

Charleston/Meadow Underpass Concept

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Why another alternative?

- Tunnel very pricey/ water impacts
- Hybrid likely VERY undercosted because of Caltrain work windows
 - 2% design typically excludes explicit phasing/ work window cost
 - Alma detours complicated
- Both alternatives likely to induce SIGNIFICANT new traffic

Revisiting road undercrossing concept

- Two variations studied in 2014 by HMM
 - Lower Alma and Charleston - same intersection as today but sunken
 - Just lower Alma, no turns allowed
 - Assumed two lanes in each direction
 - Assumed VERY thick Caltrain bridge
 - Significant impacts to houses along Charleston/Meadow because of access issues
- Ignored Charleston/Arastradero concept
 - One lane in each direction
 - Extra lanes on Charleston/ Alma so cars can wait / get through lights/tracs
 - Very slow speeds/ several short merges
 - Possible to meter traffic because of signals in all directions

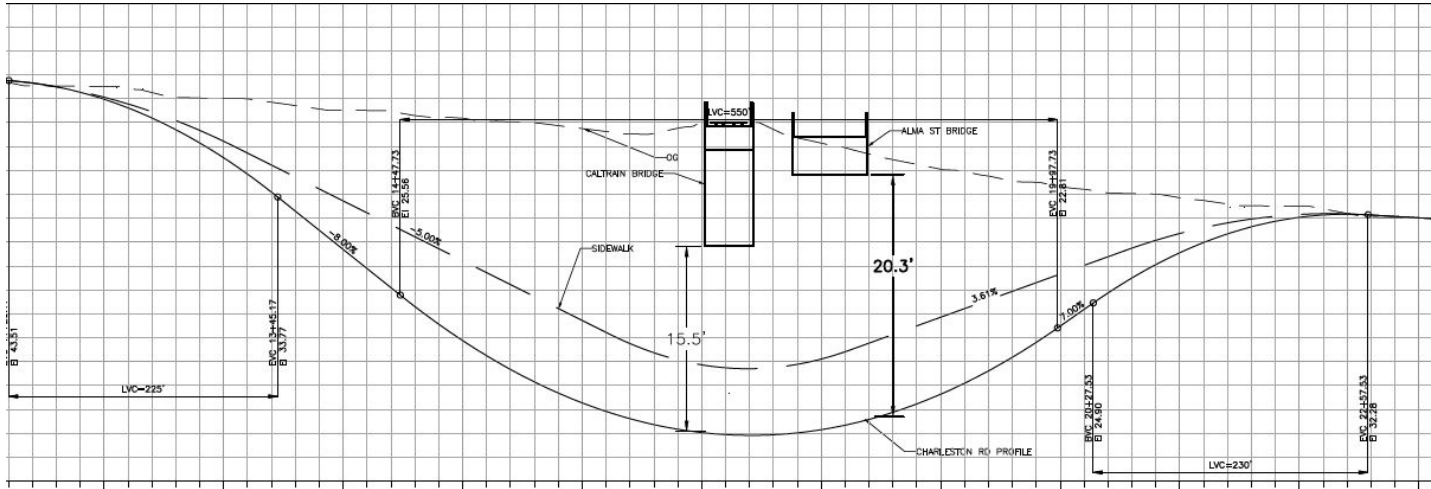
Turn philosophy

- All turn movements on and off Alma should be possible
- All turns should be safe
- Design should accommodate but not encourage turns from Alma to West Charleston/ West Meadow
- Conflicts with bicyclists and pedestrians should be minimized

Concept

- East-bound and west-bound single lane (plus bike/ped at split grade) underpasses
- Driveway access on ALMA for homes on Charleston
- Allow east-bound cars to U-turn at Wright Place
- Wright Place cul-de-saced to limit cut through traffic

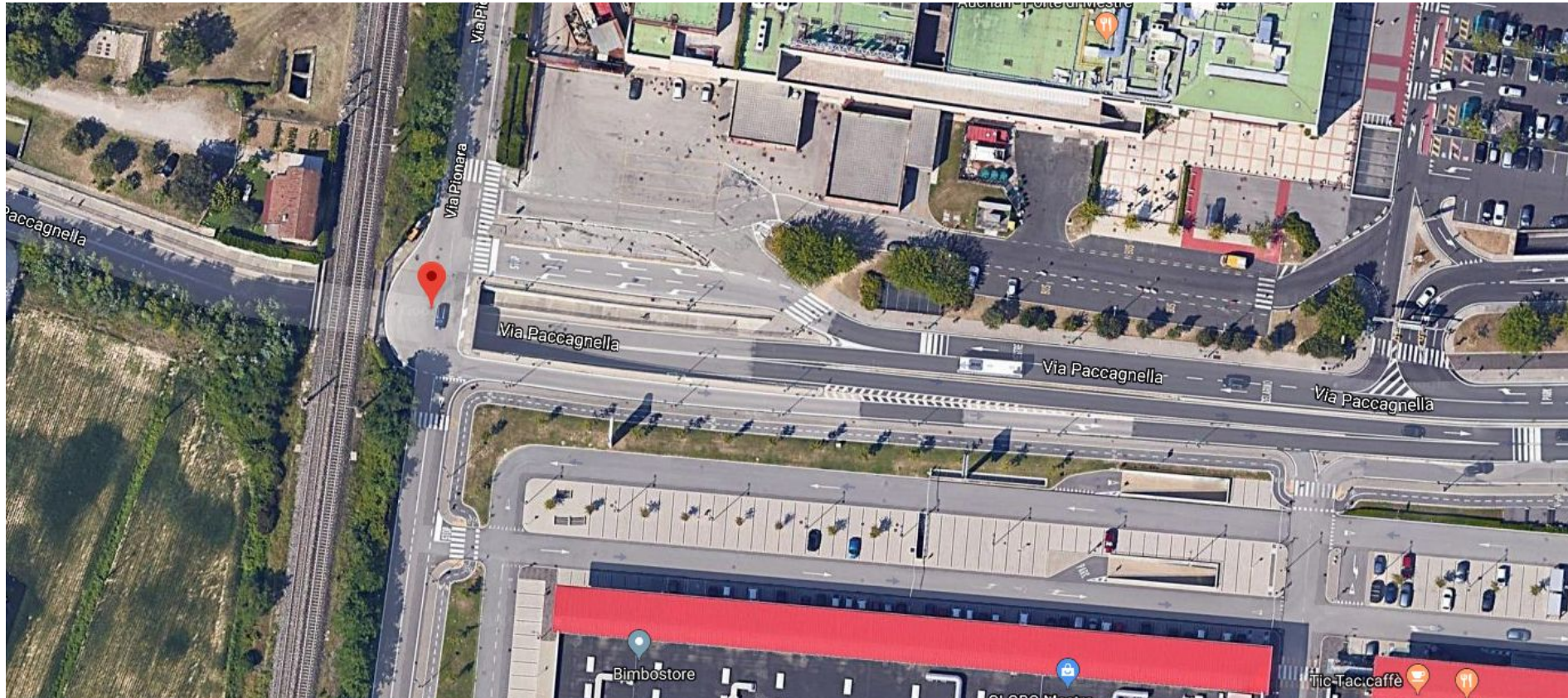
Original undercrossing plan



Old school thin deck bridge



Similar concept in Italy



Road underpass in Italy

