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Corridor Plan
Interstate 280

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Date

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Date

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Draft

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I. Concept Summary

Segment	County	Segment Description	Existing Facility	25-year Concept
A **PM 0.0 to 10.74**	**SCL**	**I-280/US101/I-680 I/C to SR 85**	**8-10F (2HOV)**	**8-10F (2HOV)**
B **PM 10.74 to 20.62**	**SCL**	**SR 85 to SCL/SM co. line**	**6-8F (2 HOV)**	**6-8F (2 HOV)**
C **PM 20.62 to 10.44**	**SCL/SM**	**SCL/SM co. line to SR-92 I/C**	**8-10F**	**8-10F**
D **PM 10.44 to 20.96**	**SM**	**SR-92 I/C to I-380**	**8F**	**8F**
E **PM 20.96 to 27.43**	**SM**	**I-380 to SM/SF co. line**	**6-10F**	**6-10F**
F **PM 27.43 to R4.34**	**SM**	**SM/SF co. line to US 101 I/C**	**8F**	**8F**
G **PM R4.34 to T7.00**	**SF**	**US 101 I/C to SF @ 6th Street**	**4-8F**	**4-8F**
H **PM T7.00 to T7.54**	**SF**	**SF @ 6th St. to Brannan/King Street**	**4C**	**4C**

C = Conventional Highway E = Expressway F = Freeway PM = Post Mile

Concept Rationale:

Though future growth along this corridor is projected (ABAG Projections 2007 data), due to constraints in the corridor, the concept lane configuration of I-280 remains unchanged from previous concept reports. It is the Department's policy to manage the existing system to the extent feasible to accommodate future demand. This entails inclusion of HOV facilities and TOS improvements. Future planned alternative mode projects, such as the planned High Speed Rail (San Francisco to Los Angeles) may affect future traffic volumes in the area by providing an alternative to private auto use between the Bay Area and Southern California. Caltrain service near the I-280 corridor is another alternative to private auto use. These alternative travel options and their planned improvement could have a significant impact on future highway demand reduction. I-280 is not a significant Goods Movement corridor.

Proposed Operational Strategies

The concept for I 280 will focus on planned operational strategies including TOS, ramp metering and HOV lanes. Individual strategies listed may or may not be applied to I-280 in its entirety.

- **Santa Clara County**
  -Establish or extend, mainline High Occupancy Vehicle system within the corridor
  -Manage traffic to maximize the use of all lanes by establishing and maintaining metering systems

- **San Mateo County:** Traffic Operations System (TOS), Ramp Metering

- **San Francisco County:** Traffic Operations System (TOS)

II. Corridor Planning Process

Introduction
A Corridor Plan (CP) defines the "concept" or configuration for a State owned/operated facility, projecting to a 25-year planning horizon. The CP describes corridor characteristics such as the existing transportation network and land use, and projects the long-range corridor travel needs. A Corridor Plan is not meant to be an encyclopedia of corridor information, but rather a statement by the Department on what the future facility should be to better manage projected travel demand.

Corridor Plans are being developed for all 56 statutorily identified State Routes in District 4. This Corridor Plan provides a concept for Interstate 280 which traverses San Francisco, San Mateo and Santa Clara Counties in Caltrans, District 4.

In order to recommend specific corridor improvements, a corridor analysis is performed based on forecasted demand and growth in the corridor, (current and planned land uses, existing operating conditions, and planned and programmed improvements). Long-range performance expectations and potential deficiencies are identified. Conclusions are reached in conjunction with internal and external partners.

While considering the transportation network of the corridor as a whole, including other modes, Caltrans recognizes that its authority generally lies within State Highway System. This report's major emphasis is on State highway facilities.

Purpose and Need for a Corridor Plan
Government Code 65086 - states that "the Department of Transportation as owner-operator of the State Highway System (SHS) shall carry out long-term State highway system planning to identify future highway improvement." These reports are currently identified as Corridor Plans. Guided by regional, State, and federal policies and guidelines, the orientation of this CP is focused on anticipating future improvements primarily needed to address a 25-year horizon of future growth.

State's Interregional Responsibility
The State Highway System (SHS) serves primarily interregional and regional travel demand. While this is not to preclude SHS access to specific destinations such as public facilities or major tourist attractions, development and modification of the SHS is conducted in the context of the mobility of regional and statewide to-and-through movement of people and goods.

California Senate Bill 45 (SB 45) of 1998 stipulates that the State will nominate transportation improvements that facilitate the movement of people and goods between the State's 43 transportation regions as well as to and through the State. To this end, the State is responsible for developing highway system performance standards pertinent to accommodating interregional travel demand, and specifying corridor facility concepts that improve interregional travel through the State Highway System. The corridor concepts indicated in Corridor Plans reflect the State's determination regarding the system accommodation of interregional, regional, and local travel needs.

Corridor Plan Consistency

Corridor Plan preparation is guided by several levels of government policy and direction. Applicable federal and State guidelines, such as *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), the California Transportation Plan (CTP) 2030* and Caltrans' *Interregional Transportation Strategic Plan* provide the foundation for this report, while the Interregional Road System (IRRS) is also incorporated in preparation of a Corridor Plan that is consistent with other planning efforts. The current State Highway Operation and Protection Program (SHOPP), a program of maintenance, safety, and rehabilitation improvements and the State Transportation Improvement Program (STIP) are also critical in the development of this Corridor Plan.

A full list of federal, state, and regional transportation planning efforts and policies, as they may relate to Corridor Plans, is included in Appendix A.

III. Corridor Overview

Corridor Description

I-280 is a major south-north interstate facility between San Francisco and San Jose. This corridor is the most significant corridor in the region with respect to total capacity and population served. The corridor begins in the South Bay at the I 280/US 101/I 680 interchange and ends at Brannan Street in San Francisco, for a corridor length of approximately 63 miles. The route intersects with State Routes 87, 85, 17, 84, 92, I-380, and US 101. Interstate 280 traverses San Francisco, San Mateo and Santa Clara Counties. The I-280, US101 and Caltrain corridors parallel each other for approximately 40 miles thereby comprising a 5-mile wide multimodal transportation corridor between San Francisco and the South Bay.

Specified as the "Junipero Serra Freeway," I-280 traverses one of the region's most scenic landscapes providing views of the Santa Cruz Mountains immediately to the west and San Francisco Bay and the East Bay hills to the east. It should be noted that signage unofficially designates the portion of the route between SR 85 and I-380 as the "World's Most Beautiful Freeway."

I-280 serves mainly regional travel, including commuting and recreational trips. As an Interstate facility, I-280 is a freeway for all but the northern .6 miles in San Francisco that extends to where I-280 terminates at Brannan St. Approximately 22 miles of I-280 are included in the Scenic Highway System.

High Occupancy Vehicle (HOV) lanes extend through the I-280 corridor only in Santa Clara County. A northbound High Occupancy Vehicle (HOV) lane extends between Leland Ave in San Jose and Magdalena Ave west of Cupertino. A southbound HOV lane extends between Meridian Ave in San Jose and Magdalena Ave.

As a result of the growing high tech industry in Silicon Valley, I-280 has become a major commute route, as well as a highway alternative to US101 for trips between the South Bay, San Francisco and points north.

Alignment and Geometrics

Specific alignment and geometrics information for the I-280 corridor is described as follows (mileage is approximate):

Post Mile	Facility	Description
Santa Clara		
PM 0 - 4.64	8-lane freeway	Flat terrain (urbanized setting)
PM 4.64 - 4.96	9-lane 2HOV freeway	Flat terrain (urbanized setting)
PM 4.96 - 11.70	7-lane 2HOV freeway	Flat terrain (urbanized setting)
PM 11.70 - 13.77	6-lane 2HOV freeway	Rolling terrain (rural/urbanized setting)
PM 13.77 – 20.00	7-8 lane freeway	Rolling terrain (rural/urbanized setting)
San Mateo		
PM 0 – 10.40	8-10 lane freeway	Rolling terrain (rural/urbanized setting)
PM 10.40 - 17.90	8-lane freeway	Rolling terrain (urbanized setting)
PM 17.90 - 21.07	7-lane freeway	Rolling terrain (urbanized setting)
PM 21.07 - 21.31	8-lane freeway	Rolling terrain (urbanized setting)
PM 21.31 - 25.64	8-lane freeway	Rolling terrain (urbanized setting)
PM 25.64 - 25.94	9-lane freeway	Rolling terrain (urbanized setting)
PM 25.94 - 26.90	12-lane freeway	Rolling terrain (urbanized setting)
PM 26.90 - 27.38	6-lane freeway	Rolling terrain (urbanized setting)
San Francisco		
PM 0 – 4.05	6-9 lane freeway	Rolling terrain (urbanized setting)
PM 4.05 – 7.20	4-6 lane freeway	Rolling terrain (urbanized setting)
PM 7.20 - 7.54	4-lane conventional	Flat terrain (urbanized setting)

Demographics

The following table includes demographic data for the counties traversed by I-280 (San Francisco, San Mateo and Santa Clara). The data collected from ABAG Projections 2007 show existing and projected (30 year horizon) traffic information. The table shows that San Francisco is projected to increase its population by twenty percent, San Mateo County by 17 percent and Santa Clara County by 37 percent. San Francisco and Santa Clara counties are projected to increase its job growth by over fifty percent.

9-County Bay Area Projections - Population, Households & Jobs

	POPULATION		# HOUSEHOLDS		#JOBS	
COUNTY	2005	2035	2005	2035	2005	2035
Alameda	1,505,300	1,938,600	543,790	700,090	730,270	1,099,550
Contra Costa	1,023,400	1,300,600	368,310	485,240	379,030	591,650
Marin	252,600	283,100	103,180	116,800	135,370	165,180
Napa	133,700	155,700	49,270	59,650	70,690	98,570
San Francisco	795,800	956,800	338,920	396,310	553,090	832,860
San Mateo	721,900	861,600	260,070	312,030	337,350	522,000
Santa Clara	1,763,000	2,380,400	595,700	806,210	872,860	1,365,810
Solano	421,600	585,800	142,040	196,220	150,520	227,870
Sonoma	478,800	568,900	181,800	219,980	220,460	344,290
Total	**7,096,100**	**9,031,500**	**2,583,080**	**3,292,530**	**3,449,640**	**5,247,780**

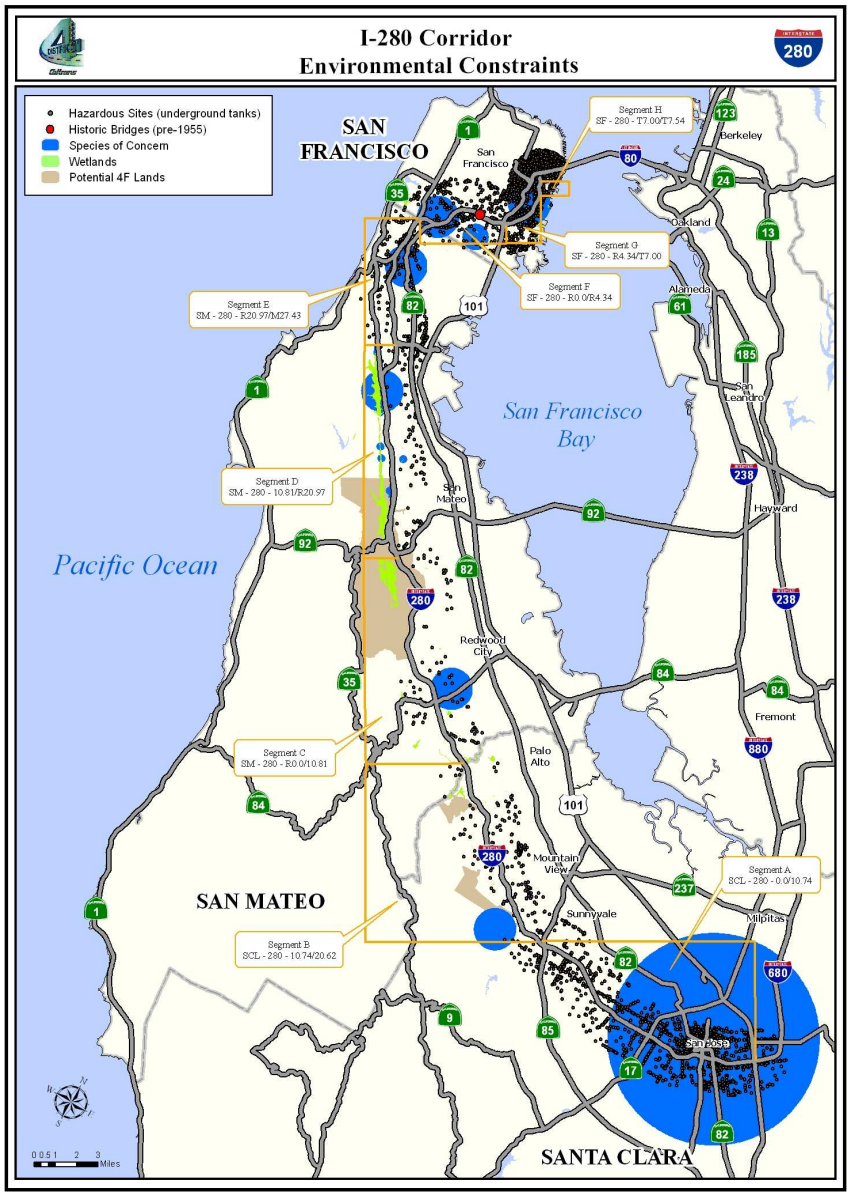
Source: ABAG 2007 Projections

Land Use

Land use along Interstate 280 is urbanized, residential and commercial in the southern portion of Santa Clara County. In San Mateo County land use is designated open space, and wetlands. The north end of the corridor, in San Francisco County, the land use is mostly urbanized, residential and commercial.

Environmental Overview

The following environmental map for I 280 illustrates known environmental constraints identified for the corridor. These may include the presence of hazardous material or facilities, habitats of threatened or potentially threatened species, wetlands, and/or the presence of historic bridges or other structures. This information will be taken into consideration when proposing any improvement or modification to state facilities within the corridor.



Corridor Plan - Interstate 280

Route Designations

Freeway and Expressway system (F&E)	Entire Route
Functional Classification	Principal Arterial
Trucking Designations	STAA (Surface Transportation Assistance Act) Route
Trucking Facilities	None (2004 Regional Goods Movement Study, MTC)
National Highway System (NHS)	Yes
Scenic Highway	22 miles officially designated from Santa Clara/San Mateo county line to the city of San Bruno limit. A portion of I 280 in Santa Clara county is eligible for scenic designation.
Lifeline Corridor	from US 101 in San Jose to US 101 in San Francisco
Traffic Operations System (TOS) Facilities	None
Interregional Road System (IRRS)	Non-IRRS Route
Metropolitan Planning Organization (MPO/Regional Transportation Planning Agency (RTPA)/Congestion Management Agency(CMA)	MPO/RTPA: Metropolitan Transportation Commission (MTC) CMA: San Francisco Transportation, San Mateo, and Santa Clara Valley Transportation Authority (VTA)

Trip Information

Commuting
I-280 serves an alternative to US101. The route experiences high volumes of commute and freight traversing Santa Clara, San Mateo, and San Francisco Counties. Almost all of I-280 is classified as urbanized, and serves as a major commute corridor between the San Jose/Silicon Valley and San Francisco. The northernmost extension of I-280 is a spur directly into downtown San Francisco.

Services and Goods Movement
As I-280 neither traverses an area of significant freight movement or handling nor connects with major port facilities, there is limited goods movement through the corridor. Most regional and interregional goods movement takes place beyond San Francisco and the Peninsula. US101, given its access to denser and more varied land uses including some freight facilities, is the preferred arterial for movement of freight.

Recreational
I-280 serves regional and interregional recreational travel demand. As the alternate freeway facility for US101, I-280 accesses local parks, including numerous state and county preserves in the Santa Cruz M such as Crystal Springs in San Mateo County, as well as destinations to the north in San Francisco and beyond the Golden Gate Bridge, and areas to the south, such as Santa Cruz, and the Monterey Bay.

Traffic Information
The 2006 Annual Average Daily Traffic (AADT) on I-280 exhibits higher daily traffic on the southern portion of the route, mostly in Santa Clara County. The traffic decreases in southern San Mateo County and then increases near San Francisco City/County. The AADT at the I 280/US-101/I-680 junction (the start of I-280) is 147,000 with a low 5-axle truck percentage of less than 1%. The AADT at the I-280/SR-92 junction is 109,000 also with a low 5-axle truck percentage of less than 1%. For comparative purposes, traffic data is shown for US 101 in Santa Clara, San Mateo and San Francisco Counties.

Transit Service
The Santa Clara Valley Transportation Authority (VTA) has initiated extending BART from the proposed Warm Springs BART Station into Santa Clara County, a 16.3 mile extension. BART has been a partner on the Silicon Valley Rapid Transit Project (BART to Santa Clara County) effort, and has supported and monitored VTA's efforts. Measure A, a sales tax measure sponsored by VTA, passed in November, 2000 and dedicated $2 billion toward this project. VTA is the lead agency and will work in cooperation with BART.

The Caltrain network, near I 280, provides an alternate transportation choice for travel between San Jose and San Francisco.

In Santa Clara County, the Valley Transportation Authority Light Rail is a 42.2-mile light rail line and is one of the longest to be built in the United States in 50 years. A portion of its route parallels I-280 in San Jose.

Bicycle/Pedestrian Facilities
Santa Clara County has established a system of "cross-county" bicycle corridors. One of these, the "I-280 Corridor to San Jose Airport" corridor, parallels I-280 through the Cities of Menlo Park, Palo Alto, Sunnyvale, Santa Clara and San Jose. San Francisco includes several on-street bike routes (Class III) that parallel of I-280. San Mateo County has Class II and III bicycle routes along Junipero Serra Blvd. that parallels I-280. There are no pedestrian facilities along I 280.

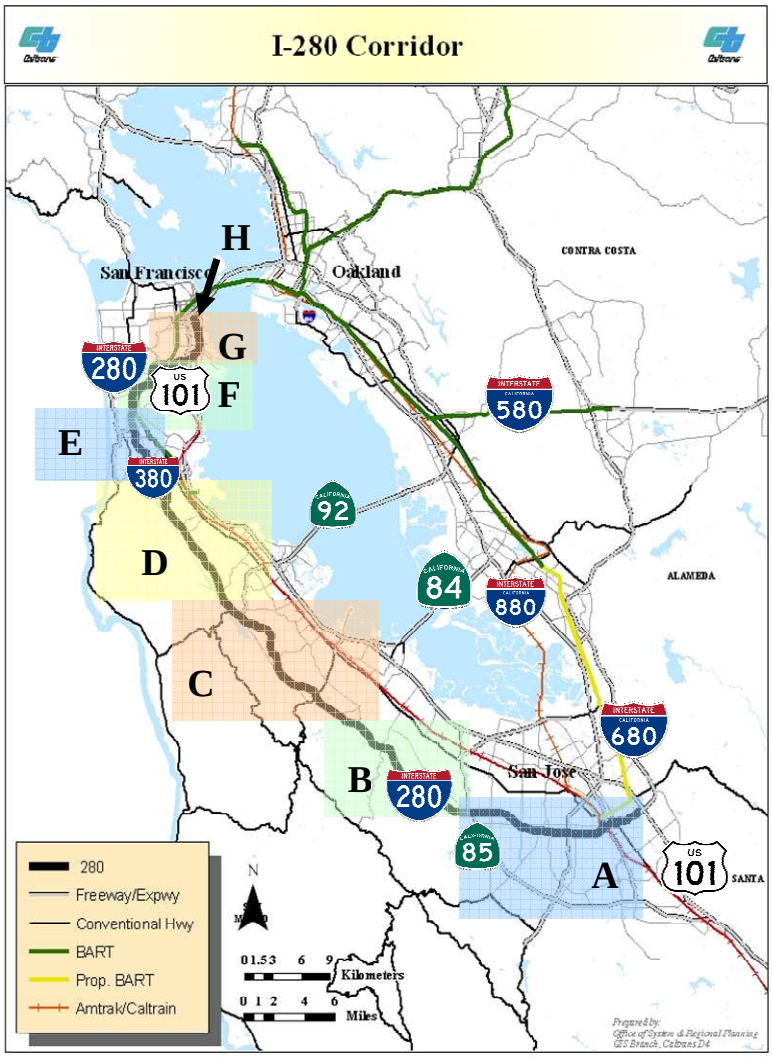
Intelligent Transportation System

In lieu of constructing new freeways, more alternatives to address congestion are being planned, in part, due to the financial and the political climate. It is the State's goal to *manage* its existing system through various alternatives, including Intelligent Transportation Systems (ITS). Examples of ITS could include ramp metering, changeable message signs, and camera monitors.

IV. Corridor Segmentation

To perform analysis of a transportation corridor, most corridors are divided into smaller segments based on criteria such as changes in terrain, changes in facility type or function, or county and district boundaries. This provides a more detailed level of planning and analysis of the corridor by examining its component parts. Segmentation should produce a consistent referencing system and information for decision-making. The following are criteria for dividing a route into route segments:

- District boundaries
- County boundaries
- Urban/Rural boundaries
- Major changes in traffic volumes
- Changes in the number of lanes
- Significant changes in grade/terrain
- Changes in route function including recreational, trucking, commuting, etc.
- Freeway Agreements



These criteria are used as a basis for corridor segmentation. Criteria is selected as appropriate for that corridor.

The I 280 Corridor was divided into 8 segments, labeled A through H, as illustrated on this I-280 Corridor map. A more detailed view and analysis of the individual segments follows.

I 280 - SEGMENT A DATA	
Features	**Data**
County/City	Santa Clara, San Jose
Facility Type	Freeway
Existing Facility	8-10 lane freeway (2HOV)
2035 Year Concept	**8-10 lane freeway (2HOV)**
Segment Characteristics	
Segment Limits	I 280/US 101/I 680 I/C to SR 85
Begin/End Post Mile	R0.0 to 10.74
Length	10.74
Geometric /Terrain	Flat
HOV Lanes (PM to PM)	Yes, PM L4.7 – 10.74
Percent Grade (PM to PM)	0
Truck Weigh Stations	None
Truck Parking	None
TOS element	Ramp Metering, CMS, CCTV, HAR, EMS
Multi Modal	
Bicycle Facilities	None
Transit Oriented Developments (TODs)	None
Park and Ride Lot	None
Traffic Data	
AADT 2007 (Average Annual Daily Traffic)	NB 141,765 SB 95,460
AADT 2030	NB 185,827 SB 118,931
Hours of Delay 2007	Pending
Peak Hour Volumes 2007 (Dir AM/PM)	NB 9,224/9767 SB 6,648/7,481
Peak Hour Volumes 2030 (Dir AM/PM)	NB 11,978/12,075 SB 8,633/8,923
V/C Ratio 2007 (Volume to Capacity of 2000/lane))	.976
V/C Ratio 2030	1.207
LOS 2007 (Level of Service)	E
LOS 2030	F (with unchanged facility)
Truck Volumes 2007	NB 4,395 SB 2,959
Truck Traffic: Truck Percentage of AADT	3.1
5+ Axle Truck Percentage of Truck AADT	44.23

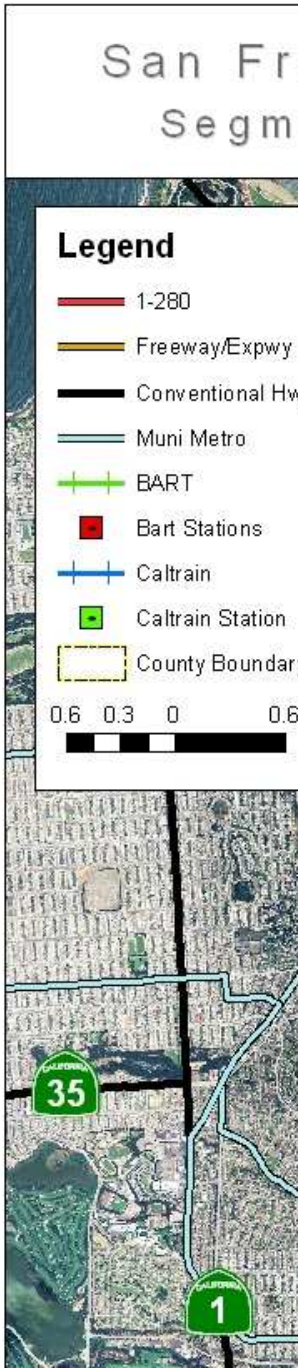
I-280 **SEGMENT B** DATA	
Features	**Data**
County, City	Santa Clara, Sunnyvale
Facility Type	Freeway
Existing Facility	6-8 lane freeway (2HOV)
2035 Year Concept	**6-8 lane freeway (2HOV)**
Segment Characteristics	
Segment Limits	SR 85 to SM/SCL co. line
Begin/ End Post Mile	10.74 to 20.62
Length	10 miles
Geometric/ Terrain	Flat & Rolling
HOV Lanes (PM to PM)	Yes PM 10.74 to 14.0
% Grade (PM to PM)	0
Truck Weigh Stations	None
Truck Parking	None
TOS element	Ramp Metering, CCTV, CMS, EMS
Multi Modal	
Bicycle Facilities	None
Transit Oriented Development (TOD)	None
Park and Ride Lot	Page Mill Rd in Los Altos Hills, 40 spaces, SCL PM 18.4
Traffic Data	
AADT 2007 (Average Annual Daily Traffic)	NB 72,358 SB 67,314
AADT 2030	NB 90,625 SB 84,306
Vehicle Hours of Delay 2005	Pending
Peak Hour Volumes 2007 (AM/PM)	NB 6,505/5,964 SB 6,218/6,940
Peak Hour Volumes 2030 (AM/PM)	NB 7,875/7,088 SB 7,875/7,875
V/C Ratio 2007	.867
V/C Ratio 2030	.984
LOS 2007 (Level of Service)	E
LOS 2030	E
Truck Volumes 2007	NB 2,388 SB 2,221
Truck Traffic: Truck % of AADT	2.32
5+ Axle Truck Percentage of Truck AADT	
Accident Data * (Sept. '04 – Aug '07)	
Fatality + Injury Rate	0.10 (1 accident with fatality + 118 accidents with injuries)

I-280 **SEGMENT C** DATA	
Features	**Data**
County, City	San Mateo, Woodside
Facility Type	Freeway
Existing Facility	8-10 lane freeway
2035 Year Concept	**8-10 lane freeway**
Segment Characteristics	
Segment Limits	SM/SCL co. line to SR-92 I/C
Begin/ End Post Mile	20.62/0.00 to SM co. 10.44
Length	10+ miles
Geometric/ Terrain	Rolling
HOV Lanes (PM-PM)	None
Grade % (PM to PM)	
Truck Weigh Stations	None
Truck Parking	None
TOS element	Ramp metering, CMS, CCTV, EMS
Multi Modal	
Bicycle Facilities	None
Transit Oriented Development (TOD)	None
Park and Ride Lot	Woodside Road in Woodside, 29 spaces, SM 280 PM 3.3
Traffic Information	
AADT 2007 (Annual Average Daily Traffic)	NB 59,572 SB 57,254
AADT 2030	NB 74,610 SB 71,707
Vehicle Hours of Delay 2005 AM/PM	Pending
Peak Hour Volumes 2007 (AM/PM)	NB 4,943/7,265 SB 7,449/4,909
Peak Hour Volumes 2030 (AM/PM)	NB 6,503/8,400 SB 8,400/5,835
V/C Ratio 2007 (Volume to Capacity of 2000 per lane)	.7449
V/C Ratio 2030 (Volume to Capacity of 2000 per lane)	.84
LOS 2007 (Level of Service)	D
LOS 2030	D
Truck Volumes 2007	NB 1,382 SB 1,328
Truck % AADT Total	2.21
5+ Axle Truck Percentage of Truck AADT	27.93
Accident Data * (Sept. '04 – Aug '07)	
	0.10 (5 accidents with fatalities + 123 accidents with

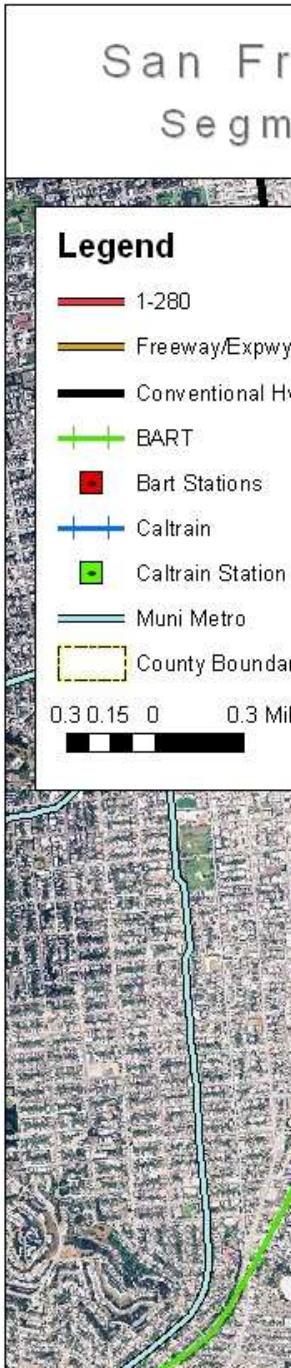
I-280 **SEGMENT D** DATA	
Features	**Data**
County, City	San Mateo, Redwood City- Hillsborough
Facility Type	Freeway
Existing Facility	8 lane freeway
2035 Year Concept	**8 lane freeway**
Segment Characteristics	
Segment Limits	SR 92 I/C to I 380
Begin/ End Post Mile	10.44 to 20.96
Length	10.5 miles
Geometric/ Terrain	Rolling
HOV Lanes (PM-PM)	None
Grade % (PM to PM)	
Truck Weigh Stations	None
Truck Parking	None
TOS element	Ramp metering, CCTV, CMS, EMS
Multi Modal	
Bikeways: Bike Lanes on Route	None
Transit Oriented Development	None
Park and Ride Lot	Hayne Road, in Hillsborough, 24 spaces PM 14.2
Traffic Information	
AADT 2007	NB 62,848 SB 58,051
AADT 2030	NB 78,713 SB 72,706
Vehicle Hours of Delay 2005 AM/PM	Pending
Peak Hour Volumes 2007	NB 4,663/7,313 SB 7,162/4,923
Peak Hour Volumes 2030	NB 6,135/8,400 SB 8,400/5,851
V/C Ratio 2007	.9141
V/C Ratio 2030	1.05
LOS 2007	E
LOS 2030	F
Truck Volumes 2007	NB 1,075 SB 993
Truck % of AADT	2.37
5+ Axle Truck Percentage of Truck AADT	17.84
Accident Data * (Sept. '04-Aug. '07)	
Fatality + Injury Rate	0.12 (2 accidents with fatalities + 154 accidents with

I-280 **SEGMENT E** DATA	
Features	**Data**
County, City	San Mateo, Daly City – S. San Francisco
Facility Type	Freeway
Existing Facility	6-10 lane freeway
2035 Year Concept	**6-10 lane freeway**
Segment Characteristics	
Segment Limits	I-380 to SF/SM co. line
Begin/ End Post Mile	20.96 to 27.43
Length	6+ miles
Geometric/ Terrain	Rolling
HOV Lanes (PM-PM)	None
% Grade (PM to PM)	Pending
Truck Weigh Stations	None
Truck Parking	None
TOS element	Ramp metering, CCTV, CMS
Multi Modal	
Bicycle Facilities	None
Transit Oriented Development	Daly City Bart Station
Park and Ride Lot	None
Traffic Information	
AADT 2007	NB 95,726 SB 97,036
AADT 2030	NB 125,850 SB 130,909
Vehicle Hours of Delay 2005 AM/PM	
Peak Hour Volumes 2007	NB 6,035/7,825 SB 7,500/7,018
Peak Hour Volumes 2030	NB 7,939/8,400 SB 8,400/8,400
V/C Ratio 2007	.7825
V/C Ratio 2030	.840
LOS 2007	D
LOS 2030	D
Truck Volumes 2007	NB 871 SB 883
Truck % of AADT	1.27
5+ Axle Truck Percentage of Truck AADT	21.58
Accident Data * (Sept. '04 – Aug. '07)	
Fatality + Injury Rate	.22 (4 accidents with fatalities + 297 accidents with injuries
Statewide: Fatality + Injury Rate	.31

I-280 **SEGMENT F** DATA	
Features	**Data**
County, City	San Francisco, San Francisco
Facility Type	Freeway
Existing Facility	8 lane freeway
2035 Year Concept	**8 lane freeway**
Segment Characteristics	
Segment Limits	SF/SM co. line to US 101 I/C
Begin/ End Post Mile	27.43/0.00-R4.34
Length	4+ miles
Geometric/ Terrain	Rolling
HOV Lanes (PM-PM)	None
% Grade (PM to PM)	
Truck Facilities: Weigh Stations	None
Truck Facilities: Truck Parking	None
TOS element	CCTV, CMS, EMS, HAR
Multi Modal	
Bicycle Facilities	None
Transit Oriented Development (TOD)	Glen Park Bart Station, Balboa Park Bart Station
Park and Ride Lot	None
Traffic Information	
AADT 2007	NB 83,317 SB 100,001
AADT 2030	NB 99,905 SB 119,910
Vehicle Hours of Delay 2005 AM/PM	Pending
Peak Hour Volumes 2007	NB 7,934/4,705 SB 4,766/7,825
Peak Hour Volumes 2030	NB 8,400/5,706 SB 5,650/8,400
V/C Ratio 2007	.9917
V/C Ratio 2030	1.05
LOS 2007	E
LOS 2030	F
Truck Volumes 2007	NB 1,425 SB 1,710
Truck % of AADT	1.71%
5+ Axle Truck Percentage of Truck AADT	16.55
Accident Data * (Sept. '04 – Aug '07)	
Fatality + Injury Rate	0.40 (6 accidents with fatalities + 326 accidents with



I-280 **SEGMENT G** DATA	
Features	**Data**
County, City	San Francisco, San Francisco
Facility Type	Freeway
Existing Facility	4-8 lane freeway
2035 Year Concept	**4-8 lane freeway**
Segment Characteristics	
Segment Limits	US 101 I/C to SF @ 6th St
Begin/ End Post Mile	R4.34 to T7.00
Length	3 miles
Geometric/ Terrain	Rolling
HOV lanes (PM-PM)	None
% Grade (PM to PM)	
Truck Weigh Stations	None
Truck Parking	None
TOS element	CCTV, CMS
Multi Modal	
Bicycle Facilities	None
Transit Oriented Development (TOD)	None
Park and Ride Lot	None
Traffic Information	
AADT 2007	NB 29,233 SB 28,499
AADT 2030	NB 33,739 SB 32,892
Vehicle Hours of Delay 2005 AM/PM	Pending
Peak Hour Volumes 2007	NB 2,822/2,234 SB 1,532/3,050
Peak Hour Volumes 2030	NB 3,401/2,463 SB 1,847/3,364
V/C Ratio 2007	.3812
V/C Ratio 2030	.4251
LOS 2007	B
LOS 2030	B
Truck Volumes 2007	NB 605 SB 590
Truck % of AADT Total	2.5
5+ Axle Truck Percentage of Truck AADT	21.95
Accident Data * (Sept. '04 – Aug. '07)	
Fatality + Injury Rate	0.20 (1 accident with fatality + 60 accidents with injuries)



I-280 **SEGMENT H** DATA	
Features	**Data**
County, City	San Francisco, San Francisco
Facility Type	Freeway
Existing Facility	4 lane Conventional
2035 Year Concept	**4 lane Conventional**
Segment Characteristics	
Segment Limits	SF @ 6th to Brannan St.
Begin/ End Post Mile	T7.0 - T7.54
Length	.5 mile
Geometric/ Terrain	Flat
Highway Facility: Additional Configuration	Conventional
HOV Lanes (PM-PM)	None
% Grade (PM to PM)	
Truck Weigh Stations	None
Truck Parking	None
TOS element	CCTV,CMS
Multi Modal	
Bicycle Facilities	None
Transit Oriented Development (TOD)	Caltrain and Muni Station
Park and Ride Lot	None
Traffic Information	
AADT 2007	NB 29,233 SB 28,499
AADT 2030	NB 33,739 SB 32,892
Vehicle Hours of Delay 2005 AM/PM	Pending
Peak Hour Volumes 2007	NB 2,822/2,234 SB 1,532/3,050
Peak Hour Volumes 2030	NB 3,401/2,463 SB 1,847/3,364
V/C Ratio 2007	.7625
V/C Ratio 2030	.850
LOS 2007	D
LOS 2030	D
Truck Volumes 2007	NB 605 SB 590
Truck % of AADT Total	2.07
5+ Axle Truck Percentage of Truck AADT	34.53
Accident Data * (Sept. '04 – Aug. '07)	

IV. Corridor Concept Development

The Corridor Concept conveys Caltrans vision for a route with respect to corridor capacity and operations over a 25-year Planning horizon. The concept takes into account factors that create interregional, regional, and local travel demand, including commuting, freight movement, recreational needs, and nearby land use.

The route concept is derived from:

- Facility "route concepts" established in 1980s Route Concept Reports
- Facility and operational concepts established for 24 main corridors in an effort conducted by Planning and Operations in 2001-02
- Information contained in Operations plans developed for strategies established system-wide
- Local and regional input.

Concept development includes statistical information for both vehicle trips and person trips.
Analysis of vehicle trips enables measurement of:

- Performance of the State Highway System, including implementation of operational improvements such as ramp metering, TOS, etc.
- Vehicle occupancy in terms of more efficient use of the State Highway System

Analysis of person trips enables measurement of:

- More efficient movement of people through SHS (the person, not the vehicle, makes the decision to use the transportation system to move from A to B)

Concept development strives to achieve a "seamless" transportation system. This fosters the ability for the traveler to move effortlessly between travel modes, as well as between interregional, regional, and local transportation systems, including the State Highway System.

The I 280 Corridor Concept is as follows:

	Segment Location	Existing	***Place Holder*** **25-Year Concept**
Segment A	I 280/US101/I 680 I/C to SR 85	8-10F (2HOV)	**8-10F (2HOV)**
Segment B	SR 85 to SCL/SM county line	6-8F (2HOV)	**6-8F (2HOV)**
Segment C	SCL/SM county line to SR 92 I/C	8-10F	**8-10F**
Segment D	SR 92 I/C to I-380	8F	**8F**
Segment E	I 380 to SM/SF county line	6-10F	**6-10F**
Segment F	SM/SF county line to US 101 I/C	8F	**8F**
Segment G	US 101 I/C to SF @ 6th Street	4-8F	**4-8F**
Segment H	SF @ 6th Street to Brannan Street	4C	**4C**

Concept Rationale:
While pending forecasting data, the I 280 Transportation Corridor Concept Report developed in August 2002 provided a basis for preliminary analysis. Future growth is projected (ABAG data) along this corridor, but due to constraints in the corridor, the facility will remain unchanged. It is the Department's policy to manage the existing system to the extent feasible to accommodate future demand. Future planned alternative mode projects, such as the Planned High Speed Rail (San Francisco to Los Angeles) may influence future traffic in the area by providing an alternative to private auto use between the Bay Area and Southern California. This is not a heavily used route for Goods Movement. Therefore, the concept for I 280 will

focus on TOS, ramp metering and HOV lanes. These strategies listed may or may not be applied to the entire route of I 280.

Interstate 280 Corridor Project List

		Interstate 280 Project List	
PM	**PM**		**EA**
		2006 STIP	
		San Francisco County	
T7.54	T7.54	Modify Existing Intersection (GIS STIP Map June 2008)	278801
		Santa Clara County	
R1.99	R1.99	Soundwalls both directions (GIS STIP Map June 2008)	448400
		Modify I/C and Construct (GIS STIP Map June 2008)	44560K
		2008 SHOPP	
		San Mateo County	
14.0	14.0	Install Traffic Management System (GIS STIP Map June 2008)	150471
		Nominated for Future Regional Transportation Plan	
M27.16	M27.16	Widen n/s of John Daly Blvd./I 280 o/c for additional w/b traffic lane and dedicated right turn lane for s/b I 280 off-ramp ID # 22231	
R21.02	R24.20	I 280 auxiliary lanes from I 380 to Hickey Blvd.	
		I 280/SR 1 I/C safety improvements	
R21.31	R21.02	I 280/ I 380 local access improvements fr Sneath Lane and San Bruno Ave. to I 380	

Appendices

Appendix A

Summary of applicable Federal, State, and Regional transportation plans, programs, and directives pertinent to Corridor Plans

Federal

Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) This federal law authorizes transportation funding through 2009 and establishes new requirements for statewide and metropolitan transportation planning. The act authorizes all federal surface transportation programs for highways, highway safety, and transit for a 5-year period 2005-2009.

Federal Transportation Improvement Program (FTIP) - All federally funded projects, and regionally significant projects (regardless of funding), must be listed in the FTIP per federal law. A project is not eligible to be programmed in the FTIP until it is programmed in the State Transportation Improvement Program (STIP) or in the State Highway Operations and Protection Program (SHOPP). Other types of funding (Federal Demonstration, Congestion Mitigation and Air Quality (CMAQ), Transportation Enhancement Activities (TEA), or Surface Transportation Program (STP) must be officially approved before the projects can be included in the FTIP.

State

California Transportation Plan, April 2006 - The "CTP 2030" is a statewide, long-range transportation policy plan that provides for the movement of people, goods, services, and information. The CTP offers a blueprint to guide future transportation decisions and investments that will ensure California's ability to compete globally, provide safe and effective mobility for all persons, better link transportation and land use decisions, improve air quality, and reduce petroleum energy consumption.

Interregional Transportation Strategic Plan (ITSP) - Caltrans prepared the 1998 ITSP to consolidate and communicate key elements of its ongoing long- and short-range planning. It serves as a counterpart to the Regional Transportation Plans prepared by the 43 Regional Transportation Planning Agencies in California. Caltrans addresses the State Highway system in detail, with special emphasis on the statutorily-identified Interregional Road System (IRRS). The IRRS serves interregional people and goods movement. There are currently 87 IRRS routes.

State Transportation Improvement Program (STIP) - The STIP is a listing of all capital improvement projects that are expected to receive an allocation of state transportation funds. The California Transportation Commission (CTC) biennially adopts and submits to the Legislature and Governor a STIP. The STIP is a resource management document to assist state and local entities to plan and implement transportation improvements and to utilize available resources in a cost-effective manner.

Interregional Transportation Improvement Program (ITIP) – The ITIP is a sub-element of the State Transportation Improvement Program. Statutes of 1997, Chapter 622 (SB 45), established the Interregional Improvement Program (IIP) which includes projects to improve State highways, the intercity passenger rail system, and projects to improve interregional movement of people, vehicles, and goods. Only projects planned on State highways are to be included in this program.

State Highway Operation and Protection Program (SHOPP) - Caltrans prepares the SHOPP for the expenditure of transportation funds for major capital improvements necessary to preserve and protect the State Highway System. The SHOPP is a four-year funding program. SHOPP projects are limited to capital improvements relative to maintenance, safety, and rehabilitation of State highways and bridges.

Senate Bill 45 (1998) **–** California's SB45 stipulates that the State will nominate transportation improvements that facilitate the movement of people and goods between the State's 43 transportation regions as well as to and through the State. To this end, the State is responsible for developing highway system performance standards, that will accommodate interregional travel demand, and specifying corridor facility concepts that improve interregional travel on the State Highway System. The corridor concepts included in Corridor Plans reflect the State's determination regarding System accommodation of interregional, regional and local travel needs.

California Strategic Growth Plan, January 2007 - The Governor and Legislature have initiated the first phase of a comprehensive Strategic Growth Plan to address California's critical infrastructure needs over the next 20 years. California faces over $500 billion in infrastructure needs to meet the demands of a population expected to increase by 23 percent over the next two decades. In November 2006, the voters approved the first installment of that 20-year vision to rebuild California by authorizing a series of general obligation bonds totaling $42.7 billion.

Transportation System Development Program (TSDP) - The TSDP is a listing of Caltrans recommended capacity- increasing improvements on State Highways. The purpose of the TSDP is to identify a comprehensive, reasonable and effective range of transportation improvements in modal categories to improve interregional and regional mobility and intermodal transfer of people and goods on State Highways and major travel corridors

District System Management Plan (DSMP) - The DSMP provides a vehicle for the development of multi-modal and multi-jurisdictional transportation strategies. These strategies must be based on an analysis that is developed in partnership with regional and local agencies. The DSMP is the State's counterpart to the Regional Transportation Plan (RTP).

Goods Movement Action Plan (GMAP), January 2007 - The Goods Movement Action Plan is a key component of California's Strategic Growth Plan and will guide allocation of $3.1 billion of the $19.9 billion approved by voters in the Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006 (Proposition 1B). The GMAP identifies projects for consideration in the California Transportation Commission's allocation of $2 billion for infrastructure investment. The Air Resources Board will allocate the remaining $1 billion for emission reduction projects related to goods movement.

California State Rail Plan, October 2007 – California's Vision for Intercity Passenger Rail: Transportation in California is guided by the Governor's Strategic Growth Plan, The Global arming Solutions Act (AB32), the California Transportation Plan (2025), and the Department of Transportation's Mission/Vision and Strategic Goals. Caltrans prepares a ten-year rail plan with both passenger and freight rail elements, and that the Rail Plan is updated every two years.

Caltrans Deputy Directive 64 - Caltrans fully considers the needs of non-motorized travelers (including pedestrians, bicyclists and persons with disabilities) in all programming, planning, maintenance, construction, operations and project development activities and products.

State Assembly Bill 32 (AB 32) - Global Warming Solutions Act, September 2006 - This bill requires the State's greenhouse gas emissions to be reduced to 1990 levels by the year 2020. Caltrans' strategy to reduce global warming emissions has two elements. The first is to make transportation systems more efficient through operational improvements. The second is to integrate emission reduction measures into the planning, development, operations and maintenance of transportation elements.

Caltrans - Climate Action Plan
Greenhouse gas (GHG) emissions and the related subject of global climate change are emerging as critical issues for the transportation community. The California Department of Transportation (Caltrans) recognizes the significance of cleaner, more energy efficient transportation. On June 1, 2005 the State established climate change emissions reduction targets for California which lead to development of the Climate Action Program. This program highlights reducing congestion and improving efficiency of transportation systems through smart land use, operational improvements, and Intelligent Transportation Systems (objectives of the State's Strategic Growth Plan). The Climate Action Plan approach also includes institutionalizing energy efficiency and GHG emission reduction measures and technology into planning, project development, operations, and maintenance of transportation facilities, fleets, buildings, and equipment.

Corridor Mobility Improvement Account (CMIA)
The California Transportation Commission adopted the $4.5 billion Corridor Mobility Improvement Account (CMIA) program, the first commitment of funds from the $19.9 billion transportation infrastructure bond approved by California voters as Proposition 1B in November 2006. The statewide CMIA program includes nearly $1.3 billion in Bay Area projects, plus an additional commitment of $405 million through the State Highway Operations and Protection Program (SHOPP) for replacement of Doyle Drive in San Francisco. This brings the total amount programmed for Bay Area transportation projects to roughly $1.7 billion. *Source: www.mtc.ca.gov*

Corridor System Management Plans (CSMP) – In 2007 the California Transportation Commission adopted a resolution stating that "…the Commission expects Caltrans and regional agencies to preserve the mobility gains of urban corridor capacity improvements over time that will be described in Corridor System Management Plans (CSMPs)." A CSMP is a transportation planning document that will study the facility based on comprehensive performance assessments and evaluations. The strategies are phased and include both operational and more traditional long-range capital expansion strategies. The strategies take into account transit usage, projections, and interactions with arterial network, and connection to State Highways. Each CSMP presents an analysis of existing and future traffic conditions and proposes traffic management strategies and capital improvements to maintain and enhance mobility within each corridor.

Trade Corridors Improvement Fund (TCIF) - In November 2006, voters approved Proposition 1B, a roughly $20 billion Transportation Bond. It established the Trade Corridors Improvement Fund that included a total of $3.1 billion for goods movement-related programs, of which $2 billion is set aside for infrastructure improvements statewide.

Freeway Performance Initiative (FPI) – This is the Metropolitan Transportation Commission's effort to improve the operations, safety and management of the Bay Area's freeway network by deploying system management strategies, completing the HOV lane system, addressing regional freight issues, and closing key freeway infrastructure gaps.

Region

Regional Transportation Plan - Transportation 2030 Plan for the San Francisco Bay Area
The Metropolitan Transportation Commission is responsible for adopting a nine-county San Francisco Bay Area's Regional Transportation Plan (RTP). The regional transportation plan defines a vision for the region's transportation network. An update of this plan is performed every four years.

Regional Transportation Improvement Program (RTIP)
The Regional Transportation Improvement Program is a sub-element of the State Transportation Improvement Program (STIP). The Metropolitan Transportation Commission is responsible for developing regional project priorities for the RTIP for the nine counties of the Bay Area. The biennial RTIP is then submitted to the California Transportation Commission for inclusion in the STIP.

Corridor Plan - Interstate 280

County

Santa Clara County

Valley Transportation Plan (VTP) 2030
VTP 2030 is the long-range countywide transportation plan for Santa Clara County. The Valley Transportation Authority (VTA), the Congestion Management Agency for Santa Clara County, is responsible for preparing and periodically updating their countywide transportation plan. It is intended to provide a planning framework for developing and delivering transportation projects and programs over the next 25 years (2005 to 2030). Santa Clara County is beginning the process to update this plan, identified as VTP 2035.

2000 Measure A Transit Improvement Program
In November 2000, the voters in Santa Clara County approved Measure A, a 30-year half cent sales tax devoted to specified public transit capital improvement projects and operations.

San Mateo County

2004 Transportation Expenditure Plan
The 1988 voter approval of Measure A, San Mateo County's half-cent transportation sales tax, has provided the County with a resource to meet its multi-faceted transportation challenges during the past 16 years. The measure also marked the development of the San Mateo County Transportation Authority (hereafter referred to as the TA), the agency created to administer the sales-tax funds. The current measure that ends December 31, 2008 was approved by San Mateo County voters in 2004 and extends the measure until 2033.

San Francisco County

County Wide Transportation Plan
The County Wide Transportation Plan (CTP) is consistent with the policy framework of the San Francisco General Plan and its Transportation Element establishes goals, policies, and objectives that guide transportation planning, and which are used to analyze and make recommendations regarding specific land development proposals. The CTP is the 30 year investment blueprint for transportation system development within that policy framework.

Proposition K
On November 4, 2003, Proposition K was approved by 75% of San Francisco voters, simultaneously with a new 30-year Transportation Expenditure Plan. The Proposition K plan supersedes, or replaces, the Proposition B plan that was approved by voters in 1989 to collect a one-half of one percent transaction and use to finance transportation improvements for the City and County of San Francisco.

Appendix B

Additional Route Data for I-280	
Route Characteristics	
State Route and Interstate Intersections	SRs 87, 85, 17, 84, and 92, I-380, and US 101
Cities Traversed	San Jose, Sunnyvale Woodside, Redwood City, Hillsborough, Atherton, Burlingame, Colma, Daly City, S. San Francisco, San Bruno, San Francisco
Parallel Arterials	El Camino Real
Existing Congestion State of the System 2006 .	Top AM Peak Period Congestion: n/b Meridian to I 880, vhd: 410
	Top PM Peak Period Congestion: s/b Moorpark Ave. East to 11th St., vhd: 530
Environmental	
Air Quality Basin	San Francisco Bay Area Air Basin
Air Quality District:	Bay Area Air Quality Management District
BAAQMD attainment - Achieved	
BAAQMD attainment - Not Achieved	
Intermodal	
Park 'n Ride lots	Page Mill Road in Los Altos Hills, 40 spaces, SCL PM 18.4 Woodside Road in Woodside 29 spaces SM 280 PM 3.3 Edgewood Road in San Mateo, 44 spaces, SM 280 PM R6.7 Hayne Road in Hillsborough , 24 spaces SM 280 PM 14.2
Transit Oriented Developments (TODS)	
Modal Split # and % Source: 2000 Census Data by County	Santa Clara County San Mateo County San Francisco County
Bicycle	10,076 = 1.2% 2,896 = 0.8% 8,302 = 2.0%
Walked	14,786 = 1.8% 7,609 = 2.1% 39,192 = 9.4%
Drive Alone	641, 113 = 77.3% 256,066 = 72.3% 169,508 = 40.5%
Carpool	101,188 =12.2% 45,367 = 12.8% 45,152 = 10.8%
Public Transit	29,118 = 3.5% 26,029 = 7.4% 130,311 = 31.1%
Work at Home	25,868 = 3.1% 12,845 = 3.6% 19,376 = 4.6%
Other	4,609 = 0.6% 2,406 = 0.7% 2,761 = 0.7%
Summary of Existing Studies in Corridor:	**San Francisco County** SF Mobility, Access Study SF Bicycle Route Choice Study **San Mateo County** Peninsula Gateway Study 2020 Phase 2 **Santa Clara County** Santa Clara (VTA) Silicon Valley Rapid Transit Corridor

Appendix C

I-280 FREEWAY AGREEMENTS

The Freeway Agreement documents the understanding between Caltrans and the local agency relating to the planned traffic circulation features of the proposed facility. It does not bind the State to construct on a particular schedule or staging. In the event that the freeway is fully constructed, it shows which streets may be closed or connected to the freeway; it shows which streets and roads may be separated from the freeway; it shows the location of frontage roads; and it shows how streets may be relocated, extended or otherwise modified to maintain traffic circulation in relation to the freeway. Locations of railroad and pedestrian structures, as well as those for other non-motorized facilities, should also be shown. Agreements are often executed many years before construction is anticipated and they form the basis for future planning, not only by Caltrans but by public and private interests in the community.

The California Freeway and Expressway System has a large financial investment in access control to insure safety and operational integrity of the highways. The legislative intent for requiring Freeway Agreements is to obtain the local agency's support of local road closures and changes to the local circulation system and to protect property rights and to assure adequate service to the community. Access control is necessary on the freeway or expressway so that current and future traffic safety and operations are not compromised.

The State may, at the State's expense, install signs, signals, and other traffic control devices at appropriate locations to be determined by the State in order to regulate, warn or guide traffic upon the highways. Local jurisdictions consent to control and maintenance over each of the relocated or reconstructed county/local roads and frontage roads and other State constructed local roads. Local jurisdictions will accept control and maintenance over designated section of the interchange or separation structures constructed under the agreements except as to any portion thereof which is adopted by the State as a part of the freeway proper. The agreements may be modified at any time by mutual consent of the parties involved as may become necessary for the best accomplishment through State, county and local cooperation of the whole freeway project for the benefit of the people of the State, county and local jurisdiction.

The following list of Freeway Agreements can be viewed in detail using the Project Management Tracking System:

Santa Clara County

#1172 SCL-101-16 June 30, 1970
Agreement with the County of Santa Clara, including I-280 between I-101 and McLaughlin Avenue, PM 0.0 – 0.4

#1172 SCL-101-17 August 17, 1970
Agreement with the City of San Jose, including I-280 between 0.2 miles West of I-101 and Coyote Creek, PM 0.2 – 1.1

#1202 SCL-17-8 October 20, 1969
Agreement with the City of San Jose, including I-280 between Winchester Road and Los Gatos Creek, PM 3.3 – 6.0

#1203 SCL-17-9 October 14, 1969
Agreement with the County of Santa Clara, including I-280 between Route 17 and Lincoln Avenue, PM 3.5 – 5.4

#1213 SCL-280-1 April 5, 1968
Agreement with the City of San Jose on I-280 between Coyote Creek and Los Gatos Creek, PM 1.1 – 3.3

#1214 SCL-280-10 January 18, 1965
Agreement with the County of Santa Clara on I-280 between 0.4 West of Foothill Boulevard and the San Mateo County line, PM 11.9 – 20.6

#1215 SCL-280-11 October 1, 1962
Agreement with the Town of Los Altos Hills on I-280 between Magdalena Avenue and 0.3 West of Page Mill Road, PM 14.1 – 18.8

#1216 SCL-280-2 December 24, 1962
Agreement with the County of Santa Clara on I-280, PM 4.6 – 6.0

#1217 SCL-280-3 January 15, 1963
Agreement with the City of San Jose on I-280 between Forest Avenue and Stevens Creek Boulevard, PM 4.6 – 7.4

#1218 SCL-280-4 May 5, 1967
Agreement with the County of Santa Clara on I-280 between Saratoga Avenue and Stevens Creek Boulevard, PM 6 – 7.4

#1219 SCL-280-5 July 2, 1962
Agreement with the County of Santa Clara on I-280 between Stevens Creek Boulevard and Mountain View-Stevens Creek Road, PM 7.4 – 11.5

#1220 SCL-280-6 October 30, 1962
Agreement with the City of Santa Clara on I-280 between Stevens Creek Boulevard and 0.2 Southeast of Calabazas Creek, PM 7.4 – 7.8

#1221 SCL-280-7 November 18, 1975
Agreement with the City of Cupertino on I-280 between 0.2 miles Southeast of Calabazas Creek and Foothill Boulevard, PM 7.8 – 11.5

#1222 SCL-280-8 June 13, 1962
Agreement with the City of Sunnyvale on I-280 between 0.25 miles East of Blaney Avenue and 0.1 mile West of Route 114, PM 8.7 – 10.8

#1223 SCL-280-9 August 27, 1963
Agreement with the City of Los Altos on I-280 between Mountain View-Stevens Creek Road and 0.4 miles West, PM 11.5 – 11.9

#1243 SCL-85-9 October 15, 1990
Agreement with the City of Cupertino, involving I-280 between 0.3 miles east of Route 85 and 0.3 miles West of Route 85, PM 10.4 – 11.0

#1246 SCL-87-3 June 26, 1984
Agreement with the City of San Jose, involving I-280 between Almaden Avenue and Bird Avenue, PM 1.9 – 2.6

San Mateo County

#1299 SM-1-7 November 13, 1990
Agreement with the City of Daly City, involving I-280 between PM25 and the San Francisco County line, PM 25.0 – 27.4

#1300 SM-280-1 September 30, 1965
Agreement with the County of San Mateo on I-280 between the Santa Clara County line and the south town limits of Woodside, PM 0.0 – 2.3

#1301 SM-280-10 November 21, 1963
Agreement with the County of San Mateo on I-280 between the north city limits of San Bruno and 0.1 mile south of Chinese Cemetery Road, PM 23.2 – 25.0

#1302 SM-280-2 August 9, 1966
Agreement with the City of Menlo Park on I-280 between Sand Hill Road and 0.2 miles north, PM 1.7 – 1.9

#1303 SM-280-3 December 19, 1966
Agreement with the Town of Atherton on I-280 0.6 miles north of Sand Hill Road, PM 2.3 – 2.3

#1304 SM-280-4 February 10, 1966
Agreement with the Town of Woodside on I-280 between town limits, PM 2.3 – 5.6
#1305 SM-280-5 August 10, 1964
Agreement with the Town of Hillsborough on I-280 between Crystal Springs Road and Summit Drive, PM 13 – 15.8

#1306 SM-280-6 August 3, 1964
Agreement with the City of Burlingame on I-280, PM 17.2 – 17.2

#1307 SM-280-7 August 18, 1964
Agreement with the City of Millbrae on I-280 between city limits, PM 17.2 – 18.9

#1308 SM-280-8 July 14, 1964
Agreement with the City of San Bruno on I-280 between city limits, PM 19.3 – 21.9

#1309 SM-280-9 August 3, 1964
Agreement not available for viewing on line, PM 21.9 – 23.4

#1320 SM-92-2 June 1, 1976
Agreement with the County of San Mateo, involving I-280 between the north town limits of Woodside to 0.7 miles north of Route 92, PM 5.6 – 11.5

#1321 SM-92-3 September 1, 1964
Agreement with the County of San Mateo, involving I-280 between the north town limits of Woodside and the south city limits of San Bruno, PM 11.5 – 19.3

San Francisco County

#1260 SF-101-3 July 7, 1958
Agreement with the City and County of San Francisco, involving I-280 between Mission Street and I-101, PM 3.6 – 4.3

#1264 SF-1-1 November 1, 1962
Agreement with the City and County of San Francisco, involving I-280 between the south city limits and Orizaba Avenue, PM 0.0 – 0.4

#1265 SF-280-1 February 20, 1962
Agreement with the City and County of San Francisco on I-280 between Orizaba Avenue and Havelock Street, PM 0.4 – 2.1

#1266 SF-280-2 March 27, 1961
Agreement with the City and County of San Francisco on I-280 between Havelock Street and Cambridge Street, PM 2.1 – 3.6

#1267 SF-280-3 January 10, 1962
Agreement with the City and County of San Francisco on I-280 between Route 68 and Evans Avenue, PM 4.3 – 5.1

#1268 SF-280-4 February 25, 1994
Voided agreement with the City and County of San Francisco on I-280, PM 5.1 – 7.3