



State Route 262 (Mission Boulevard) Cross Connector

JANUARY 2019

PROJECT OVERVIEW

The Alameda County Transportation Commission (Alameda CTC) proposes to improve the operation and safety on the State Route 262 (SR-262) corridor, a heavily-used east-west connection between Interstate 880 (I-880) and Interstate 680 (I-680).

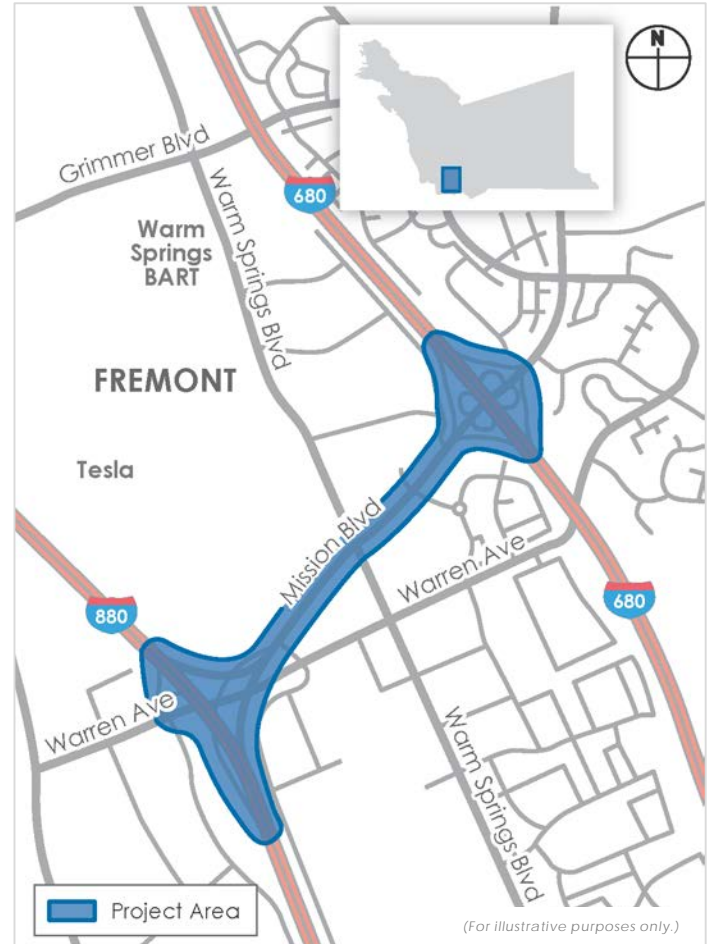
Several corridor/feasibility studies were completed within this SR-262 corridor that recommended various operational improvements for implementation that include:

- Construction of a direct connector between I-880 and I-680
- Separation of local traffic on Mission Boulevard from Regional Traffic on SR-262
- Grade separating local traffic at the SR 262/Warm Spring Boulevard and/or Mohave Drive intersections
- Improved geometry at the SR-262/I-680 interchange
- Widening SR-262 between the Warm Springs intersection and I-680

Alameda CTC will initiate preparation of a project initiation document (PID) and coordinate closely with the City of Fremont to develop delivery and financing options for improvements along the corridor.

PROJECT NEED

- SR-262 is the major east-west connector that serves travel on the I-880 and I-680, including commute and commercial traffic.
- Travel demand creates recurring traffic congestion on SR-262 throughout the day on weekdays and weekends, impeding the economic vitality of the region.
- Congestion on SR-262 generates traffic that cuts through city streets and results in safety issues and operational deficiencies.



PROJECT BENEFITS

- Improves traffic operation
- Reduces traffic congestion
- Enhances local/regional economic vitality
- Improves safety

STATE ROUTE 262 (MISSION BOULEVARD) CROSS CONNECTOR



Eastbound SR-262 at the I-680 southbound on-ramp.



Westbound congestion along SR-262 during the afternoon commute.



Westbound and eastbound traffic on SR-262 in Fremont.

STATUS

Implementing Agency: Alameda CTC

Current Phase: Scoping

- Project scoping work began in spring 2018.

PARTNERS AND STAKEHOLDERS

California Department of Transportation, Alameda CTC and the City of Fremont

Note: Information on this fact sheet is subject to periodic updates.

COST ESTIMATE BY PHASE (\$ X 1,000)

Planning/Scoping	\$2,000
PE/Environmental	\$20,000
Final Design (PS&E)	\$40,000
Right-of-Way	\$25,000
Construction	\$825,000
Total Expenditures	\$912,000

Note: Costs reflect a direct connector alternative, based on 2018 dollars; subject to update based on the Project Study Report.

FUNDING SOURCES (\$ X 1,000)

Measure BB	\$9,000
Federal	TBD
State	TBD
Regional Measure 3	\$15,000
Local	TBD
TBD	\$888,000
Total Revenues	\$912,000

SCHEDULE BY PHASE

	Begin	End
Scoping	Spring 2018	Summer 2020
Preliminary Engineering/ Environmental	TBD	TBD
Final Design	TBD	TBD
Right-of-Way	TBD	TBD
Construction	TBD	TBD

Note: Schedule subsequent to the scoping phase subject to change based on availability of funding and selection of a preferred alternative.