the Caltrans District 4 TMC. The TMC is housed in the Caltrans District 4 office in downtown Oakland. The facility is co-staffed by Caltrans Maintenance and Operations workers, California Highway Patrol (CHP) officers, and operators for the 511 regional traveler information systems. The main software collects data from field devices and generates the speed map display, places dynamic icons on the map, supplies real-time data to external systems (such as 511, PeMS, TMC archives), emails detector station data to interested parties, and provides a user interface for ramp meters.

ITS Infrastructure on the I-580 East CSMP Corridor

Existing ITS infrastructure on the I-580 East CSMP Corridor includes RM stations, TMS, Wireless Magnetometer Vehicle Detection Stations, CMS, Highway Advisory Radio (HAR), Extinguishable Message Signs (EMS), and Closed-Circuit Television (CCTV) cameras. Weigh-in-motion (WIM) sensors and the PrePass® System are in place at both weigh stations located between the Greenville Road/North Frontage Road interchanges and the Vasco Road Interchange; eastbound and westbound direction. PrePass® is an automated, state-of-the-art system allowing heavy vehicles that are registered in the program to legally bypass open weigh stations.

Existing and Planned Detection

Caltrans strives for traffic detection to be located at one-third to one half-mile intervals along the corridor. There is no detection between the I-205 Interchange and the North Flynn Road Overcrossing. Key gaps in the detection network exist for approximately six miles between Schafer Ranch Road Undercrossing, just west of the I-680 Interchange, to just east of the I-238 split (there is one TMS midway). Figure 1 on page 7 illustrates TMS along the Corridor.

Bay Area 511

The Bay Area 511 Program (511) is a comprehensive, multi-modal traveler information service which makes traveler information accessible via phone and internet www.511.org. 511 operates 24 hours a day, 7 days a week with free phone service available in the nine-county Bay Area. 511 unifies several traveler information programs into a one-stop resource for transit, traffic, ride-share and bicycle information, and provides up-to-the-minute information on traffic conditions, incidents and driving times. 511 also provides schedule, route and fare information for the Bay Area's public transportation services. 511 is also a source of valuable transportation system data for public and private partner agencies. The Bay Area 511 Program is managed by a partnership of public agencies: MTC, CHP and Caltrans.

A.2 FREEWAY AGREEMENTS

The Freeway Agreement documents the understanding between Caltrans and the local agency relating to the planned traffic circulation features of the proposed facility. It does not bind the State to construct on a particular schedule or staging. In the event that the freeway is fully constructed, it shows which streets may be closed or connected to the freeway, which streets and roads may be separated from the freeway, the location of frontage roads, and how streets may be relocated, extended or otherwise modified to maintain traffic circulation in relation to the freeway. Locations of railroad and pedestrian structures, as well as those for other non-motorized facilities, should also be shown.

Agreements are often executed many years before construction is anticipated and they form the basis for future planning, not only by Caltrans but by public and private interests in the community.

The California Freeway and Expressway System has a large financial investment in access control to insure safety and operational integrity of the highways. The legislative intent for requiring Freeway Agreements is to obtain the local agency's support of local road closures and changes to the local circulation system, protect property rights, and to assure adequate service to the community. Access control is necessary on the freeway or expressway so that current and future traffic safety and operations are not compromised. Table A.2.1 on the next page lists Freeway Agreements for the I-580 East CSMP Corridor.

County	Route	Post Mile	Agreement #	Approval Date	Agreement(s) With
ALA	580	0/1.8	1015	03/27/68	County of Alameda
	205	0.2/0.5			
ALA	580	1.8/8.3	1028	03/07/67	County of Alameda
ALA	580	8.3/11.2	1032	10/25/93	City of Livermore
ALA	580	11.2/17.1	1033	11/24/1997	County of Alameda
ALA	580	13.4/15.7	1054	4/21/1966	City of Livermore
	84	13.7/14.1			
ALA	580	17.1/22.5	1034	8/4/1992	City of Pleasanton
ALA	580	17.7/17.9	1036	10/17/1989	County of Alameda
ALA	580	17.9/20	1035	6/12/1989	City of Dublin
ALA	580	22.5/25.7	1037	3/4/1975	No data
ALA	580	25.7/28.1	1038	5/10/1994	County of Alameda
ALA	580	28.1/31.5	1024	12/14/1993	County of Alameda
	238	14.114.3			
ALA	238	14.3/16.3	1025	10/20/1992	County of Alameda

Source: Project Management Tracking System (PMTS) Caltrans District 4

Table A.2.1 Freeway Agreements for the I-580 East CSMP Corridor

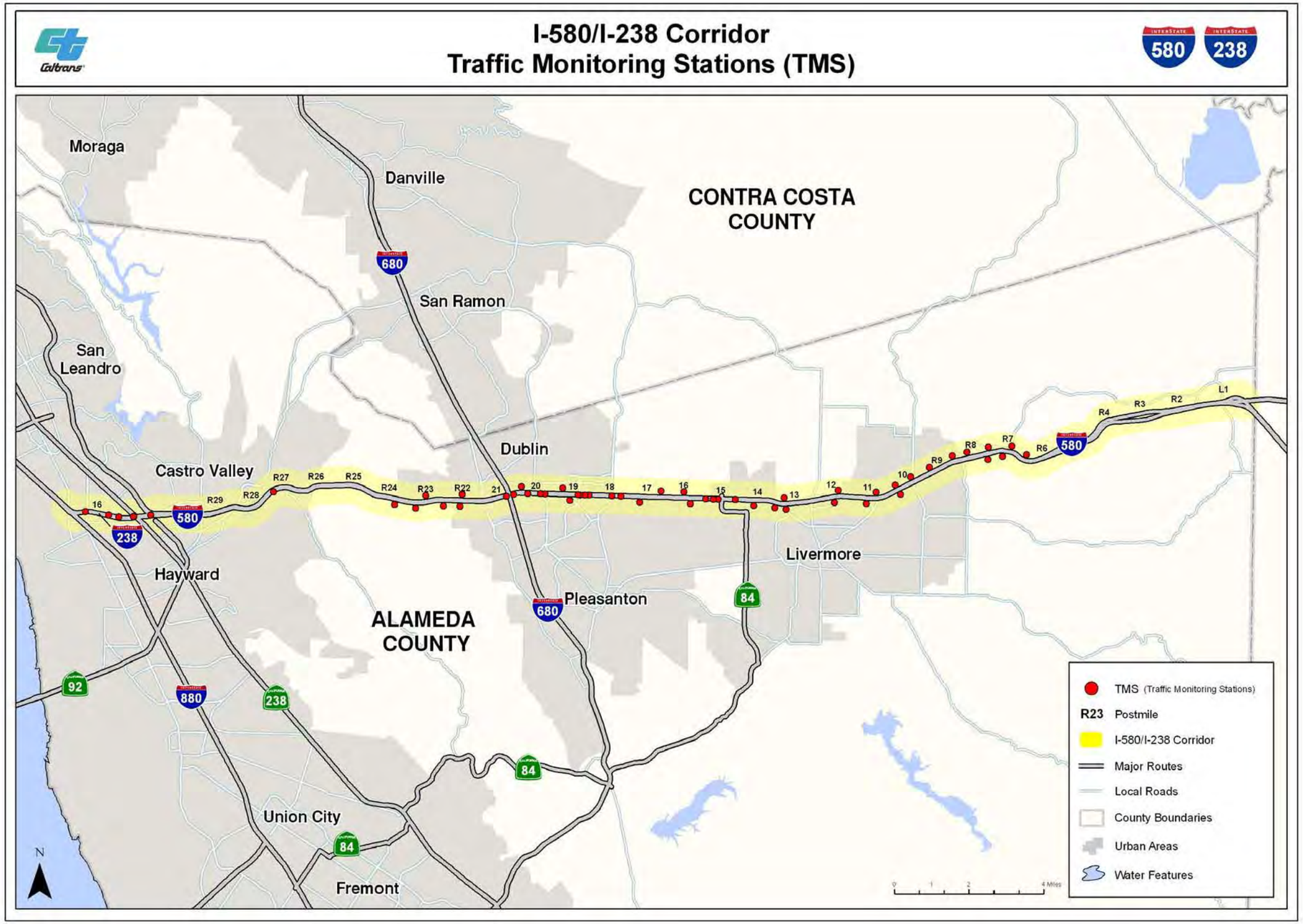

Figure 1: Traffic Monitoring Stations along the I-580 East CSMP Corridor

A.3 CORRIDOR MOBILITY IMPROVEMENT ACCOUNT (CMIA) PROJECT FACTSHEETS

A.3.1 I-580 EB HOV Project Hacienda Dr. to Greenville O/C

A.3.2 I-580/SR 84 Interchange Project Segment 1

A.3.3 I-580/SR 84 Interchange Project Segment 2

A.3.4 I-580/SR 84 Interchange Project Segment 3

A.3.5 I-580 Westbound HOV Lane Project

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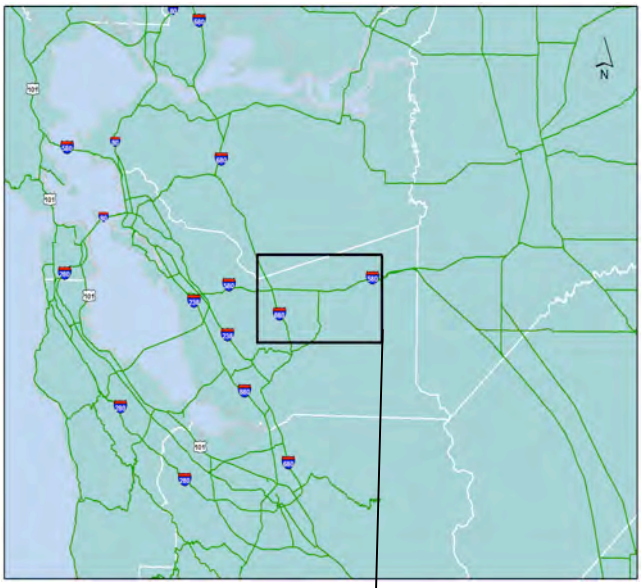
I-580 EB HOV PROJECT HACIENDA DR. TO GREENVILLE O/C FACT SHEET

The Project

This is a Proposition 1B – Transportation Bond project funded in part by the Corridor Mobility Improvement Account (CMIA) program. This project will construct an HOV lane on eastbound I-580 from Hacienda Dr. in the City of Pleasanton to the Greenville Rd. Overhead in the City of Livermore. The project will also construct auxiliary lanes from El Charro Rd. to Vasco Rd. and will rehabilitate the existing pavement within the project limits.



The Need

The I-580 corridor serves as the only major transportation corridor providing a commute route between San Francisco, Oakland, and San Jose and the Tri-Valley (Dublin, Pleasanton, and Livermore), and the growing Central Valley areas (Tracy, Stockton, and the I-5 corridor). Additionally, I-580 is a major route for the movement of goods and freight into and out of the Bay Area region. This section of I-580 is one of the most congested freeways in the Bay Area.

Benefits

This project will reduce recurrent eastbound congestion and delay during peak periods by improving highway service for carpool and transit riders, decrease commute times for all drivers, enhance safety, and encourage ridesharing and the use of transit.

Partnership

This project is developed through a partnership between the Alameda County Congestion Management Agency (ACCMA) and the California Department of Transportation (Caltrans). Project sponsors include local, state and federal agencies.

Project Status

The project is currently in construction, and will be constructed in three segments. Segment 1 is from Portola O/C to Greenville Rd, Segment 2 is from Hacienda Dr. to Portola O/C and Segment 3 will construct auxiliary lanes from Isabel Ave. to N. Livermore and from N. Livermore to First St.

Project Costs

The total cost for the project is estimated at $153.9 million, of which Proposition 1B is funding $116.9 million.

Project Schedule

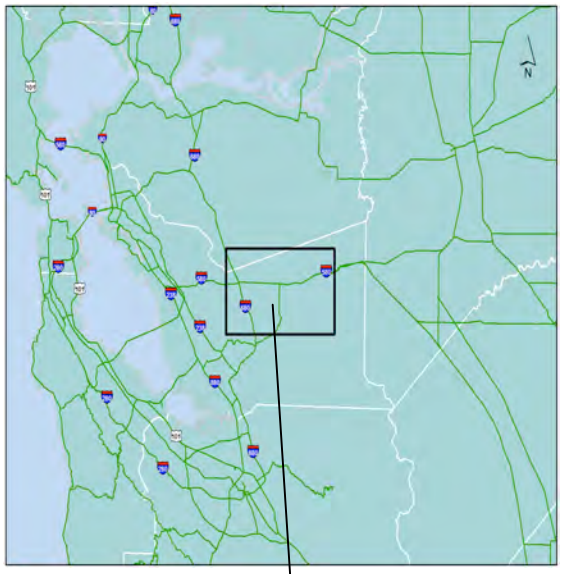
Start Construction: Summer 2008
Finish Construction: Fall 2011

Summary

The I-580 Eastbound HOV Lane Project is necessary to reduce the congestion on a heavily used section of freeway that is vital to the economic interests of the Bay Area. HOV lanes have been shown to be effective in reducing travel times during peak commute hours.

I-580 / SR-84 INTERCHANGE PROJECT (SEGMENT 1)
FACT SHEET

The Project
This is a Proposition 1B – Transportation Bond project funded by Corridor Mobility Improvement Account. This project will construct a new full-access interchange between State Route 84 (SR 84) and I-580 at Isabel Avenue in the City of Livermore. The project will also construct eastbound and westbound auxiliary lanes on I-580 between Isabel Avenue and Airway Boulevard and will replace the partial interchange at I-580/Portola Avenue with a flyover extension of Portola Avenue. This project will be constructed in three segments. Segment 1 will widen and realign SR 84/Isabel Ave south of I-580 and relocate utilities.



The Need
SR 84 between I-580 and I-680 plays an important role in relieving congestion in the I-580 and I-680 corridors. The existing SR 84 connection at I-580 is doglegged and begins at Airway Boulevard/I-580 Interchange and goes east to Airway Boulevard, then south to Kitty Hawk Road, then becoming Isabel Avenue (SR 84).

Benefits
This project will improve connectivity between I-580 and Route 84 and provide an alternate connection to southbound I-680, resulting in congestion relief at the I-580/I-680 Interchange. Direct benefits to mainline I-580 include: Average (AM + PM) decrease of 22% in vehicle travel hours, average decrease of 42% in total delay, and an average increase of 35% in vehicle speed.

Partnership
This project is developed through a partnership between the City of Livermore, Alameda County Congestion Management Agency (ACCMA) and the California Department of Transportation (Caltrans). Project sponsors include local, state and federal agencies.

Project Status
This project was awarded to Ghilotti on 6/22/09(A) by the City of Livermore.

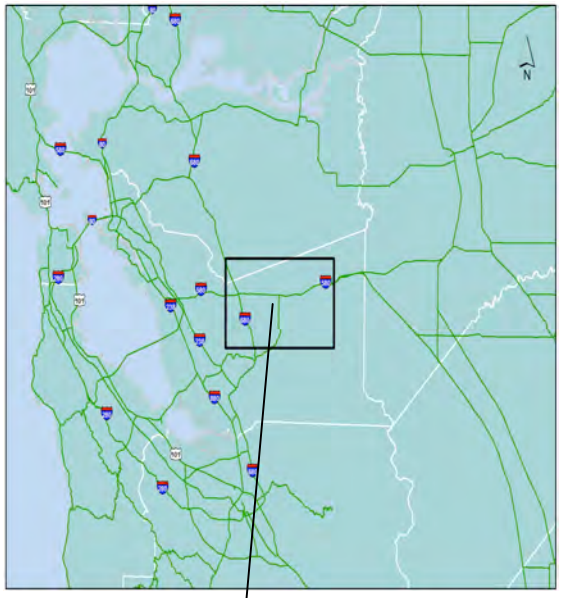
Project Costs
The total cost for the project is estimated at $54.4 million, of which Proposition 1B is funding $24.60 million.

Project Schedule
Start Construction: Spring 2009
Finish Construction: Winter 2012

Summary
The project will reduce travel delay, improve traffic operations, and The I-580/SR-84 Interchange Project will reduce the congestion on heavily used sections of freeways that are vital to the economic interests of the Bay Area.

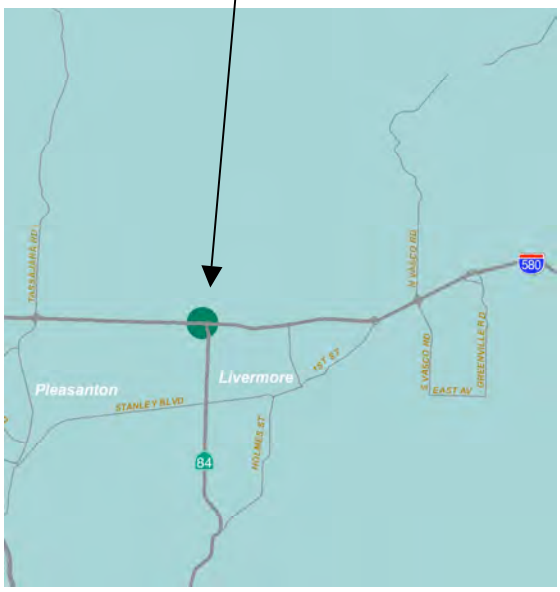
I-580 / SR-84 INTERCHANGE PROJECT (SEGMENT 2)
FACT SHEET

The Project
This is a Proposition 1B – Transportation Bond project funded by Corridor Mobility Improvement Account. This project will construct a new full-access interchange between State Route 84 (SR 84) and I-580 at Isabel Avenue in the City of Livermore. The project will also construct eastbound and westbound auxiliary lanes on I-580 between Isabel Avenue and Airway Boulevard and will replace the partial interchange at I-580/Portola Avenue with a flyover extension of Portola Avenue. This project will be constructed in three segments. Segment 1 will widen and realign SR 84/Isabel Ave south of I-580 and relocate utilities.



The Need
SR 84 between I-580 and I-680 plays an important role in relieving congestion in the I-580 and I-680 corridors. The existing SR 84 connection at I-580 is doglegged and begins at Airway Boulevard/I-580 Interchange and goes east to Airway Boulevard, then south to Kitty Hawk Road, then becoming Isabel Avenue (SR 84).

Benefits
This project will improve connectivity between I-580 and Route 84 and provide an alternate connection to southbound I-680, resulting in congestion relief at the I-580/I-680 Interchange. Direct benefits to mainline I-580 include: Average (AM + PM) decrease of 22% in vehicle travel hours, average decrease of 42% in total delay, and an average increase of 35% in vehicle speed.



Partnership
This project is developed through a partnership between the City of Livermore, Alameda County Congestion Management Agency (ACCMA) and the California Department of Transportation (Caltrans). Project sponsors include local, state and federal agencies.

Project Status
This project was awarded to DeSilva Gates by the City of Livermore on 6/22/09(A).

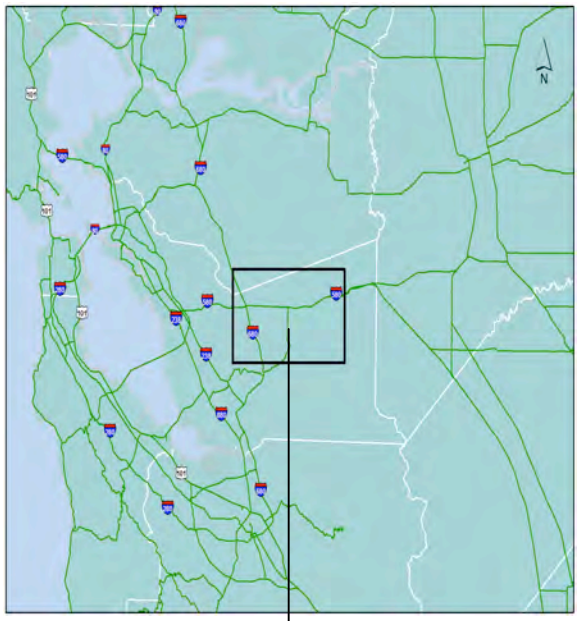
Project Costs
The total cost for the project is estimated at $10.9 million, of which Proposition 1B is funding $3.90 million.

Project Schedule
Start Construction: Spring 2009
Finish Construction: Summer 2010

Summary
The I-580/SR-84 Interchange Project will reduce the congestion on heavily used sections of freeways that are vital to the economic interests of the Bay Area.

I-580 / SR-84 INTERCHANGE PROJECT (SEGMENT 3)
FACT SHEET

The Project
This is a Proposition 1B – Transportation Bond project funded by Corridor Mobility Improvement Account. This project will construct a new full-access interchange between State Route 84 (SR 84) and I-580 at Isabel Avenue in the City of Livermore. The project will also construct eastbound and westbound auxiliary lanes on I-580 between Isabel Avenue and Airway Boulevard and will replace the partial interchange at I-580/Portola Avenue with a flyover extension of Portola Avenue. This project will be constructed in three segments. Segment 1 will widen and realign SR 84/Isabel Ave south of I-580 and relocate utilities.



The Need
SR 84 between I-580 and I-680 plays an important role in relieving congestion in the I-580 and I-680 corridors. The existing SR 84 connection at I-580 is doglegged and begins at Airway Boulevard/I-580 Interchange and goes east to Airway Boulevard, then south to Kitty Hawk Road, then becoming Isabel Avenue (SR 84).

Benefits
This project will improve connectivity between I-580 and Route 84 and provide an alternate connection to southbound I-680, resulting in congestion relief at the I-580/I-680 Interchange. Direct benefits to mainline I-580 include: Average (AM + PM) decrease of 22% in vehicle travel hours, average decrease of 42% in total delay, and an average increase of 35% in vehicle speed.

Partnership
This project is developed through a partnership between the City of Livermore, Alameda County Congestion Management Agency (ACCMA) and the California Department of Transportation (Caltrans). Project sponsors include local, state and federal agencies.

Project Status
This project was awarded to RGW Construction Inc. by Caltrans on 7/23/09(A).

Project Costs
The total cost for the project is estimated at $87.7 million, of which Proposition 1B is funding $39.5 million.

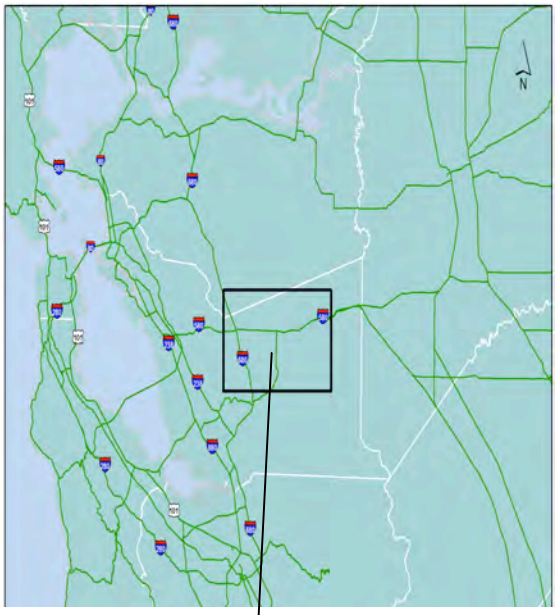
Project Schedule
Start Construction: Summer 2009
Finish Construction: Summer 2011

Summary
The I-580/SR-84 Interchange Project will reduce the congestion on heavily used sections of freeways that are vital to the economic interests of the Bay Area.

I-580 WESTBOUND HOV LANE PROJECT FACT SHEET

The Project

This is a Proposition 1B - Transportation Bond project funded by the Corridor Mobility Improvement Account program. This project will construct a high occupancy vehicle (HOV) lane on westbound I-580 from the Greenville Road Overhead in the City of Livermore to San Ramon/Foothill Road in the City of Dublin in Alameda County. The project will also construct westbound auxiliary lanes at various locations.



The Need

The I-580 corridor serves as the only major transportation corridor providing a commute route between San Francisco, Oakland, and San Jose and the Tri-Valley (Dublin, Pleasanton, and Livermore), and the growing Central Valley areas (Tracy, Stockton, and the I-5 corridor). Additionally I-580 is a major route for the movement of goods and freight into and out of the Bay Area region. This section of I-580 is one of the most congested freeways in the Bay Area.

Benefits

This project will reduce recurrent westbound congestion and delay during peak periods by improving highway service for carpool and transit riders, decrease commute times for all drivers, enhance safety, and encourage ridesharing and the use of transit.

Partnership

This project is developed through a partnership between the Alameda County Congestion Management Agency (ACCMA) and the California Department of Transportation (Caltrans). Project sponsors include local, state and federal agencies.

Project Status

This project is in the environmental phase. IS/EA approved 10/16/09(A). The design phase is expected to be completed in Winter 2011.

Project Costs

The total cost for the project is estimated at $145.4 million, of which Proposition 1B is funding $101.7 million.

Project Schedule

Start Construction: Summer 2011
Finish Construction: Fall 2013

Summary

The I-580 Westbound HOV Lane Project is necessary to reduce the congestion on a heavily used section of freeway that is vital to the economic interests of the Bay Area. HOV lanes have been shown to be effective in reducing travel times during peak commute hours.

A.4 CORRIDOR SEGMENT DATA SHEETS

A.4.1 Segment A – San Joaquin/Alameda County Line to North Flynn Road

A.4.2 Segment B – Flynn Rd. to Vasco Road

A.4.3 Segment C – Vasco Rd. to Isabel Interchange

A.4.4 Segment D – Isabel Interchange to I-680/Foothill Road

A.4.5 Segment E – I-680/Foothill Rd. to Dublin Grade Summit

A.4.6 Segment F – Dublin Grade Summit to Center Street

A.4.7 Segment G – Center Street to I-238/I-580 Interchange

A.4.8 Segment H – I-238/I-580 Interchange to I-880/I-238 Interchange

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I-580 SEGMENT A DATA	
TITLE	**DATA**
Features	**Data**
County, City	Alameda County
Facility type	Freeway
Existing Facility	8F
2035 Year Concept*	11F (2H/1TCL)
Segment Characteristics	
Segment Limits	San Joaquin/Alameda County Line to North Flynn Rd.
Begin/ End Post Mile	Alameda 580 PM 0.39-5.98
Length	5.59
Terrain	Mountainous
Land Use	Rural
Grade % (Postmile to Postmile)	2 %
Auxilliary Lanes EB / WB	No
HOV lanes	No
Parallel Arterials	No
Scenic Highway	No
Assembly District	15
Senate District	9
Multi Modal	
Bikeways/Bike lanes	No
Transit Provider	AC Transit, Wheels
Rail Station(s)	No
Park and Ride	No
Traffic Information	
Actual Fatality + Injury Rate this segment (3-yr period)	.19
Statewide Fatality + Injury Rate	.20
Actual Total Accident Rate this segment (3-yr period)	.50
Statewide Total Accident Rate	.52
AADT 2007	41,000-144,000
AADT 2035	77,000-270,000
Vehicle Hours of Delay (AM Peak) + Direction	5,607
Vehicle Hours of Delay (PM Peak) + Direction	4,056
EB Volumes 2008 (Peak Period Demand)	33,596
WB Volumes 2008 (Peak Period Demand)	22,637
EB Volumes 2035 (Peak Period Demand)	58,205
WB Volumes 2035 (Peak Period Demand)	47,306
Truck Volumes 2006	19,000
Truck Traffic: Truck percentage of AADT	12.5
5+ Axle Truck Percentage of Truck AADT	82.9

**F-Freeway; H-HOV or HOT Lane; TCL-Truck Climbing Lane*

Alameda County I - 580 PM .39 - 5.98
Segment A

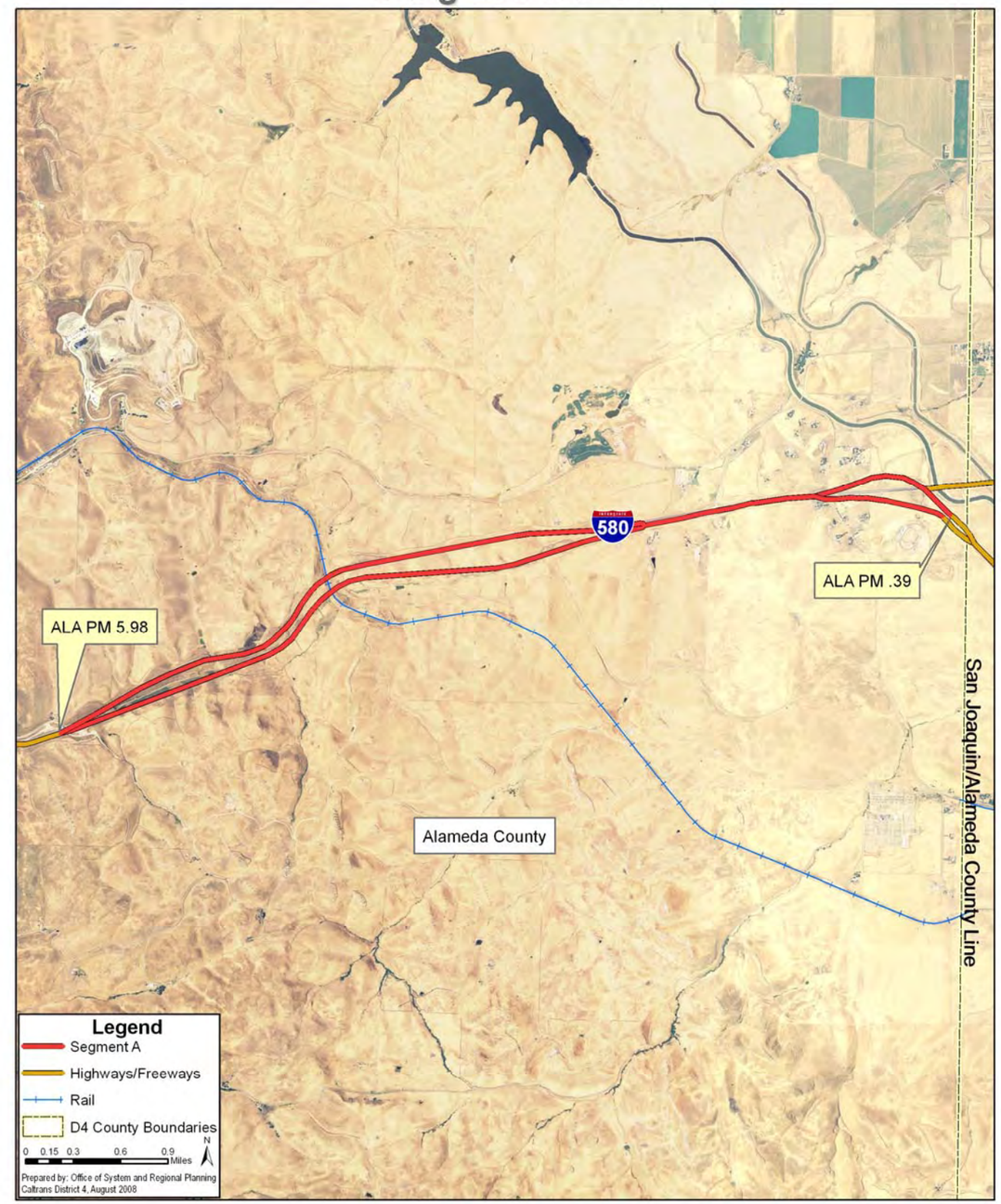


Figure A-4.1

I-580 SEGMENT B DATA	
TITLE	**DATA**
Features	**Data**
County, City	Alameda County, City of Livermore
Facility type	Freeway
Existing Facility	8F
2035 Year Concept*	12F (3H/1TCL)
Segment Characteristics	
Segment Limits	Flynn Rd. to Vasco Rd.
Begin/ End Post Mile	Alameda 580 PM 5.98-9.68
Length	3.7
Terrain	Mountainous/Flat
Land Use	Rural/Urbanized
Grade % (Postmile to Postmile)	4 %
Auxilliary Lanes EB / WB	Yes (EB) N. Vasco Rd.(9.68) to Greenville/Southfront Rd. (8.28), (WB) Greenville/Northfront Rd. (8.29) to N. Vasco Rd. (9.68)
HOV lanes	No
Parallel Arterials	No
Scenic Highway	No
Assembly District	15
Senate District	9
Multi Modal	
Bikeways/Bike lanes	Bikeway: Vasco Rd/Scenic Ave.
Transit Provider	AC Transit, Wheels
Rail Station(s)	ACE
Park and Ride	No
Traffic Information	
Actual Fatality + Injury Rate this segment (3-yr period)	.27
Statewide Fatality + Injury Rate	.29
Actual Total Accident Rate this segment (3-yr period)	.72
Statewide Total Accident Rate	.80
AADT 2007	144,000-153,000
AADT 2035	262,000-278,000
Vehicle Hours of Delay (AM Peak) + Direction	5,607
Vehicle Hours of Delay (PM Peak) + Direction	4,056
EB Volumes 2008 (Peak Period Demand)	32,837
WB Volumes 2008 (Peak Period Demand)	23,098
EB Volumes 2035 (Peak Period Demand)	57,967
WB Volumes 2035 (Peak Period Demand)	43,818
Truck Volumes 2006	15,800
Truck Traffic: Truck percentage of AADT	10.4
5+ Axle Truck Percentage of Truck AADT	84.4

**F-Freeway; H-HOV or HOT Lane; TCL-Truck Climbing Lane*

Alameda County I - 580 PM 5.98 - 9.68
Segment B

Figure A-4.2

I-580 SEGMENT C DATA	
TITLE	**DATA**
Features	**Data**
County, City	Alameda County, City of Livermore
Facility type	Freeway
Existing Facility	8F
2035 Year Concept*	11F (3H)
Segment Characteristics	
Segment Limits	Vasco Rd. to Isabel Interchange
Begin/ End Post Mile	Alameda 580 PM 9.68-14.20
Length	4.52
Terrain	Flat
Land Use	Urbanized
Grade % (Postmile to Postmile)	Relatively flat
Auxilliary Lanes EB / WB	No
HOV lanes	Yes
Parallel Arterials	No
Scenic Highway	No
Assembly District	15
Senate District	9
Multi Modal	
Bikeways/Bike lanes	Bikeways: Vasco Rd/Scenic Ave., Dublin Blvd., Portola
Transit Provider	AC Transit, Wheels, Tri-Delta Transit
Rail Station(s)	ACE
Park and Ride	Livermore (Portola near Alviso Place, 1/2 mile from I-580); Livermore Transit Station (free parking)
Traffic Information	
Actual Fatality + Injury Rate this segment (3-yr period)	.26
Statewide Fatality + Injury Rate	.31
Actual Total Accident Rate this segment (3-yr period)	.75
Statewide Total Accident Rate	.96
AADT 2007	182,000-195,000
AADT 2035	278,000-298,000
Vehicle Hours of Delay (AM Peak) + Direction	5,607
Vehicle Hours of Delay (PM Peak) + Direction	4,056
EB Volumes 2008 (Peak Period Demand)	39,323
WB Volumes 2008 (Peak Period Demand)	28,217
EB Volumes 2035 (Peak Period Demand)	57,606
WB Volumes 2035 (Peak Period Demand)	45,509
Truck Volumes 2006	20,600-21,500
Truck Traffic: Truck percentage of AADT	11.2-12.2
5+ Axle Truck Percentage of Truck AADT	76.7

**F-Freeway; H-HOV or HOT Lane; TCL-Truck Climbing Lane*

Alameda County I - 580 PM 9.68 - 14.20
Segment C

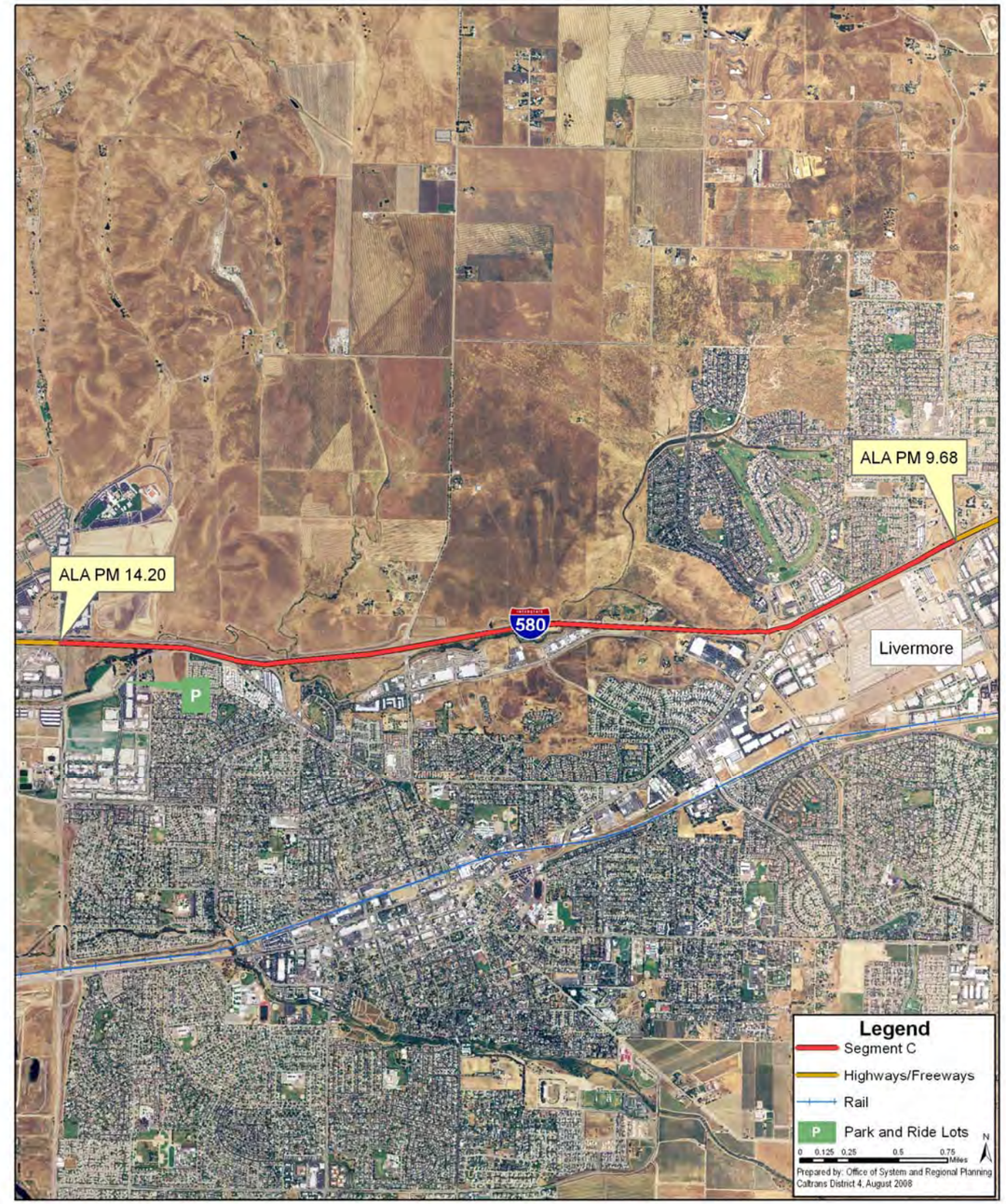


Figure A-4.3

I-580 SEGMENT D DATA	
TITLE	**DATA**
Features	**Data**
County, City	Alameda County, City of Pleasanton, City of Dublin
Facility type	Freeway
Existing Facility	6F-8F
2035 Year Concept*	11F (3H)
Segment Characteristics	
Segment Limits	Isabel Interchange to I-680/Foothill Rd
Begin/ End Post Mile	Alameda 580 PM 14.20-21.43
Length	7.23
Terrain	Flat
Land Use	Urbanized
Grade % (Postmile to Postmile)	Relatively flat
Auxilliary Lanes EB / WB	Yes (EB) Hopyard (19.85) to Hacienda (18.82), Hacienda (18.82) to Santa Rita (17.99), Santa Rita (17.99) to El Charro (16.70), Foothill Rd. (21.42) to I-680 (20.71); (WB) Tassajara (17.94) to Hacienda (18.82), Hacienda (18.82) to Hopyard/Dougherty (19.85), Dougherty/Hopyard (19.85) to I-680 (20.71), I-680 (20.71) to San Ramon (21.42)
HOV lanes	No
Parallel Arterials	Stanley Blvd., Stoneridge Dr., Dublin Blvd.
Scenic Highway	No
Assembly District	15, 18, 20
Senate District	9, 10
Multi Modal	
Bikeways/Bike lanes	Bikeways: Iron Horse Trail, Foothill Rd., Stanley Blvd., Stoneridge
Transit Provider	AC Transit, Wheels, Tri-Delta Transit
Rail Station(s)	BART, ACE
Park and Ride	East Airway/Rutan; Koll Center/Tassajara Rd; Johnson Dr./Stonridge
Traffic Information	
Actual Fatality + Injury Rate this segment (3-yr period)	.32
Statewide Fatality + Injury Rate	.33
Actual Total Accident Rate this segment (3-yr period)	1.18
Statewide Total Accident Rate	1.04
AADT 2007	195,000-212,000
AADT 2035	282,000-306,000
Vehicle Hours of Delay (AM Peak) + Direction	5607
Vehicle Hours of Delay (PM Peak) + Direction	4,056
EB Volumes 2008 (Peak Period Demand)	39,323
WB Volumes 2008 (Peak Period Demand)	30,443
EB Volumes 2035 (Peak Period Demand)	54,302
WB Volumes 2035 (Peak Period Demand)	46,561
Truck Volumes 2006	14,200-16,400
Truck Traffic: Truck percentage of AADT	6.7-9.1
5+ Axle Truck Percentage of Truck AADT	63.9-64.5

**F-Freeway; H-HOV or HOT Lane; TCL-Truck Climbing Lane*

Alameda County I - 580 PM 14.20 - 21.43
Segment D

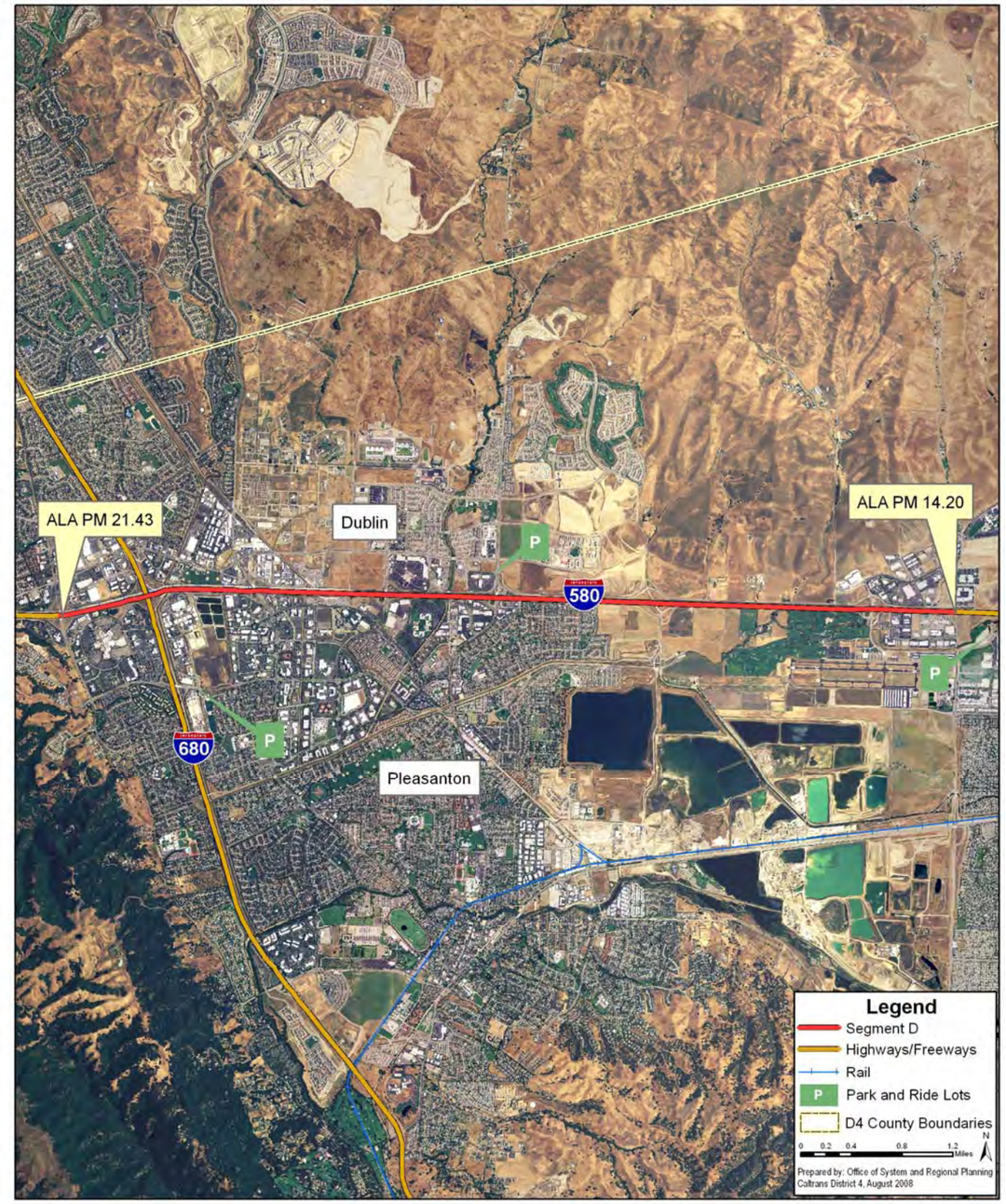


Figure A-4.4

I-580 SEGMENT E DATA	
TITLE	**DATA**
Features	**Data**
County, City	Alameda County, City of Dublin
Facility type	Freeway
Existing Facility	8F
2035 Year Concept*	10F (2H)
Segment Characteristics	
Segment Limits	I-680/Foothill Rd. to Dublin Grade summit
Begin/ End Post Mile	Alameda 580 PM 21.43-23.72
Length	2.29
Terrain	Flat/Rolling
Land Use	Urbanized/Rural
Grade % (Postmile to Postmile)	Relatively flat
Auxilliary Lanes EB / WB	No
HOV lanes	No
Parallel Arterials	No
Scenic Highway	No
Assembly District	15, 18, 20
Senate District	10
Multi Modal	
Bikeways/Bike lanes	No
Transit Provider	AC Transit, Wheels
Rail Station(s)	No
Park and Ride	No
Traffic Information	
Actual Fatality + Injury Rate this segment (3-yr period)	.18
Statewide Fatality + Injury Rate	.30
Actual Total Accident Rate this segment (3-yr period)	.46
Statewide Total Accident Rate	.83
AADT 2007	182,000
AADT 2035	249,000
Vehicle Hours of Delay (AM Peak) + Direction	4,451
Vehicle Hours of Delay (PM Peak) + Direction	7,336
EB Volumes 2008 (Peak Period Demand)	30,027
WB Volumes 2008 (Peak Period Demand)	23,851
EB Volumes 2035 (Peak Period Demand)	38,954
WB Volumes 2035 (Peak Period Demand)	34,858
Truck Volumes 2006	14,200
Truck Traffic: Truck percentage of AADT	6.7
5+ Axle Truck Percentage of Truck AADT	64.5

**F-Freeway; H-HOV or HOT Lane; TCL-Truck Climbing Lane*

Alameda County I - 580 PM 21.43 - 23.72
Segment E

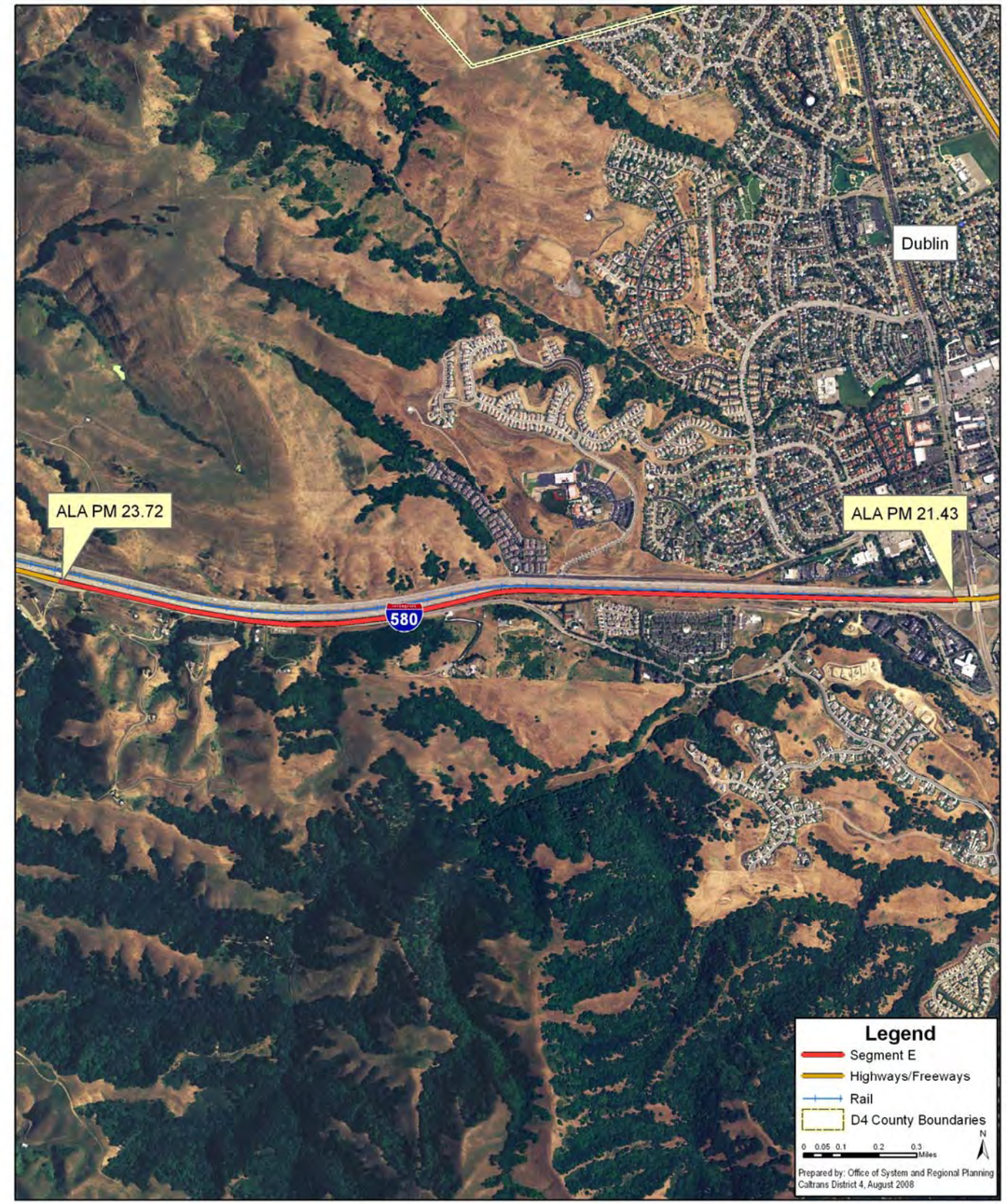


Figure A-4.5

I-580 SEGMENT F DATA	
TITLE	**DATA**
Features	**Data**
County, City	Alameda County, City of Castro Valley
Facility type	Freeway
Existing Facility	8F
2035 Year Concept*	10F (2H)
Segment Characteristics	
Segment Limits	Dublin Grade summit to Center St.
Begin/ End Post Mile	Alameda 580 PM 23.72-28.75
Length	5.03
Terrain	Rolling
Land Use	Rural/Urbanized
Grade % (Postmile to Postmile)	Relatively flat
Auxilliary Lanes EB / WB	No
HOV lanes	No
Parallel Arterials	No
Scenic Highway	No
Assembly District	18, 20
Senate District	9, 10
Multi Modal	
Bikeways/Bike lanes	No
Transit Provider	AC Transit, Wheels
Rail Station(s)	BART
Park and Ride	No
Traffic Information	
Actual Fatality + Injury Rate this segment (3-yr period)	.13
Statewide Fatality + Injury Rate	.30
Actual Total Accident Rate this segment (3-yr period)	.45
Statewide Total Accident Rate	.85
AADT 2007	181,000-182,000
AADT 2035	249,000-250,000
Vehicle Hours of Delay (AM Peak) + Direction	4,451
Vehicle Hours of Delay (PM Peak) + Direction	7,336
EB Volumes 2008 (Peak Period Demand)	30,312
WB Volumes 2008 (Peak Period Demand)	23,865
EB Volumes 2035 (Peak Period Demand)	39,664
WB Volumes 2035 (Peak Period Demand)	34,826
Truck Volumes 2006	14,200
Truck Traffic: Truck percentage of AADT	6.7
5+ Axle Truck Percentage of Truck AADT	64.5

**F-Freeway; H-HOV or HOT Lane; TCL-Truck Climbing Lane*

Alameda County I - 580 PM 23.72 - 28.75
Segment F

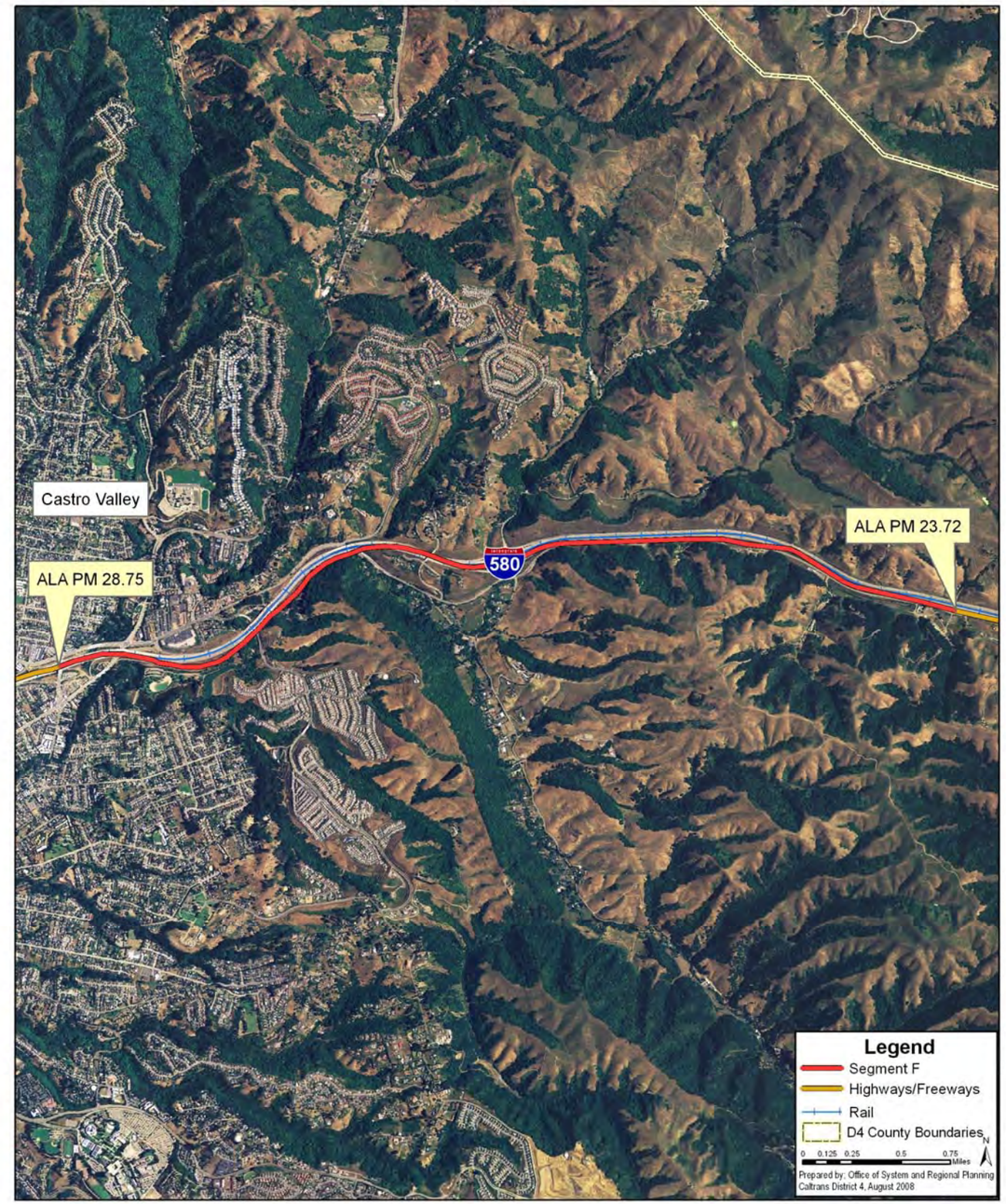


Figure A-4.6

I-580 SEGMENT G DATA	
TITLE	**DATA**
Features	**Data**
County, City	Alameda County, City of Castro Valley, City of Hayward
Facility type	Freeway
Existing Facility	6F-8F
2035 Year Concept*	10F (2H)
Segment Characteristics	
Segment Limits	Center St. to I-238/I-580 Interchange
Begin/ End Post Mile	Alameda 580 PM 28.75-30.80
Length	2.0
Terrain	Rolling/Flat
Land Use	Urbanized
Grade % (Postmile to Postmile)	Relatively flat
Auxilliary Lanes EB / WB	Yes (EB) Foothill Blvd. (30.58) to Center St. (28.74), (WB) Castro Valley Blvd. (30.55) to I-580 WB (30.80)
HOV lanes	No
Parallel Arterials	No
Scenic Highway	No
Assembly District	18, 20
Senate District	9, 10
Multi Modal	
Bikeways/Bike lanes	Bikeway: A St.
Transit Provider	AC Transit, Wheels
Rail Station(s)	BART
Park and Ride	Center Street (East of Center St. at I-580); John Drive (North side of Foothill Blvd)
Traffic Information	
Actual Fatality + Injury Rate this segment (3-yr period)	.31
Statewide Fatality + Injury Rate	.30
Actual Total Accident Rate this segment (3-yr period)	1.05
Statewide Total Accident Rate	.92
AADT 2007	180,000-196,000
AADT 2035	270,000-240,000
Vehicle Hours of Delay (AM Peak) + Direction	4,451
Vehicle Hours of Delay (PM Peak) + Direction	7,336
EB Volumes 2008 (Peak Period Demand)	35,362
WB Volumes 2008 (Peak Period Demand)	24,146
EB Volumes 2035 (Peak Period Demand)	39,916
WB Volumes 2035 (Peak Period Demand)	32,850
Truck Volumes 2006	9,400-10,200
Truck Traffic: Truck percentage of AADT	5.7-6.1
5+ Axle Truck Percentage of Truck AADT	64.0-68.5

**F-Freeway; H-HOV or HOT Lane; TCL-Truck Climbing Lane*

Alameda County I - 580 PM 28.75 - 30.8
Segment G

Figure A-4.7

I-238 SEGMENT H DATA	
TITLE	**DATA**
Features	**Data**
County, City	Alameda County, City of San Leandro
Facility type	Freeway
Existing Facility	6F
2035 Year Concept*	6F
Segment Characteristics	
Segment Limits	I-238/I-580 Interchange to I-880/I-238 Interchange
Begin/ End Post Mile	Alameda 238 PM 14.46-16.69
Length	2.23
Terrain	Flat
Land Use	Urbanized
Grade % (Postmile to Postmile)	Relatively flat
Auxilliary Lanes WB	Yes (WB) I-580 EB (R014.46) to E 14th St (14.93)
HOV lanes	No
Parallel Arterials	No
Scenic Highway	No
Assembly District	18
Senate District	10
Multi Modal	
Bikeways/Bike lanes	Bikeway: Hesperian Blvd.
Transit Provider	AC Transit, Wheels
Rail Station(s)	BART
Park and Ride	No
Traffic Information	
Actual Fatality + Injury Rate this segment (3-yr period)	.52
Statewide Fatality + Injury Rate	.36
Actual Total Accident Rate this segment (3-yr period)	1.71
Statewide Total Accident Rate	1.02
AADT 2007	82,000-133,000
AADT 2035	135,000-219,000
Vehicle Hours of Delay (AM Peak) + Direction	301
Vehicle Hours of Delay (PM Peak) + Direction	202
EB Volumes 2008 (Peak Period Demand)	20,126
WB Volumes 2008 (Peak Period Demand)	14,653
EB Volumes 2035 (Peak Period Demand)	32,588
WB Volumes 2035 (Peak Period Demand)	24,787
Truck Volumes 2006	6,200-17,700
Truck Traffic: Truck percentage of AADT	7.6-13.3
5+ Axle Truck Percentage of Truck AADT	62.9-70.3

**F-Freeway; H-HOV or HOT Lane; TCL-Truck Climbing Lane*

Alameda County I - 238 PM 14.46 - 16.69
Segment H

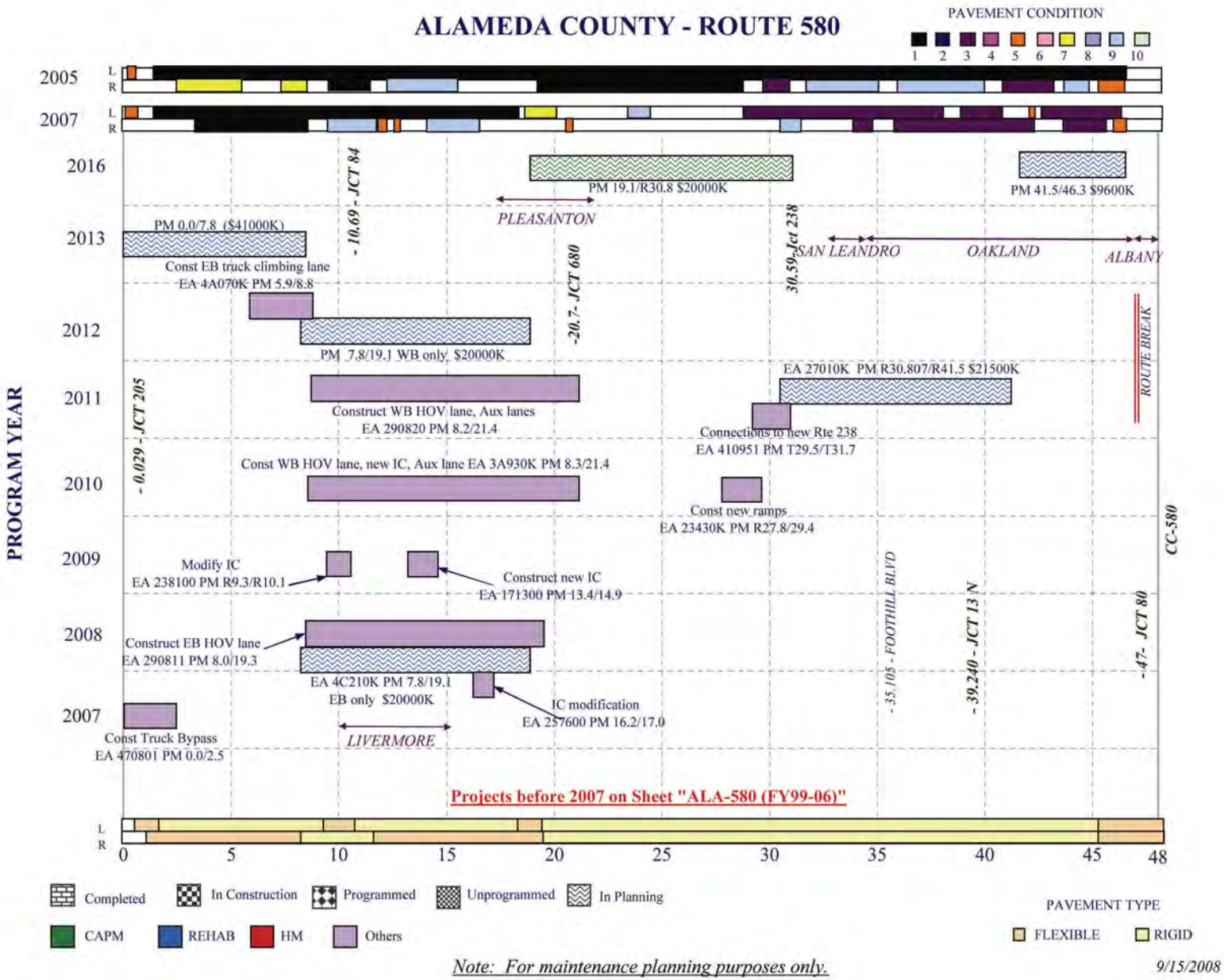
Figure A-4.8

A.5 PROGRAMMED/PLANNED IMPROVEMENT LIST

Rte	Post Mile	EA	T2035* Ref#	Project Description	Planned	Programmed
580	0.0/R21.4		230665	Widen to add express lane/convert HOV lane to express lane I-580 WB from Foothill Rd. to SJ County line.	X	
580	0.0/R21.4		230666	Widen to add express lane I-580 EB from Greenville Rd. to SJ County line.	X	
580	0.0/31.0	15113		Ramp Metering/HOV		SHOPP
580	R4.9/R8.2	4A070	22013	EB Truck Climbing Ln.		SHOPP (TCIF)
580	R7.8/19.1	29081	22765	EB HOV; Aux Lns Seg. 3		CMIA
580	8.2		21477	Reconstruct I/C at I-580/Greenville Rd.	X	
580	8.2/18.8		230083	Tri-Valley Transit Access: Acquire R/W from Hacienda Dr. to Greenville Rd. I/C	Regional Transit Expansion Prgm	
580	R8.2/R21.4		230667	Convert HOV to express lane I-580 EB from Foothill Rd. to Greenville Rd.		ARRA/Local
580	9.3/10.1	23810	21100	Modify I/C at Vasco Rd.		STIP
580	10.0		21475	Improve I-580/First St. I/C	2000 Measure B	
580	10.0/14.2	29082	230608	WB HOV Ln; Greenville to San Ramon/Foothill Rd - aux lane between First Ave. and Isabel Ave.		CMIA
580	14.2		230132	Improve I-580/Isabel Ave. I/C (including streetscaping, bicycle/pedestrian improvements	X	
580	14.9/17.9		21456	Construct aux lanes between Santa Rita Rd./Tassajara Rd. and Airway Blvd.	2000 Measure B	
580	17.9/20.7		230684	I-680/I-580 I/C - widen to add express lane direct connector and EB express lane on I-580 to Tassajara Rd.	X	
580	(19.7)		230630	Tri-Valley Transit Access: construct WB off-ramp to connect I-580 to Dublin/Pleasanton BART station	Regional Transit Expansion Prgm	
580	(19.8)		21460	Construct bicycle/pedestrian roadway in existing ALA Co. and Southern Pacific r/W between Dublin/Pleasant BART station and Dougherty Rd; construct bus lane on Dougherty Rd.	2000 Measure B	
580	various locations		22777	Reconstruct on- and off-ramps on I-580 in Castro Valley	2000 Measure B	
580/ 238	Various locations		230091	Install traffic monitoring systems, signal priority and co-ordination, ramp metering, HOV bypass lanes in I-880, I-238, I-580 corridors	X	

Table A.5.1: Programmed/Planned Improvement List (dated 04/28/10)

A.6 10-YEAR PAVEMENT MANAGEMENT PLAN—ALAMEDA COUNTY ROUTE 580



A.7 LETTER OF COMMITMENT

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION
111 GRAND AVENUE
P. O. BOX 23660
OAKLAND, CA 94623-0660
PHONE (510) 286-5908
FAX (510) 286-6301
TTY 711

Flex your power!
Be energy efficient!

January 21, 2009

Dear 580 East Corridor Stakeholder Agencies:

The purpose of this letter is to communicate our commitment to develop a corridor management vision for the I-580 east corridor. The California Department of Transportation (Department), the Metropolitan Transportation Commission (MTC), and the Alameda County Congestion Management Agency (ACCMA) invite you to participate as a partner in managing the performance of **the I-580 East Corridor.** Corridor System Management Plans (CSMPs) are being prepared in compliance with the Proposition 1B Corridor Mobility Improvement Account (CMIA) funding program. The CSMP, with your participation and commitment, will develop a corridor management vision for **the I-580 East Corridor** through applying the principles and practices of system and corridor management and performance measurement for sustained corridor performance.

The I-580 East CSMP Corridor begins at the I-580/I-205 interchange near the San Joaquin County/Alameda County line to the I-580/I-238 split, and continues along I-238, and ends at the I-880/I-238 Interchange in San Leandro.

The goal of a CSMP is to achieve the highest mobility benefits to travelers in the corridor across all jurisdictions and modes. The CSMP will assess current performance and identify why the corridor is experiencing congestion. The best mix of improvements, strategies and actions to improve mobility, travel times, reliability, safety, and to preserve the corridor, will be identified based on analysis of alternative improvement scenarios using simulation modeling techniques. The CSMP is intended to serve as a guide for managing the corridor among all partners and will help inform near term and long term funding priorities.

The following principles and practices will guide development of the CSMP:

- The Department, MTC, ACCMA, local jurisdictions, and transportation providers are partners in developing an effective CSMP.
- Corridor productivity can only be improved and maintained through a coordinated planning and management effort by all transportation partners. Maximizing productivity is vital to the State, regional, local economy, quality of life, and safety for travelers.
- Development of the CSMP is complementary to and consistent with federal provisions for a continuing, cooperative, and comprehensive planning process among transportation partners.

"Caltrans improves mobility across California"

580 East Corridor Stakeholder Agencies
January 21, 2009
Page 2

- Development of the CSMP supports federal congestion management system (CMS) requirements for Transportation Management Areas (TMA), state Congestion Management Program (CMP) provisions and Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA-LU) provisions for increased emphasis on system and corridor management and performance measurement in metropolitan transportation plans as well as for real-time traveler information.

- Improvements identified in the CSMP to restore corridor productivity will be candidates for all categories of regional and local funding as applicable.

The transportation partners will meet on a regular basis for the following activities:

- Agreement on a work plan, time line, and roles-and-responsibilities for development of the CSMP, including resources (in-kind and otherwise).

- Review of draft analysis products and congestion mitigation options.

- Coordination with other corridor planning and evaluation efforts are including project/strategy recommendations and prioritization.

- Identification of opportunities for heightened understanding by local jurisdictions and the public on the mobility benefits of system and corridor management.

The first meeting of the **I-580 East Corridor** partners is Tuesday, January 27, 2009, at 9:30 a.m. to 11:30 a.m. at the Livermore Public Library, 1188 South Livermore Avenue, Livermore, CA. Enclosed is a list of suggested representatives from your agency. Please confirm by Friday, January 23, 2009, if this is the correct contact. Also enclosed is some introductory material about the I-580 East Corridor CSMP effort.

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580 East Corridor Stakeholder Agencies
January 21, 2009
Page 3

Please contact Erik Alm, Chief, Office of System Planning, Department, District 4 at (510) 286-6053, or me at (510) 286-5908, if you have any questions. We look forward to working with you on the **I-580 East Corridor** CSMP.

Sincerely,

LEE TAUBENECK, M.S., P.E.
Transportation Planning and Local Assistance
District 4, Caltrans

ALBERT YEE
Highway and Arterial Operations Director
Metropolitan Transportation Commission

DENNIS R. FAY
Executive Director
Alameda County Congestion Management Agency

Attachments

cc: Albert Yee
Dennis R. Fay

References:

- Strategic Growth Plan (SGP) 2007 (Targets significant decrease in traffic congestion below today's levels)
- MTC Res. No. 3792, dated 1-10-07, (Commitment to developing and implementing corridor system management plans in accordance with CMIA)
- MTC Res. No. 3794, dated 2-28-07, (Cooperative agreement with Caltrans to include FPI studies as part of CSMPs)

"Caltrans improves mobility across California"

I-580 East Corridor System Management Plan (CSMP)
Technical Advisory Committee (TAC)
CONTACT LIST

FIRST NAME	LAST NAME	JURISDICTION/ ORGANIZATION	PHONE	E-MAIL	COMMENTS
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Ray	Akkawi	ACCMA	510-836-2560 x2318	rakkawi@accma.ca.gov	
Beth	Walukas	ACCMA	510-350-2326	bwalukas@accma.ca.gov	
Bijan	Yarjani	ACCMA	510-836-2560 x2328	byarjani@accma.ca.gov	
Brian	Schmidt	ACE		Brian@acerail.com	
Arun	Goel	ACTA/ACTIA	510-267-6129	agoel@actia2022.com	
Rochelle	Wheeler	ACTA/ACTIA	510-893-3347	rwheeler@actia2022.com	Bicycle/Pedestrian Coor.
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Alan	Lee	BART	510-404-6121	ALEE1@bart.gov	
Erik	Alm	Caltrans D4	510-286-6053	ealm@dot.ca.gov	
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Becky	Frank	Caltrans D4	510-286-5536	bfrank@dot.ca.gov	CC - FYI
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Cesar	Pujol	Caltrans D4	510- 286-4594	cpujol@dot.ca.gov	
Lee	Taubeneck	Caltrans D4	510-286-5908	ltaubeneck@dot.ca.gov	
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Jaimee	Bourgeois	City of Dublin	925-833-6634	jaimee.bourgeois@ci.dublin.ca.us	
Melissa	Morton	City of Dublin	925-833-6630	melissa.morton@ci.dublin.ca.us	
Roxy	Carmicheal Hart	City of Hayward	510-583-4781	Roxy.Carmichael-Hart@hayward-ca.gov	
Ken	Ross	City of Livermore	925-960-4512	keross@ci.livermore.ca.us	
Carlo T.	Sendaydiego	City of Livermore	925-960-4517	ctsendaydiego@ci.livermore.ca.us	CC - FYI
Josh	Pack	City of Pleasanton	925-931-5667	jpack@ci.pleasanton.ca.us	CC - FYI
Mike	Tassano	City of Pleasanton	925-931-5670	mtassano@ci.pleasanton.ca.us	
Keith R.	Cooke	City of San Leandro	510-577-3439	Kcooke@ci.san-leandro.ca.us	

Draft 1/14/2009

I-580 East Corridor System Management Plan (CSMP)
Technical Advisory Committee (TAC)
CONTACT LIST

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Joy	Lee	MTC	510-817-5956	jjlee@mtc.ca.gov	
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Cory	LaVigne	AC Transit	510-891-4846	CLAVIGNE@actransit.org	

Draft 1/14/2009

A.8 METROPOLITAN TRANSPORTATION COMMISSION RESOLUTION NO. 3794

Date: February 28, 2007
W.I.: 1236
Referred by: Operations Comm.

ABSTRACT
Resolution No. 3794

This resolution authorizes the Metropolitan Transportation Commission (MTC) to enter into a cooperative agreement with the California Department of Transportation (DEPARTMENT) to provide supplemental funds for the Bay Area Freeway Performance Initiative Corridor Studies.

Attachment 1 – Scope of Work for the cooperative agreement

Date: February 28, 2007
W.I.: 1236
Referred by: Operations Comm.

RE: Authorizing a Cooperative Agreement with the California Department of Transportation

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3794

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Section 66500 *et seq.*; and

WHEREAS, MTC has committed, as part of the agency strategic plan adopted on March 22, 2006 to the development of a strategic plan for the Bay Area freeway system, called the Freeway Performance Initiative; and

WHEREAS, as part of implementing the Freeway Performance Initiative, MTC is conducting a number of technical assessments of the major freeway corridors in the Bay Area called the Freeway Performance Initiative Corridor Studies (Corridor Studies).

WHEREAS, MTC, as part of its submittal of project nominations for the Corridor Mobility Improvement Account, committed to the development of corridor management plans in cooperation with the California Department of Transportation (DEPARTMENT); and

WHEREAS, MTC has historically worked collaboratively with the DEPARTMENT to plan for the effective management and expansion of the Bay Area freeway system; and

WHEREAS, the DEPARTMENT has allocated $1.5 million State Highway Account funds to supplement the Corridor Studies; and

WHEREAS, MTC now wishes to enter into a cooperative agreement with the DEPARTMENT to accept the supplemental funds; now, therefore, be it

MTC Resolution No. 3794
Page 2

RESOLVED, that MTC authorizes the Executive Director, or his designee, to enter into a cooperative agreement, based on the scope of work attached, with the DEPARTMENT to accept the aforementioned $1.5 million for the Corridor Studies, and

RESOLVED, that MTC commits to the completion of Corridor Studies plans consistent with guidance provided by the DEPARTMENT and the timely submittal of study results and recommendations.

METROPOLITAN TRANSPORTATION COMMISSION

Bill Dodd
Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on February 28, 2007.

A.9 CORRIDOR CONCEPT

The Corridor Concept conveys Caltrans' vision for a route with respect to corridor capacity and operations for a 25-year planning horizon. Table A.9.1 outlines the I-580 East CSMP Corridor concept.

The Corridor Concept is derived from examination of strategies and projects recommended in the CSMP technical analysis report. The CSMP technical analysis was done with sensitivity to information contained in current approved planning documents and operations plans, local and regional input, and review of Freeway Agreements.

The Corridor Concept supersedes previous "route concepts" documented in District 4 (D4) 1980s Route Concept Reports (RCRs) and facility and operational concepts in 2001-02 Transportation Corridor Concept Reports (TCCRs).

Concept Rationale

Caltrans and its partners have strategies and projects to address poor performance within the I-580 East CSMP Corridor. Short-term improvements include operational, ITS and capacity increasing projects. Long-term improvements include enhanced HOV/HOT lanes and interchange projects.

Segment	County	Segment Description	Existing Facility	25-yr Concept
Segment A 580 PM 0.39-5.98	ALA	San Joaquin/Alameda County Line to North Flynn Rd.	8F	11F (2H/1TCL)
Segment B 580 PM 5.98-9.68	ALA	Flynn Rd. to Vasco Rd.	8F	12F (3H/1TCL)
Segment C 580 PM 9.68-14.20	ALA	Vasco Rd. to Isabel Interchange	8F	11F (3H)
Segment D 580 PM 14.20-21.43	ALA	Isabel Interchange to I-680/Foothill Rd.	6F-8F	11F (3H)
Segment E 580 PM 21.43-23.72	ALA	I-680/Foothill Rd. to Dublin Grade summit	8F	10F (2H)
Segment F 580 PM 23.72-28.75	ALA	Dublin Grade summit to Center St.	8F	10F (2H)
Segment G 580 PM 28.75-30.80	ALA	Center St. to I-238/I-580 Interchange	6F-8F	10F (2H)
Segment H 238 PM 14.46-16.69	ALA	I-238/I-580 Interchange to I-880/I-238 Interchange	6F	6F

F = Freeway
H = HOV or HOT Lane
TCL = Truck Climbing Lane

Table A.9.1: Corridor Concept for I-580 East CSMP

A.10 ACRONYMS LIST

AADT—Annual Average Daily Traffic

AB—Assembly Bill

ABAG—Association of Bay Area Governments

ACCMA—Alameda County Congestion Management Agency

ACE—Alamont Commuter Express

ACS—American Community Survey

ACTA—Alameda County Transportation Authority

ACTIA—Alameda County Transportation Improvement Authority

ALA—Alameda County

ARRA—American Recovery and Reinvestment Act

BAAQMD—Bay Area Air Quality Management District

BART—Bay Area Rapid Transit

BCDC—Bay Conversation and Development Commission

BNSF—Burlington Northern Santa Fe

CALEPA—California Environmental Protection Agency

Caltrans—California Department of Transportation'

CARB—California Air Resources Board

CC—Contra Costa County

CCTV—Closed Circuit Television

CEQA—California Environmental Quality Act

CHP—California Highway Patrol

CMIA—Corridor Mobility Improvement Account

CMS—Congestion Management System

CNDDB—California Natural Diversity Database

CO—Carbon Monoxide

CSMP—Corridor System Management Plan

CTC—California Transportation Commission

CTP—California Transportation Plan

CZMA—Coastal Zone Management Act

EA—Environmental Assessment

EB—Eastbound

EIS—Environmental Impact Statement

EMS—Extinguishable Message Signs

EPA—Environmental Protection Agency

FED/CAL—Federal/California

FHWA—Federal Highway Aministration

FOCUS—Focus Our Future

FPI—Freeway Performance Initiative

FSP—Freeway Service Patrol

FTA—Federal Transit Administration

GHG—Greenhouse Gas

HAR—Highway Advisory Radio

HOT—High Occupancy Toll

HOV—High Occupancy Vehicle

IRRS—Interregional Road System

ITS—Intelligent Transportation System

ITSP—Interregional Transportation Strategic Plan

LAVTA—Livermore Amador Valley Transit Authority

LLNL—Lawrence Livermore National Laboratory

LVK—Livermore Municipal Airport

mins—Mean Delay/Person

mph—Mean Person Speed

MPO—Metropolitan Transportation Commission

MRN—Marin County

MTC—Metropolitan Transportation Commission

NEPA—National Environmental Policy Act

NITSA—National ITS Architecture

NOx—Nitrogen Oxide

NPDES—National Pollutant Discharge Elimination System

NRHP—National Registry of Historical Places

O3—Ozone

PDA—Planning Development Area

PeMS—Performance Monitoring System

PHD—Person Hours of Delay

PHT—Person Hours of Travel

PM—Particulate Matter

PMT—Person Miles of Travel

RCR—Route Concept Report

RM—Ramp Metering

RTP—Regional Transportation Plan

RTPA—Regional Transportation Planning Agency

SB—Senate Bill

SCL—Santa Clara County

SCS—Sustainable Community Strategy

SGP—Strategic Growth Plan

SHELL—State Highway Extra Legal Load

SHOPP—State Highway Operations and Protection Program

SM—San Mateo County

SOL—Solano County

SON—Sonoma County

SOV—Single Occupancy Vehicle

SR—State Route

STAA—Surface Transportation Assistance Act

STIP—State Transportation Improvement Program

SWITSA—California ITS Architecture and System Plan

T/E—Threatened/Endangered

TAC—Technical Advisory Committee

TASAS—Traffic Accident Surveillance and Analysis System

TCCR—Transportation Corridor Concept Report

TCIF—Trade Corridors Improvement Program

TDM—Transportation Demand Management

TMC—Transportation Management Center

TMS—Traffic Monitoring Station

TMSMP—Transportation Management System Master Plan

TOS—Traffic Operations System

UPRR—Union Pacific Railroad

VHD—Vehicle Hours of Delay

VMT—Vehicle Miles Traveled

WB—Westbound

WIM—Weigh-in Motion