

I-80/Hiddenbrooke Parkway Interchange Project

July 27, 2017 Community Meeting Notes

The following questions were raised at the community meeting at the Hiddenbrooke Golf Course Club House on July 27, 2017, at 6:00 pm. The meeting was attended by approximately 60 people and lasted about 2 hours.

1. Why is the interchange project needed?

Development of the Hiddenbrooke Community began with the designation of Sky Valley (now known as Hiddenbrooke) as a specific planning area by the City of Vallejo Planning Commission in August 1985. A Draft Specific Area Plan (SAP), prepared in March 1986, served as the subject for an environmental review that resulted in the Sky Valley Draft Environmental Impact Report dated May 1986. After receiving public comment, a revised Draft SAP was developed, a revised Draft EIR was prepared, and a Final EIR was certified on April 28, 1987.

As part of the planning and environmental process, traffic studies were prepared that indicated the need for improvements to the I-80/Hiddenbrooke Parkway – American Canyon Road interchange upon build-out of the Hiddenbrooke community. The City and developer of the Hiddenbrooke community executed an agreement for improvements to the interchange. The City of Vallejo collected fees to make improvements to the interchange.

Recent traffic studies, based on current traffic counts and 20-year forecasts, indicate that the intersections at the interchange currently operate at acceptable levels but the existing 4-Way stop configurations will not be able to efficiently handle projected traffic volumes for 2035 (in traffic engineering terms, it would operate at Service Level F, the poorest classification). Currently the largest delays are experienced by vehicles exiting Hiddenbrooke during the morning peak period. In the future, the greatest increase in traffic will be from the American Canyon side of the interchange, and this traffic will severely affect both sides of the Interchange including vehicles trying to enter and leave Hiddenbrooke during peak travel times. Roundabouts can serve the 1400-1700 peak hour vehicles entering the two interchange ramp intersections in the future during the morning and evening commute hours. These volume levels are beyond the capacity of the current 4-way stop controls.

2. What is going to happen to the park-and-ride lot?

Modifications to the park-and-ride lot are not included in the interchange project, except to the extent that there may be some incidental changes due to the design requirements of the roundabout. The future of the park and ride lot remains an ongoing discussion, and no funds are currently available to spend on the lot. The interchange project does include improved connections to the bike trail that connects to Columbus Parkway and is used by recreational bike/hikers.

3. Does the project include 1 or 2 roundabouts?

The current proposed project would have 2 roundabouts, one at the eastbound I-80 off-ramp intersection and one at the westbound I-80 off-ramp intersection

4. Who is responsible for cleaning trash at the interchange?

Since different areas of the interchange fall under the jurisdiction of different agencies (i.e., Caltrans, City of Vallejo, County of Napa), the responsibility for cleaning trash is divided by a few agencies. Under the Adopt a Highway program, Team Superstore and the Hiddenbrooke Property Owners Association (HPOA) have paid for monthly trash pickup for 1 mile on both sides

I-80/Hiddenbrooke Parkway Interchange Project

July 27, 2017 Community Meeting Notes

of the interchange. This arrangement has recently ended and HPOA is exploring other sponsors/options for picking up the trash. Caltrans cuts the weeds at the interchange at least once a year.

5. Can the funds be used to build another road access to the Hiddenbrooke community?
The agreement with the developer states that the funds be used for improvements at the Hiddenbrooke/I-80 interchange. If there are remaining funds, the City Council will decide where those funds are used.
6. Where is a similar six-leg roundabout operating?
Attached is an aerial image that shows two roundabouts at the I-70/Vail Road interchange in Vail, Colorado that includes a six-leg roundabout on one side of the interchange. The Vail roundabouts have been operating since 2003. An image of an interchange with similar roundabout configurations is attached for the State Highway 61/Jamaica Avenue interchange in Cottage Grove, Minnesota. Concept plans are attached that show similar planned roundabouts at the I-80/Gilman interchange ramps in Berkeley, CA, which have been approved by Caltrans, and a local roundabout on Rockville Road in Solano County.
7. Can the roundabout on the Hiddenbrooke side of the interchange fit in the space available and will there be any impact on the Waterfall?
Is the inscribed diameter at least 80 or 90 feet? Yes, detailed layouts of the roundabout on the Hiddenbrooke side show it will fit within the available space and that there will be no taking of land near the Waterfall. There will actually be a new sidewalk around the waterfall area and a grass strip in front of the lower fountain area. For the dimensions, the Hiddenbrooke side of the interchange would have an inside diameter of 114-feet and an outside diameter of 154-feet. The American Canyon side of the interchange would have an inside diameter of 80-feet and an outside diameter of 116-feet. The amount of travel surface (i.e., width of the travel lane within the roundabouts) for use by vehicles and trucks would be approximately 20 feet wide with a 13 foot wide apron.
8. Is the Hiddenbrooke roundabout designed for large trucks? Can fire trucks maneuver through the roundabout?
Yes. A California Legal 65-foot semi-truck was used for the turning analysis in the design of the roundabout on both sides of the interchange. During the final design the City will work closely with the fire department to ensure emergency service vehicles can access the community.
9. Does the project include any widening or other construction for the bridge structure?
No widening of the overpass bridge is proposed with this project. The project will improve the deteriorated pavement on both sides of the interchange.
10. What is the total project cost?
The conceptual construction cost estimate is approximately \$5.3M (in 2017 dollars).
11. What if the total project cost exceeds the funding available?
The intent is to construct a project that is within the available budget. However, prices and construction industry trends could change between now and when the project goes out to bid. If there is a shortfall, and depending on the amount needed, the project could be phased, items removed, funds taken from another project, etc.
12. Why is Hiddenbrooke paying all of the interchange improvement cost?
The funds for this project came from the developers of the Hiddenbrooke community and were essentially built into the cost of the homes. As mentioned above, the requirement to improve the interchange was a condition for approval of the Hiddenbrooke master plan and the result of past agreements with that were negotiated a number of years ago. The City is researching these

I-80/Hiddenbrooke Parkway Interchange Project

July 27, 2017 Community Meeting Notes

agreements to the extent possible; however, there are no other sources of funds to complete the project as envisioned and ingress and egress from Hiddenbrooke will benefit the most of both sides of the interchange are improved at the same time.

13. Why isn't Napa County or the City of American Canyon paying for the westbound I-80 ramp roundabout? See above response. What percentage of the overall improvement cost is the roundabout at the westbound ramp roundabout?

Based upon the preliminary information available, the westbound I-80 ramp roundabout is estimated to be approximately 40% of the construction cost.

14. How long will the project take to implement? Why does it take so long?

The project itself has been in the works for a number of years, and City Council action in October will initiate the final stage which is the Final Design phase. This phase involves extensive coordination with Caltrans and will result in the necessary environmental approvals and refinement of the design and cost estimates. It will probably take a couple of years to finish this phase, and then the project can go out to bid.

15. How long will the construction take?

Once a contractor has been selected and mobilized, it will take between 18 to 24 months to complete all work due to staging and traffic management requirements.

16. How will access be maintained to Hiddenbrooke during construction? The construction will be phased so there will always be access to the Hiddenbrooke area during construction, but there may be some delays to traffic entering and leaving Hiddenbrooke.

17. What about emergency vehicle access during construction? Emergency vehicle access will be required to be maintained during construction.

18. Has Caltrans approved the roundabout concept either in writing or verbally? Based on information already provided to Caltrans, Caltrans agrees in concept with a roundabout design for the interchange. As part of the next phase of work, the City must go through Caltrans' Peer Review process before official approval is granted by Caltrans.

19. What are the next steps in the process?

Staff will present their recommendations to the City Council in November. After receiving City Council approval to move forward with the Roundabout option, City staff will then engage with Caltrans on the Peer Review process and will also initiate work on the environmental clearance.

20. Can City staff come back every 6 to 9 months to provide updates on the process?

City staff will provide updates either through meetings or through the sub-committee/Board reports to the community.

I-80/Hiddenbrooke Parkway Interchange Project

July 27, 2017 Community Meeting Notes

EXISTING ROUNDABOUTS – VAIL, COLORADO – I-70/VAIL ROAD INTERCHANGE



EXISTING ROUNDABOUTS – COTTAGE GROVE, MINNESOTA – STATE HIGHWAY 61/JAMAICA AVENUE INTERCHANGE



I-80/Hiddenbrooke Parkway Interchange Project

July 27, 2017 Community Meeting Notes

EXISTING ROUNDABOUT – SOLANO COUNTY – ROCKVILLE ROAD/ABERNATHY ROAD INTERSECTION

(Note: this roundabout has an inscribed (i.e., outside) diameter of approximately 110 feet, compared to the inscribed diameter of 154 feet for the proposed roundabout on the Hiddenbrooke side of the interchange.)



I-80/Hiddenbrooke Parkway Interchange Project
July 27, 2017 Community Meeting Notes

PLANNED ROUNDABOUTS – BERKELEY, CA – I-80/GILMAN INTERCHANGE

(Note: Caltrans has approved the planned roundabout improvements shown below.)

