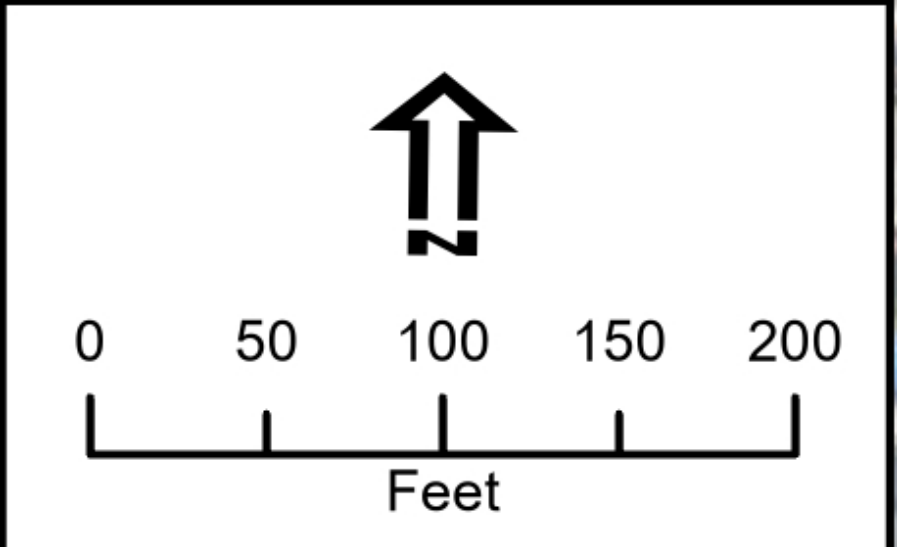
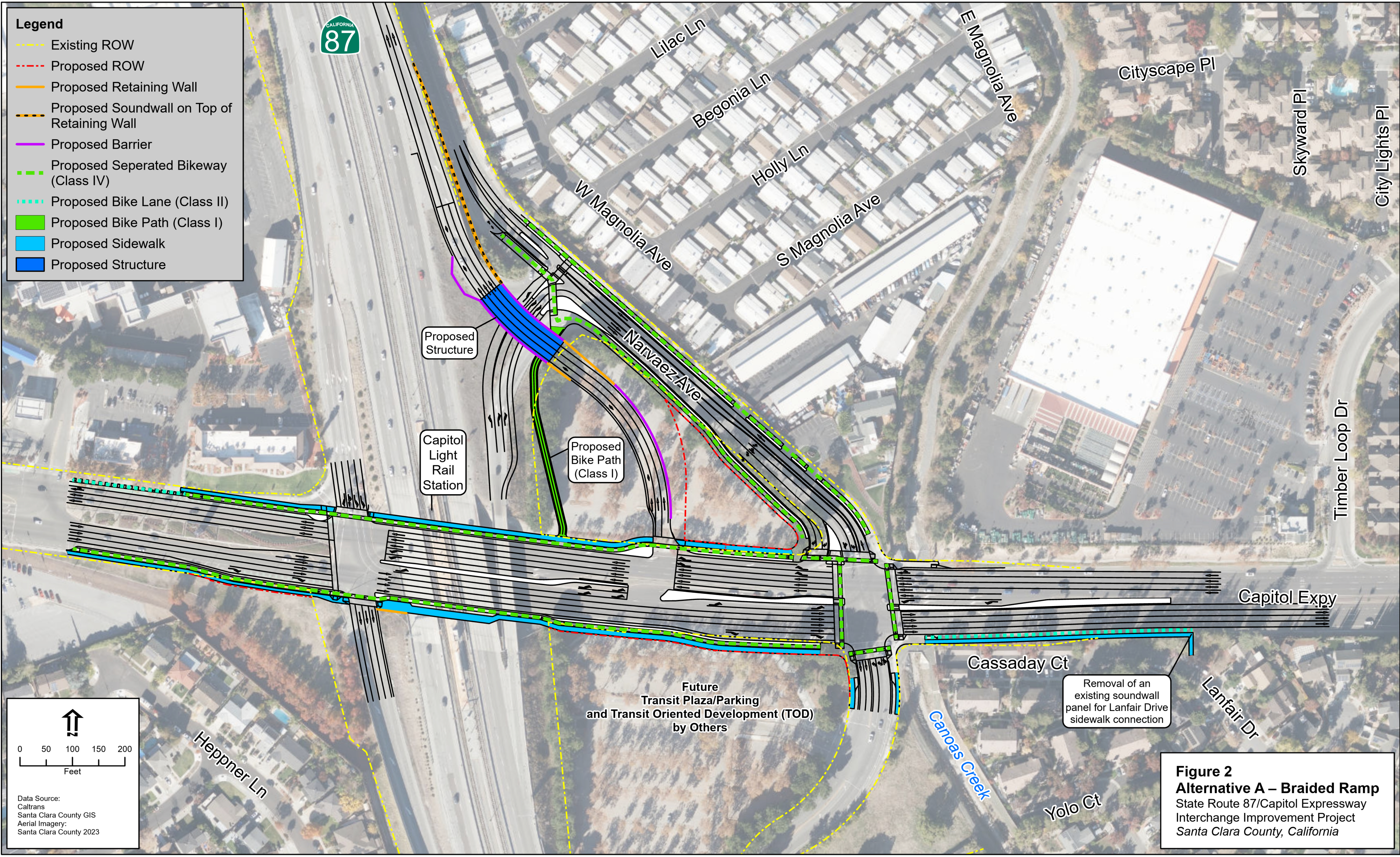


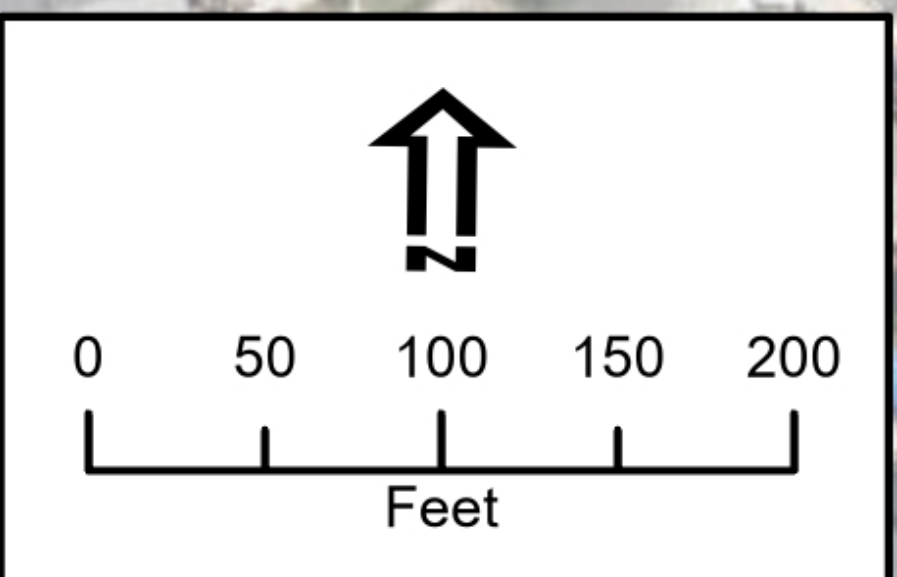
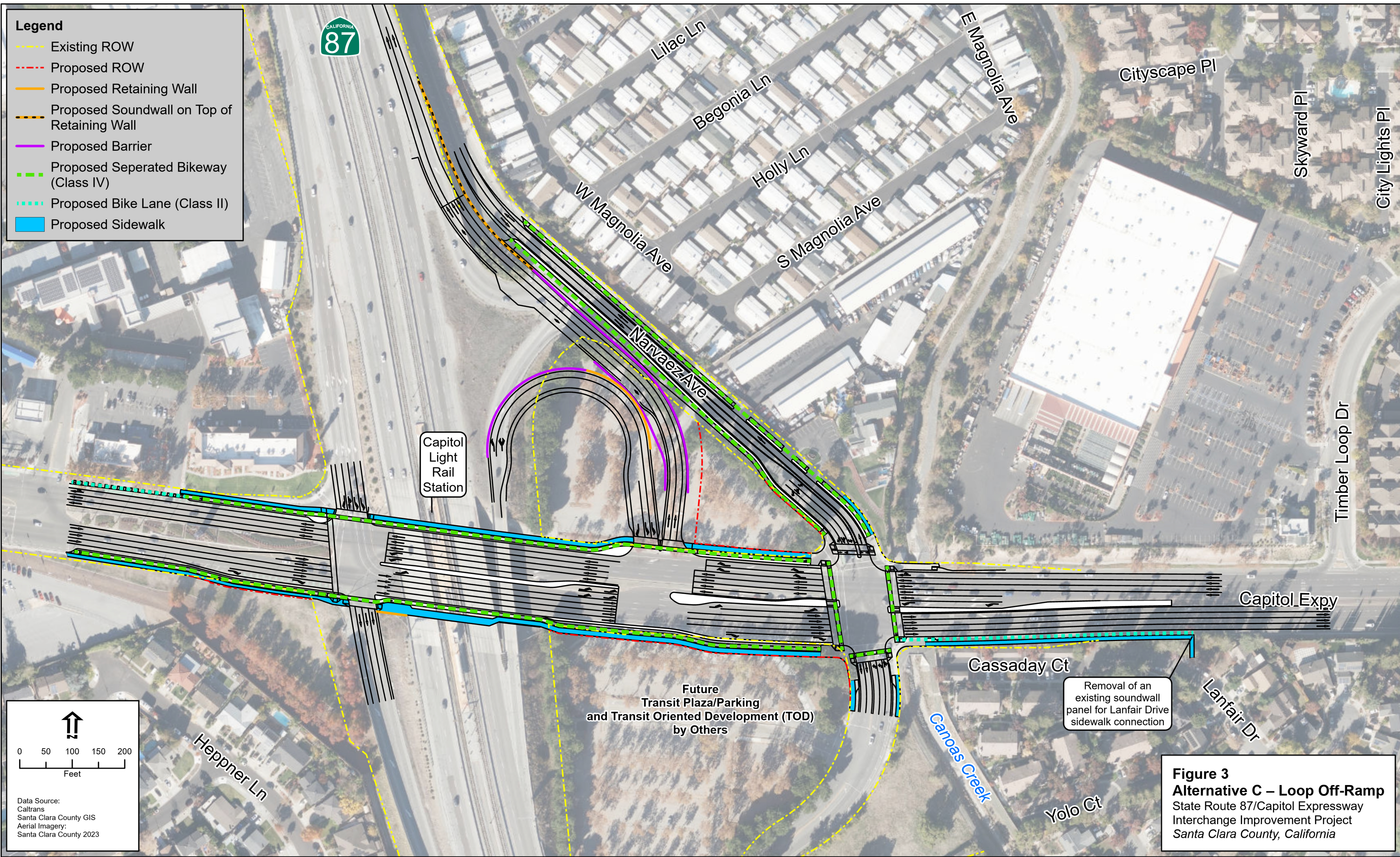
- Legend**
- Existing ROW
 - Proposed ROW
 - Proposed Retaining Wall
 - Proposed Soundwall on Top of Retaining Wall
 - Proposed Barrier
 - Proposed Separated Bikeway (Class IV)
 - Proposed Bike Lane (Class II)
 - Proposed Bike Path (Class I)
 - Proposed Sidewalk
 - Proposed Structure



Data Source:
 Caltrans
 Santa Clara County GIS
 Aerial Imagery:
 Santa Clara County 2023

Figure 2
Alternative A – Braided Ramp
 State Route 87/Capitol Expressway
 Interchange Improvement Project
 Santa Clara County, California

- Legend**
- - - Existing ROW
 - - - Proposed ROW
 - Proposed Retaining Wall
 - - - Proposed Soundwall on Top of Retaining Wall
 - Proposed Barrier
 - - - Proposed Separated Bikeway (Class IV)
 - - - Proposed Bike Lane (Class II)
 - Proposed Sidewalk



Data Source:
 Caltrans
 Santa Clara County GIS
 Aerial Imagery:
 Santa Clara County 2023

Figure 3
Alternative C – Loop Off-Ramp
 State Route 87/Capitol Expressway
 Interchange Improvement Project
 Santa Clara County, California

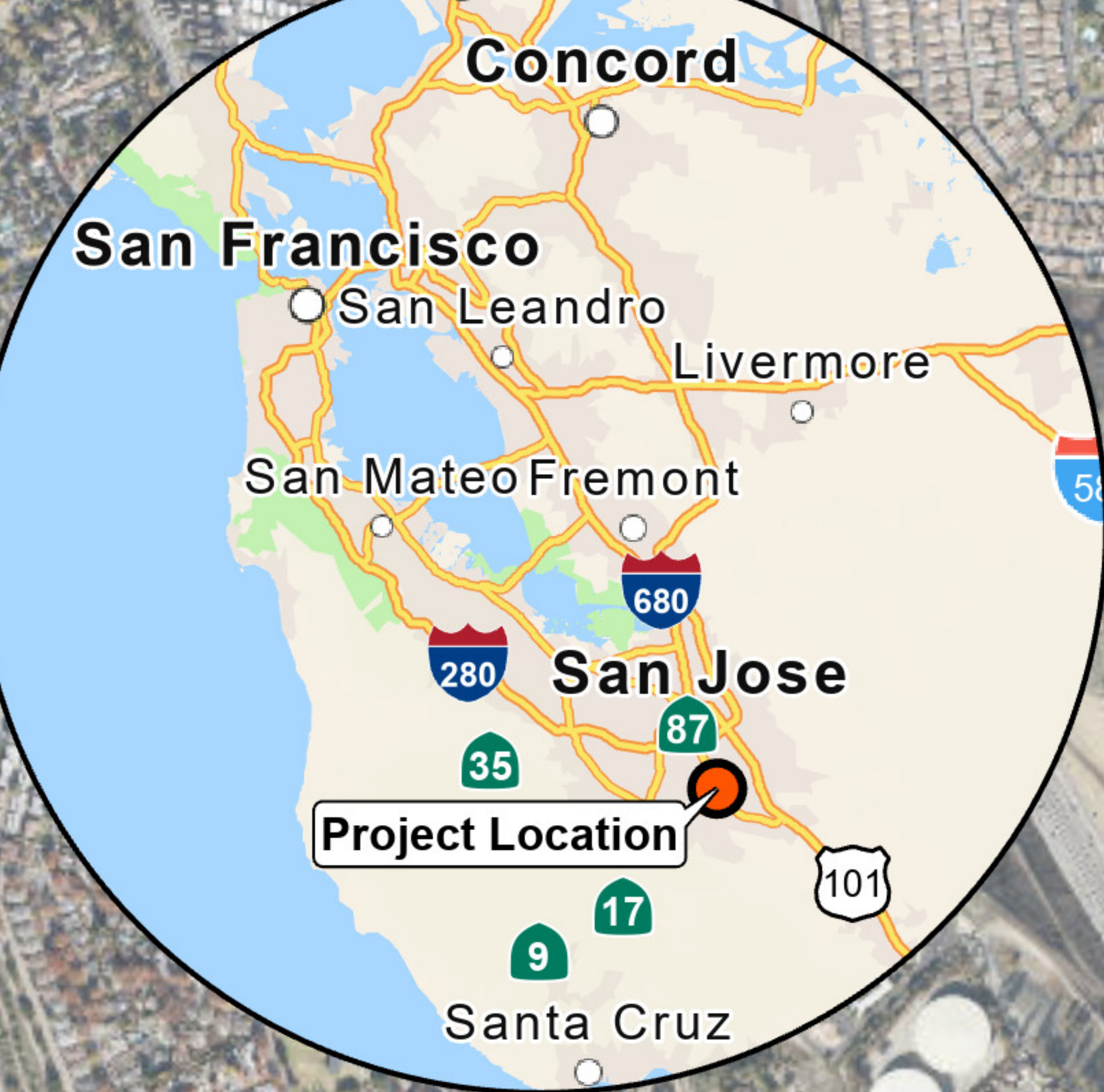
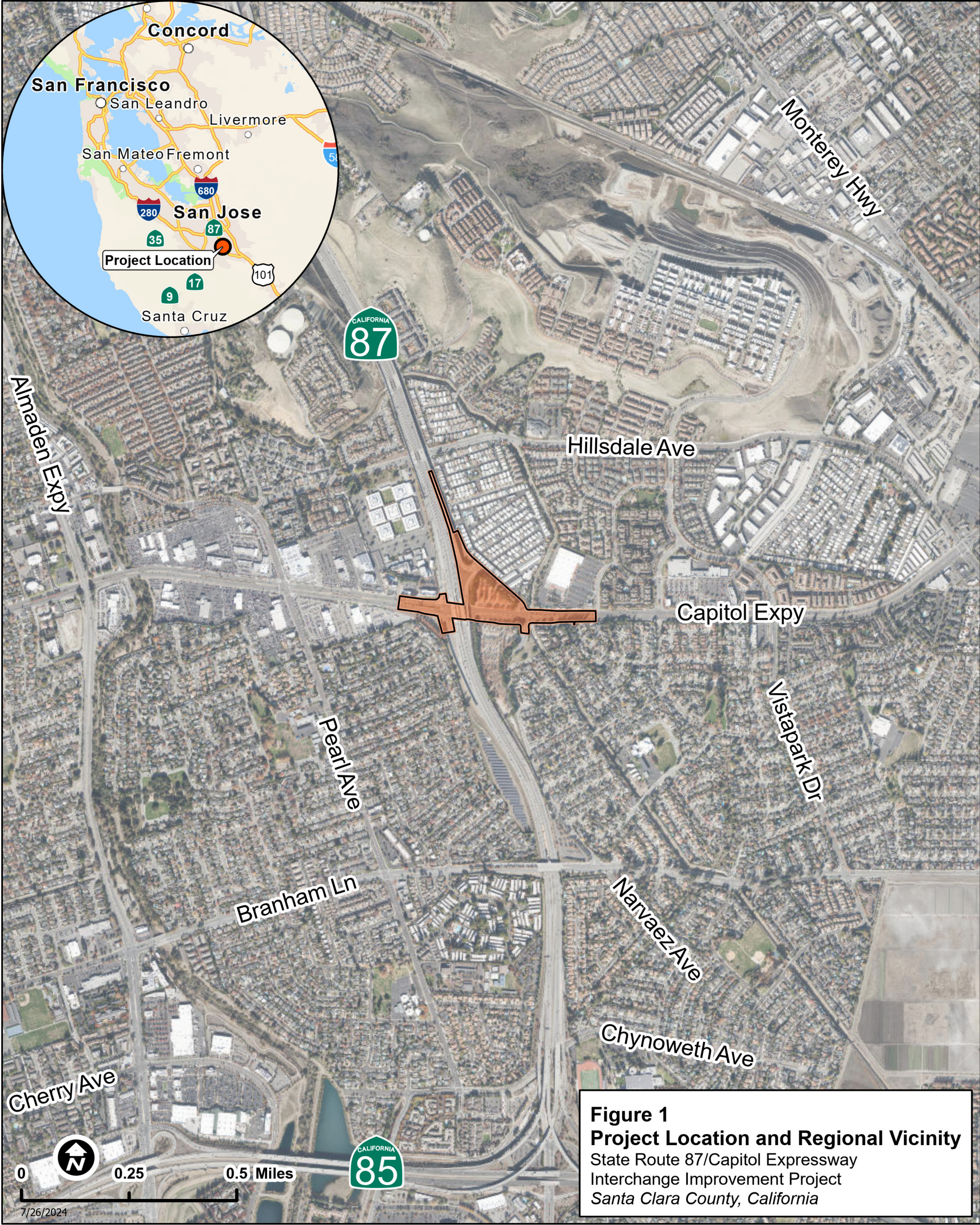


Figure 1
Project Location and Regional Vicinity
State Route 87/Capitol Expressway
Interchange Improvement Project
Santa Clara County, California

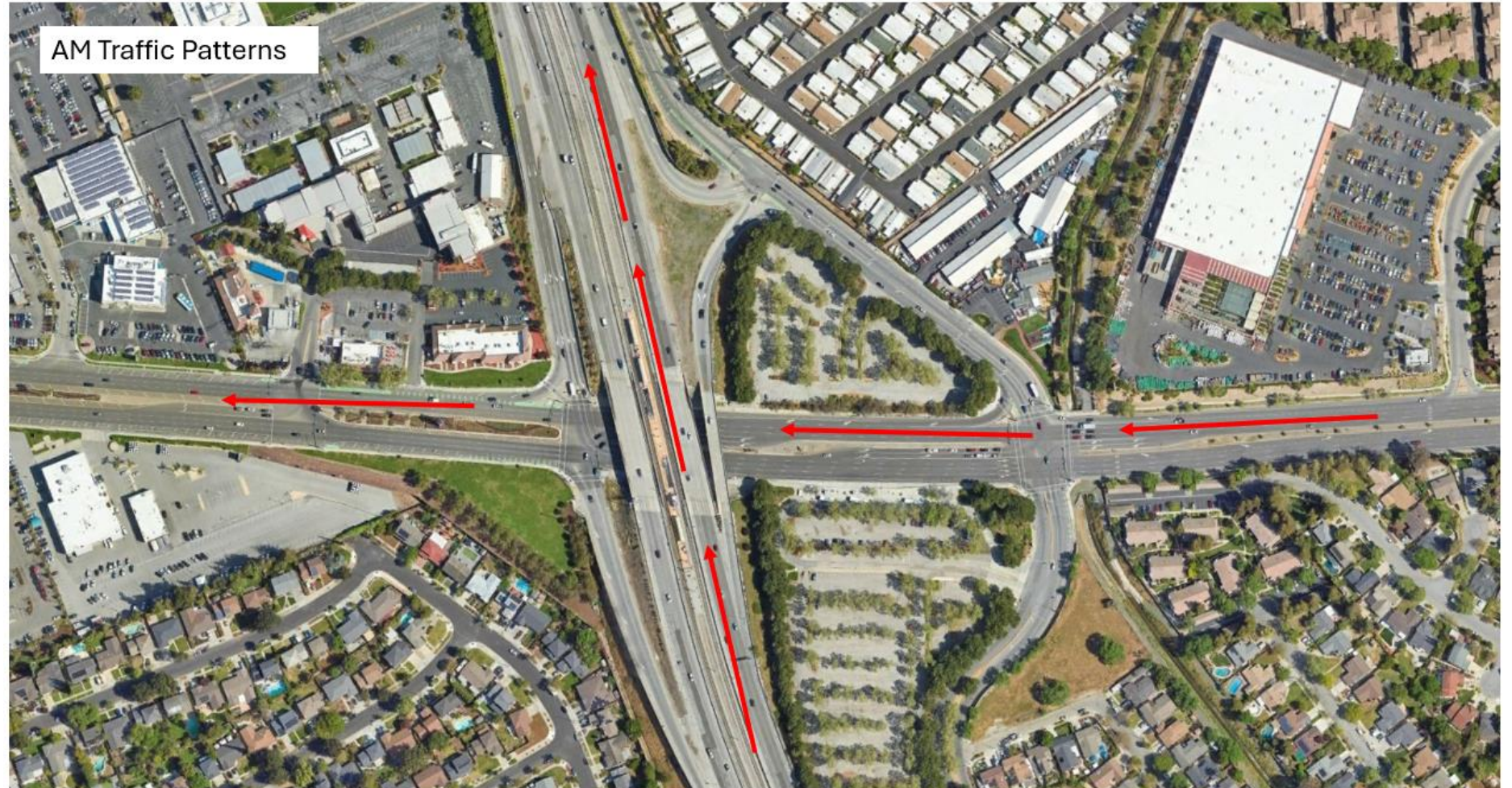
Purpose of the Project

- Improve vehicular circulation and access between northbound SR 87 and Capitol Expressway and improve vehicular circulation and access on Narvaez Avenue and Capitol Expressway.
- Provide high quality, convenient, comfortable, low stress, and sustainable accommodations for active transportation (bicycles and pedestrians) along Capitol Expressway and Narvaez Avenue including improved connectivity to light rail transit in the median of SR 87 and the Highway 87 Bikeway.
- Provide quality accommodations and seamless connections between all modes of transportation including light rail, bus, carpool, vanpool, passenger vehicles, bicycles, and pedestrians.

Need for the Project

- Existing and projected vehicular operations along northbound SR 87 on- and off- ramps in the design year operate at poor Level-of-Service (LOS) during peak hours. Existing local vehicular circulation and access along Narvaez Avenue and Capitol Expressway currently perform at poor LOS during peak hours.
- Existing bicycle and pedestrian accommodations have poor connectivity and have high stress environments adjacent to high-volume and high-speed traffic.
- Existing connections between light rail, bus, carpool, vanpool, passenger vehicles, bicycles, and pedestrians are outdated and negatively impacted by existing congestion.

Project Traffic Patterns



Project Traffic Patterns



Environmental Technical Analyses

Environmental Topics

- Air Quality
- Biological Resources
- Community Impacts
- Cultural Resources
- Geology and Soils
- Greenhouse Gases
- Hazardous Materials
- Hydrology and Water Quality
- Noise and Vibration
- Aesthetics/Visual Impacts
- Traffic and Transportation

Project Schedule

- **Environmental Review Process**

Milestone	Date
Scoping	Aug 7-Sept 9, 2024
Draft EIR/EA	Fall 2026
Final EIR/EA	Summer 2027
Design/Engineering	2027-2029
Construction	2029-2031

**We want to
hear from
you!**