Almaden Expressway | Fact Sheet

EXISTING CONDITIONS AND ACCOMPLISHMENTS

Expressway Characteristics
- 8.5 miles long
- 2-8 lanes wide
- 19 Signalized intersections
- 2 freeway connections: SR 85, SR 87
- 182,000 vehicle trips daily
- Adjacent jurisdiction: San Jose

Improvements Completed Since 2008
- Widening and operational improvements between Branham and Blossom Hill through SR-85 interchange, including traffic signal, sound wall, and sidewalk improvements
- Bicycle signal detection and bicycle adaptive signal timing at all signalized intersections
- Moved signal controller boxes at Trinidad and Via Valiente to improve vehicle, bicycle, and pedestrian line of sight
- Traffic responsive signal timing

In the Works
- 6 to 8-phase signal improvements at Trinidad and Via Valiente
- Conceptual design for Camden intersection build out

Expressway Plan 2040 ❖ County of Santa Clara Roads and Airports Department  ❖ www.expressways.info
2008 STUDY RECOMMENDATIONS FOR ALMADEN EXPRESSWAY

2008 Vision Statement
High-end express arterial with freeway-like segments

List of 2008 Expressway Study Projects Not Yet Funded

<table>
<thead>
<tr>
<th>Tier</th>
<th>Project Description</th>
<th>Tier Definition</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tier 1A</td>
<td>Widen to 8 lanes Coleman to Blossom Hill</td>
<td>Highest priority developed concepts</td>
</tr>
<tr>
<td>Tier 1C</td>
<td>Widen to 6 lanes Camden to Redmond</td>
<td>Possible future priority</td>
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<tr>
<td>Tier 2</td>
<td>Widen to 6 lanes Almaden Road to Camden</td>
<td>Second level priority</td>
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<tr>
<td>Tier 3</td>
<td>Reconfigure SR 85/Almaden Interchange</td>
<td>Third level priority</td>
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</tbody>
</table>

Tier Definitions

SHORTER TERM
- Tier 1A - Highest priority developed concepts
- Tier 1B - Next highest priority

LONGER TERM
- Tier 1C - Possible future priority
- Tier 2 - Second level priority
- Tier 3 - Third level priority

IMPROVEMENTS FOR ALL EXPRESSWAYS

Bicycle
Bicycle signal detection and bicycle adaptive signal timing at all signalized intersections on cross-streets and expressway

Pedestrian
Pedestrian sensors and pedestrian adaptive signal timing at all signalized intersections on cross-streets and expressway
Sidewalks or parallel pedestrian facilities along the length of all expressways

Traffic Signal System Operations
Signal coordination/interconnection between expressway signals and city/Caltrans signals on cross streets
Real-time traffic information

Finishing Program
Sound wall, landscaping, and street lighting improvements

Operations and Maintenance
Provide for cleaner and greener expressways with smooth pavement and synchronized signals

2008 PLAN PROJECT COSTS (all expressways)

<table>
<thead>
<tr>
<th>Category</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Capacity and Operational</td>
<td>$2.6 billion</td>
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<tr>
<td>Bicycle</td>
<td>$17 million</td>
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<tr>
<td>Pedestrian</td>
<td>$84 million</td>
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<tr>
<td>Sound Walls</td>
<td>$77 million</td>
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<tr>
<td>Landscaping</td>
<td>$29 million</td>
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<tr>
<td>Operations and Maintenance</td>
<td>$27 million annually</td>
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