Project Team

- Gary Heap, Engineering Manager
- Tracy Scramaglia, Senior Engineer
- Joseph Hurley, Director (SMCTA)
- Mike Chan, PM (SMCTA)
- Ramesh Sathiamurthy, AECOM
- Joy Villafranca, AECOM
- Jeff Zimmerman, AECOM
Project Partners

- City of San Mateo
- San Mateo County Transportation Authority (SMCTA)
- California Department of Transportation (Caltrans)
- Federal Highway Administration (FHWA)
- City of Burlingame
## Project Background

<table>
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<tr>
<th>Year Range</th>
<th>Description</th>
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| 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 |
Poplar Corridor Safety Improvement Project Status Update

Present:
- Final Design Completed
- Begin Construction – August 2016

Future:
- End Construction – January 2017
Peninsula Avenue Interchange Project

Identified as a long term solution for the interchange ramps

Project Approval & Environmental Document (PA&ED) Approval – July 2018

Future:
• Begin PS&E Design – 2019
• Begin Construction – 2022
• End Construction - 2024

Project will add ramps for southbound US 101 at Peninsula Ave and close ramps at Poplar Ave
Why a Long Term Solution at Peninsula?

Project Purpose & 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
Project Goal

- Improve Safety and Access to, from and on US 101
- Provide Safe and Efficient Pedestrian and Bicycle Circulation within Project Limits
- Accommodate Future Traffic Volumes
- Improve Local Traffic Circulation
- Remove Non-standard Isolated Ramps at Poplar Avenue
- Consolidate SB ramps at Peninsula Avenue IC
Project Location

Department of Public Works
Stewards of the Infrastructure and Environment
Existing Condition

- NB Ramps at Airport Blvd
- Partial Peninsula Ave IC
- Poplar Creek Golf Course
- Non-Std: Isolated Poplar Ramps
- Short single lane off ramp
- N Bayshore Blvd
- N Idaho St
- San Mateo High School
- Non-Std: Horizontal Sight Distance
- Airport Blvd
- Peninsula Ave
- N Humboldt St
- Poplar Ave
Peninsula Avenue Interchange
Alternative 1 – Tight Diamond Configuration

Department of Public Works
Stewards of the Infrastructure and Environment
Peninsula Avenue Interchange
Alternative 2 – Partially Spread Diamond Configuration

Department of Public Works
Stewards of the Infrastructure and Environment
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 Total Project Cost* for Alt 1: $61.5M
- Preliminary Total Project Cost* for Alt 2: $76.4M

* Construction + ROW + Utility + Cost Escalation + Engineering Services + CM Services (2022 Dollars)
Caltrans Process

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

- Traffic Forecasting and Operational Analysis
  - Coordination with Caltrans, City of San Mateo and City of Burlingame on Traffic Study
  - Intersections and road segments to study based on City of San Mateo, City of Burlingame & Caltrans request
  - Traffic Forecast Design Year - 2045
Traffic Study Intersections

Legend:
- Originally Proposed Study Intersections
- Additional Study Intersections requested by City of Burlingame based on the City Staff Report dated September 11, 2006 and discussions with City Staff.
- Additional Study Intersections requested by Caltrans
- US 101 Mainline Study Segment
- 7 day 24-hour Bi-Directional ADT Segment Locations
- 7 day 24-hour Bi-Directional ADT Segment Count
- Locations to address City of Burlingame traffic concerns
- Future Intersection
- City Boundary

Department of Public Works
Stewards of the Infrastructure and Environment
PA&ED Technical Studies

- Project Report and Preliminary Engineering
  - Evaluate Design Alternatives
  - Geotechnical (soils, geology, foundations)
  - Traffic Management Plan
  - Storm Water Data Report
  - Drainage
  - Advance Planning Studies for bridge structures and retaining walls
  - Landscape and Aesthetic Concepts
  - Cost Estimates
  - Right of Way and Utilities
PA&ED Environmental Studies

- Environmental Studies
  - Air Quality
  - Biological Resources
  - Natural Environment
  - Floodplain and Water Quality
  - Noise
  - Cultural Resources (archeological, historical)
  - Paleontology
  - Hazardous Materials
  - Community Impact
  - Visual Impact
  - Environmental Justice
  - Sea Level Rise
Public Outreach

- Community Meetings
  - Three Community Workshop 2010 – 2014
  - PW Commission and City Council Study Sessions
  - One held on June 25, 2015 (in PID Phase)
  - Two Community Meetings planned (in PA&ED Phase):
    - 1st Meeting - Early 2017
    - 2nd Meeting - Fall 2017

- FAQ – Published
Coordination with Other Projects

- Poplar Corridor Safety Improvement Project, City of San Mateo
- US 101 HOV / Managed Lane Project, Caltrans
- Burlingame Point Project, City of Burlingame
  - Located at 300 Airport Blvd, Burlingame
Project Schedule

July 2016 – July 2018
2 years
Environmental
(PA&ED)

Jan 2019 – June 2022
3.5 years
Design & ROW
(PS&E)

Dec 2022 – Dec 2024
2 years
Construction

Department of Public Works
Stewards of the Infrastructure and Environment
Next Steps

- Project Approval & Environmental Document
- Obtain Funding for the Final Design (PS&E) Phase
- Begin Final Design and ROW Acquisition
- End Final Design and ROW Certification
- Advertise Project
- Award Contract
- Begin Construction
Questions and Updates

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