

Community Meeting

US 101/Peninsula Avenue

Interchange Project

JUNE 25, 2015



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Stewards of the Infrastructure and Environment



Project Team

- **Gary Heap, Engineering Division Manager**
- **Tracy Scramaglia, Senior Engineer**
- **Ramesh Sathiamurthy, AECOM**
- **Peter DeStefano, AECOM**

Support Staff

- Ken Chin, Project Manager II
- Trieu Tran, Assistant Engineer



Project Background

2004 - 2007

Initiation of US 101 Poplar/Amphlett Corridor Study

Identified need for safety improvements, but no support for ramps at Peninsula Avenue

2009 - 2012

City retained traffic consultant

Short term solution: Poplar Corridor Safety Improvement Project

Long term solution: Southbound freeway ramps at Peninsula Avenue

2014 - 2015

SMCTA retained engineering consultant (AECOM)

Caltrans approved the PSR-PDS in May 2015 to advance the project into the PA&ED Phase



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Poplar Corridor Safety Improvement Project

Status Update

Present:

- Final Design Completed

Future:

- Begin Construction – Spring 2016
- End Construction – Summer 2016



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Peninsula Avenue Interchange Project

- Identified as a long term solution for the interchange ramps
- Project will add ramps for southbound US 101 at Peninsula and close ramps at Poplar

Present:

- Project Study Report- Project Development Support (PSR-PDS) approved by Caltrans

Future:

- PA&ED Approval - 2017
- Begin Design - 2018
- Begin Construction – 2022
- End Construction - 2024



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Why a Long Term Solution at Peninsula?

Project Need:

- **Safety: Non-standard ramp geometry at Poplar Avenue**
- **Provide Standard Interchange Configuration: Consolidate NB & SB ramps at Airport & Peninsula**
- **Peninsula is designed to handle future traffic from/to the freeway**
 - 5-foot shoulders & no street parking
 - No driveways
 - Two lanes in each direction



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Peninsula Avenue Interchange

Alternative 1 – Tight Diamond Configuration

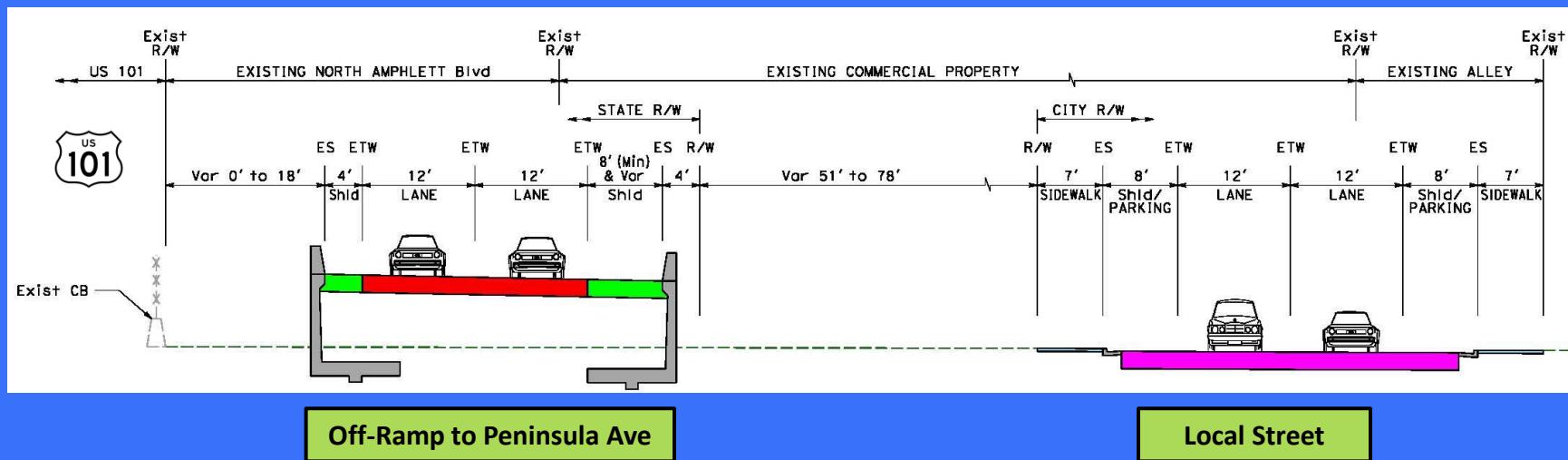


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Peninsula Avenue Interchange

Alternative 1 – Tight Diamond Configuration

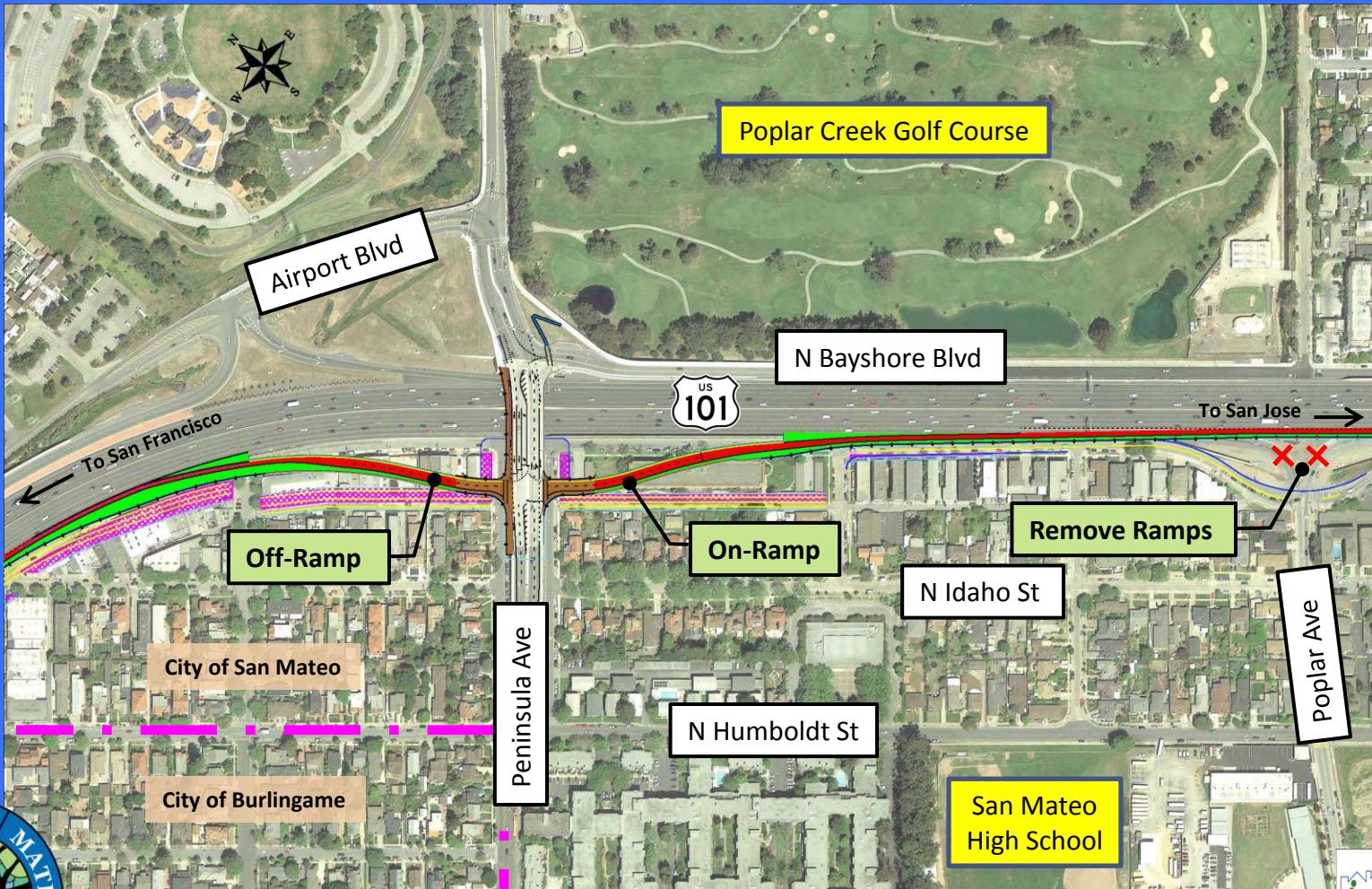


Typical Cross Section



Peninsula Avenue Interchange

Alternative 2 – Partially Spread Diamond Configuration

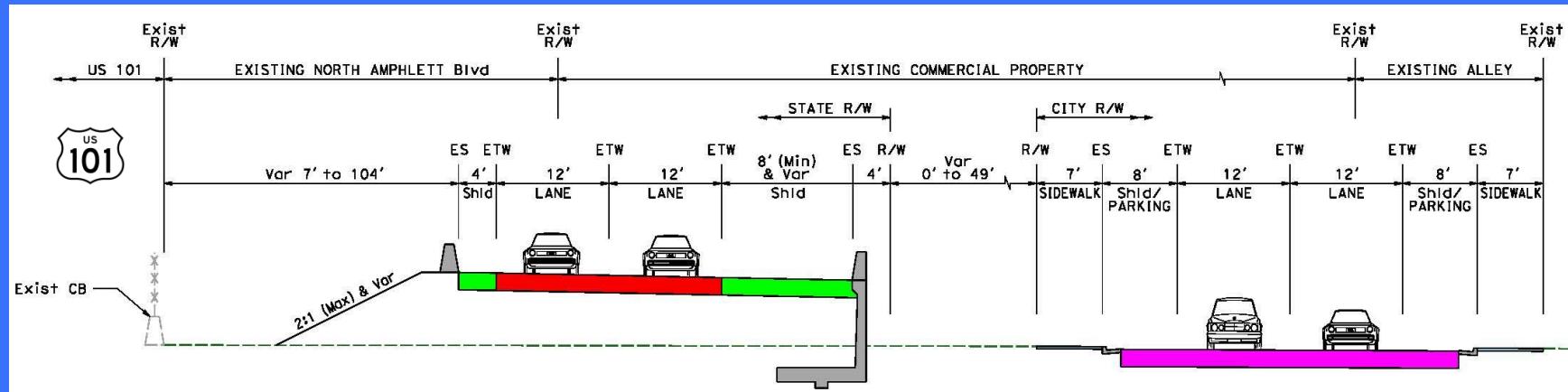


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Peninsula Avenue Interchange

Alternative 2 – Partially Spread Diamond Configuration



Typical Cross Section

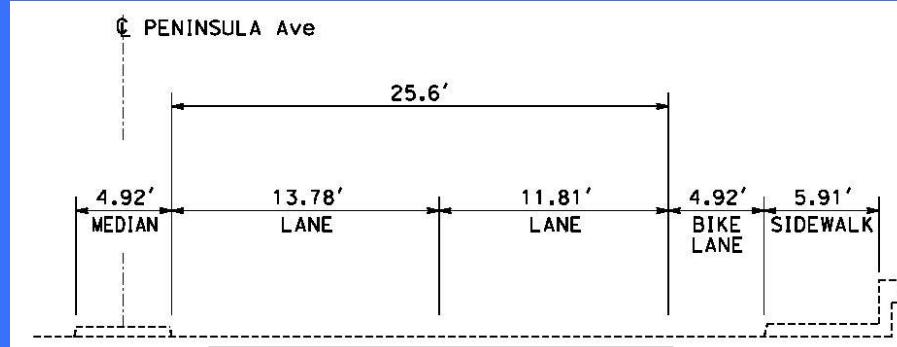


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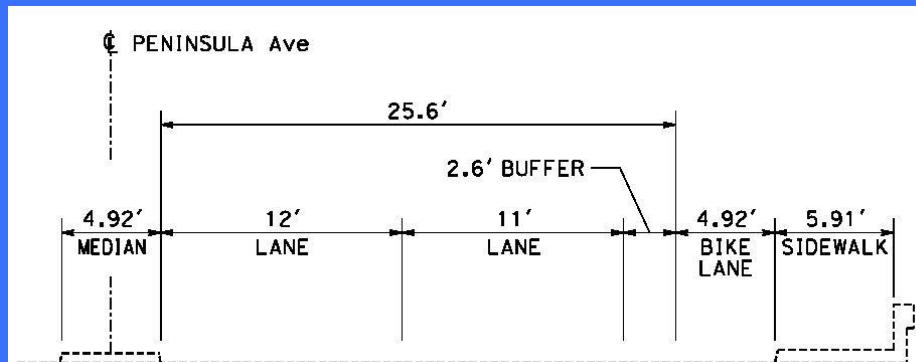


Peninsula Avenue Interchange

Peninsula Avenue Typical Sections



Existing Typical Section



Proposed Typical Section



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Alternatives Summary

- Alternative 1 has a smaller footprint and potentially, less impacts
- Alternative 2 provides better intersection spacing between the ramps and North Bayshore Blvd
- Preliminary Capital* Cost for Alt 1: \$47M
- Preliminary Capital* Cost for Alt 2: \$61M

* Construction + Right-of-Way + Utilities (2015 Dollars)



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Caltrans Process

- Project Initiation Document (PID) Phase (Completed)
- Project Approval & Environmental Document Phase (PA&ED)
- Final Design (PS&E)
- Bid Advertisement
- Begin Construction



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Schedule



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Next Steps

- Obtain Funding for the PA&ED Phase
- Begin PA&ED
 - Traffic Forecasting and Operational Analysis
 - Evaluate Design Alternatives
 - Environmental Studies
 - Public Outreach
 - Project Approval
- Begin Final Design



Questions and Updates

Tracy Scramaglia

Senior Engineer

(650) 522-7316

tscramaglia@cityofsanmateo.org

www.cityofsanmateo.org/peninsula



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