Corridor Plan
Interstate/State Route 238

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Corridor Concept Summary

Segment	County	Segment Description	Existing Facility	25-yr Concept
Segment A PM 0.0 – 9.320	ALA	I-680 in Fremont to Industrial/Alquire Parkway in Hayward	4C-6C	4C-6C*
Segment B	ALA	Industrial/Alquire Parkway in Hayward to I-580	Relinquished to City of Hayward	Route 238 Corridor Improvement Project
Segment C PM R14.469 – 16.696	ALA	I-580 to I-880	6F	6F (I-580 CSMP)
Segment D PM 16.696 - 18.296	ALA	I-880 to Unconstructed SR-61	Uncon-structed	Uncon-structed

Table S1. Corridor Concept Summary.

* Industrial/Alquire to Hayward/Union City Limits is subject of relinquishment discussion.

C = Conventional Highway
F = Freeway
PM = Post Mile
CSMP= Corridor System Management Plan

Concept Rationale

Historically, SR-238 served to provide traffic relief for I-880. However, with capacity and operational improvements to I-880 as well as improved efficiencies of BART and development of local arterials, SR-238 is now considered less essential as a relief facility. SR-238 currently functions mainly as one of many major local arterials, with connectivity to the State Highway System in the southern end of the corridor. Spot improvements at key intersections and improved signal optimization will address the majority of operational issues on SR-238. This status is underscored by legislation allowing the sale of freeway alignment of the Hayward Bypass corridor. The City of Hayward has taken responsibility of a large portion of SR-238 via relinquishment in 2010, with potential for additional relinquishment in the future.

I-238 is a critical freeway link that serves both commute and freight trips between I-580 and the I-880 corridor including the Port of Oakland. The I-580 East Corridor System Management Plan (CSMP) includes I-238, which recommends a 6F facility, as well as transportation system management elements, which include ramp metering, HOV Bypass lanes, and Closed Circuit Television, (CCTV) and other operational improvements. These improvements will address the majority of expected issues on I-238 until 2015, but further deterioration is expected by 2035.

Goods Movement Strategy

I-238 is critical to the movement of goods, particularly with respect to trucks accessing regional seaport, airport and warehousing facilities from I-5, (the State's primary north-south Interstate facility). As large trucks are currently precluded from using I-580 east of I-980 within the City of Oakland in non emergency situations, I-238 is of particular significance to the interregional and regional movement of freight. It is therefore necessary to place a high priority on facilitation of truck traffic on this interstate facility segment.

Transit Strategy

In its accommodation of frequent trunk line transit service, SR-238 is an important link in a comprehensive, multimodal transportation system. SR-238 is also important to the preservation of connectivity with the BART system. The vision of BART to San Jose requires further development of transit opportunities particularly with respect to cross-connections between interregional, regional and local transit operations.

Land Use Strategy

A major regional focus of MTC and the Association of Bay Area Governments (ABAG) is on residential densification, including development of Transit Oriented Development (TOD) where feasible near BART as well as interregional rail stations to facilitate interregional travel demand through the corridor. During the past 20 years, the corridor cities of Hayward, Union City and Fremont have experienced significant job and housing growth as a result of their proximity to major Bay Area economic centers. This has significantly changed the distribution of commute traffic through this portion of the region. Growth should be monitored both quantitatively and qualitatively in order that the State Highway System responds to this complex and dynamic growth.

Bicycle and Pedestrian Strategies

Progress toward a comprehensive transportation network is achieved by expanding the corridor bicycle network through implementation of Class III Bike facilities (as proposed for parts of segments A and B) and Class II Bike facilities (as proposed for a small portion of segment A). Under Section 21960 of the California Vehicle Code, pedestrians and bicyclists, are prohibited from I-238.

I. Corridor Planning Process

Introduction

A Corridor Plan (CP) defines the "concept" or configuration of 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 CP 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 and other considerations such as interregional needs, Goods Movement, and local concerns.

Corridor Plans are being developed for all 56 statutorily identified State Routes in District 4. This CP provides a concept for Interstate 238 and State Route 238 which traverse Alameda County in District 4.

In order to recommend specific corridor improvements, a corridor assessment is performed based on current and forecasted travel demand and growth in the corridor population (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 alternative modes, Caltrans recognizes that its authority generally lies within the State Highway System. This report's 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 or Corridor System Management Plans (CSMPs). Guided by regional, State, and federal policies and guidelines, this CP is focused on anticipating future improvements primarily needed to address a 25-year horizon of future growth in travel demand.

State's Interregional Responsibility

The 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 the *Safe Accountable Flexible Efficient Transportation Equity Act (SAFETEA-LU)*, the *California Transportation Plan 2030 (CTP 2030)*, MTC's Regional Transportation Plan (RTP) T2035 and the Interregional Transportation Strategic Plan (ITSP), provide the policy foundation for this Corridor Plan. 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 CP. This CP is also consistent with the California Transportation Commission (CTC) decision to rescind freeway adoption along the SR-238 corridor.

A full discussion of federal, State, and regional Transportation Planning efforts and policies related to Corridor Plans are included as Appendix A.

II. Corridor Overview

Corridor Description

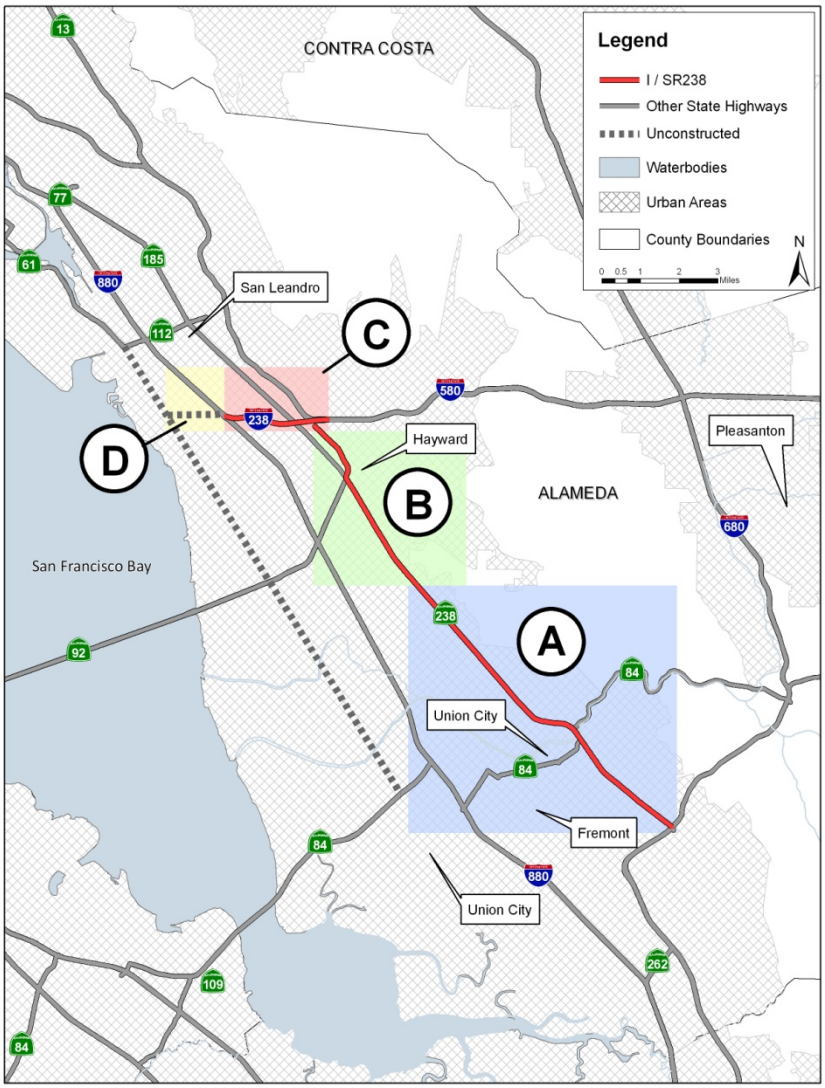


Figure 1. SR-238 and I-238 Corridor Map.

The 238 corridor is functionally divided into two parts including, SR 238 (I-680 to I-580) which is largely a conventional facility that serves local travel demand, and I-238 (I-880 to I-580) which is an Interstate freeway facility. As an extension of the I-580 freeway corridor to the east, I-238 serves regional and interregional travel. I-238 constitutes a portion of the freeway access to the Port of Oakland part of a key connection to I-5, the State's primary north-south Interstate facility.

SR-238 constitutes a North- South route corridor within Alameda County in District 4 paralleling I-880 from I-680 to I-580. It links the eastern portions of the cities of Fremont, Union City and Hayward. SR-238 serves primarily local travel demand.

I-238 is critical to regional and interregional commuting and freight movement between I-580 and I-880.

The corridor is divided into three existing segments as shown in Figure 1. A fourth unconstructed segment is also shown extending west from the current 880 terminus toward the Bay.

The 1986 Route Concept Report for SR-238 specified an extension between I-880 and SR-61 (shown as unconstructed segment D). SR-61 was to be a freeway facility between SR 84 at the Dumbarton Bridge and I-80 near I-580 in Contra Costa County. This extension of SR-238 has been indefinitely deferred, with no plans to construct it. The southern extension of SR-61 has also been indefinitely deferred.

Alignment and Geometrics

Specific alignment and geometrics information for the 238 corridor is described in Table 1 (mileage is approximate):

Route Designation	Segment	County	Approx. Location and Post Mile	Facility	Description
State Route	A	ALA	I-680 to Decoto (PM 0-6.70)	4-lane conventional	Flat terrain (rural/urbanized setting)
		ALA	Decoto to Whipple (PM 6.70-7.20)	6-lane conventional	Flat terrain (rural/urbanized setting)
		ALA	Whipple to Industrial (PM 7.20-9.32)	4-lane conventional	Flat terrain (rural/urbanized setting)
Local	B	ALA	Industrial to Sycamore	4-lane conventional	Flat terrain (urbanized setting)
		ALA	Sycamore to Walpert	6-lane conventional	Flat terrain (urbanized setting)
		ALA	Walpert to Jackson	4-lane conventional	Flat terrain (urbanized setting)
		ALA	Jackson to I-580 off	6-lane conventional	Flat terrain (urbanized setting)
		ALA	I-580 off to Mattox	4-lane conventional	Flat terrain (urbanized setting)
Interstate	C	ALA	I-238 on to I-880 (PM 14.46-16.69)	6-lane freeway	Flat terrain (urbanized setting)
N/A	D	ALA	West of I-880 (PM 16.69-18.29)	Unconstructed	Flat terrain (urbanized setting)

Table 1. SR-238 Alignment Description.

A Highway/Freeway Inventory Map further illustrating the 238 corridor is located in Appendix D.

Demographics

Alameda County is one of the more populous counties in the region. Its population and the number of households are forecasted to grow by 23% by 2030 (see Table 2 below). Job growth is expected to outpace population growth. Per household, 1.75 vehicles are owned – virtually the same average as found in the Bay Area as a whole – while only one out of every ten households is not in possession of a vehicle (U.S. Bureau of Census, 2006).

COUNTY	POPULATION		# HOUSEHOLDS		#JOBS	
	2005	2035	2005	2035	2005	2035
Alameda	1,505,300	1,966,300	543,790	707,960	730,270	1,039,680
Contra Costa	1,023,400	1,322,900	368,310	480,480	379,030	555,650
Marin	252,600	274,300	103,180	112,170	135,370	158,280
Napa	133,700	148,800	49,270	54,640	70,690	91,480
San Francisco	795,800	969,000	338,920	415,000	553,090	806,830
San Mateo	721,900	893,000	260,070	322,620	337,350	505,860
Santa Clara	1,763,000	2,431,400	595,700	827,330	872,860	1,412,620
Solano	421,600	506,500	142,040	171,290	150,520	211,880
Sonoma	478,800	561,500	181,800	211,290	220,460	325,110
Total	**7,096,500**	**9,073,700**	**2,583,080**	**3,302,780**	**3,449,740**	**5,107,390**

Table 2. Bay Area Population, Housing and Jobs Projections (ABAG Projections 2009).

Due to its central location in the region, Alameda County is traversed by many of the region's interregional and regional links. Trips originating outside the county constitute a considerable percentage of the total number of users of the county road system. One in four vehicle trips originating (but not staying) in San Francisco traverses Alameda County, one in three vehicle trips originating but not staying in Santa Clara County traverses Alameda County, while for Contra Costa County this number is almost one in two. Alameda County's freeways therefore are significantly impacted by regional population growth. Average commute time for vehicle-owners in Alameda County is 25 minutes (35 minute commute average for carpoolers), and a 45 minute commute average for transit users.[1]

Land Use

Land use along the 238 corridor is comprised mainly of medium-dense residential, commercial and light industrial uses. The Cities of Fremont, Union City, and Hayward are urban centers with large commuter populations. Legacy freeway alignments along the corridor owned by Caltrans have been annulled and approved for sale; land use along these former alignments is expected to remain largely residential.

Additionally, Mission Boulevard provides direct access to the Cal-State University East Bay and Ohlone College campuses, and is part of a larger transportation network that connects the urbanized population in the Fremont-Union City-Hayward area to the rest of the Bay Area.

Regional Blueprint Planning Program

The California Regional Blueprint Planning Program supports the smart growth element of the Governor's Strategic Growth Plan by promoting smart land use choices at the regional and local levels through grants to the Metropolitan Planning Organizations (MPOs) and Regional Transportation Planning Agencies (RTPAs) to conduct comprehensive scenario planning. Using consensus-building and a broad-based visioning approach the goal is to envision future land use patterns and their potential impacts on a region's transportation system, housing supply, jobs/housing balance, resource management and other protections.

The San Francisco Bay Area participates in the Regional Blueprint planning program through grants funding the Focusing Our Vision Program (FOCUS). This program seeks to work with local governments and others in the Bay Area to collaboratively address issues such as high housing costs, traffic congestion, and protection of natural resources. The primary goal of FOCUS is to encourage future growth near transit and in the existing communities that surround the San Francisco Bay. The goal is also to enhance existing neighborhoods and provide housing and transportation choices for all residents.

Priority Development Areas

Beginning in 2007, local governments in the Bay Area through the FOCUS program have applied for regional designation of an area within their community as a Priority Development Area (PDA). PDAs are infill development opportunities within existing communities. They are committed to creating more housing choices in locations easily accessible to transit, jobs, shopping and services. To be eligible to become a PDA, an area had to be within an existing community, near existing or planned fixed transit or served by comparable bus service, and planned for more housing. A *planned area* is part of an existing plan that is more specific than a general plan, such as a specific plan or an area plan. A *potential area* may be envisioned as a potential planning area that is not currently identified in a plan or may be part of an existing plan that needs changes.

The 238 corridor has the following planned PDAs, illustrated in Figure 2:

- City of Fremont – Irvington District (west of SR-238 & north of I-680)
- City of Fremont – Central Business District (area around Fremont BART Station)

[1] 2009 American Community Survey.

- City of Union City – Intermodal Station District (area around Union City BART Station)
- City of Hayward – South Hayward BART (area around south Hayward BART station)
- City of Hayward – Downtown Hayward (area around Hayward BART Station)
- City of Hayward – The Cannery

The 238 corridor has the following potential PDA:

- Alameda County – Urban Unincorporated Area

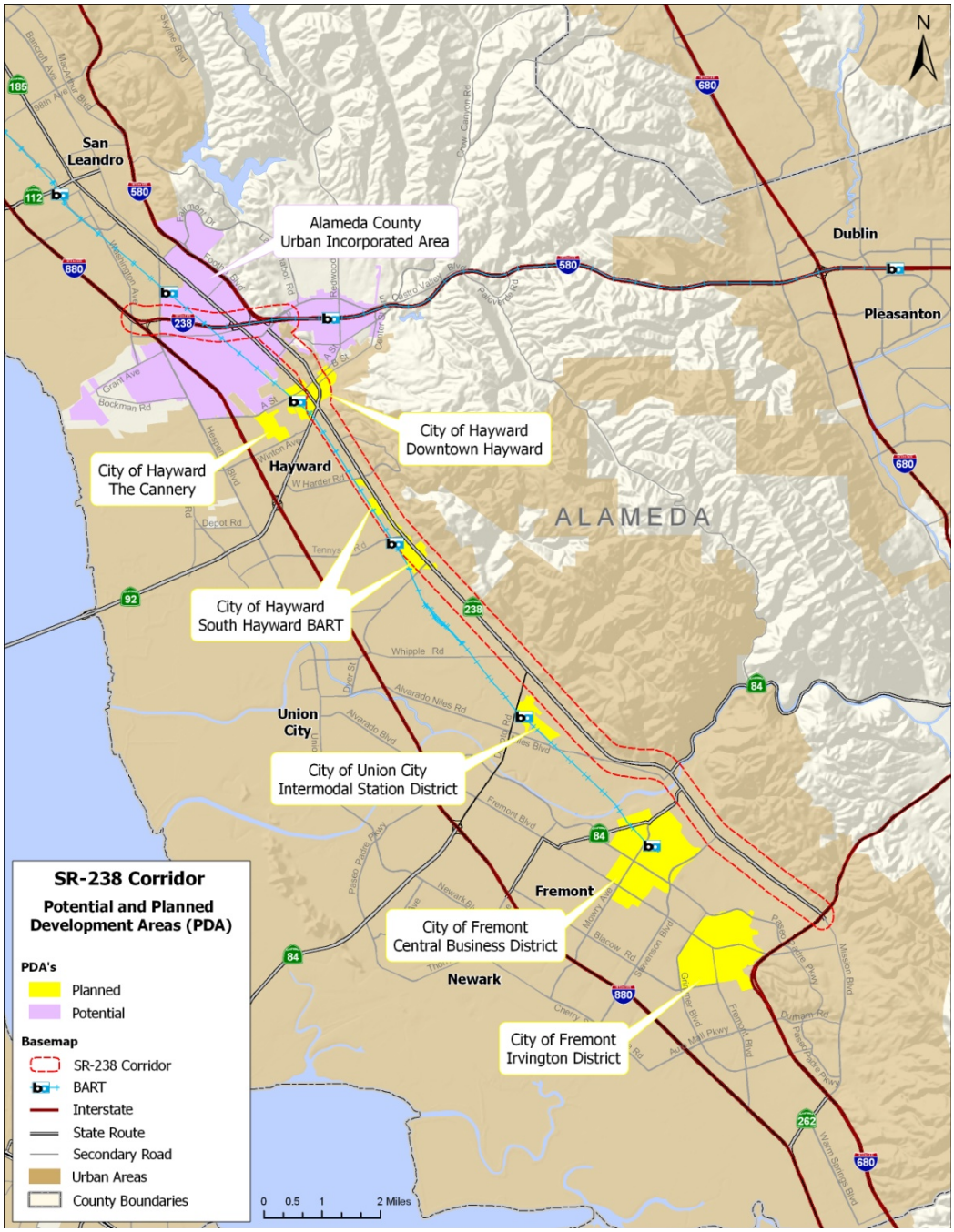


Figure 2. Priority Development Areas in the 238 Corridor.

Sustainable Communities Strategy (SB 375)
Senate Bill 375 requires each region to meet State-established greenhouse gas emission targets for automobiles and light trucks for 2020 and 2035. They must account for the environmental benefits of more compact development and reduced vehicle miles traveled. Regions are beginning to develop integrated land use, housing and transportation plans that meet the SB 375 targets through a Sustainable Community Strategy; projects in these regions can be exempt from certain review requirements of the California Environmental Quality Act (CEQA).

The next update of the MTC Regional Transportation Plan 2013 will include a Sustainable Community Strategy (SCS) as required by SB 375. This new law synchronizes the regional housing needs assessment (RHNA) process with the RTP process, requires local governments to rezone their general plans, consistent with the updated housing element within three years of adoption, and provides that RHNA allocations must be consistent with the development pattern in the SCS. The SCS will lay out how greenhouse gas (GHG) emissions reduction targets will be met for cars and light trucks. This will impact land use and travel patterns in the long-range future.

Environmental Constraints

The following environmental map (Figure 3) illustrates known environmental constraints for the corridor. These may include the presence of hazardous materials or facilities, habitats of threatened or potentially threatened species, fragile wetlands, and/or the presence of historic bridges or other structures. This information needs to be taken into consideration when proposing any improvements or modifications to state facilities within the corridor.

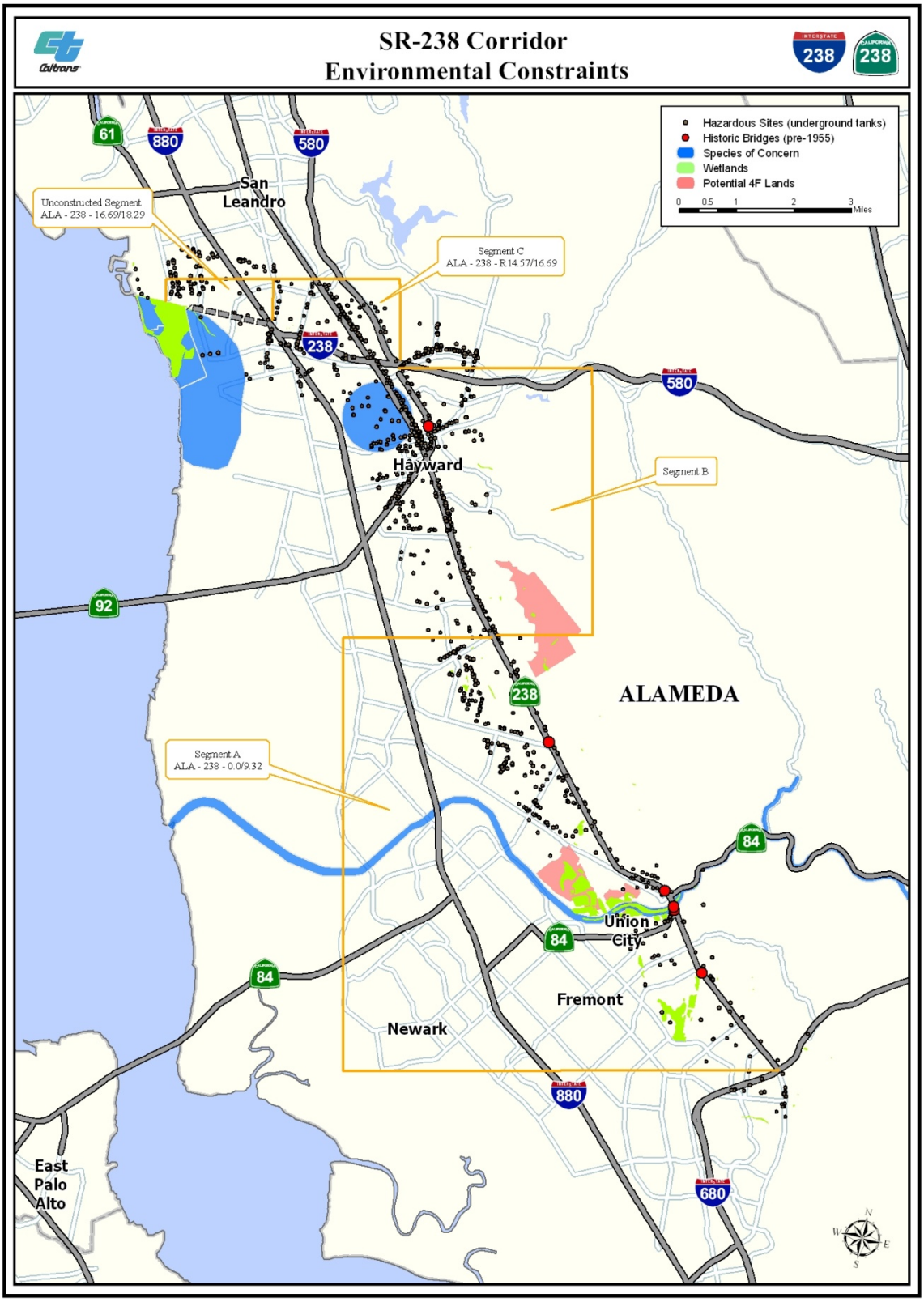


Figure 3. SR-238 and I-238 Corridor Environmental Factors.

Route Designations

Freeway & Expressway (F&E)	SR 238 and I-238 in its entirety (as defined in California Streets and Highway Code Section 250-257)
Functional Classification	Federal-Aid Urban State Highway (PM 0-9.32); Surface Transportation Assistance Act (STAA) (PM R14.47-16.70); a non-chargeable Federal-Aid Interstate to be reevaluated. Suggested Bicycle Route between I-680 and Junction of 92/185/238.
Trucking Designations	STAA Route (Surface Transportation Assistance Act) (National Network PM R14.47-16.70; Terminal Access 0.00 – 14.47).
Trucking Facilities	None
National Highway System (NHS)	No
Scenic Highway	No
Lifeline Corridor	Interstate 238 (not SR-238)
Traffic Operations System (TOS) elements	Changeable message sign and Traffic Monitoring Stations on I-238
Interregional Road System (IRRS)	No
Metropolitan Planning Organization (MPO) /Congestion Management Agency (CMA)	MPO : Metropolitan Transportation Commission (MTC) CMA: Alameda County Transportation Commission (Alameda CTC)

Table 3. SR-238 and I-238 Route Designations.

Trip Information

Commuting
I-238, the segment between I-580 and I-880, serves as a connector between these two routes for both commercial and commuter traffic. State Route 238 also provides commuters access to four BART stations, with a fifth BART station located within one mile on I-580. With the construction of the 238 Corridor Improvement Project, bike lanes will exist on northbound Foothill Blvd between D Street and A Street. Bicyclists will be able to use this section for commuting. (PM 0.0 and 9.12). Parallel routes to the corridor will accommodate bicycle commuting needs.

Goods Movement
I-238 functions as a component of the major I-580 freeway corridor linking the Port of Oakland and the Central Valley. It is also critical to truck traffic destined for significant warehousing and distribution facilities located along the I-880 corridor and in the Central Valley. I-238 and I-580, east of I-238, are included in the State's Intermodal Corridors of Economic Significance (ICES), and link Port of Oakland via I-880 to interregional highway corridors beyond the region, including I-5 and I-80 and US-101. The conventional portion of the route serves mainly local commercial traffic between I-680 in Fremont and I-580 in Hayward. The 238 corridor does not provide access to the nearest general aviation airport in Hayward, nor the two nearest international airports in Oakland and San Jose.

An active rail line exists parallel to the 238 corridor which is owned by Union Pacific and leased to Burlington Northern Santa Fe (BNSF). Freight along this rail corridor is transported from Port of Oakland throughout California and the nation. Trucks over 4.5 tons are restricted from using I-580 in Oakland

between Grand Avenue and the city limit. Consequently, trucks are compelled to use I-880 and I-238 in lieu of I-580 through Oakland and San Leandro.

Recreational
The 238 corridor provides direct access to I-580 and I-680 further east, both major regional interstate facilities serving interregional traffic destined for the Sierra Nevada Mountains and Southern California. It also accesses other state and local arterials serving parkland areas immediately to the east of the SR-238 corridor. Bicyclists use SR-238 for recreational purposes – bike lanes are provided between PM 0.0 and 9.12.

Traffic Information

SR-238 has a southbound AADT of 17,500 that is relatively moderate for an urban conventional arterial. It has a truck percentage of five percent of AADT but a percentage of total five-axle trucks of over 30% of truck AADT. The northbound AADT is 50,500 with a percentage of AADT of five-axle trucks at 15%. The I-238 freeway facility has an AADT of 63,000 with a relatively high truck percentage between 8 and 13 percent of overall AADT and over 60% of 5-axle truck percentage of truck AADT.

In Table 4 below, the Alameda County Congestion Management Agency (ACCMA) 2008 LOS Monitoring Report was used to report Level of Service (LOS) in each conventional segment. A rough average was taken by matching segment limits in the monitoring report and the 238 Corridor Plan. Caltrans District 4 Traffic Forecasting unit was consulted to develop the 2030 AADT and LOS. Generally conditions deteriorate as traffic volume increases. LOS A is typically free-flow conditions and LOS F is typically stop-and-go traffic conditions. For more information an LOS map of the corridor is located in Appendix E.

Segment	Post Mile	LOS 2008	LOS 2030
A	0.0 - 9.32	C	D
B	relinquished	C	C
C	14.47 - 16.69	N/A *	N/A *

Table 4. SR-238 and I-238 Corridor LOS Table.

* LOS method not used for this freeway segment; I-238 widening project completed October 2009

238 Corridor Hot Spots
The I-238 widening project was completed and opened to traffic in October 2009; the project widened the freeway from 4 to 6 lanes with auxiliary lane improvements. With the project completed, I-238 congestion listed in the 2008 State of the System Report has been significantly reduced or eliminated. A key problem area in the SR-238 portion of the corridor (identified in the 2008 LOS Monitoring Report) is southbound SR-238 (Jackson to Sorenson), reported as LOS E during the PM Peak. This particular location will be addressed by the Route 238 Corridor Improvement project, specifically at Mission and Carlos Bee.

Commuter Rail & Transit Service

The SR-238 corridor is traversed by Amtrak's Capital Corridor line serving Fremont and Hayward between Sacramento and San Jose. The Altamont Commuter Express (ACE) runs heavy rail commuter service between Stockton and San Jose with a stop in Fremont. BART also serves the 238 Corridor with five stops. A planned BART extension to San Jose will provide commuter rail service that could result in a reduction in auto use on I-238 and I-880. AC Transit provides local bus service (routes 99, 215, 217, 218, 801) in this area, with VTA providing express bus services (routes 120, 140, 180) that connect the Fremont BART station to destinations in the South Bay.

Bicycle and Pedestrian Facilities

There are bike lanes along Segment A between PM 0.0–3.37 and between PM 3.92–9.12. The Route 238 Corridor Improvement project will construct bike lanes on northbound Foothill Blvd between D Street and A Street. Pedestrian facilities extend the length of SR-238, either along or nearby the facility. The project will construct new sidewalks (13 feet wide on the east side of Foothill Blvd) where there are gaps in the Downtown Hayward Area. A Class III Bike Route is proposed for portions of segments A and B, and a Class II Bike lane is proposed for a small part of segment A.

Maintenance

Pavement and roadside maintenance are critical components of protecting and preserving the investment in the State Highway System, including the I-238 and SR-238 Corridor in Alameda County.

Existing Pavement Conditions

Listed below, the pavement conditions map illustrates conditions along the 238 corridor circa 2007. In addition, the Pavement Report is updated every two years and describes more detailed pavement conditions by postmile. An existing pavement conditions map is located in Appendix F.

Pavement Management Plans

Listed in Table 5 below, the pavement related projects planned during the next five years in the 238 corridor. The City of Hayward has assumed responsibility for maintenance along the recently relinquished portion of SR-238. The District's 10-Year Pavement Management Plan for SR-238 is located in Appendix G.

Program Year	Location	Project Description
2009	PM 0.0/3.3, 3.5/7.8	EA 447903 Roadway Rehab
2013	PM 12.6/14.0	CAPM Project

Table 5. SR-238 Planned Pavement Management Projects.
Source: 10 Year Pavement Management Plan, Caltrans District 4 Maintenance 2008.

Additional Corridor Planning Issues

Relinquishment

AB 1386, passed into law last October, 2009, provided the authority to relinquish portions of SR-238, 185, and 92 to the City of Hayward. The California Transportation Commission (CTC) adopted the relinquishment resolutions on June 30, 2010. The limits of relinquishment on SR 238 are from Apple Avenue, just south of I-580, to Industrial Parkway. The relinquishment allows the City of Hayward to proceed with its Route 238 Corridor Improvement project. The Department and the City of Hayward have agreed in principle to relinquish SR-238 from Industrial Parkway to the South Hayward City limits, at a later date. Since this segment of SR 238 no longer serve significant regional and interregional travel demand, its inclusion in the State Highway System is not critical to the functioning of the system. Furthermore, SR-238 between Industrial Parkway and SR-84 (in Hayward, Union City, and Fremont) functions similarly to the segment of SR-238 being relinquished, and does not serve significant regional and interregional travel demand. It is recognized that SR-238 between SR-84 and I-680 still functions to connect elements of the SHS.

Central Alameda County LATIP

In November 2002, Measure U was passed by the City of Hayward supporting improvements along Mission Boulevard (existing Route 238) in lieu of the Hayward Bypass. The bypass will not be constructed as it is not acceptable to local stakeholders, no longer conforms with the most recent local and regional plans, and local Measure B funding was withdrawn. In September 2004, Senate Bill 509 was signed into law allowing for the development of a LATIP for the State Highway Route 238 corridor to replace the Hayward Bypass.

Funding for the LATIP will be from proceeds of the sale of excess land purchased for the bypass in the 1960's and 70's.

The City of Hayward completed a Route 238 Bypass Land Use Study in June 2009 (funded by a Caltrans Community-Based Transportation Planning grant) to guide the redevelopment of properties within the 238 corridor. In September 2009, the Department, the City of Hayward and the Public Interest Law Project, held a meeting with the Department's residential tenants residing in the adopted Route 238 corridor. Provisions from the Draft Settlement Agreement were presented to tenants. Following the tenant meeting, the City of Hayward approved the Settlement Agreement in October 2009. The Final Settlement Agreement was signed on December 17, 2009. State Superior Court approval of the final agreement was issued on March 23, 2010, and the notice of entry of judgment was completed on April 23, 2010. There was a 60-day period for the filing of appeals by class members who objected to the settlement agreement that expired on June 22, 2010; no appeals were filed. The LATIP was approved by the CTC on May 20, 2010.

In lieu of the Hayward Bypass, the LATIP funded the Route 238 Corridor Improvement Project (CIP) among other central Alameda County freeway transportation improvements. The CIP will improve regional traffic flow through downtown Hayward through creation of a downtown mini-loop with Foothill 6 lanes one-way northbound, A Street 5 lanes one way westbound and Mission 5 lanes one way southbound, relieve major bottlenecks through simplification of the Mission-Foothill-Jackson intersection and a spot widening at Mission-Carlos Bee, eliminate morning congestion problems at Moreau High School Driveway by providing a southbound left turn signal, improve neighborhood through a new signalized intersection at Berry Street, create pedestrian, bike and streetscape improvements in the downtown and along the corridor and create a more walkable downtown through conversion to one-way streets to enable improvements to pedestrian timings.

ACTA East-West Connector Project – Southern Alameda County LATIP

The East-West Connector Project will provide improved east-west access between I-880 and Mission Boulevard (SR-238) at Appian Way. The proposed project would achieve this objective by widening existing roadways and constructing a new roadway segment between Paseo Padre Parkway and SR-238 at Appian Way. The project will also provide bike lanes and sidewalks or trails along its entire length; upon completion there will be a continuous bike and pedestrian corridor from just east of I-880 to Mission Boulevard.

III. Corridor Segment Data

The transportation corridor, for purposes of the Corridor Plan, is divided into segments based on a range of criteria that are listed below.

- 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

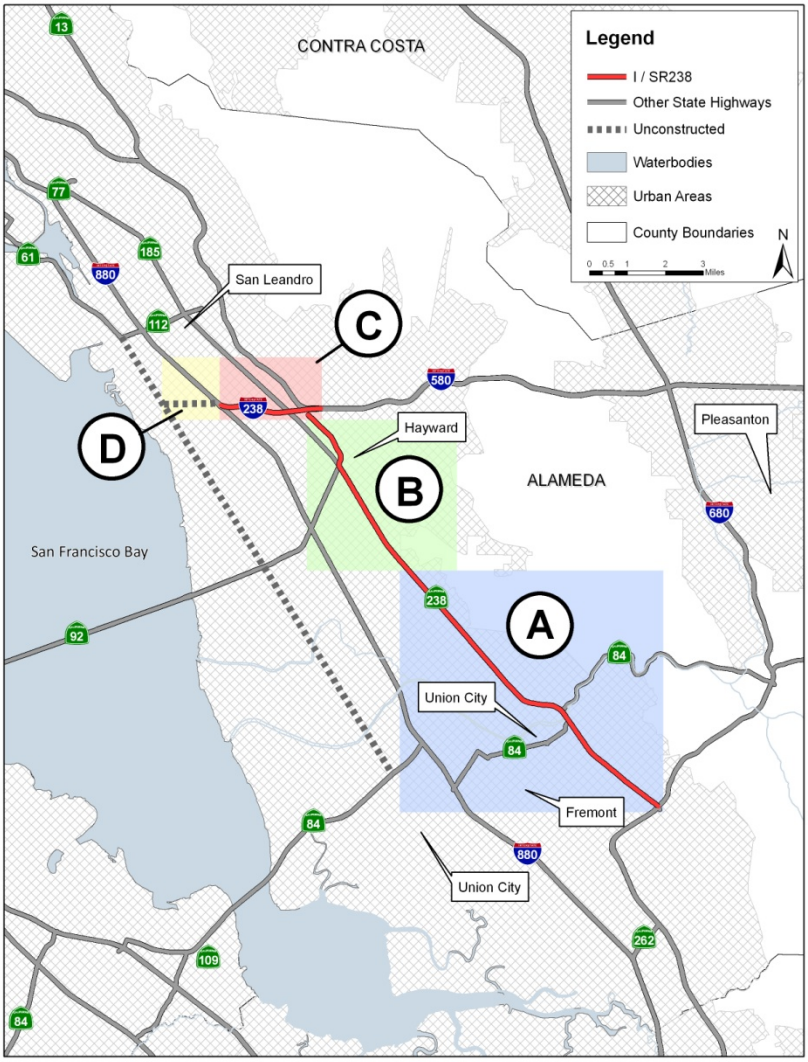


Figure 4. SR-238 and I-238 Corridor Segment Overview.

The 238 corridor is divided into three segments, labeled A through C, with an additional fourth unconstructed segment D shown in the striped area in Figure 4.

Detailed segment information follows.

Segment A
Segment A is a conventional urban arterial on flat terrain intersected by numerous arterials. It has limited on-street parking, as well as driveway access for residences. The speed assigned to this segment is typically between 40-50 mph. However, a school along a portion of this segment compels speeds of a maximum of 25 mph when children are present.

Segment B
This relinquished segment of SR 238 is a conventional urban arterial on flat terrain intersected by numerous intersections and driveways. The segment includes on-street parking. The speed assigned to this segment is 40 mph along the southern portion, transitioning to 25 mph in the Hayward downtown area and increasing to 35 mph nearer the I-580 approaches.

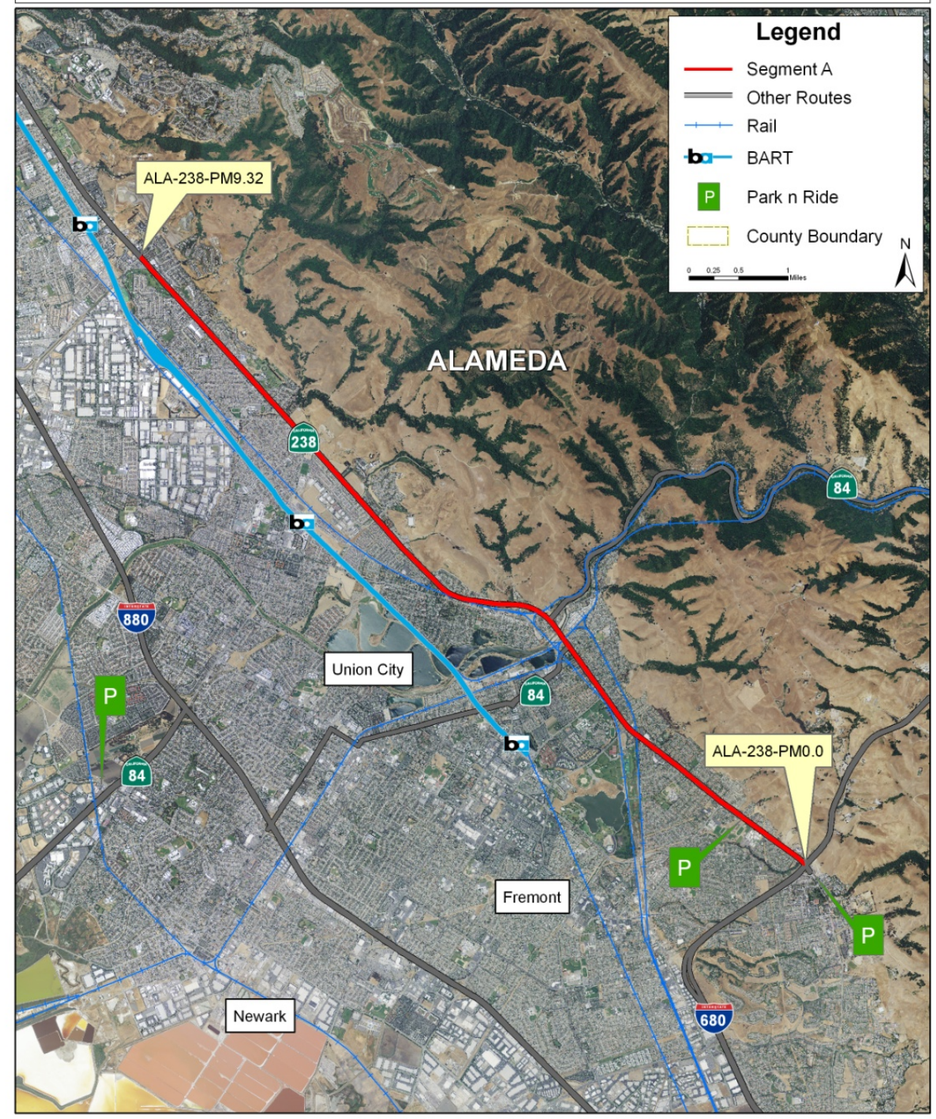
Segment C
This segment of I-238 is a freeway facility on flat terrain. The posted speeds are 65 mph for regular traffic, and 55 mph for trucks and traffic with trailers. There are several on- and off-ramps along this segment.

Unconstructed (Segment D)
This is an unconstructed segment of SR-238. The Department of Transportation does not envision construction within the 25-year planning horizon.

SEGMENT A	
Features	**Data**
County, City	Alameda County, cities of Fremont, Union City, Hayward
Facility Type	Conventional route, urban arterial
Existing Facility	4C-6C
25-Year Concept	4C-6C
Segment Characteristics	
Segment Limits	I-680 in Fremont to Industrial/Alquire Parkway in Hayward
Begin/End Post Mile	Alameda PM 0.0 – 9.320
Length	9.3 miles
Terrain	Flat
HOV Lanes (PM to PM)	None
Percent Grade (PM to PM)	0
Truck Weigh Stations	No
Truck Parking	No
TOS Element	No
Multi Modal	
Bicycle Facilities	Bike lane exists from PM 0.0 to 9.12.
Transit Oriented Developments (TODs)	Union City, South Hayward BART stations
Park and Ride	BART stations of Fremont, Union City, South Hayward
Traffic Data	
AADT 2007 (Average Annual Daily Traffic)	NB 17500; SB 17500
AADT 2030	NB: 32000; SB: 32000
Peak Hour Volumes 2007 (AM/PM)	NB: 1003/1811; SB: 1410/1720
Peak Hour Volumes 2030 (AM/PM)	NB: 1525/2103; SB: 1641/2060
V/C Ratio 2007 (Volume to Capacity of 1400/lane, 40mph)	0.65
V/C Ratio 2030 (Volume to Capacity of 1400/lane, 40mph)	0.75
LOS 2008 (Level of Service)	C
LOS 2030	D
Truck Volumes	1288
Truck Traffic: Truck Percentage of AADT (range)	3 – 6 %
5+ Axle Truck Percentage of Truck AADT (range)	25 – 35 %
Accident Data* (Sept. 04 – Aug.07)	
Fatality + Injury Rate	0.47 (3 fatal accidents, 138 accidents with injuries)
Statewide Fatality + Injury Rate	0.85
Total Accident Rate	1.16
Statewide Total Accident Rate	2.64

* per million vehicle miles

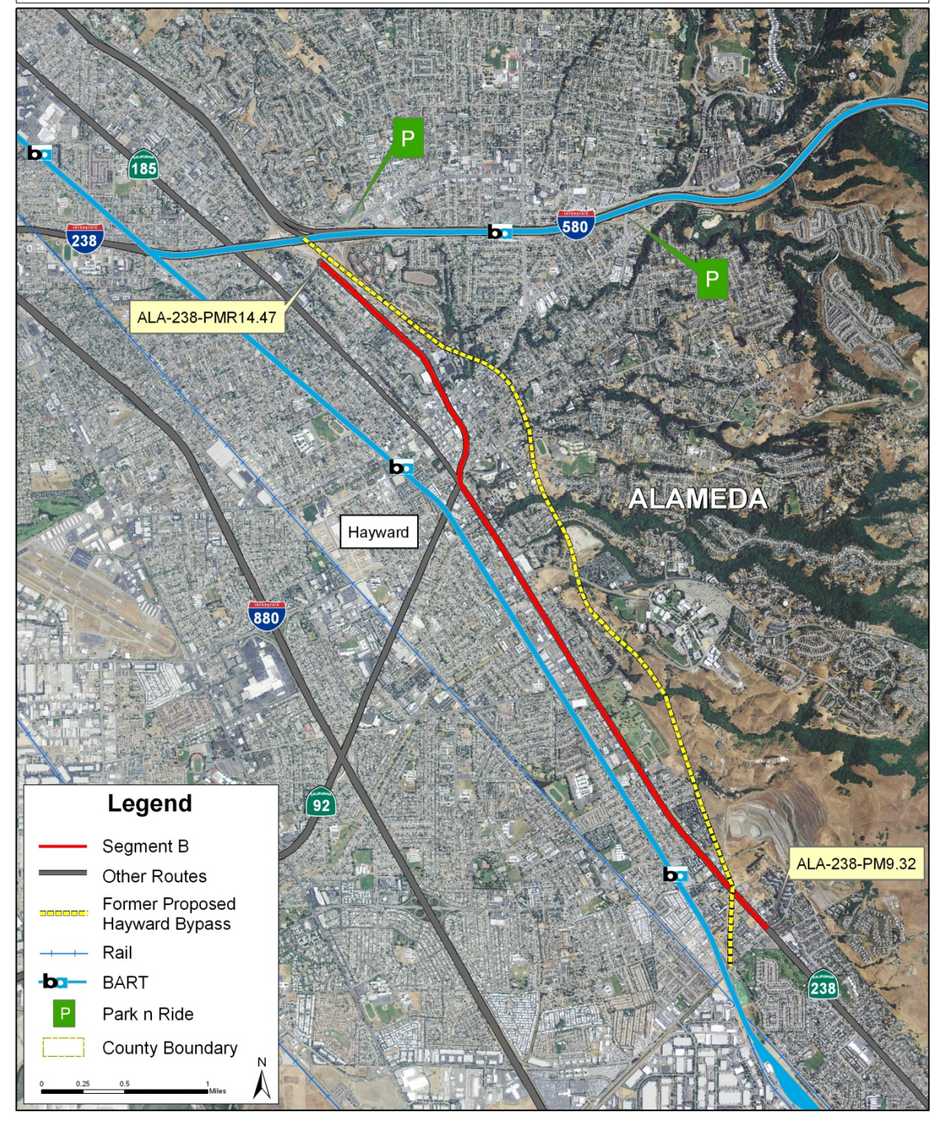
Alameda County SR-238 PM 0.0 - 9.32
Segment A



SEGMENT B	
Features	**Data**
County/City	Alameda County, City of Hayward
Facility Type	Conventional highway, urban arterial
Existing Facility	Relinquished to City of Hayward
2035 Year Concept	Route 238 Corridor Improvement Project (Hayward)
Segment Characteristics	
Segment Limits	Industrial/Alquire Parkway in Hayward to I-580
Length	5 miles
Terrain	Flat
HOV Lanes (PM to PM)	None
Percent Grade (PM to PM)	0
Truck Weigh Stations	No
Truck Parking	No
TOS Element	CCTV
Multi Modal	
Bicycle Facilities	None currently, but the 238 CIP will add bike lanes on NB Foothill Blvd between D Street and A Street
Transit Oriented Developments (TODs)	Hayward BART station
Park and Ride	Hayward BART station
Traffic Data	
AADT 2007 (Average Annual Daily Traffic)	NB 50500; SB 50500
AADT 2030	NB 72000; SB 72000
Peak Hour Volumes 2007 (AM/PM)	NB 1362/1716; SB 1626/1906
Peak Hour Volumes 2030 (AM/PM)	NB 1920/2176; SB 2262/2300
V/C Ratio 2007 (Volume to Capacity of 1400/lane, 35mph)	Between 0.45 – 0.58
V/C Ratio 2030 (Volume to Capacity of 1400/lane, 35mph)	0.55
LOS 2008 (Level of Service)	C
LOS 2030	C
Truck Volumes 2007	1670
Truck Traffic: Truck Percentage of AADT (range)	1 – 4 %
5+ Axle Truck Percentage of Truck AADT (range)	12 – 18 %
Accident Data* (Sept. 04 – Aug.07)	
Fatality + Injury Rate	0.92 (0 accidents with fatalities, 229 accidents with injuries)
Statewide Fatality + Injury Rate	1.02
Total Accident Rate	2.20 (545 total accidents)
Statewide Total Accident Rate	2.26

* per million vehicle miles

Alameda County SR-238
Segment B

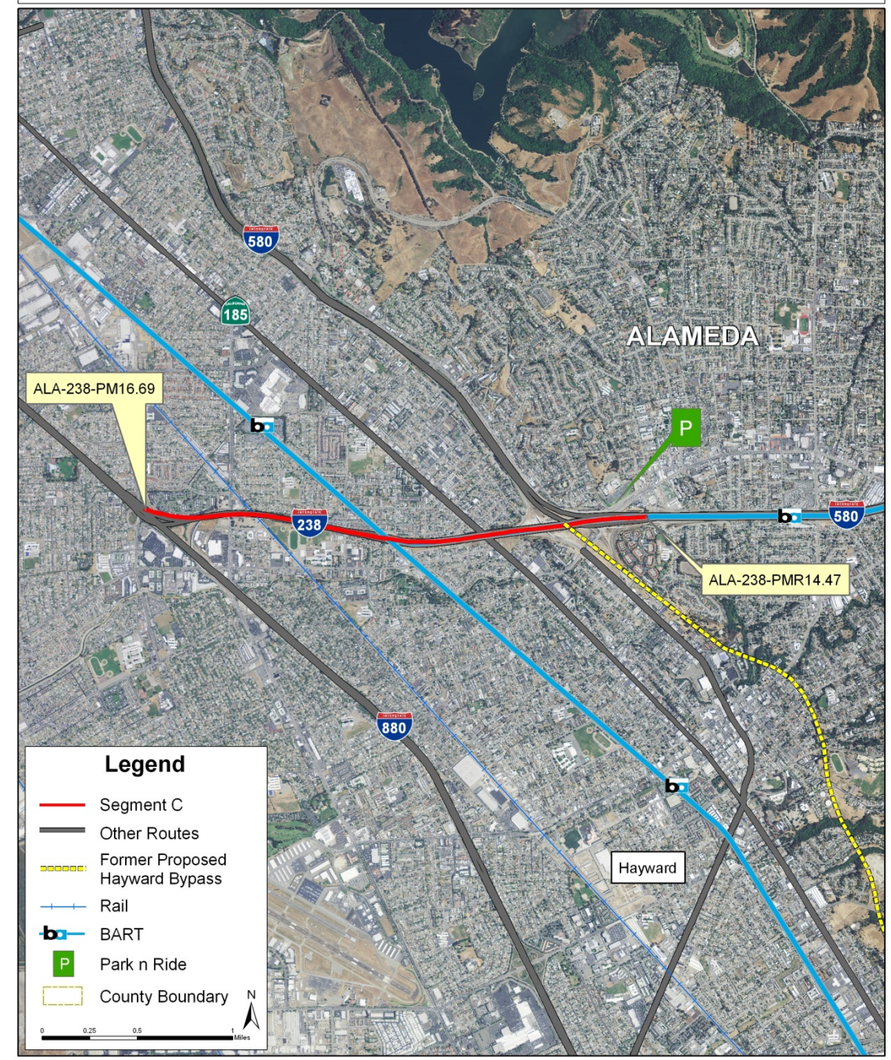


SEGMENT C

Features	Data
County/City	Alameda County, City of San Leandro
Facility Type	Freeway
Existing Facility	6F
2035 Year Concept	6F
Segment Characteristics	
Segment Limits	I-580 Interchange to I-880 Interchange
Begin/ End Post Mile	Alameda PM R14.469 – 16.696
Length	1.2 miles
Terrain	Flat
HOV Lanes (PM to PM)	None
Percent Grade (PM to PM)	0
Truck Weigh Stations	None
Truck Parking	None
TOS Element	Ramp Metering, CCTV, CMS
Multi Modal	
Bicycle Facilities	Not Allowed
Transit Oriented Development (TODs)	San Leandro BART/Future BRT Station
Park and Ride Facilities	San Leandro BART Station
Traffic Data	
AADT 2007 (Average Annual Daily Traffic)	NB 63000; SB 63000
AADT 2030	NB 80000; SB 80000
Hours of Delay 2008	AM: South 170, North 830, PM: 120 South , 940 North
Peak Hour Volumes 2007 (AM/PM)	NB 3664/3757; SB 3232/3732
Peak Hour Volumes 2030 (AM/PM)	NB 3857/4520; SB 3922/4390
V/C Ratio 2007 (Volume to Capacity of 2000/lane, 65mph)	0.63
V/C Ratio 2030 (Volume to Capacity of 2000/lane, 65mph)	0.75 [with unchanged facility]
Truck Volumes 2006	11,000
Truck Traffic: Truck Percent of AADT (range)	7 – 14 %
5+Axle Truck Percentage of Truck AADT (range)	62 – 71 %
Accident Data* (Sept. 04 – Aug.07)	
Fatality + Injury Rate	0.52 (1 Fatal Accident, 143 Accidents with Injuries)
Statewide Fatality + Injury Rate	0.37
Total Accident Rate	1.71
Statewide Total Accident Rate	1.03

* per million vehicle miles

Alameda County SR-238 PM R14.47 - 16.69
Segment C



IV. Corridor Concept

The Corridor Concept conveys Caltrans' vision for a route with respect to corridor capacity and operations for 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 corridor concept is informed by:

- Current Caltrans statutes, policies and directives
- Local, regional partnership input and corridor analyses
- California Transportation Plan, Regional Transportation Plan, Interregional Transportation Strategic Plan and other approved transportation plans
- Legacy route and corridor concepts developed by Caltrans System Planning
- Information from Caltrans Traffic Operations plans developed for system-wide strategies
- Caltrans Freeway Agreements

Segment	County	Segment Description	Existing Facility	25-yr Concept
Segment A PM 0.0 – 9.320	ALA	I-680 in Fremont to Industrial/Alquire Parkway in Hayward	4C-6C	4C-6C*
Segment B	ALA	Industrial/Alquire Parkway in Hayward to I-580	Relinquished to City of Hayward	Route 238 Corridor Improvement Project
Segment C PM R14.469 – 16.696	ALA	I-580 to I-880	6F	6F (I-580 CSMP)
Segment D PM 16.696 - 18.296	ALA	I-880 to Unconstructed SR-61	Unconstructed	Unconstructed

Table 6. SR-238 and I-238 Corridor Concept Summary.

* Industrial/Alquire to Hayward/Union City Limits is subject of relinquishment discussion

C = Conventional Highway
F = Freeway
PM = Post Mile
CSMP= Corridor System Management Plan

Concept Rationale

Segment A: SR-238 begins at the I-680 interchange in Fremont and was originally built as an urban conventional roadway. Local and commuter traffic use this route connecting the eastern portions of Fremont, Union City and Hayward. There are signalized intersections at grade. This segment provides State Highway System connectivity between I-680 and SR-84 (Niles Canyon Road).

Segment B: Historically, this segment of SR-238 served to provide traffic relief for I-880. However, with capacity and operational improvements to I-880 as well as improved efficiencies of BART and development of local arterials, it is considered less essential as a relief facility. It functions mainly as one of many major local arterials. As such, Caltrans has relinquished this segment to the City of Hayward. This status is underscored by legislation allowing the sale of freeway alignment.

Segment C: I-238 is a critical freeway link that serves both commute and freight trips between I-580 and the I-880 corridor including the Port of Oakland. The I-580 East Corridor System Management Plan (CSMP) includes I-238, which recommends a 6F facility as well as Intelligent Transportation Systems which include ramp metering, HOV Bypass lanes, and Closed Circuit Television (CCTV) and other intersection improvements. Bottlenecks and vehicle hours of delay (VHD) are reduced or eliminated by 2015, but conditions deteriorate in 2035.

Segment D: This is an unconstructed section of SR-238 and no alignment has been identified. Its original intent was to connect to unconstructed SR-61. There are no plans to construct this segment of SR-238.

Goods Movement Strategy

I-238 is critical to the movement of goods, particularly with respect to trucks accessing regional seaport, airport and warehousing facilities from I-5, the State's north-south Interstate facility. As large trucks are currently precluded from using I-580 east of I-980 within the City of Oakland, I-238 is of particular significance to the interregional and regional movement of freight. It is therefore necessary to place a high priority on facilitation of trucks on the facility through improved system management strategies.

Transit Strategy

In its accommodation of frequent trunk line transit service, SR-238 is an important link in a comprehensive, multimodal transportation system. SR-238 is also important to the preservation of connectivity with the BART system. The vision of BART to San Jose requires further development of transit opportunities particularly with respect to cross-connections between interregional, regional and local transit operations.

Land Use Strategy

In support of regional blueprint planning, a major focus is on residential densification, including development of Transit Oriented Development (TOD) where feasible near BART as well as interregional rail stations to facilitate interregional travel demand through the corridor. During the past 20 years, the corridor cities of Hayward, Union City and Fremont have experienced significant growth and, by virtue of their proximity to major Bay Area economic centers, host technology sector activities as well. This has significantly changed the distribution of commute traffic through this portion of the region. Growth should be monitored both quantitatively and qualitatively in order that the State Highway System responds to this complex and dynamic growth.

Bicycle and Pedestrian Strategies

Emphasize expanding the corridor bicycle network including implementation of Class III Bike facilities, as proposed for parts of segments A and B, and Class II Bike facilities, as proposed for a small portion of segment A.

Corridor Project List

County	Begin PM	End PM	Source	EA / RTP ID
			2006 STIP	
ALA	14.2	16.7	Near San Leandro - Route 580 to Route 880 - widen from 2 to 3 lanes (northbound) and on Route 880 add auxiliary lane between 'A' Street and Route 238 (southbound) **Completed October 2009**	249000
			2009 SHOPP	
ALA	14.2	16.7	Install FOC and TOS elements on 238	151480
ALA	14.2	16.7	Ramp metering/HOV	151130
ALA	0.0 &3.5	3.3 & 7.8	SR-238 rehab in Fremont and Union City	447903
ALA	var	var	Integrated Corridor Management and Ramp Metering (Listed in SHOPP)	
			10 year SHOPP	
			none	
			LATIP / Measure B	
ALA	var	var	Soundwalls on 880/238/580	
ALA			Improve Route 238 corridor near Foothill Boulevard/I-580 by removing parking during peak periods and spot widening	RTP ID 22063
ALA			East West Connector Project	RTP ID 94506
ALA			SR-238 Improvements Associated with the East West Connector	

Table 7. SR-238 and I-238 Corridor Planned/Programmed Project List.

Appendices

Appendix A - Pertinent Federal, State, and Regional Transportation Plans, Programs, and Directives

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 the five-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), and 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 movement of people and goods. 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 the STIP to the Legislature and Governor. 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.

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.

Interregional Transportation Improvement Program (ITIP)
The ITIP is a sub-element of the State Transportation Improvement Program. The statutes of 1997, Chapter 622-Senate Bill (SB) 45- established the Interregional Improvement Program (IIP) which includes projects to improve State highways, intercity passenger rail system, and projects to improve interregional movement of people and goods.

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 include capital improvements for maintenance, safety, and rehabilitation of State highways and bridges.

Senate Bill 45
SB45 establishes guidelines for the California Transportation Commission to administer the allocation of funds appropriated from the Public Transportation Account for capital transportation projects designed to improve transportation facilities.

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.

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 $2.5 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 Warming Solutions Act*, Assembly Bill (AB)32, the California Transportation Plan (2025), and the Department of Transportation's Mission/Vision and Strategic Goals. Caltrans prepares a ten-year Rail Plan that includes both passenger and freight rail elements. 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 (2006)
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)*

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.

The *Freeway Performance Initiative* (FPI) 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. Information from the FPI will be incorporated into CSMPs.

Ports Infrastructure, Security & Air Quality Program
Proposition 1B established the Ports Infrastructure, Security & Air Quality Program that included a total of $3.1 billion for goods movement-related programs, of which $2.5 billion is set aside for the Trade Corridors Improvement Fund (TCIF) for infrastructure improvements along federally designated Trade Corridors of National Significance.

Region

Regional Transportation Plan (RTP)
The Metropolitan Transportation Commission is responsible for adopting the RTP for the nine-county San Francisco Bay Area. The RTP defines a vision for the region's transportation network. The Plan is updated every four years. T2035 was adopted in on April 22, 2009.

County

Countywide Plans
Alameda County Transportation Plan – June 2008 (revised 2009)
The Alameda County Congestion Management Agency (ACCMA) is responsible for preparing and updating the countywide transportation plan.

The Alameda Countywide Bicycle Plan was adopted by the CMA and ACTIA Boards on October 26, 2006.

The Alameda Countywide Strategic Pedestrian Plan was adopted by Alameda County Transportation Improvement Authority (ACTIA) on September 28, 2006 and by ACCMA on October 26, 2006.

In July 2010, ACCMA and ACTIA merged to form the Alameda County Transportation Commission.

Appendix B - Additional Corridor Data for Interstate/ State Route 238 - Alameda County

Route Characteristics	Data
State Route and Interstate Intersections	I-680 (PM 0.00), SR 84 (PM 3.31 South, and PM 3.64 North), I-580 (PM R14.47) Rte 185 (PM 14.94), I-880 (PM 16.70)
Cities Traversed	Cities of Fremont, Union City and Hayward.
Parallel Arterials	SR-238 is a parallel arterial I-880 within segments A and B.
Existing Congestion (Source: 2008 State of the System Report)	Top AM Peak Period Congestion: Northbound - 830 VHD (I-238/I-580 to south of I-880 off-ramp) Southbound - 170 VHD (South at Hesperian Boulevard). *I-238 at this location was improved in Oct 2009, reducing or eliminating this delay.*
	Top PM Peak Period Congestion: Northbound 940 VHD (I-580 to I-880). Southbound 120 VHD (I-880 to Castro Valley Blvd). *I-238 at this location was improved in Oct 2009, reducing or eliminating this delay.*
Environmental	
Air Quality Basin / Air Quality District	SF Bay Area Air Basin, Bay Area Air Quality Management District
BAAQMD Attained	CO, NO2, SO2, Sulfates, Lead.
BAAQMD Not Attained	Ozone, PM10, PM2.5.
Intermodal	
Park 'n Ride lots	All BART stations. No P&R at Amtrak station.
Transit Oriented Developments (TOD)	Fremont, Union City, South Hayward and Hayward BART stations
Modal Split (Source: 2007 American Community Survey)	
Walk	0.8%
Drive Alone	73.9%
Carpool	12.3%
Public Transit	7.1%
Work at Home	2.9%
Other (including bicycle)	2.9%
Summary of Existing Studies in Corridor	**I-580 East Corridor System Management Plan (2010)** The purpose of a Corridor System Management Plan is to "preserve the mobility gains of urban corridor capacity improvements over time and to describe how they intend to do so in project nominations" (CTC CMIA Program Guidelines, Nov. 8, 2006), **Central Alameda County LATIP PID - Programmatic PSR (2009)** Develop and support LATIP programmatic PSR, which identified short- and long-range improvements (and sequencing) that will be required to achieve the most practical traffic relief in the I-880, I-580, and I-238 corridors with fund availability. **Southern Alameda County SR-84 Historic Parkway LATIP (2009)** The LATIP consists of those projects approved by the local agencies with support from a TAC which will help fill the highway transportation infrastructure need created when the Route 84 Historic Parkway project was no longer pursued.

Table B1. Additional Corridor Data for SR-238 and I-238 Corridor.

Appendix C – Interstate/ State Route 238 Freeway Agreements

A Freeway Agreement documents the understanding between Caltrans and the local agency relating to the planned traffic circulation features of the proposed facility. 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 legislative intent for requiring Freeway Agreements is to obtain local agency support of local road closures, changes to the local circulation system, and to protect property rights and assure adequate service to the community. The agreements may be modified at any time by mutual consent of the parties involved as may become necessary. Freeway Agreement table is located on the following page. Active agreements are located on the Project Management Tracking System (PMTS), a Caltrans internal webpage.

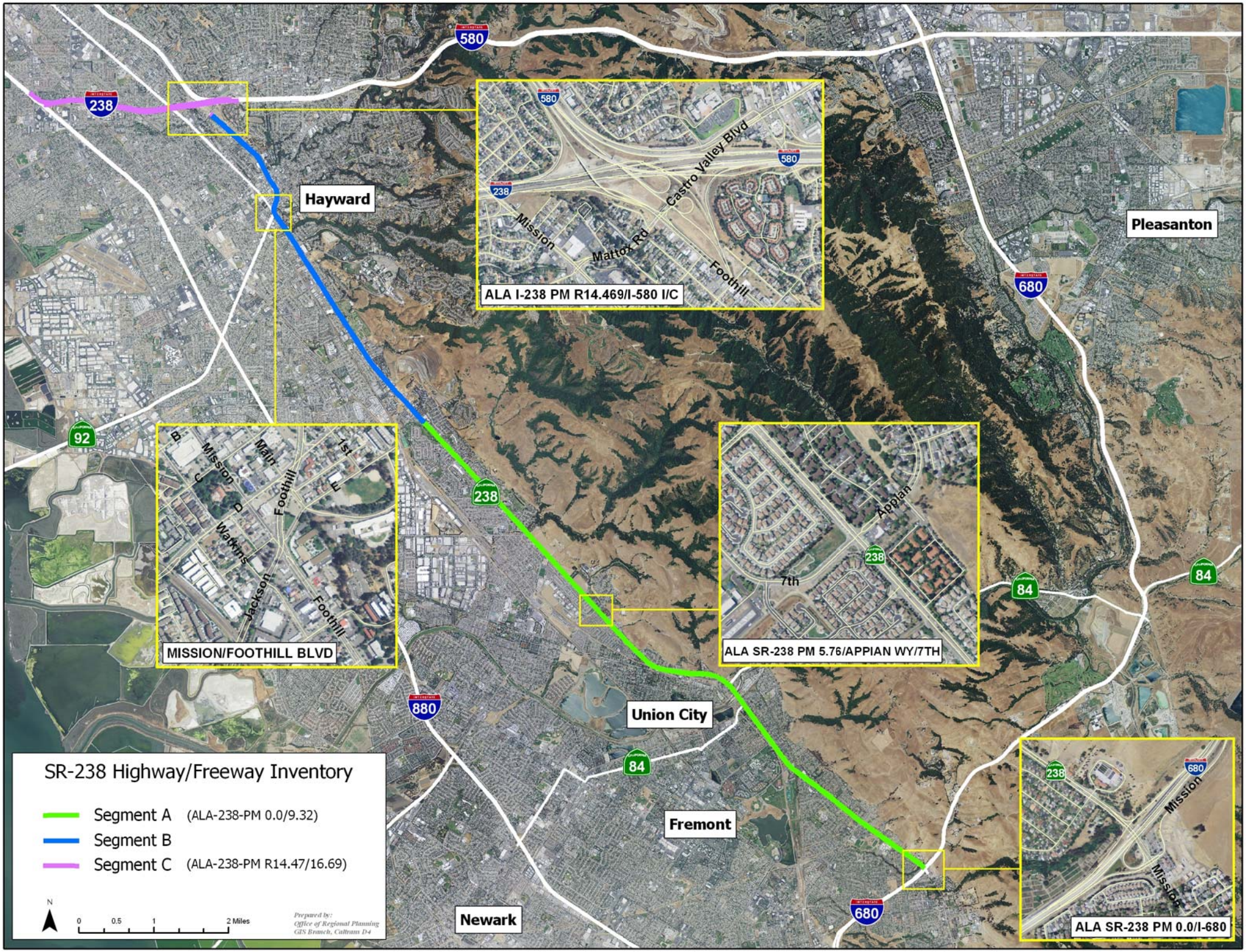
Freeway Agreement	Adopted Date	County	Post Miles	Description	Agreement With
#1018*	6-19-58	ALA	0.0 – 0.1	400 feet north of Route 680 and 250 feet east of Rail Track	City of Fremont
#1019	12-12-66	ALA	0.00 – 0.40	Route 238 between I-680 and 0.4 miles north & Prune Avenue and 0.25 miles west of Mission Boulevard	City of Fremont
#1020*	N/A	ALA	0.4 – 4.9	Agreement on Route 238 between Route 680 and Walnut Way & Peralta Boulevard and 0.7 miles south of north city limit	City of Fremont
#1021*	4-24-67	ALA		Agreement on Route 238 between Whipple Road and Grove Way (within Hayward)	City of Hayward
#1022*	2-1-65	ALA		Agreement on Route 238 between 0.5 miles south of Calhoun Street and Hayward Union High School	City of Hayward
#1023*	1-14-69	ALA		Agreement on Route 238 between Hayward City Limit and Los Reyes Avenue	City of Hayward
#1024	12-14-93	ALA	14.1 - 15.3	Route 238 between 0.5 miles east of Crow Canyon Rd and 165th Avenue & Apple Avenue and Los Reyes Avenue	Alameda County
#1025	10-20-92	ALA	14.3 - 16.3	Route 238 between Mattox Road and Hesperian Boulevard	Alameda County
#1026	8-19-91	ALA	16.3 - 16.7	Route 238 between Hesperian Boulevard to Route 880	City of San Leandro

Table C1. SR-238 Freeway Agreements.

* Agreement annulled per Hayward Bypass legal settlement.

Appendix D

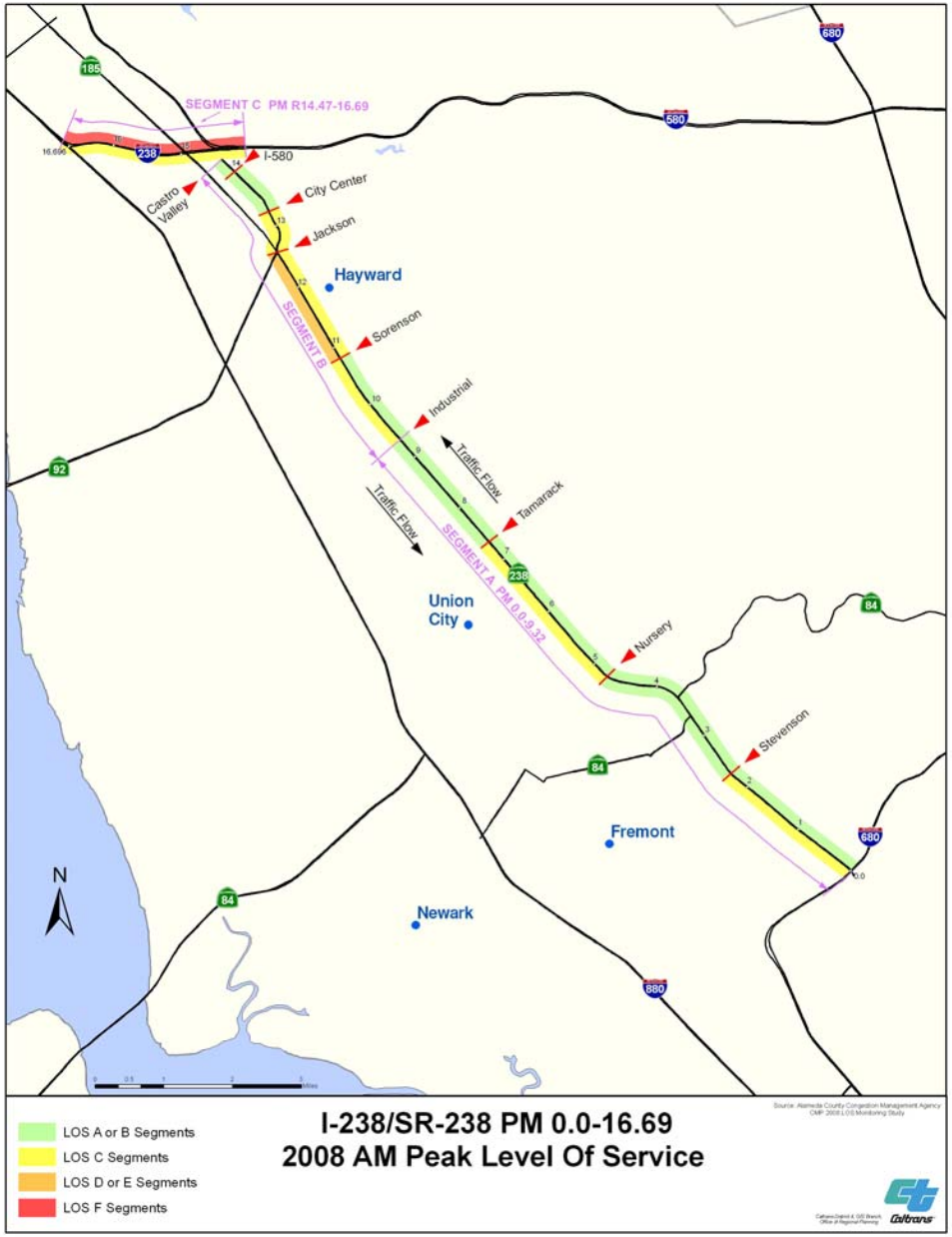
Highway / Freeway Inventory Map

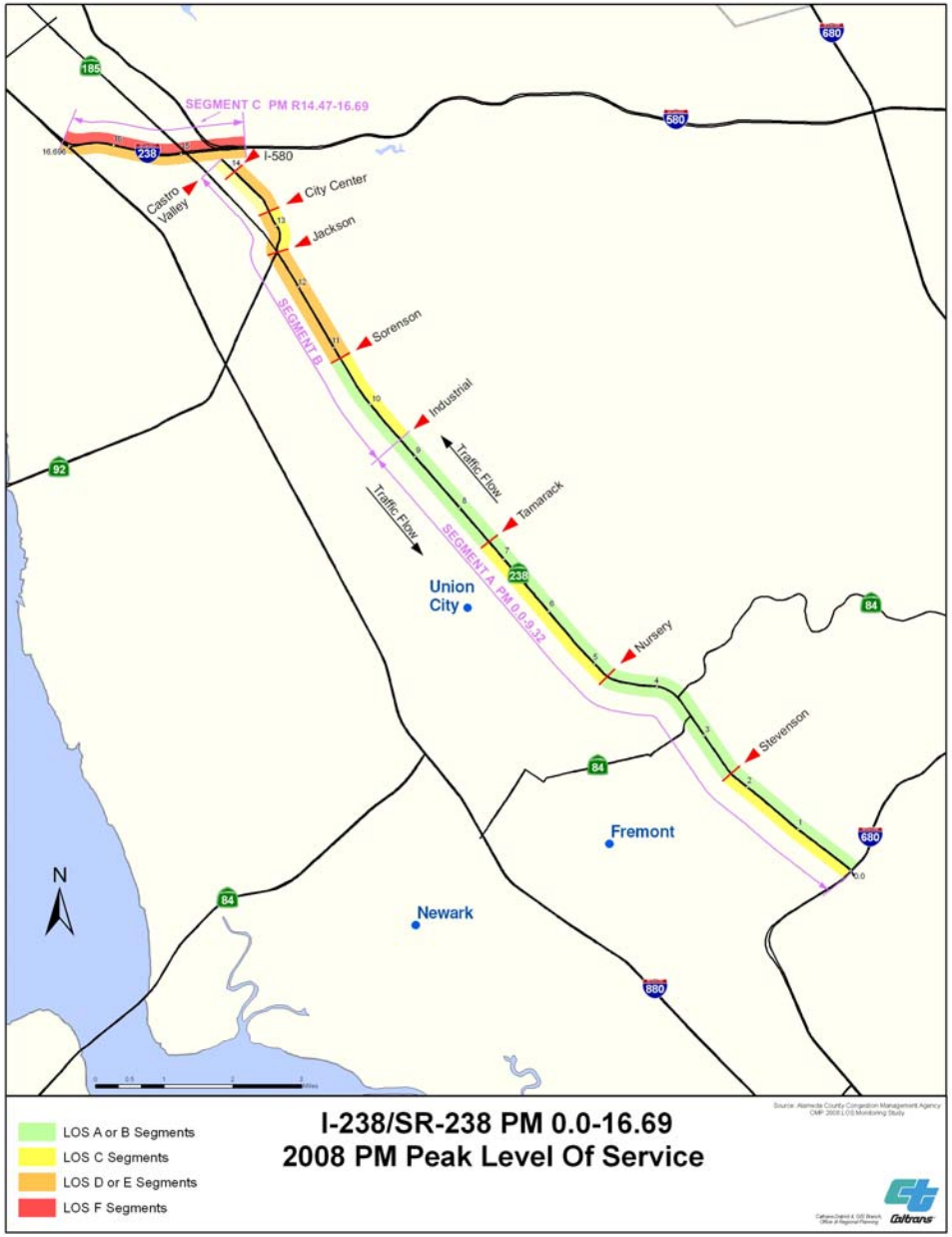

SR-238 Highway/Freeway Inventory
Segment A (ALA-238-PM 0.0/9.32)
Segment B
Segment C (ALA-238-PM R14.47/16.69)
N
0 0.5 1 2 Miles
Prepared by:
Office of Regional Planning
GIS Branch, Caltrans D4
Hayward
Pleasanton
Union City
Fremont
Newark
580
238
680
92
84
880
ALA I-238 PM R14.469/I-580 I/C
Castro Valley Blvd
Mission
Mattox Rd
Foothill
MISSION/FOOTHILL BLVD
B
C
D
E
Mission
Main
Foothill
1st
Watkins
Jackson
Foothill
ALA SR-238 PM 5.76/APPIAN WY/7TH
Appian
7th
ALA SR-238 PM 0.0/I-680
Mission
Mission

Appendix E

LOS Map

Appendix E – SR-238 LOS AM/PM Peak



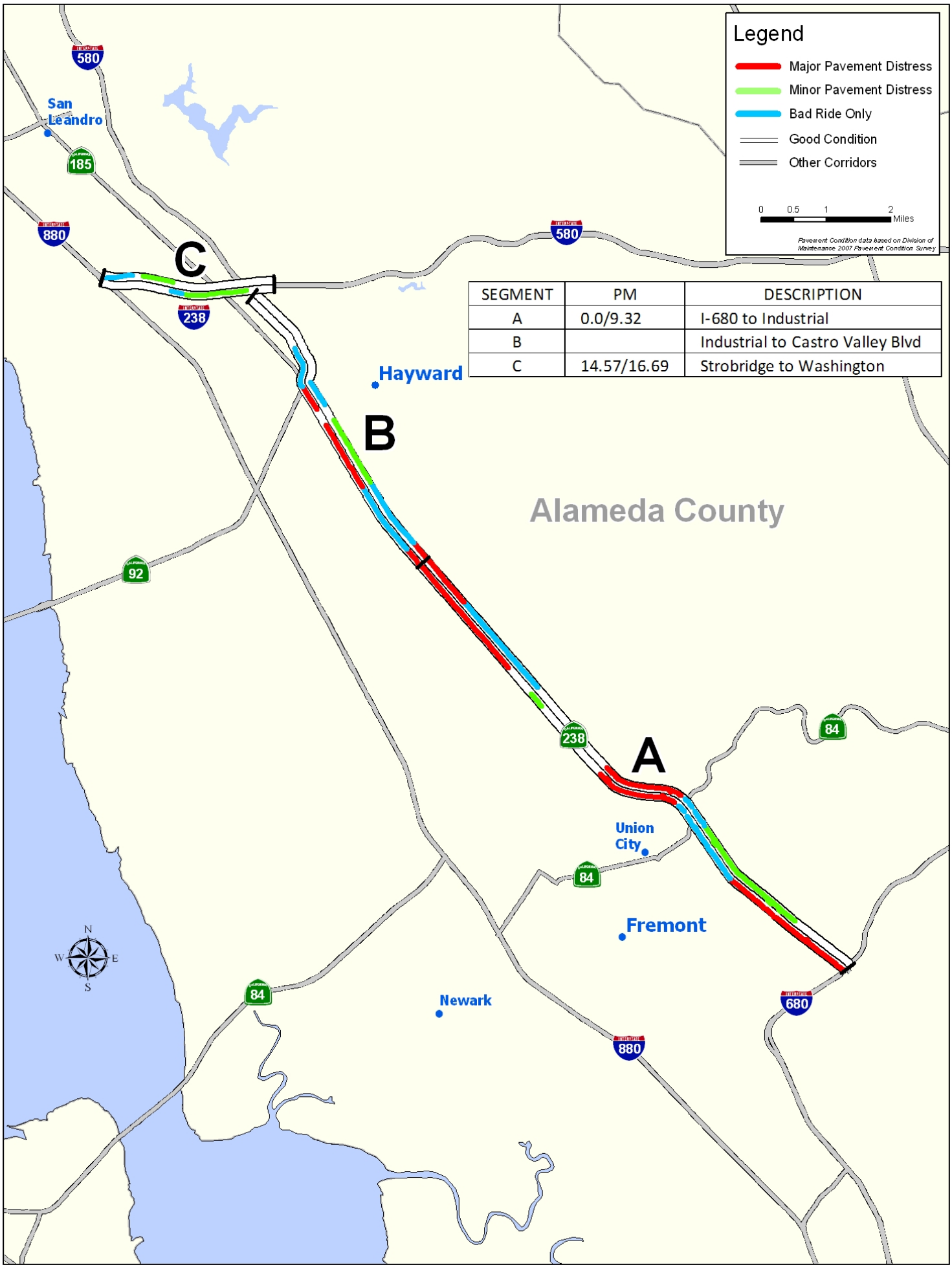


California Department of Transportation, District 4
Office of System Planning

Appendix F

Pavement Condition Map (2007)

I-238/SR-238 Corridor Pavement Condition

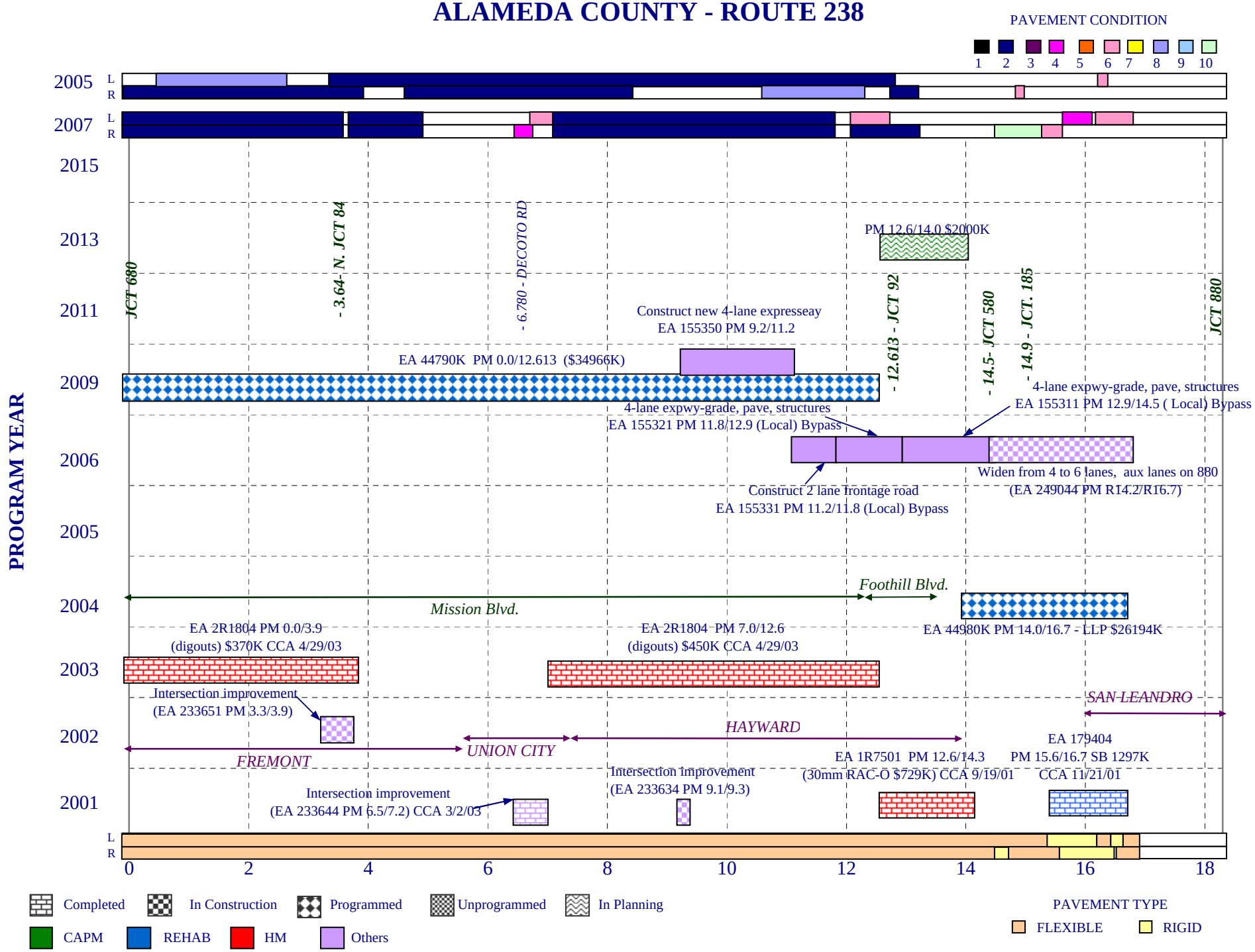


SEGMENT	PM	DESCRIPTION
A	0.0/9.32	I-680 to Industrial
B		Industrial to Castro Valley Blvd
C	14.57/16.69	Strobridge to Washington

Appendix G

10-Year Pavement Management Plan

ALAMEDA COUNTY - ROUTE 238



Note: For maintenance planning purposes only.

9/15/2008