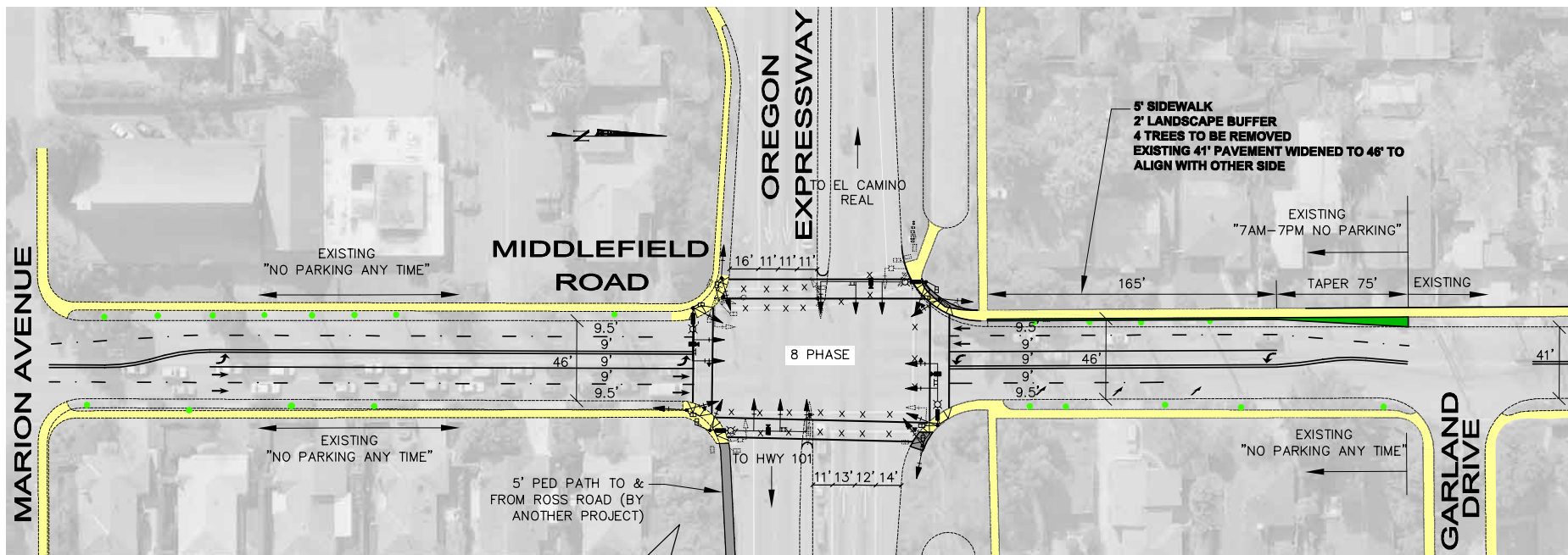


Proposed Conceptual Alternatives



Alternative 3 Modified

County Recommended

Pros

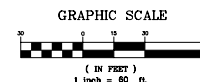
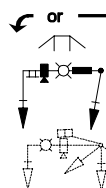
1. Most efficient signal operation
2. Most flexible alternative
3. Best lane-line configuration
4. Provides best overall traffic flow on both Oregon and Middlefield Road
5. Removes existing offset - No offsets
6. Minimizes delay at intersection and system-wide on Oregon Expressway
7. Improves intersection level of service by a grade
8. Reduces queuing and delay on Middlefield Rd.
9. Enhanced pedestrian crossings with countdown signals
10. Left turns from both directions of Middlefield Rd. are served first followed by through movements
11. Continues to eliminate conflicts between left turn traffic and opposing through movements & left turn traffic and pedestrians
12. Allows for more orderly flow of multi-modal traffic for all directions
13. Separate left and through lanes on Middlefield Rd.
14. Improves air quality by reducing congestion system-wide
15. Reduced congestion will help minimize cut through traffic into adjacent neighborhoods

Cons

1. Requires 3' reduction of landscaping strip for a short distance on the northwest side, resulting in loss of 4 trees to be replaced by new planting and trees within newly created buffer
2. Narrower lanes - similar to Middlefield/Colorado and Middlefield/Bryson

Legend

- Proposed Landscape Strip
- Proposed Sidewalk/Concrete Island
- Existing Sidewalk
- Remove Existing Striping
- Existing Curb/Edge of Pavement
- Proposed Striping
- New/Enhanced Wheel Chair Ramp
- Proposed Signal Equipment
- Existing Signal Equipment
- Existing Tree



County of Santa Clara Roads and Airports Dept.
Oregon Expressway Improvement Project

Oregon Expressway and Middlefield Road



Revised 7/7/09

Middlefield Road Alternative 3 Modified

Looking North

Revised on April 6, 2009

County Recommended



Existing



Proposed

Traffic improvements

- Most efficient signal operation which minimizes delay at intersection and system-wide on Oregon expressway
- Improves intersection level of service by a grade
- Multi-modal traffic for all directions
- Left turns from both directions on Middlefield are served first followed by through movements eliminating conflicts
- Separate left and 2 through lanes on Middlefield

Traffic constraints

- Narrower lanes

Pedestrian amenities

(Expanded at corners)

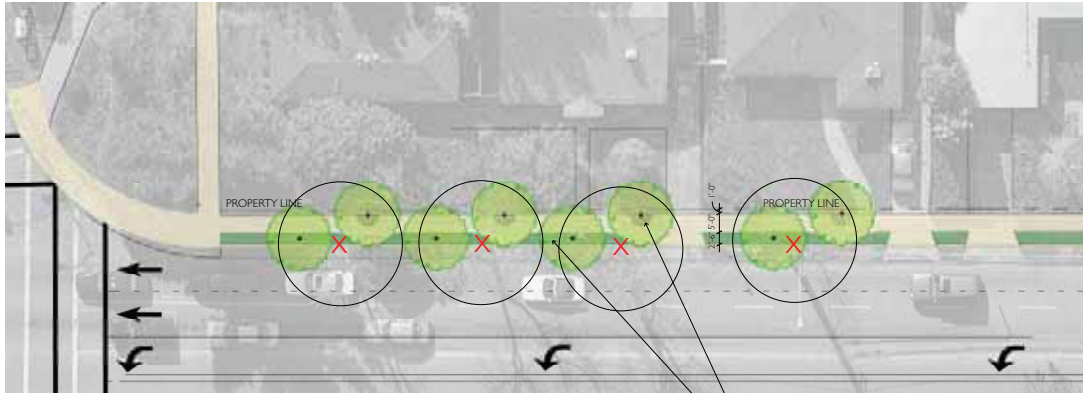
- Enhanced pedestrian crossing with countdown signals
- Straightened crosswalks
- New / Enhanced wheelchair ramps

Community constraints

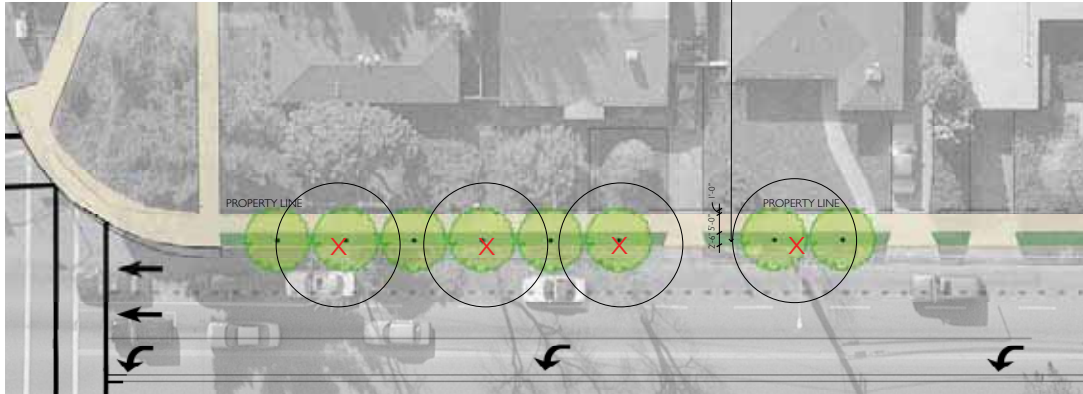
- 5 feet reduction of landscape strip on the northwest side - new planting in 2 foot buffer



Middlefield Road NW Sidewalk Options



OPTION 1



OPTION 2



TREE OPTIONS



Pyrus calleryana 'Chanticleer'
Ornamental Pear
Height : 40' tall
Spread : 15' wide
Notes : Narrowly pyramidal in form or more columnar. Fall color varies from orange to reddish purple.



Acer rubrum 'Bowhall'
Red Maple
Height : 60' tall
Spread : 15' wide
Notes : Narrow, cone shaped, with orange-red foliage in fall.



Lagerstroemia x fauriei
Crape Myrtle Hybrids
Height : 25' tall
Spread : 15' wide
Notes : Narrow, fast growing excellent flower display with orange-red foliage in fall

SIDEWALK PLANTING OPTIONS



Agapanthus 'Tinkerbell'
Lily of the Nile
Height : 2' tall
Notes : very tough and adaptable, low maintenance.



Dietes iridioides (vegeta)
Fortnight Lily
Height : 3' tall
Notes : very tough and adaptable, low maintenance.



Hemerocallis spp.
Day Lily
Height : 2'-3' tall
Notes : very tough and adaptable, low maintenance.

Middlefield Road NW Sidewalk Options



OPTION 1



OPTION 2



EXISTING CONDITION