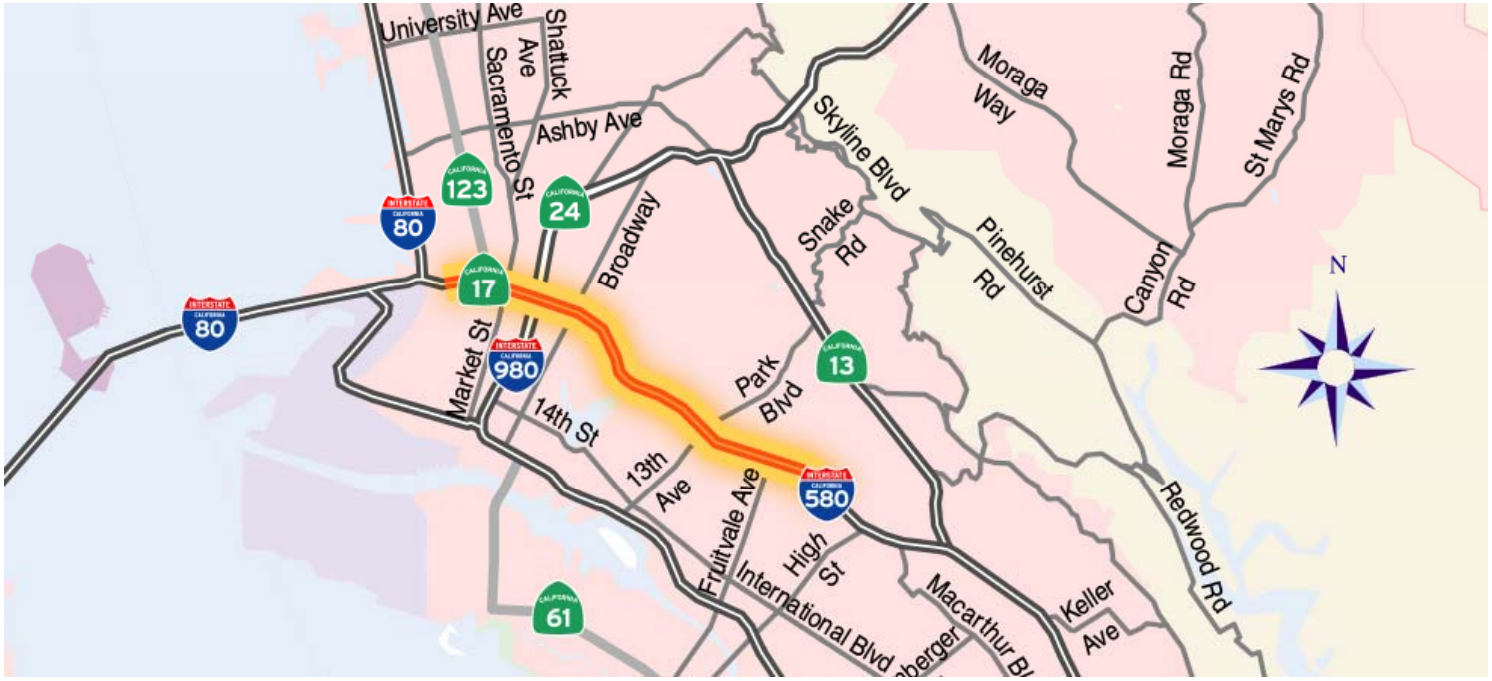
Interstate 580 Resurfacing Project

Public Open Forum Meeting

March 4, 2015

Location Map



On Interstate 580 in Oakland from Boston Avenue O.C. to the 580/80 Separation, a distance of approximately 6 miles

Existing Conditions

1. I-580 has Four lanes in each direction (and up to five lanes at a few locations).

2. Pavement consists of Concrete pavement and Asphalt Concrete pavement.

3. Pavement condition survey shows this segment of I-580 to have minor pavement distress and poor ride quality.

4. With time, the pavement cracking will continue and ride quality will continue to deteriorate.

Project Purpose

To preserve and extend the service life of the existing pavement and to improve ride quality.

Proposed Improvements

1. Project phasing: Phase 1 will resurface the freeway lanes & Phase 2 will resurface the on & off ramps

2. Resurface the existing asphalt concrete pavement
   - Cold Plane 4” of existing asphalt concrete pavement
   - Resurface with asphalt concrete pavement
   - On shoulders cold plane 3” and resurface with asphalt concrete pavement
   - On ramps cold plane 3” and resurface with asphalt concrete pavement

3. Repair damaged existing concrete pavement
   - Remove failed concrete slabs
   - Replace with new concrete slabs
   - Profile Grind to smooth the new concrete slabs

Proposed Improvements

4. Remove/Replace existing dikes & curbs to meet current standards
5. Upgrade Guardrail
6. New Concrete Barrier at bridge approaches
7. Replace Crash Cushions (11 locations)
8. Replace faded overhead sign panels with new panels
9. Shoulder rumble strips
10. New pavement delineation
11. Upgrade 12 Curb ramps along sidewalks at ramp termini to meet ADA standards.

Proposed Improvements

1. Extends the service life of the existing pavement

2. Improves ride quality

3. Has some freeway noise reduction benefits
   - Profile grinding of concrete slabs
   - New asphalt concrete overlay on ramps

Why the proposed pavement strategy was selected?

The purpose of the project is to extend the life of the pavement and improve ride quality.

- Approximately 5% of the existing concrete pavement is damaged and in need of repair.
- Replacing concrete slabs is a cost effective and sustainable method of extending the service life of the facility.
- Changing pavement strategies to an asphalt concrete overlay would be costly and not warranted in terms of pavement strength and longevity.

Pavement type and consideration of freeway noise

Quieter pavement, such as rubberized asphalt concrete or open-graded asphalt concrete is not used as a means to specifically reduce freeway noise for the following reasons:

- The amount of noise reduction is variable and dependent on the condition of the surface and construction quality of the new surface.
- While there is an initial reduction in traffic noise, with time the gaps in the pavement become clogged with debris and noise levels will increase again.
- Requires more frequent maintenance, which results in more disruption to the public.

Pavement strategy summary

In summary:

- On and off ramps will utilize asphalt concrete pavement.
- Changing pavement strategies to an asphalt concrete overlay on the concrete sections would be costly and not warranted in terms of pavement strength and longevity.
- The noise reduction characteristics for asphalt concrete are unlikely to be retained over a long period of time.
- There will be higher cost and more frequent maintenance with asphalt concrete.

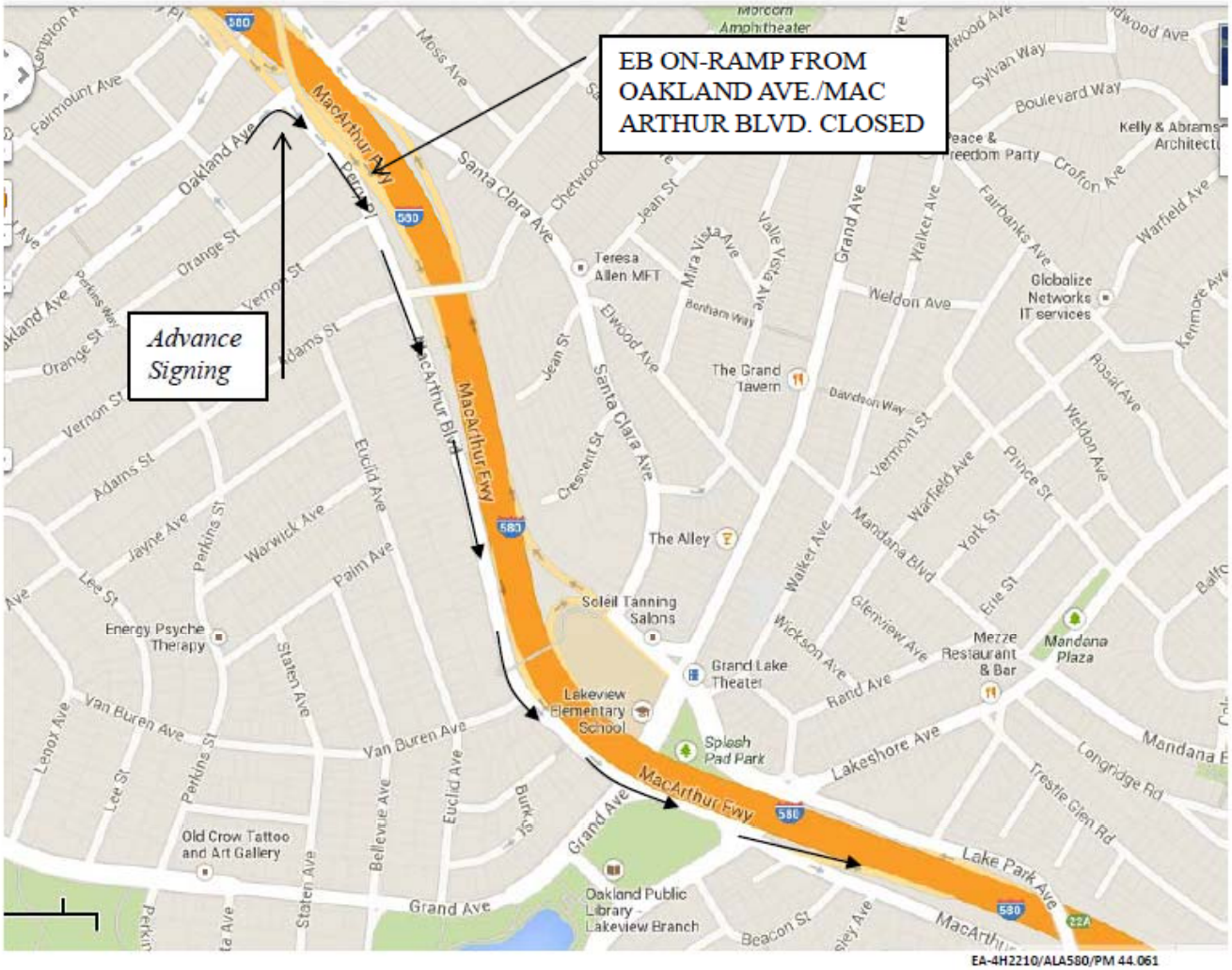
Traffic Closures & Detours

1. Freeway lane closures during night time hours
   - I-580 EB Direction: 11:00 PM to 6:00 AM (Sun – Thurs)
   - I-580 WB Direction: 10:00 PM to 5:30 AM (Sun – Thurs)

2. Ramp Closures
   - I-580 EB & WB Directions: 10:00 PM to 6:00 AM (Sun – Thurs)

3. Traffic Detours will be provided

On-ramp Closure Detour



DETOUR PLAN NO. 4

EB RTE 580 ON-RAMP FROM OAKLAND AVE./MAC ARTHUR BLVD. CLOSURE

DETOUR VIA:

NB OAKLAND AVE.;
EB PERRY PL.;
CONTINUE ON TO EB MAC ARTHUR BLVD.;
ON-RAMP TO EB RTE 580

Connector Ramp Closure

DETOUR PLAN NO. 1

WB RTE 580 TO WB RTE 980
CONNECTOR CLOSURE

DETOUR VIA:
WB RTE 580 ;
OFF-RAMP TO WEST ST./SAN PABLO AVE.
TOWARDS 36TH ST.;
MERGE ONTO 36TH ST.;
NB WEST ST.;
EB W MAC ARTHUR BLVD.;
NB MARTIN LUTHER KING JR. WAY;
ON-RAMP TO WB 24;
FOLLOW SIGNS FOR Downtown/Oakland/Interstate 980
TO WB RTE 980

Construction Operations

Noise from night time construction activities is anticipated from Construction Operations and Equipment.

Examples include:

- Jack hammering
- Cold Planing/Grinding/Paving
- Trucks/Heavy Equipment
- Back up alarms

Construction Operations

Construction Operations move relatively quickly and so the noise generally will move from location to location as the work is completed.

Cost and Funding

Project Cost: $17 million

Funding: State Highway Operations & Protection Program (SHOPP)

Schedule

Construction Start	April/May 2015
Construction End (Phase 1)	November 2015
Construction End (Phase 2)	August 2016

Additional Information/ Questions

Project Website: http://www.dot.ca.gov/dist4/580resurfacing/