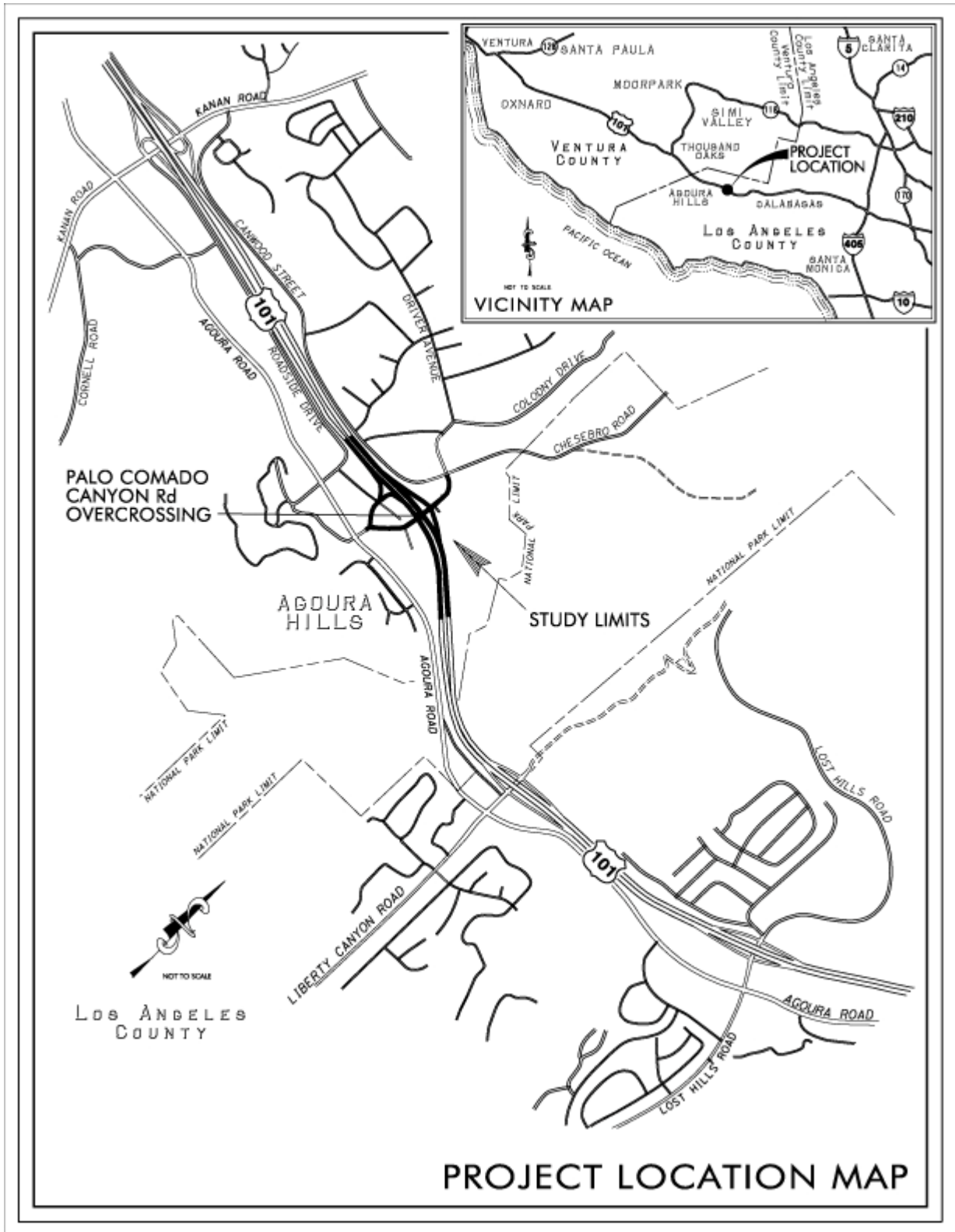


Figure 1.1: Project Vicinity & Location Maps



Source: Kimley-Horn Associates

Figure 1.2: Intersections within Project Area



Source: GPA Environmental

1.2 Purpose and Need

1.2.1 Purpose

The purpose of the project is to:

- Reduce existing and forecasted traffic congestion within the project limits;
- Improve circulation at the US 101/Palo Comado Canyon Road interchange and adjacent roadway network;
- Improve safety at the US 101/Palo Comado Canyon Road interchange; and
- Accommodate pedestrian and bicycle traffic along Palo Comado Canyon Road.

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1.3 Project Description

Project Alternatives

Alternative 1: No Build Alternative

The No Build Alternative would maintain the existing configuration of the US 101/Palo Comado Canyon Road Interchange, and the Palo Comado Canyon Overcrossing above US 101 would remain as a two-lane facility with a sidewalk on the west side. This alternative would not alleviate existing and anticipated traffic congestion or provide bicycle access, and would not be consistent with the project purpose and need.

Alternative 2: Build Alternative

The Build Alternative would include widening Palo Comado Canyon Road from two to four lanes between Driver Avenue and Chesebro Road (see **Figure 1.3**). Just north of the overcrossing, Driver Avenue becomes Palo Comado Canyon Road; just south of the overcrossing, Palo Comado Canyon Road becomes Chesebro Road. The Palo Comado Canyon Road Overcrossing would be widened from one lane in each direction to provide two lanes in each direction, along with a dedicated left-hand turn lane, for a total of five striped lanes. A Class II bike lane and sidewalks would be provided on both sides of the overcrossing. For a typical cross-section of Build Alternative, refer to **Figure 1.4**.

The Build Alternative would maintain the existing layout of the interchange ramps; however, the northbound on- and off-ramps would be slightly re-configured, with an additional lane being provided on the northbound off-ramp at the Palo Comado Canyon Road intersection. The intersection of the northbound ramps and Palo Comado Road would be signalized; the remaining intersections would remain un-signalized.

Several utilities exist within the areas of potential construction, including sewer, overhead electrical, overhead and underground telephone, storm drains, Caltrans communications, and street lighting. Overhead electric and telephone lines would need to be relocated or undergrounded in some areas to accommodate the build alternative, and portions of the street light systems would be relocated along Palo Comado Canyon Road.

Existing drainage consists of pipe culverts, inlets, and ditches. The existing storm drain systems would remain in place. New inlets would be installed along the modified northbound off-ramp, as well as the northbound on-ramp. A new inlet system would be added to accommodate the widening of Palo Comado Canyon Road south of the bridge. As of November 2011, total project costs were estimated at \$22,500,000.

Comparison of Alternatives

After the public circulation period, all comments will be considered and Caltrans will select a preferred alternative and make the final determination of the project's effect on the environment. In accordance with CEQA, if no unmitigable significant adverse impacts are identified, Caltrans will prepare a Negative Declaration (ND) or Mitigated ND. Similarly, if Caltrans determines the action does not significantly impact the environment, Caltrans, as assigned by the FHWA, will issue a Finding of No Significant Impact (FONSI) in accordance with NEPA.

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