

# SR 85 NOISE REDUCTION PROJECT PHASE 2 PAVEMENT OVERLAY AND SOUNDWALL MODIFICATIONS

RFP S19246 Pre-Proposal Conference  
Project Overview

October 7, 2020

# Outline

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- Project History
- Project Overview
- RFP Scope of Services
- Schedule



# Project History

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- April 2015 – Caltrans and VTA completed an Environmental Impact Report (EIR) for the construction of Express Lanes along Route 85. The EIR found that permanent noise mitigation measures were not needed to implement Express Lanes. Cities and residents along the corridor asked VTA to investigate measures that might be completed to reduce noise from the corridor.
- September 2016 – VTA completed a separate State Route 85 Noise Reduction Study Phase 1 that recommended that noise reduction measures be constructed at 5 test locations along the corridor to test effectiveness of additional noise reduction measures.
- November 2016 – Voters authorize Measure B Sales Tax measure that includes funding for a noise reduction test project on Route 85.
- Litigation delayed availability of Measure B Funding. Litigation resolved and the project's Phase 2 funding is now available to advance the project development.

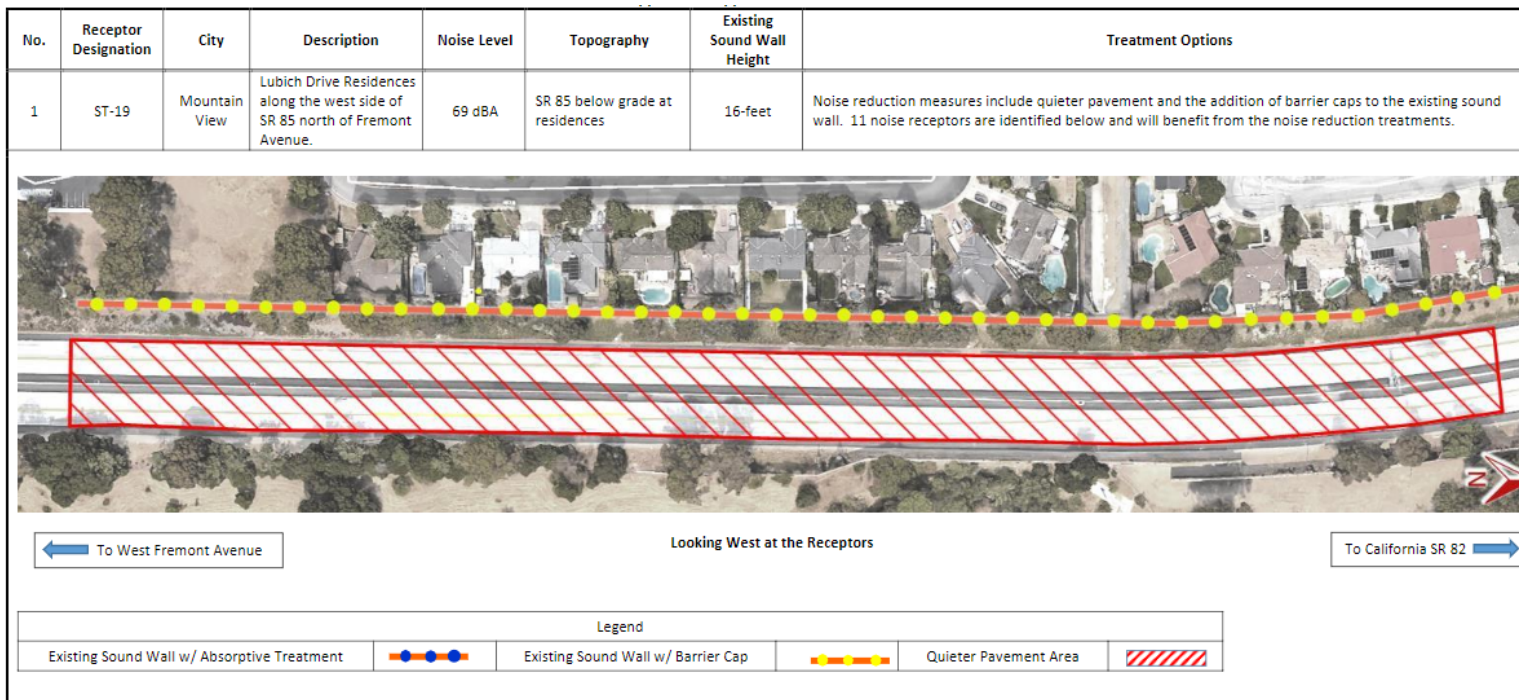
# Project Overview

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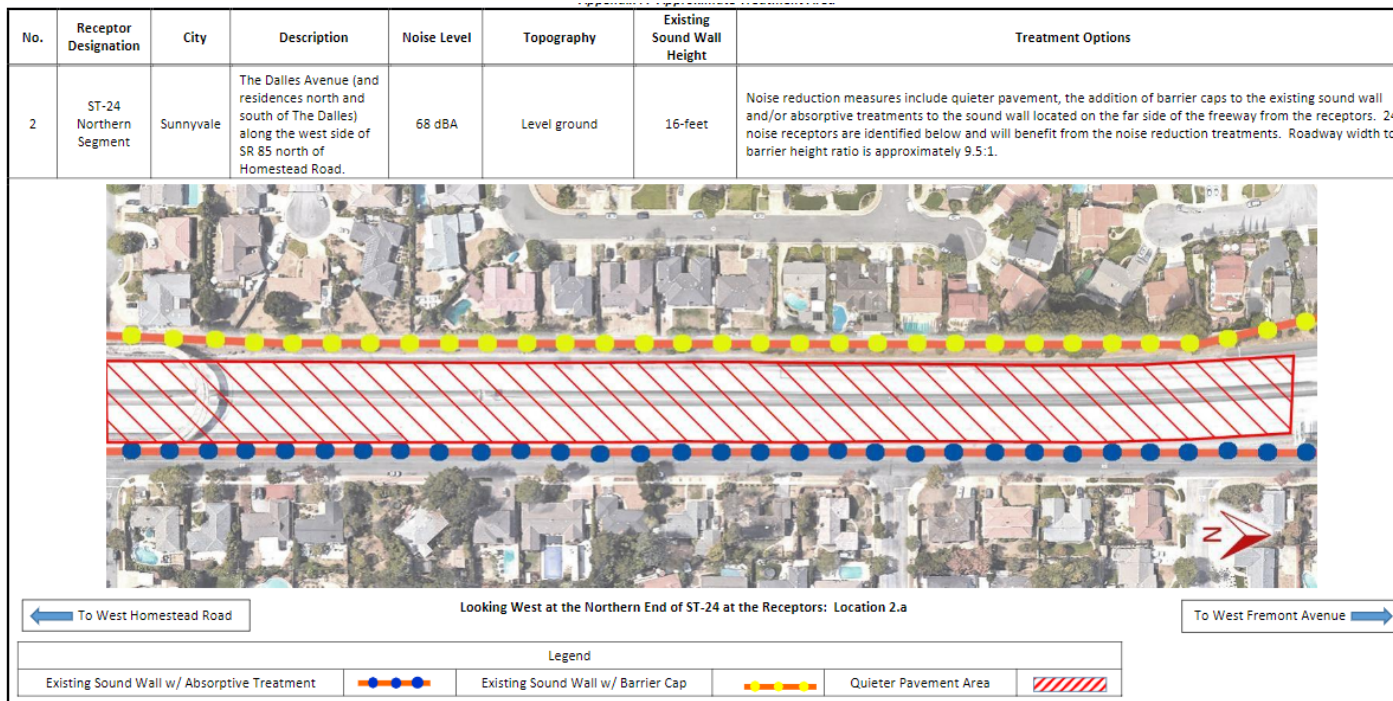
Improvements may include but are not limited to:

- Pavement resurfacing with RHMA, HMA or similar material to reduce tire noise generated.
- Crack and seat existing PCC Pavement in advance of pavement surfacing
- Modifications of existing soundwalls in the corridor to provide noise attenuation shape at top of wall

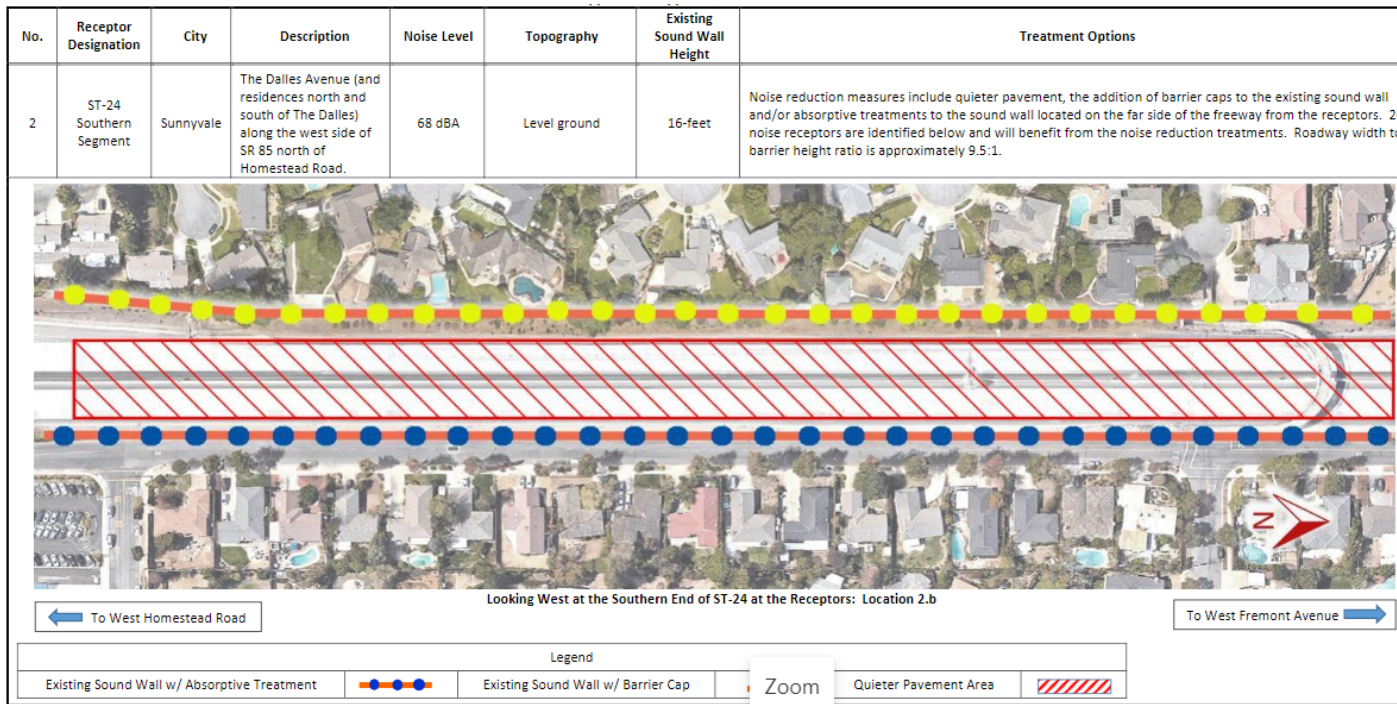
# Project Location #1 – Mountain View



# Project Location # 2 – Sunnyvale (north half)




# Project Location # 2 – Sunnyvale (south half)




# Project Location # 3 – Cupertino (north half)

No.	Receptor Designation	City	Description	Noise Level	Topography	Existing Sound Wall Height	Treatment Options
3	ST-40 Northern Segment	Cupertino	Residences from Tomki Court to Lily Avenue, on the east side of SR 85 north of S. De Anza Boulevard	67 dBA	SR 85 below grade at residences	12-feet	Noise reduction measures include quieter pavement and the addition of barrier caps to the existing sound wall. 28 noise receptors are identified below and will benefit from the noise reduction treatments.






Looking North at the Northern End of ST-40 at the Receptors: Location 3.a



Looking North at the Receptors: Location 3.b

Legend			
Existing Sound Wall w/ Absorptive Treatment		Existing Sound Wall w/ Barrier Cap	
		Quieter Pavement Area	







# Project Location # 3 – Cupertino (south half)

No.	Receptor Designation	City	Description	Noise Level	Topography	Existing Sound Wall Height	Treatment Options
3	ST-40 Southern Segment	Cupertino	Residences from Tomki Court to Lily Avenue, on the east side of SR 85 north of S. De Anza Boulevard	67 dBA	SR 85 below grade at residences	12-feet	Noise reduction measures include quieter pavement and the addition of barrier caps to the existing sound wall. 28 noise receptors are identified below and will benefit from the noise reduction treatments.





Looking North at the Receptors: Location 3.c



Looking North at the Southern End of ST-40 at the Receptors: Location


Legend				
Existing Sound Wall w/ Absorptive Treatment		Existing Sound Wall w/ Barrier Cap		Quieter Pavement Area




# Project Location # 4 – Saratoga (north half)

No.	Receptor Designation	City	Description	Noise Level	Topography	Existing Sound Wall Height	Treatment Options
4	ST-55 Northern Segment	Saratoga	Yuba and Sea Gull Court residences rear yards along the west side of SR 85, north of Saratoga Avenue.	67 dBA	SR 85 below grade at residences	12-feet	Noise reduction measures include quieter pavement, the addition of barrier caps to the existing sound wall and/or absorptive treatments to the sound wall located on the far side of the freeway from the receptors. 7 noise receptors are identified below and will benefit from the noise reduction treatments. Roadway width to barrier height ratio is approximately 13:1.







Looking North at the Northern End of ST-55 at the Receptors: Location



Looking North at the Receptors: Location


  

Legend			
Existing Sound Wall w/ Absorptive Treatment		Existing Sound Wall w/ Barrier Cap	
		Quieter Pavement Area	




# Project Location # 4 – Saratoga (south half)




No.	Receptor Designation	City	Description	Noise Level	Topography	Existing Sound Wall Height	Treatment Options
4	ST-55 Southern Segment	Saratoga	Yuba and Sea Gull Court residences rear yards along the west side of SR 85, north of Saratoga Avenue.	67 dBA	SR 85 below grade at residences	12-feet	Noise reduction measures include quieter pavement, the addition of barrier caps to the existing sound wall and/or absorptive treatments to the sound wall located on the far side of the freeway from the receptors. 7 noise receptors are identified below and will benefit from the noise reduction treatments. Roadway width to barrier height ratio is approximately 13:1.



Looking North at the Receptors: Location 4.c

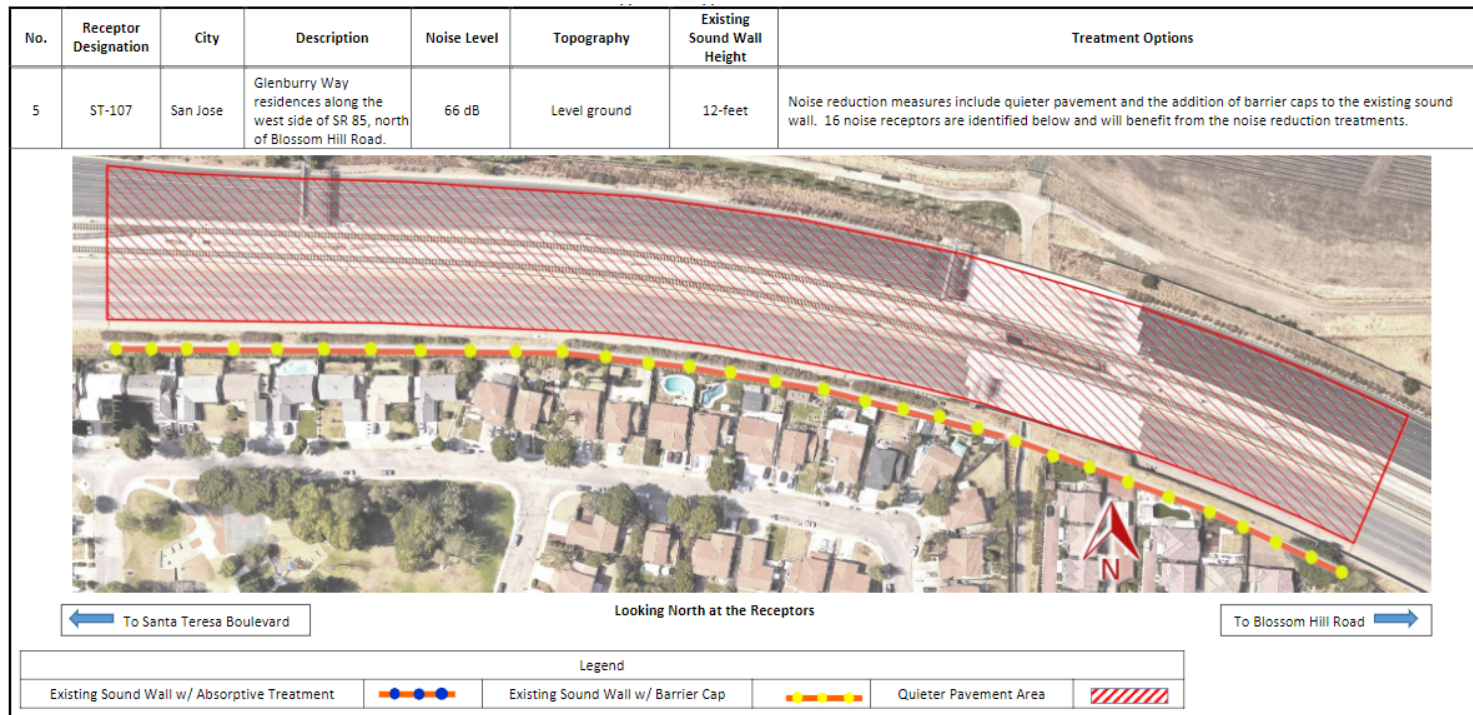


Looking North at the Southern End of ST-55: Location 4.d

Legend			
Existing Sound Wall w/ Absorptive Treatment		Existing Sound Wall w/ Barrier Cap	
		Quieter Pavement Area	



# Project Location # 5 – San Jose



# RFP Scope of Services

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- Project Initiation Document – PSR(PDS)
- Project Approval – Project Report
- Final Design – Plans, Specifications & Estimate

# RFP Scope of Services

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- **Coordination**
  - Caltrans
  - City of Mountain View
  - City of Sunnyvale
  - City of Cupertino
  - City of Saratoga
  - City of San Jose
  - VTA
- **Optional services through amendments**
  - Design Support During Construction

# Schedule

Activity	Start	Finish	2020	2021	2022	2023	2024	2025
RFP Process	Sept 2020	Feb 2020	█					
Project Initiation	Mar 2020	Dec 2021		█				
Project Approval Environmental Document	Jan 2022	Dec 2022			█			
Final Design PS&E	Jan 2023	July 2024				█	█	
Right-of-way	Jan 2023	July 2024				█	█	
Advertise and Award	Aug 2024	Dec 2024					█	
Construction	Jan 2025	Aug 2025						█
Complete Before & After Study	Sept 2025	Oct 2025					█	█
Closeout	Sept 2025	Dec 2025						█