Community Meeting
US 101/Peninsula Avenue Interchange Project

JUNE 25, 2015

Department of Public Works
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

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Initiation of US 101 Poplar/Amphlett Corridor Study

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

City retained traffic consultant

- Short term solution: Poplar Corridor Safety Improvement Project
- Long term solution: Southbound freeway ramps at Peninsula Avenue

SMCTA retained engineering consultant (AECOM)

- Caltrans approved the PSR-PDS in May 2015 to advance the project into the PA&ED Phase
Poplar Corridor Safety Improvement Project
Status Update

Present:
- Final Design Completed

Future:
- Begin Construction – Spring 2016
- End Construction – Summer 2016
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
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
Peninsula Avenue Interchange

Alternative 1 – Tight Diamond Configuration

- Poplar Creek Golf Course
- N Humboldt St
- Poplar Ave
- N Bayshore Blvd
- N Idaho St
- N Humboldt St
- San Mateo High School
- Off-Ramp
- On-Ramp
- Remove Ramps
- City of San Mateo
- City of Burlingame
- Peninsula Ave
- To San Jose
- To San Francisco
- Airport Blvd
Peninsula Avenue Interchange
Alternative 1 – Tight Diamond Configuration

Typical Cross Section

Off-Ramp to Peninsula Ave
Local Street
Peninsula Avenue Interchange
Alternative 2 – Partially Spread Diamond Configuration

Airport Blvd
Off-Ramp
N Humboldt St
San Mateo High School
On-Ramp
Peninsula Ave
N Bayshore Blvd
Poplar Creek Golf Course
Remove Ramps
N Idaho St
City of San Mateo
City of Burlingame
To San Francisco
N Humboldt St
To San Jose

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Peninsula Avenue Interchange
Alternative 2 – Partially Spread Diamond Configuration

Off-Ramp to Peninsula Ave
Local Street

Typical Cross Section
Peninsula Avenue Interchange

Peninsula Avenue Typical Sections

Existing Typical Section

Proposed Typical Section
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)
Caltrans Process

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

- Jan 2016 – Jan 2018 (2 years)
  - Environmental (PA&ED)

- Jun 2018 – Dec 2021 (3.5 years)
  - Design & ROW (PS&E)

- Jun 2022 – Jun 2024 (2 years)
  - Construction

Department of Public Works
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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

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