04-SM-101, PM 10.9/11.2
EA 04-4H3300
Project # 0413000209
August 2018

Project Report

To Request for Project Approval

On Route 101

Between 0.2 mile South of East Hillsdale Boulevard Overcrossing

And East Hillsdale Boulevard Overcrossing

I have reviewed the right-of-way information contained in this report and the right-of-way data sheet attached hereto, and finds the data to be complete, current and accurate:

Mark L. Weaver
DEPUTY DISTRICT DIRECTOR, RIGHT OF WAY AND LAND SURVEYS

APPROVAL RECOMMENDED:

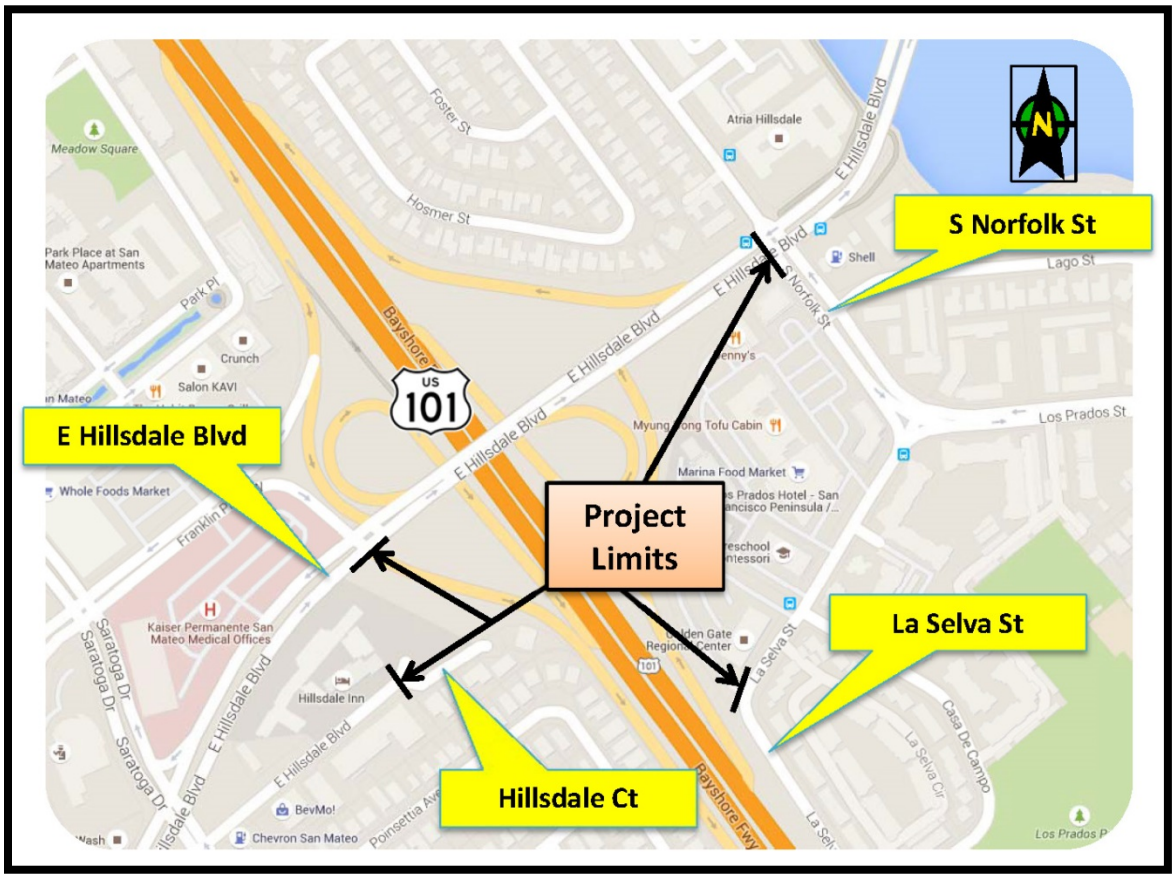
Joon Kang
PROJECT MANAGER

APPROVED:

for Helena (Lenka) Culik-Caro
DEPUTY DISTRICT DIRECTOR, DIVISION OF DESIGN

9/4/18
DATE

Vicinity Map



This project report has been prepared under the direction of the following registered civil engineer. The registered civil engineer attests to the technical information contained herein and the engineering data upon which recommendations, conclusions, and decisions are based.

8/27/2018

REGISTERED CIVIL ENGINEER, AECOM *DATE*

Table of Contents

1. INTRODUCTION

Project Description:

The City of San Mateo (City) and the State of California Department of Transportation (Caltrans) propose to improve pedestrian and bicycle access across United States Route 101 (US 101) at the existing East Hillsdale Boulevard interchange, in San Mateo, California (See Attachment A for Location Map). The US 101/East Hillsdale Boulevard interchange provides a challenging route for pedestrians and bicyclists. Conflict points exist at the interchange ramps where low-speed pedestrians and bicyclists cross paths with high-speed motorists. High motor vehicle volumes along East Hillsdale Boulevard are uninviting for pedestrians and bicyclists, and create challenging conditions that discourage active alternative transportation options within the US 101/East Hillsdale Boulevard interchange area.

This project proposes a new 14-foot-wide pedestrian and bicycle overcrossing, with a 12-foot usable width, south of the existing East Hillsdale Boulevard Overcrossing (OC), which will provide an improved and more inviting route for pedestrians and bicyclists, and will also encourage a mode shift away from motorized travel. Architectural and aesthetically-pleasing elements of the main span of the overcrossing over US 101 are being considered by the City, which would further enhance its appeal to non-motorized travelers.

Access to the pedestrian and bicycle overcrossing will be provided from four locations, two on each side of US 101. On the west side of US 101, access will be provided from the East Hillsdale Boulevard/Franklin Parkway intersection and East Hillsdale Court. On the east side of US 101, access will be provided from the East Hillsdale Boulevard/Norfolk Street intersection and La Selva Street. At Norfolk Street, a protected intersection configuration is proposed, which will enhance pedestrian and bicycle safety. From the La Selva Street connection, bicyclists and pedestrians will be able to connect easily to the San Francisco Bay Trail entrance located about one-half mile south off of Kimberly Way. The project will neither change the existing East Hillsdale Boulevard OC structure nor impact existing ramp connections.

Project Limits	04-SM-101 PM 10.9/11.2	
Number of Alternatives	One build alternative (Alternative C) with three structure options spanning over US 101: 1. CIP/PS Concrete Box Girder 2. Steel Tied Arch 3. Extradosed (Cable-Stayed)	
	Current Cost Estimate (Option 1):	**Escalated Cost Estimate (Option 1):**
Capital Outlay Support	$4,960,000	$6,050,000
Capital Outlay Construction	$17,930,000	$21,500,000
Capital Outlay Right-of-Way	$5,612,300	$7,450,000
Funding Source	Local (City), San Mateo County Measure A (Sales Tax), State and Federal	
Funding Year	2018/2019	
Type of Facility	Pedestrian and Bicycle Overcrossing	
Number of Structures	Two a. East Hillsdale Boulevard Pedestrian Overcrossing (POC) b. East Hillsdale Boulevard POC Viaduct	
Environmental Determination or Document	NEPA Categorical Exclusion (Caltrans), CEQA Initial Study & Negative Declaration (City)	
Legal Description	Construction on State Highway and City Street in San Mateo County in San Mateo at 0.2 mile south of the East Hillsdale Boulevard OC	
Project Development Category	4B	

2. RECOMMENDATION

The Project Development Team (PDT) identified Alternative C as the Preferred Alternative. This decision was made at one of the PDT meetings. The No Build Alternative does not meet the Project's purpose and need, but it serves as a baseline for comparison of the build alternatives. It is recommended this Project Report be approved using the Preferred Alternative, and that the Project proceed into the design phase.

The affected local agencies were invited to and participated in the PDT meetings, and were consulted throughout the project development process. Their input has been considered, and they are in general accord with the proposed project.

The City as a CEQA lead agency has moved forward with the CEQA Initial Study/Negative Declaration (IS/ND) approval without the Draft Project Report (DPR)

approval, see Section 6E Environmental Compliance (Page No. 32) for more details. Caltrans has advised the project team through email dated June 22, 2017 to submit the Project Report to Caltrans for review and approval, subsequently the first project report was submitted on July 12. 2017.

3. BACKGROUND

Project History/Community Interaction

Local bicyclists first identified the need for improved access across US 101 in the East Hillsdale Boulevard area after reconstruction of the US 101/East Hillsdale Boulevard interchange in 2001, after which the San Mateo Bicycle and Pedestrian Advisory Committee identified the project as a high priority need. The City obtained feedback from the public through two community meetings in 2006 and held a field review meeting with the Caltrans pedestrian/bicycle coordinator. In 2007, the City completed an alternatives analysis study that identified the existing problems, the needs of the bicycle and pedestrian community, and the goals and objectives for improving the connection across US 101. The study evaluated a variety of alternatives for improving the freeway crossing to minimize or eliminate at-grade crossing points of the high speed freeway on/off ramps. A locally-preferred solution was identified as a grade-separated overcrossing structure and path over all the interchange ramps on the south side of the East Hillsdale Boulevard OC.

During review of the 2007 alternatives analysis study, the City Council indicated an interest in considering a “signature” structure design for the proposed overcrossing to become a landmark for the City. In 2012, the City received grant funding through the San Mateo County Transportation Authority (SMCTA) ‘Measure A’ program to complete the Project Initiation Document (PID) phase of the Caltrans project development process for a pedestrian/bicycle overcrossing. In February 2015, the Project Study Report-Project Development Support (PSR-PDS) was approved by Caltrans.

In July 2015, the City and Caltrans entered into cooperative agreement 04-2569 for Caltrans to perform an Independent Quality Assurance (IQA) for the Project Approval & Environmental Document (PA&ED) Phase of the project.

The basis for the purpose and need of the project was derived from the City’s 2007 alternatives analysis study, and was further refined through a series of Project Development Team (PDT) meetings with Caltrans in 2014 and 2015.

The City is the sponsor, CEQA Lead Agency and project proponent, and is committed to constructing the project.

The Initial Study/Negative Declaration (IS/ND) was circulated for public review beginning October 14, 2016 and ending November 14, 2016. The public review period lasted 30 days in accordance with CEQA and the CEQA guidelines. The 30-day public review period provided an opportunity to submit written comments on the information contained within the IS/ND. No comments were received on the document during this period.

The project and Initial Study was included as an agenda item at the City's November 9, 2016 Public Works Commission meeting, where a presentation was made describing the project, the Initial Study, and its findings. The Commissioners had discussion regarding the project and Initial Study, and were in agreement with the findings of the report. Two members of the public spoke in support of the project. The Commission meeting concluded with a recommendation that the City Council accept the Initial Study/Negative Declaration.

The IS/ND was unanimously approved by City council members at the November 21, 2016 City Council meeting.

The Categorical Exclusion (CE) under NEPA was approved by Caltrans on May 23, 2017.

Existing Facility

The project is located in the southeastern portion of the City, at the US 101/East Hillsdale Boulevard interchange. The East Hillsdale Boulevard OC provides the only pedestrian and bicycle crossing of US 101 for approximately two miles between Fashion Island Boulevard to the north in the City, and the Ralston Avenue Pedestrian and Bicycle OC to the south in the City of Belmont. US 101 is a south-north freeway on the Federal-Aid National Highway System, and within the project limits, US 101 is an 8-lane facility with four 12-foot wide travel lanes in each direction.

Inside shoulders vary in width from 4 to 8 feet, while outside shoulders are 10-feet wide. Auxiliary lanes extend from all US 101/East Hillsdale Boulevard directional interchange ramps to the adjacent freeway interchanges. The posted speed limit on this segment of US 101 is 65 mph. The US 101/East Hillsdale Boulevard interchange was converted from a four-quadrant cloverleaf configuration to a partial cloverleaf (Type L-9) in 2001, which is reflected in the interchange's existing configuration. All of the interchange on-ramps are individually metered, while only the northbound (NB) loop on-ramp has an HOV preferential lane. This interchange serves as a major entryway to the Cities of San Mateo and Foster City, and is the southernmost interchange within the City along US 101.

The existing East Hillsdale Boulevard OC structure at US 101 has two through lanes, one auxiliary lane in each direction between the loop ramps, a 5-foot curbed median, 2-foot outside shoulders and 5-foot sidewalks. All lanes are 12 feet wide. Bridge

railing (Concrete Barrier, Type 26) with chain link railing on top; exist at the back of the sidewalks on each side of the overcrossing. The southbound (SB) loop on-ramp, from westbound East Hillsdale Boulevard, has a two-lane entrance, while the NB loop on-ramp (from eastbound East Hillsdale Boulevard) has a single lane entrance that widens out to two lanes immediately beyond the pedestrian crosswalk.

The minimum vertical clearance of the East Hillsdale Boulevard OC is 15-feet, 11-inches, which occurs over the NB loop on-ramp. The posted speed limit on this segment of East Hillsdale Boulevard is 35 mph. The bicycle facility on the overcrossing is designated as a Class III bike route.

Beyond the overcrossing structure, East Hillsdale Boulevard is a six-lane urban arterial with a curbed median. The Franklin Parkway/SB US 101 ramps intersection is about 300 feet to the west of the East Hillsdale Boulevard OC, while the next intersection at Saratoga Drive is about 1,200 feet west of the overcrossing. To the east, the NB US 101 directional ramp intersection is 300 feet from the overcrossing, while the Norfolk Street intersection is about 900 feet from the overcrossing.

La Selva Street is a two-lane residential street with 10-foot lanes and a 12-foot shoulder area shared by on-street, parallel parking. The roadway is classified as a Class II bicycle facility. The posted speed limit on La Selva Street varies. It is 30 mph, approaching from the south and 25 mph approaching from the north.

East Hillsdale Court is a two-way residential street, approximately 28-feet wide. It includes on-street, parallel parking and is classified as a Class III bicycle facility. The roadway that connects to East Hillsdale Court (East Hillsdale Boulevard), is a two-way residential and commercial street, approximately 64-feet wide with on-street, angled parking and is classified as a Class III bicycle facility.

4. PURPOSE AND NEED

4A. Problem, Deficiencies, Justification

Purpose:

- Provide a continuous path to improve pedestrian and bicycle east-west connectivity across US 101 in the southern half of the City and connect the existing and proposed bikeway and pedestrian networks.

- Improve pedestrian and bicyclist access and provide a user friendly route that eliminates vehicle ramp conflict points for pedestrians and bicyclists traveling through the US 101/East Hillsdale Boulevard interchange and provides a route that meets the Americans with Disabilities Act (ADA) standards for accessible design.

- Provide an alternative travel route for non-motorized travelers (pedestrians and bicyclists) to increase travel mode flexibility and encourage a mode shift away from motorized vehicle travel, enabling pedestrians and bicyclists to take longer trips and better support the needs of low-mobility groups.

Need:

- There is a need for better bicycle and pedestrian connectivity in the southern half of the City between the residential/commercial areas west of US 101 and the residential/commercial and recreation destinations east of US 101. East Hillsdale Boulevard is the only crossing for approximately two miles.

- There is a need to reduce pedestrian/vehicle conflict points. Pedestrians and bicyclists attempting to travel east-west on East Hillsdale Boulevard across US 101 are presented with multiple vehicle conflict points and challenging maneuvers. Low-speed pedestrians and bicyclists crossing at the interchange ramps experience potential high-speed conflicts with vehicles because of the geometry configurations (large radius curves) of the on-ramps. Compounding this situation are the wide entrances to the loop on-ramps and limited sight distances at the crossing locations of these ramps.

- There is a need for more options for modes of travel in the City. The existing infrastructure is primarily designed to support motorized vehicular travel. Separated bicycle and pedestrian facilities will provide a more encouraging option for people to change their mode of travel from motorized vehicles to other self-propelled modes, increasing health and reducing environmental impacts.

Pedestrian and Bicycle Connectivity:

East Hillsdale Boulevard within the US 101 interchange area has been identified as a challenging corridor in both the 2011 City's Bicycle Master Plan and 2012 Pedestrian Master Plan. Bicyclists and pedestrians in San Mateo have consistently indicated that there is need for a better connectivity to cross US 101 for walking and bicycling in southeastern San Mateo.

Existing conditions along East Hillsdale Boulevard consist of confined pedestrian and bicycle connectivity across US 101. The existing 5-foot wide sidewalks are often used by bicyclists who do not want to contend with vehicles at the entrances to the loop on-ramps. Also, visibility of approaching vehicles is limited for pedestrians attempting to cross at the loop on-ramp crosswalks because of the reduced design speed profile of the East Hillsdale Boulevard OC and ramps, as well as the position of the crosswalks relative to approaching vehicles.

Within the southern limits of the City, East Hillsdale Boulevard serves as the only US 101 crossing for pedestrians and bicyclists. To the west of US 101 are the main

residential and commercial areas for the city as well as the Hillsdale Caltrain station, while to the east of US 101 are additional residential and commercial areas of San Mateo and Foster City, as well as recreation areas such as parks, the Bay Trail, and the San Francisco Bay shoreline. As a gap closure project, the proposed project will provide an exclusive connection to the existing pedestrian sidewalks and bikeway networks on both sides of the US 101/East Hillsdale Boulevard interchange.

Safety:

The current roadway configuration at the US 101/East Hillsdale Boulevard interchange creates challenging conditions for pedestrians and bicyclists as indicated by vehicle volumes and accident rates in the Traffic discussion of this report (See Section 4C).

The City has received feedback from pedestrians and bicyclists saying they either minimize use of or completely avoid travelling through the current interchange because of the challenging conditions to navigate across on and off-ramps. Despite this, the City is considering to keep the Class III bike route on the existing overcrossing after the POC is complete. In this scenario, the existing sidewalk through the interchange will also remain in place for emergency purposes or when the POC is not in service. This topic will be discussed further with Caltrans during the final design phase of the project.

In the City's 2011 Bicycle Master Plan, the existing US 101/East Hillsdale Boulevard interchange and the Norfolk/East Hillsdale Boulevard intersection are identified in the Top Ten locations for bicycle collisions over the last five years. In the development of the 2011 City's Pedestrian Master Plan, the Saratoga/East Hillsdale Boulevard and Norfolk/East Hillsdale Boulevard intersections are identified in the Top Twenty intersections for pedestrian collisions. The existing US 101/East Hillsdale Boulevard interchange and the two adjacent intersections (Saratoga/East Hillsdale Boulevard and Norfolk/East Hillsdale Boulevard) have been identified in the Bicycle Master Plan and the needs analysis of the Pedestrian Master Plan as high collision intersections.

By constructing a dedicated, grade-separated, pedestrian and bicycle route over US 101, the proposed project will provide a user-friendly and low-stress travel route free of vehicular conflicts for both pedestrians and bicyclists between the East Hillsdale Boulevard/Franklin Parkway and East Hillsdale Boulevard/South Norfolk Street intersections. Pedestrians and bicyclists that use the proposed project path alignment will avoid the three existing ramp crossing conflict points in each direction through the East Hillsdale Boulevard interchange.

4B. Regional and System Planning

The proposed improvements by this project are consistent with regional and local planning, as discussed below.

Identify Systems

US 101 is a major south-to-north corridor extending from Los Angeles, California to Olympia, Washington. Within the project area, US 101 is a primary, interregional commute corridor in and through San Mateo County, and has major regional significance in the San Francisco Bay Area. US 101 is a part of the National Highway System and the Strategic Highway Network, which provide defense access, continuity, and emergency capabilities for defense purposes. US 101 is also a truck route and part of the Surface Transportation Assistance Act (STAA) Network.

The Federal government has increasingly recognized the importance of multimodal travel by issuing policies and authorizing funding for more pedestrian and bicycle projects over the past two decades in a series of transportation bills. The United States Department of Transportation (USDOT) adopted the first national transportation policy to increase bicycling, and encourage planners and engineers to accommodate bicycle and pedestrian needs in designing transportation facilities for urban and suburban areas while increasing pedestrian safety. The goal was to double the percentage of total trips made by bicycling and walking in the United States from 8 percent to 16 percent of all travel trips, while simultaneously reducing the number of bicyclists and pedestrians killed or injured in traffic crashes by 10 percent.

In 2010, the USDOT reinforced this commitment in a policy statement to incorporate safe and convenient walking and bicycling facilities into transportation projects. Every transportation agency, including the USDOT, has the responsibility to improve conditions and opportunities for walking and bicycling and to integrate walking and bicycling into their transportation systems. The Purpose and Need of this project is fully compatible with the goals of the USDOT.

State Planning

US 101 was identified in the Caltrans 2002 Global Gateways Development Plan as one of California's top-priority global gateways and as one of the key international trade corridors in California. The 1998 Interregional Transportation Strategic Plan designated US 101 as a "High-Emphasis Route" with priority for programming and construction to minimum facility standards for freeways or expressways. The inclusion of US 101 in the High-Emphasis Route category highlights its critical importance to interregional travel and to the State.

The 2010 Complete Streets Implementation Plan put Caltrans Deputy Directive 64-R1 "Complete Streets – Integrating the Transportation System" into action. A

Complete Street is a transportation facility that is planned, designed, operated and maintained to provide safe mobility for all users. All transportation improvements (new and retrofit) are viewed as opportunities to improve safety, mobility and access for all travelers, including transit users, bicyclists and pedestrians. This project Purpose and Need is consistent with the goals of Complete Streets by reducing pedestrian and bicycle conflicts with motor vehicles within the interchange area, and improving pedestrian and bicycle east-west connectivity across US 101.

Regional Planning

The Metropolitan Transportation Commission's (MTC's) *Plan Bay Area* Regional Transportation Plan/Sustainable Communities Strategy plan is the Bay Area's 25 year guide to transportation investments and land use strategy. California's Sustainable Communities and Climate Protection Act (SB 375) requires that each of the state's 18 Metropolitan Planning Organizations (MPO, MTC is the MPO for the San Francisco Bay Area) develop a long-range plan to reduce per-capita greenhouse gas emissions from cars and light trucks. The Sustainable Communities Strategy promotes transportation projects and land development that are walkable, bikeable and close to mass transit, jobs, schools, shopping, parks, recreation and other amenities. By improving pedestrian and bicycle connectivity and encouraging a mode shift to active forms of transportation, the Purpose and Need of the proposed project is consistent with *Plan Bay Area*.

The MTC 2009 Regional Bicycle Plan (RBP) identifies regional bikeway connections in the San Francisco Bay Area and strategies to fill gaps in the regional bikeway network. The RBP's principle goal is "to ensure that bicycling is a safe, convenient, and practical means of transportation and healthy recreation throughout the Bay Area to reduce traffic congestion and risk of climate change; and to increase opportunities for physical activity to improve public health." The Purpose and Need of the proposed project is consistent with the RBP's goal.

The SMCTA Measure A transportation sales tax Expenditure Plan (2004) states that a 3% share of sales tax revenues (an estimated $45 million over the next 25-year period) will be allocated towards pedestrian and bicycle projects. The goal of the Pedestrian and Bicycle Program is to fund capital projects that encourage and improve bicycling and walking conditions in San Mateo County. The proposed project is listed in the SMCTA's 2004 Transportation Expenditure Plan as a project contributing to the overall goals of the Measure A Program to reduce commute corridor congestion, make regional connections, enhance safety and meet local mobility needs. In 2012 the City received grant funding through the SMCTA Pedestrian and Bicycle Program to complete the PID phase for this proposed project, and has been approved on the FY 2014 – 2015 Pedestrian and Bicycle Program to receive additional funding to proceed with the PA&ED phase.

City/County Association of Governments (C/CAG) is San Mateo County's Congestion Management Agency, and is responsible for the coordination, planning, and programming of transportation, land-use, and air quality related programs and projects. Pedestrian and bicycle measures have been added to C/CAG's 2011 Congestion Management Plan (CMP) to ensure transportation projects provide accommodation for active forms of transportation. Trip reduction and travel demand elements required in the CMP promote walking and biking modes of transportation to help reduce traffic congestion, and specifically encourage bicycle facilities that connect with other transportation systems (transit stations) as this proposed project will do.

The Purpose and Need of the proposed project is consistent with the County of San Mateo's plans. The 1986 Countywide General Plan outlines transportation goals encouraging Cities to develop local bikeway plans and provide pedestrian overcrossings and connections in areas where state highways have divided communities. The Countywide General Plan does not identify specific bicycle or pedestrian projects, but encourages pedestrian and bicycle paths connecting to activity centers, schools, transit stops and shopping centers, directing reference to City bicycle plans and San Mateo County's Comprehensive Bicycle and Pedestrian Plan (CBPP). The 2001 San Mateo Countywide Transportation Plan (CTP) sets key policies to develop a bikeway system that is fully integrated into the transit system, with an overarching goal to reduce traffic congestion in San Mateo County by increasing transit and non-motorized facility capacity.

The goal of the County's 2011 CBPP is to provide policies that lead to a comprehensive and safe countywide system of facilities for bicyclists and pedestrians, and recommends policies that encourage more people to ride or walk for transportation and recreation. The CBPP places special attention on reducing barriers to east-west access by emphasizing access across freeways and major roadways, and specifically lists the proposed project.

Caltrans is currently in the planning phase for two projects in the corridor:

1. US 101 HOV Lane/Managed Lane Project (EA 04-1J5600)

This project proposes outside and inside widening of US 101 in both directions to accommodate an HOV/managed lane in the median. Column placement of the proposed pedestrian and bicycle overcrossing structure does not preclude construction of this future project. Further discussion of this project is included in Section 5 (under High-Occupancy Vehicle Lanes) of this report.

2. Northbound US 101 Braided Ramp to SR 92

Although this project is still in the early stages of planning development and an exact configuration of the braided ramps from NB US 101 has not yet been determined, this

project has taken measures to accommodate this project as much as feasible by placing the nearest bent* of the East Hillsdale Boulevard POC approximately 80 feet from the right ETW of NB US 101. This location puts this bent* at approximately the same distance from the ETW as the east abutment of the East Hillsdale Boulevard OC, which is about 400 feet north of the POC.

* This bent is labeled as Bent 5 for Option 1 and as Bent 4 for Options 2 and 3, see Attachment D.

Local Planning

The Purpose and Need for the proposed project draws upon the goals identified in the City's 2007 alternatives analysis study. Goals for the study were sourced from the City's previous planning documents and input from the community, and include:

- Goal 1: The project should improve east-west access for bicyclists and pedestrians at the East Hillsdale Boulevard crossing of US 101.
- Goal 2: The project should improve pedestrian and bicyclist safety in the East Hillsdale Boulevard area.
- Goal 3: The project should provide maximum benefits to the public.
- Goal 4: The project should minimize negative impacts on the environment and local communities.
- Goal 5: The project should be consistent with adopted policies, standards, and goals.

The 2011 City's Bicycle Master Plan guides the future development of bicycle facilities and programs in the City, with the goal of creating a comprehensive, safe, and logical citywide bicycle network that will support bicycling as a viable, pleasant, safe, convenient and popular travel choice to help achieve sustainability, active living, and a sense of community that encourages fewer trips by car. The Master Plan specifically identifies the East Hillsdale Boulevard pedestrian and bicycle overcrossing as a near-term high priority project that should be focused on. The Master Plan was developed with extensive input from the community, and is supported by numerous adopted goals, policies, and implementation strategies included in the City's Vision 2030 General Plan (2010) and Sustainable Initiatives Plan (2007). Specific goals and objectives supporting the Purpose and Need of the proposed project include:

- Goal 1: Develop and maintain a comprehensive bicycle and pedestrian circulation network which provides safe recreation opportunities and an alternative to automobile travel.
- Objective 1.6: Construct a bicycle and pedestrian overcrossing in the vicinity of East Hillsdale Boulevard over US 101.

- Goal 2: Increase mode share for pedestrian and bicycle travel to 30% for trips of one mile or less by 2020. Bicycle and pedestrian travel currently represents about 3% of all travel.
- Goal 3: Increase mode share of bicycle travel to schools.

Like the Bicycle Master Plan, the City's 2012 Pedestrian Master Plan draws on a number of previous City plans, policies and studies, and specifically recommends the East Hillsdale Boulevard OC to improve conditions for pedestrians. The City envisions a continuous pedestrian network that supports active living, provides for safe and healthy transportation, and enables people of all ages and abilities to access jobs, recreation, school, shopping and transit by foot as a part of daily life. The City intends to provide and promote pedestrian friendly environments including streets, sidewalks, and multi-use paths that are attractive, convenient, and safe for pedestrian activity.

4C. Traffic

On the west side of US 101 most of the residential community resides south of East Hillsdale Boulevard. Therefore, pedestrian and bicyclists are anticipated to use the intersection of Saratoga Drive/East Hillsdale Court to access the proposed POC as compared to the intersection of East Hillsdale Boulevard/Franklin Parkway. In addition, the proposed POC connection would encourage the pedestrians/bicyclists on weekdays and recreational pedestrian/bicyclists on weekends to shift the travel route. The proposed POC project would not change the mode of travel. Further, at the intersection of East Hillsdale Boulevard/ Franklin Parkway, the proposed project is expected to result in only minor modifications such as minor curb changes and widening of the crosswalk and not expected to result in any geometrical and signal timing changes. For the above listed reasons and based on the discussion with Caltrans highway operations team and the City's staff, the intersections of East Hillsdale Boulevard/ Franklin Parkway and East Hillsdale Boulevard/US 101 NB off ramps are not analyzed in this study.

On the east side, at the intersection of East Hillsdale Boulevard/South Norfolk Street, the project proposes to modify the median curbs, widen the crosswalks and modify the signal timings to accommodate the weekday and weekend pedestrians and bicyclists. These modifications would impact the vehicular, pedestrian and bicycle traffic operations. For the above reasons, the intersection of East Hillsdale Boulevard/South Norfolk Street is analyzed in this study.

Existing Traffic Operations

The existing (2016) intersection analysis results are presented in Table 4-1. Based on the existing counts the intersection is currently operating at Level of Service (LOS) D during the AM peak and LOS F during the PM peak hours. Field observations show

that the intersection's (eastbound) queues extend back to the NB US 101 mainline during the PM peak hours.

Table 4-1: Existing Intersection Level of Service Summary

Intersection	*AM Peak Hour*		*PM Peak Hour*	
	LOS	Delay (sec/vehicle)	LOS	Delay (sec/vehicle)
East Hillsdale Blvd/Norfolk St	D	48.4	F	82.8

Forecasted Traffic

The project used the most current combined Santa Clara Valley Transportation Authority-City/County Association of Governments (VTA-C/CAG) forecast model for the future forecast numbers. The base year (existing) of the model was validated to Year 2013 and future forecast volumes are for year 2020 and 2040.

After verifying the base year intersection turning movement volumes against the intersection traffic counts, the consultant team developed the opening year 2020 and design year 2040 forecast volumes. This forecast includes AM and PM peak hours of intersection turning movements.

After completion of the necessary adjustments, the opening year (2020) and design year (2040) intersection volumes were generated for the East Hillsdale Boulevard/Norfolk Street intersection. The opening year (2020) and design year (2040) intersection turning movements are presented in Figure 4-1.

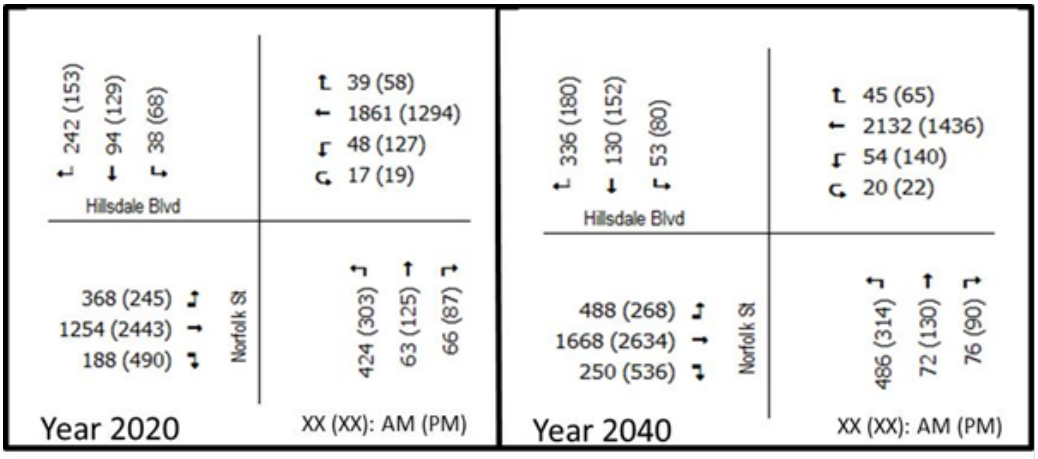


Figure 4-1: Peak Hour Volumes for Opening Year (2020) and Design Year (2040)

Future Traffic Operations

The project will not modify the lane configurations of the East Hillsdale Boulevard/Norfolk intersection. However, the project will modify the intersection crosswalk widths for all directions to accommodate bicycle/pedestrian movements.

These improvements will not have a significant impact to storage lengths to right/left turn pockets.

The reduction of storage lengths varies from 5 feet to 25 feet which is close to one vehicle. Various design concepts were developed to improve the bicycle/pedestrian movements and safety at the intersection. The following assumptions were made in the intersection analysis:

- No-build and build will have the same intersection turning movements except there will be an increase in bicycle/pedestrian movements. The conflicting bicycle/pedestrian volumes are projected based on vehicle volume growth. Existing signal phases are kept, and signal timings were optimized for the future intersection analysis.

- For the No-build scenario, conflicting bicycle/pedestrian volumes were increased by 25 to 30% for the design year (2040) based on the population and employment growth in the surrounding area. The project is expected to encourage the community to change their travel mode in the future. The safety improvements for this intersection are shown in Attachment C**.**

The intersection levels of service results for opening year (2020) are summarized in Table 4-2. During the peak hours, the intersection will continue to operate similar to existing conditions. This is mainly due to East Hillsdale Boulevard eastbound traffic volumes exceeding the available capacity in the existing condition. In addition, there is only a marginal difference in the intersection turning movements.

Table 4-2: Opening Year (2020) Intersection Level of Service Summary

2020 Condition	**Intersection**	***AM Peak Hour***		***PM Peak Hour***	
		LOS	Delay (sec/vehicle)	LOS	Delay (sec/vehicle)
No Build	E Hillsdale Blvd/Norfolk St	D	47.1	F	82.2
Build	“	D	47.1	F	82.3

The intersection levels of service results for design year (2040) are summarized in Table 4-3. In the future, the peak hour’s intersection operations will deteriorate to LOS F and commuters may experience longer delays. There is a slight increase in delay due to increase in bicycle/pedestrian usage.

Table 4-3: Design Year (2040) Intersection Level of Service Summary

2040 Condition	Intersection	*AM Peak Hour*		*PM Peak Hour*	
		LOS	Delay (sec/vehicle)	LOS	Delay (sec/vehicle)
No Build	E Hillsdale Blvd/Norfolk St	F	97.3	F	110.7
Build	"	F	97.4	F	111.6

Collision Analysis

Accident data was obtained from the City for a 3-year period from April 1, 2013 to March 31, 2016 for the East Hillsdale Boulevard/Norfolk Street intersection. There were a total of 22 collisions. No fatalities were reported. One of the accidents involved a bicyclist and was caused by a right of way violation.
Accident data for the US 101 corridor within the project limits was also provided by Caltrans Traffic Accident Surveillance and Analysis System (TASAS) for the 3-year period from January 1, 2011 through December 31, 2013. The total accident rate is slightly higher than the statewide average (1.05 versus 1.02 accidents per million vehicle miles [MVM]).

There were a total of 44 accidents on the ramps. Of these 44, four involved bicyclists and one involved a pedestrian. Although there is no single factor contributing to the majority of these accidents, the proposed project will likely reduce future accident rates of the ramps because the new POC will remove most of the conflicts between pedestrians and bicyclists with motor vehicles at the ramp intersections with East Hillsdale Boulevard. In addition, the reduction of these conflicts will result in fewer "sudden stop" conditions for motor vehicles, which will also likely reduce future accident rates. A summary of the mainline and ramp accidents is shown in Table 4-4.

Table 4-4: US 101 Mainline and Ramp Accident Summary

Post Mile	Location	Number of Accidents			Actual Accident Rate			Statewide Average Accident Rate		
		Total	Fatal	F+I	Total	Fatal	F+I	Total	Fatal	F+I
Mainline										
10.7/11.5	US 101 (NB & SB)	208	1	62	***1.05***	***0.005***	0.31	1.02	0.004	0.32
Southbound Ramps										
11.282	SB off-ramp to EB Hillsdale Blvd	4	0	3	0.38	0	***0.29***	0.75	0.004	0.24
11.064	SB loop on-ramp from WB Hillsdale Blvd	10	0	2	***0.95***	0	0.19	0.73	0.002	0.21
11.031	SB diagonal on-ramp from EB Hillsdale	7	0	4	0.41	0	***0.24***	0.63	0.002	0.22
Northbound Ramps										
11.025	NB off-ramp to Hillsdale Blvd	18	0	8	***1.45***	0	***0.65***	0.75	0.004	0.24

11.170	NB loop on-ramp from EB Hillsdale Blvd	2	0	2	0.20	0	0.20	0.73	0.002	0.21
11.354	NB diagonal on-ramp from WB Hillsdale	3	0	2	0.32	0	0.22	0.63	0.002	0.22

Notes:
1. Source: Caltrans TASAS Table B.
2. Mainline and ramp data from January 1, 2011 to December 31, 2013.
3. Accident rate for the mainline is expressed as # of accidents per million vehicle miles.
4. Accident rate for the ramps is expressed as # of accidents per million vehicles.
5. ***Bold red italics*** text denotes locations that exceed the statewide average for a similar facility.

5. ALTERNATIVES

A No-Build and Build Alternatives were considered. Two additional design alternatives (A and B) were also identified but not carried forward for the reasons described below.

No-Build:

The No-Build alternative assumes no project improvements will be constructed, and therefore pedestrians and bicyclists will continue to use East Hillsdale Boulevard to cross over US 101 for the foreseeable future. This alternative will not improve pedestrian and bicycle connectivity along the East Hillsdale Boulevard corridor, will continue to allow challenging crossing conditions for pedestrians and bicyclists at the interchange ramps to persist, and will not encourage a mode shift away from motorized forms of transportation. The No Build Alternative provides a basis of comparison, but does not meet the established purpose and need of the project.

Build (Preferred) Alternative -Alternative C:

The Build Alternative from the 2007 study and 2015 PSR-PDS report proposed a 14-foot wide separated Class I path and pedestrian and bicycle overcrossing, with a 12-foot usable width, over US 101 on the south side of the East Hillsdale Boulevard interchange, and would provide a route that eliminates all pedestrian and bicycle crossings at the interchange ramps. This design satisfies the project's purpose and need by providing a continuous pedestrian and bicycle path across US 101 that improves connectivity, provides a route that eliminates vehicle ramp conflicts for pedestrians and bicyclists, and will encourage a mode shift away from motorized travel by providing a user friendly, convenient and low-stress pedestrian and bicycle link across US 101 between multiple destinations within range of pedestrian and bicycle activity destinations.

The proposed Build Alternative was initially identified as "Alternative C." With this proposed design, access to the overcrossing would be provided from four locations, two on each side of US 101. On the west side of US 101, access would be provided from the East Hillsdale Boulevard/ Franklin Parkway intersection and East Hillsdale

Court. On the east side of US 101, access would be provided from the East Hillsdale Boulevard/Norfolk Street intersection and La Selva Street. From the La Selva Street connection, bicyclists and pedestrians would be able to connect easily to the San Francisco Bay Trail entrance located about one-half mile south off of Kimberly Way. During design review, the Build Alternative was refined to improve the horizontal/vertical alignments, and minimize right-of-way impacts on the east side of US 101. This alternative also reduced impacts to existing utility facilities. The proposed alignment combined a more readily constructible geometric design (shorter span perpendicular to the freeway) with safety improvements at the POC conform location and at the local street crosswalk location.

The project would not change the existing East Hillsdale Boulevard overcrossing structure or impact existing ramp connections.

Curb ramp and crosswalk modifications would be necessary at all locations where the overcrossing and pathways connect to local intersections. At La Selva Street, advance-warning flashing beacons are proposed. At the East Hillsdale Boulevard/Norfolk Street intersection, a "protected intersection" configuration is proposed that provides additional safety to pedestrians and bicyclists.

The project would not change the US 101 freeway lanes or the interchange, other than potentially place a new column in the center median.

Other Alternatives Considered During Development of the Project:

Two other alternatives (A and B) from the 2015 PSR-PDS report were considered by the design team and PDT during initial development of the project. Both would provide the same 14-foot wide Class I pedestrian and bicycle overcrossing on the south side of East Hillsdale Boulevard, but would have required either a longer span, or steeper gradient to the path. Neither of these alternatives provided benefits to pedestrians or bicyclists, and introduced more complex construction requirements or unacceptable grade profiles. These conceptual alternatives were consequently eliminated from further consideration during initial design development for the reasons summarized below.

Alternative A would have connected at the southwest corner of the East Hillsdale Boulevard/SB Ramps/Franklin Parkway signalized intersection. The overcrossing extended southeast over the SB on-ramps, US 101, and then continue northeast over the NB directional off-ramp before descending back down to connect at the southwest corner of the East Hillsdale Boulevard/Norfolk Street signalized intersection. It would not provide a connection with East Hillsdale Court. This alignment would require the longest span (at up to 180 feet) over the freeway and ramps. This extended length would not allow for construction using a more typical cast-in-place, pre-stressed box girder design, and was not considered further for this reason.

Alternative B would provide a similar pedestrian and bicycle overcrossing width and alignment as the proposed project, and similar connections to East Hillsdale Boulevard, East Hillsdale Court, and La Selva Street. The connector to La Selva had a proposed profile grade of up to 8% with necessary landings to accommodate the limited distance between connection points. While this preliminary profile complies with ADA accessibility requirements for ramps, it would be steeper than the recommended maximum profile grade for bike paths (5%), as noted in the Caltrans Highway Design Manual [Index 1003.1 (14)]. Because of the steeper gradient requirement, this option was eliminated from further consideration.

Proposed Engineering Features

Typical Cross Section and Profile

The horizontal alignment of this alternative was modified from the previous version (Alternative B) by removing the reversing curves over the NB off-ramp and intersecting the East Hillsdale Boulevard POC Viaduct, just east of the NB off-ramp to East Hillsdale Boulevard. This revision significantly reduced the skew over the off-ramp, which reduced the span length and allowed for a more-shallow girder depth, which ultimately led to a more pedestrian and bicycle-friendly profile.

This alternative proposes a new 14-foot-wide pedestrian and bicycle overcrossing, south of the existing East Hillsdale Boulevard OC. A minimum 12-foot usable width was maintained for the entire POC alignment and larger widths were provided at the conform locations and at the H1/H2 and H2/H3 intersections where roundabouts are located. The 12-foot width exceeds Caltrans' minimum (10-foot) standard for clear width. This alternative connects the new POC overcrossing structure to East Hillsdale Boulevard, East Hillsdale Court, La Selva Street, and South Norfolk Street. A maximum profile grade of 4.75% will be maintained for the entire alignment to meet the current ADA standards for accessible design. See Attachment B, Preferred Alternative preliminary plans for layout, typical sections and profiles.

This alternative also includes improvements to the local roads at all four landing locations. At La Selva Street, rectangular rapid flashing beacons (RRFBs) are proposed. At the East Hillsdale Boulevard/Norfolk intersection, a protected intersection is proposed. Protected intersections are an innovative way to make intersections safer for people walking, biking and driving. Separate pedestrian crosswalks and bicycle crossings (each 8 feet wide) are provided in all directions along with intersection curbs and mountable aprons to protect bicyclists and pedestrians waiting to cross while maintaining turning movements for larger vehicles. At the East Hillsdale Boulevard/Franklin Parkway intersection, a standard "triple four" crosswalk is provided across, and perpendicular to, Franklin Parkway. And a modified "triple four" crosswalk with a bicycle crossing (8 feet wide) and bicycle symbols in both directions, are provided across East Hillsdale Boulevard (See Attachment C).

The pedestrian overcrossing path landing at East Hillsdale Court includes a new curb ramp and a new "triple four" crosswalk across East Hillsdale Court. The City is currently evaluating improvements to the west of this crosswalk where angled parking exists on East Hillsdale Boulevard. These improvements will likely be a part of a separate project designed by the City and may include bike lanes along East Hillsdale Boulevard that avoid conflict with vehicles backing up from their parking spot. These improvements will be coordinated with Caltrans during the final design phase of the project.

Proposed Structures

Prior to final design, the City will conduct a design competition to determine the type of structure that will span over the freeway. The Advance Planning Study (APS) has evaluated and estimated the cost for three structure types/options:

Option 1: Cast-in-Place, Prestressed (CIP/PS) Concrete Box Girder
Option 2: Steel Tied Arch
Option 3: Extradosed (Cable-Stayed)

Only Option 1 has a column support in the median of US 101. Options 2 and 3 completely clear span over US 101.

See Attachment D for the APS drawings.

Retaining Walls and Concrete Barriers

Six retaining walls are proposed for the Preferred Alternative. Retaining walls are proposed along the new POC ramps, and a retaining wall is proposed along East Hillsdale Boulevard to minimize impact to the existing sidewalk and travel lanes.
For Option 1 only, reconstruction of the median concrete barrier on US 101 is proposed.

Nonstandard Mandatory and Advisory Design Features

The following is a list of design exceptions for Alternative C that do not conform to the design standards of the December 2015 Caltrans Highway Design Manual (HDM).

Advisory Design Exceptions

Advisory design exceptions are not necessary on this project.

Mandatory Design Exceptions

A. Mandatory Design Exception Feature #1

Non-standard Feature: Horizontal Stopping Sight Distance
There are six instances where the minimum standard stopping sight distance (230 feet) for a 30 mph design speed is not met.

Design Exception – M1
Location: On the inside of the 40-foot radius curve of the "H1" Line, adjacent to Hillsdale Ct. the proposed sight distance is 60 feet. The stopping sight distance on the 40-foot curve along the "H1" Line is restricted by the fence on top of the retaining wall adjacent to the Hillsdale Inn parcel.

Design Exception – M2
Location: On the inside of the 320-foot radius curve of the "H2" Line, west of US 101. The proposed sight distance is 87 feet. The stopping sight distance on the 320-foot curve along the "H2" Line is restricted by the fence on the overcrossing structure.

Design Exception – M3
Location: On the inside of the 466-foot radius curve of the "H3" Line, south of the "H2" Line. The proposed sight distance is 105 feet. The stopping sight distance on the 466-foot curves along the "H3" Line is restricted by the fence on the overcrossing structure.

Design Exception – M4
Location: On the south side of the roundabout where the "H2" and "H3" Lines intersect. The proposed sight distance is 22 feet. The stopping sight distance at the pedestrian/bicycle roundabout where the "H2" and "H3" Lines intersect is restricted by the fence on the overcrossing structure.

Design Exception – M5
Location: On the north side of the roundabout where the "H2" and "H3" Lines intersect. The proposed sight distance is 32 feet. The stopping sight distance at the pedestrian/bicycle roundabout where the "H2" and "H3" Lines intersect is restricted by the fence on the overcrossing structure.

Design Exception – M6
Location: On the inside of the 466-foot radius curve of the "H3" Line, north of the "H2" Line. The proposed sight distance is 105 feet. The stopping sight distance on the 466-foot curves along the "H3" Line is restricted by the fence on the overcrossing structure.

The following design exceptions apply to Option 1 only:

B. Mandatory Design Exception Feature #2

Non-standard Feature: Shoulder Width
Location: For Option 1, a column support for the overcrossing is placed in the median of US 101. The proposed inside (left) shoulder width is 2'-3". The standard left shoulder width for freeways with six or more lanes in both directions is 10 feet. In order to obtain a standard 10-foot left shoulder width freeway widening and right-of-way acquisitions would be needed.

C. Mandatory Design Exception Feature #3

Non-standard Feature: Median Width
Location: The existing median width of US 101 where the column support for the overcrossing will be placed is 11'-6". The project proposes to perpetuate the existing condition. The standard median width is 22 feet. In order to obtain a standard 22-foot median width, freeway widening and right-of-way acquisitions would be needed.

D. Mandatory Design Exception Feature #4

Non-standard Feature: Horizontal Clearance to Objects
Location: For Option 1, a column support for the overcrossing is placed in the median of US 101. The proposed horizontal clearance based on a Type 60 GE concrete barrier and a 48-inch wide rectangular column is 2'-3". The standard minimum horizontal clearance width is 4 feet. In order to obtain a standard 4-foot horizontal clearance freeway widening and right-of-way acquisitions would be needed.

Fact Sheet Exceptions to 2013 Delegated Mandatory Design Standards were approved by Keyhan Moghbel (Design Office Chief - Peninsula) on May 25, 2016.

Fact Sheet Exceptions to Mandatory Design Standards were approved by Robert F. Effinger (Headquarters' Project Delivery Coordinator) on May 26, 2016.

Project Construction

The following activities and components are anticipated as part of Project Construction. Project construction would take approximately 2 years. Vehicle, bicycle, and pedestrian access throughout the project area would be maintained throughout Project construction. Any lane or ramp closures would be temporary and limited to night time hours.

Interim Features

Interim features are not proposed for this project.

High-Occupancy Vehicle (Bus and Carpool) Lanes

This project does not propose any mainline or interchange improvements.

Caltrans is currently in the planning phase for a future project (EA 04-1J5600) that proposes outside and inside widening of US 101 in both directions to accommodate an HOV / managed lane in the median. Column placement of the proposed pedestrian and bicycle overcrossing structure does not preclude construction of the future HOV / Managed Lane project. In addition, this project team will coordinate with the Caltrans Managed Lane Project team for column placement and falsework bents during the PS&E phase of this project to avoid any potential conflicts between the two projects.

Ramp Metering and Traffic Operation System

This project does not propose any mainline or interchange improvements. The existing ramp metering system is active at all entrance ramps from East Hillsdale Blvd to both NB and SB US 101.

There are existing Traffic Operations System (TOS) elements within the project limits. They are located at:

- Traffic Monitoring Station (TMS) SM 101-PM 11.1 SB East Hillsdale Blvd
- Traffic Monitoring Station (TMS) SM 101-PM 11.2 NB East Hillsdale Blvd
- Closed Circuit Television Camera SM 101-PM 11.2 NB East Hillsdale Blvd

These TOS elements will be field verified during the final design phase of the project, as conditions may have changed.

All existing and active ramp metering and TOS elements must be kept operational throughout construction of the project. Any elements that may be affected by this project must be relocated, modified, or fully replaced, as necessary.

California Highway Patrol (CHP) Enforcement Areas

This project does not propose any mainline or interchange improvements. Existing CHP enforcement areas will be protected in place and no additional enforcement areas are proposed.

Park-and-Ride Facilities

Park-and-Ride facilities are not proposed for this project.

Utilities

Utilities will be verified and utility plans will be prepared in accordance with Chapter 17 of Caltrans' Project Development Procedures Manual (Chap 17 PDPM). High priority facilities will be positively located during PS&E. Utility relocations are required.

Within State right-of-way, there is an existing underground water line crossing US 101 approximately 350 feet south of the East Hillsdale Boulevard OC. A utility corridor crossing US 101 approximately 750 feet south of the East Hillsdale Boulevard OC consists of an underground gas line, telephone lines, and an overhead electrical line. Along the southeast quadrant of the interchange within private property, a utility corridor consisting of an underground gas line, water line, and overhead electrical and communication lines runs parallel to the State right-of-way line. See Attachment B for the existing utilities and proposed utility relocation plans.

Table 5-1 summarizes the impacts to existing utilities.

Table 5-1: Utility Impact Summary

Description (Owner)	Location	Quantity	Cost*
Relocate Fire Hydrant (Cal Water)	Hillsdale Ct	1 Hydrant	$6,500
Relocate Backflow Preventer Assembly (Cal Water)	La Selva St	1 Assembly	$3,400
Relocate Utility Box (PG&E)	La Selva St	1 Box	$1,300
Relocate Joint Pole (PG&E)	Various	4 Poles	$442,000
Relocate UG Electric (PG&E)	"H3" 56+75	35 LF	$23,400
Relocate Fiber Optic Line (Comcast)	"H3" 52+75	42 LF	$16,400
		Total	**$493,000**

* Cost includes a 30% contingency

In addition, an existing wastewater treatment facility is located east of US 101, about 1.8 miles north of the project on Detroit Drive in San Mateo. The City proposes to make provisions to the overcrossing structure to not preclude the ability to carry one 12-inch or two 6-inch pipes on the structure in the future to distribute recycled water to the south end of the City, west of US 101.

Railroad Involvement

The nearest rail facility is the Caltrain line, approximately 0.7 mile west of US 101. Railroad involvement or agreements are not anticipated.

Highway Planting within State Right of Way

There is an opportunity for landscaping on the embankment slopes and the areas between the structure and the ramps within the State right of way. Some trees will be removed to construct the overcrossing structure. Disturbed areas within Caltrans right of way will be landscaped immediately following construction of the overcrossing. Trees, shrubs and groundcover will be replaced in all plantable areas based upon the latest Caltrans Highway Design Manual and the Project Development and Procedures Manual, Chapter 29.

A total of approximately three acres of planting is anticipated. This will consist of a variety of plant species and will be installed as a separate, follow-up landscaping contract after the overcrossing is constructed. This follow-up contract will also include a 3-year plant establishment period. Planting and irrigation details for this contract will be developed during the final design phase of the project.

Existing landscaped areas that will remain, will be fenced off with high visibility fencing (ESA fencing) to protect them from construction activities. Fencing will be placed at the dripline.

Highway Planting outside State Right of Way

A total of eleven native and non-native trees that are considered ‘heritage trees’, as defined by the City’s Heritage Tree Ordinance, were identified in the project area during the tree surveys. The trees are associated with landscaped areas on private property outside of the Caltrans right-of-way. Disturbed areas will be landscaped following construction and trees will be included where compatible with planting and maintenance requirements, sight distance, and other design criteria.

Lighting

Lighting will be installed on the bridge and viaduct structures. Existing street lamps within the project corridor will be upgraded to meet current City and Caltrans standards. A maintenance agreement will be finalized between the City and Caltrans during the final design phase to clarify which agency will be responsible for ongoing maintenance of the lighting.

Water Quality

The project will include four different types of Best Management Practices: Construction Site BMPs, Design Pollution Prevention BMPs, Permanent Treatment BMPs and Maintenance BMPs. A Storm Water Data Report has been prepared to summarize all the proposed measures for the project. The approved signature sheet is included in Attachment J.

The project has a disturbed soil area (DSA) of more than one acre. To comply with the conditions of the Construction General Permit (NPDES No. CAS000002) and Caltrans NPDES Permit (NPDES No. CAS000003), and address the temporary water quality impacts resulting from the construction activities in this project, compliance with Storm Water Pollution Prevention Plan Standard specifications is required. This Standard Specification will address the preparation of Storm Water Pollution Prevention Plan (SWPPP) document and the implementation of SWPPP during construction. A risk level determination for construction activities will be performed and depending on construction period and location, the project will be designated as Risk Level 1, 2, or 3. Risk level 3 is the highest Water Quality risk.

Best Management Practices (BMPs) need to be implemented to address the temporary water quality impacts resulting from the construction activities in the project. BMPs will include the measures of soil stabilization, sediment control, wind erosion control, tracking control, non-storm water management, and waste management/materials pollution control. Appropriate BMPs and their quantities need to be developed during the final design phase. In addition, depending on the project's risk level, certain monitoring and reporting will be required.

Permanent Erosion Control measures will be implemented in the project to stabilize all the disturbed area as a mean of source control. Permanent treatment BMPs will also be constructed to treat storm water.

If a significant amount of groundwater is encountered in the deep excavations, dewatering will be required. As part of the Hazardous Waste Site Investigation, ground water testing may be required to determine contamination levels in order to develop contract provisions for its handling and disposal during construction.

Noise Barriers (Sound Wall)

A portion of the existing noise barrier on NB US 101 near La Selva Street will be reconstructed and placed approximately 14 feet to the west to avoid utility and right-of way impacts to the Golden Gate Regional Center parcel.

Pedestrian and Bicycle Features

There are a number of residential areas, shopping centers, employment centers and recreation areas less than one-half mile from each other on both sides of the US 101/East Hillsdale Boulevard interchange. The Hillsdale Caltrain station, Hillsdale Mall, Whole Foods Center and Bay Meadows Park on the west side of US 101 are one mile or less from the Los Prados Park and Lakeshore residential neighborhoods on the east side of US 101. The Marina Lagoon Trail, Bay Trail, Los Prados Park and Marina Plaza Center on the east side of US 101 are less than one mile from George Hall Elementary and the Hillsdale and Glendale Village residential neighborhoods on the west side of US 101. Typically destinations less than three miles from residential areas are attractive for bicycle trips, while destinations one-half mile or less attract pedestrian trips.

The proposed project will construct a 14-foot wide Class I pedestrian and bicycle facility, with a 12-foot usable width, via a new separate pedestrian overcrossing over US 101, south of the US101/East Hillsdale Boulevard OC. The overcrossing structure will be a 5 or 6-span structure depending on the type of structure selected during final design. On the east side of the freeway, a Class I facility on viaduct will be constructed from the sidewalk at the intersection of South Norfolk St and East Hillsdale Blvd to La Selva Street where a new sidewalk and crosswalk are provided. On the west side of the freeway, a 12-foot-wide Class I trail will be constructed from the southwest corner of the East Hillsdale Blvd/SB Ramps/Franklin Parkway to the new overcrossing. The Class I path branches off the main path alignment and provides a connection to East Hillsdale Court. New curb ramps with truncated dome panels, intersection bulb-outs, corner islands and/or median refuge islands will be constructed at crossing locations.

The project will be in compliance with ADA standards for accessible design. This includes standard surfaces, clearances, widths, profile grades, cross slopes, curb ramps, landings, resting areas, detectable warning surfaces, and pedestrian access areas. The project will provide features that are readily accessible to and usable by individuals with disabilities, and improve pedestrian accessibility and connectivity within the project limits. Resting areas, 10 feet in length, are provided on each vertical tangent that exceeds 400 feet in length.

The proposed alternative will support the needs of both pedestrian and bicycle recreational users and commuters by providing a safe and low-stress connection free of interchange ramp vehicle conflict points, while also providing a direct and fast (no stops at the signalized East Hillsdale Boulevard/ramp intersections) route to destinations on either side of the interchange. Non-motorized modes of travel such as walking and bicycling are healthy, efficient, low-cost, and available to nearly everyone. These forms of travel reduce transportation-related environmental impacts such as vehicle emissions and noise, while also helping to reduce traffic congestion.

Public input at previous community workshops held by the City demonstrated that this proposed project is consistent with community goals.

Complete Streets Policy/Design Considerations

Flexibility in Highway Design, Complete Streets, and NACTO guidelines were reviewed during Project development and components from these guidelines have been considered. The following components will be incorporated into the Project:

- Standard sidewalk, Class I, II, III, and IV Bikeway widths.
- Standard lighting, signing, and striping.
- Protected bike lane configuration at the East Hillsdale Boulevard / South Norfolk Street intersection.
- Corner refuge islands, high visibility crosswalks, and mountable truck aprons at the East Hillsdale Boulevard /South Norfolk Street intersection.
- Stormwater management elements such as biofiltration strips, swales, and/or detention basins.
- Landscaping improvements.
- Aesthetic features such as architectural treatment along retaining walls and bridge abutments and city gateway features at the intersections of East Hillsdale Boulevard / South Norfolk Street, and East Hillsdale Boulevard / Franklin Parkway.

Needed Roadway Rehabilitation and Upgrading

Within the project vicinity, there are no areas in need of pavement rehabilitation or upgrading.

Needed Structure Rehabilitation and Upgrading

This project does not impact any existing structures and no structure rehabilitation or upgrading is needed.

Cost Estimates

A preliminary cost estimate was prepared for the preferred alternative. A detailed breakdown of the quantities and unit prices is provided in the cost estimates of Options 1, 2 and 3 of Alternative C (See Attachment F).

Americans with Disabilities Act (ADA) Compliance

The Project will comply with ADA Accessibility Guidelines and Design Information Bulletin (DIB) 82-06 - Pedestrian Accessibility Guidelines for Highway Projects. Where applicable, and within the project limits, existing pedestrian facilities will be upgraded to meet ADA standards for accessible design.

Right-of-Way Data

This alternative will be constructed primarily within State right-of-way. Encroachment into City right-of-way will be required at the landing connections to East Hillsdale Court and La Selva Street. Private right-of-way acquisition will also be required at East Hillsdale Court. Additional information on acquisition and easements is located in Section 6D and the Right-of-Way Data Sheet included as Attachment G.

Effect of Projects-Funded-by-Others on State Highway

This project is not being funded by others and will not contribute to additional traffic on the mainline. Discussion of the project's impact to the East Hillsdale Boulevard/Norfolk intersection is noted in Section 4C.

Other Rejected Alternatives:

The East Hillsdale Boulevard Highway 101 Pedestrian and Bicycle OC Final Report (alternatives analysis) prepared for the City in 2007 looked at a total of three basic build alternatives and dismissed a fourth the median crossing alternative. Since then, it has been determined that two (Alternative 2 & 3) of the three build alternatives proposed in the 2007 report are not viable because they do not satisfy the purpose and need of the project. These alternatives are as follows:

Alternative 2: This alternative proposed a widened sidewalk or multi-use path on the southern side of the existing East Hillsdale Boulevard OC. Within the interchange area, this configuration would have required pedestrians and bicyclists to cross three ramps, including an uncontrolled crossing at the NB loop on-ramp with a high-speed entrance. This alternative is not considered viable because it does not eliminate pedestrian and bicycle conflict points with vehicles at the interchange ramps.

Alternative 3: This alternative proposed a separated pedestrian and bicycle overcrossing on the north side of the East Hillsdale Boulevard OC, including an overcrossing over the NB diagonal on-ramp. Within the interchange area, this configuration would have eliminated one of the existing ramp crossings for pedestrians and bicyclists, but would require crossing two other ramps, including an uncontrolled crossing at the SB loop on-ramp with a double-lane high-speed entrance. This alternative is not considered viable because it does not eliminate pedestrian and bicycle conflict points with vehicles at the interchange ramps.

Median Crossing Alternative: This alternative proposed a barrier-separated path down the center median of the East Hillsdale Boulevard OC. This alternative was considered not viable in the 2007 report because it would still have conflict points and time delays for crossing the East Hillsdale Boulevard/SB ramps and East Hillsdale Boulevard/NB ramps intersections. In addition, it is a nonstandard configuration not supported by the Caltrans Highway Design Manual because it creates pedestrian and

bicycle flows in unexpected directions and locations.

Additional pedestrian and bicycle overcrossings to the north of the East Hillsdale Boulevard OC that spanned all of the interchange ramps were considered in the 2007 study, but no acceptable landing locations could be established on the west side of US 101 because of the recently placed development along Franklin Parkway. In addition, feedback from public meetings during the study tended to favor a south side alignment because George Hall Elementary School and a couple of parks are located to the south of East Hillsdale Boulevard.

6. CONSIDERATIONS REQUIRING DISCUSSION

6A. Hazardous Waste

An Initial Site Assessment (ISA) was completed. Six sites were identified that involved previous hazardous materials storage or use. All of these sites involved leaking underground storage tanks and the records review indicates the status of investigation has been closed or is pending closure. This indicates that the sites listed as closed meet the investigation and remedial requirements of the regulatory agencies, but does not necessarily mean there is no residual contamination in the underlying soil or groundwater. The risk of encountering contamination from these properties during project construction in soil and/or groundwater, or of purchasing properties with continued contamination, is judged to be low but remains a risk.

The locations of US 101 and East Hillsdale Boulevard predate the use of lead in gasoline, banned in the 1970's. It is likely that soil in the immediate vicinity of the US 101, East Hillsdale Boulevard, connecting ramps, and other local roads has the potential to contain aerially deposited lead. Pavement striping and lane striping have the potential to also contain lead, as well as other heavy metals. Soil and/or groundwater sampling is recommended prior to or during soil excavation activities. The exact sample locations, sampling depths, sample media (soil/groundwater), and constituents analyzed should be selected with all potential identified impacts to the project area in mind to prepare a comprehensive sampling plan. The following measures are recommended:

- If the project construction excavations will extend to groundwater, groundwater sampling, analysis, and characterization are recommended before the start of construction to investigate safety precautions for construction personnel. Furthermore, treatment and disposal options for extracted groundwater will need to be evaluated prior to any dewatering of excavations due to construction activities.
- If suspected petroleum hydrocarbon-impacted soils will be encountered during soil excavation activities, soil should be sampled, tested, and characterized for petroleum hydrocarbons before the start of construction.

- Prior to the beginning of any soil excavation work, surface soils should be tested for aerially deposited and subsurface lead to evaluate safety recommendations for construction workers and soil management options.
- The proposed acquisition of the property alongside East Hillsdale Court should be considered for testing of soil and/or groundwater, given its presence near the freeway.

Soil and/or groundwater found to have environmental contaminants should be properly characterized and disposed of at an appropriate facility per applicable regulations. If there are known contaminants at the site, contractors working at the project or removing soil materials and/or groundwater from the project area should be aware of appropriate handling and disposal methods. Elevated levels of the potential contaminants could be present at some locations and, therefore, material moved or removed may require individual or specific testing to verify that concentrations are below any regulatory action limits.

6B. Value Analysis

Currently, Title 23 United States Code, Section 106 requires a value engineering analysis on all federally funded National Highway System projects with a total project cost (right-of-way, construction, and support) of $50M or more, regardless of whether Caltrans employees, local agencies, consultants, or others are accomplishing the work. In addition, a value engineering analysis is mandated on all federally funded National Highway System bridge projects with a total project cost of $40M or more.

With a total project cost under $40M, a value analysis was not conducted. However, during preliminary engineering, an alignment was chosen by the PDT, different than the one developed during the PID phase that provided the following benefits:

- Allowed for a shorter span over the NB off-ramp to East Hillsdale Boulevard, which in turn, results in more-simple falsework construction and lower cost.
- The shorter span allows for a reduction in the girder depth, which results in a flatter profile that provides a safer and more user-friendly facility for pedestrians and bicyclists.

Lastly, there is an option to conduct a formal value analysis after the City conducts a design competition and prior to the final design phase when the bridge's structure type over US 101 is chosen.

6C. Resource Conservation

The construction of the new overcrossing will naturally increase the efficiency of motor vehicles because stop and go movements will be decreased due to the removal of a substantial volume of pedestrians and bicyclists crossing the on-ramp entrances

from East Hillsdale Boulevard.

Renewable energy sources will be considered in final design, such as the use of solar cells to provide electricity for lighting of the overcrossing structure and approaches. In addition, the use of recycled materials, where appropriate, will be considered for construction of the project.

6D. Right-of-Way

Right-of-Way Required

The preferred alternative will require right-of-way acquisition to accommodate the proposed connection to East Hillsdale Court. This acquisition will not alter business access, residential access, or existing vehicle travel patterns, but will eliminate approximately 10 existing parking spaces. Acquisition of residential parcels is not required.

Throughout the project area, temporary construction easements (TCEs) would be needed for construction access and staging. Construction of the East Hillsdale Boulevard POC Viaduct on the east side of US 101 will also require TCEs for access and staging at three parcels. Construction at these locations will likely require removal of some or most of the landscaped vegetation that borders the private parcels and the State right-of-way.

Lastly, there are minor acquisitions related to the improvements at the East Hillsdale Boulevard/Norfolk Street intersection.

A right of way data sheet has been prepared for the Preferred Alternative based on the right of way needs for the conceptual design developed for the Project which can be found in Attachment G.

Access Control

The project requires a break in the Caltrans access control line at two locations:

1. East Hillsdale Court
2. La Selva Street

Access to the proposed Class I bike path, to service, maintain and operate, will be from City streets. On May 10, 2016, an Encroachment Policy Variance Request (EPVR) was submitted to Linda Fong for review. On July 12, 2016, the Caltrans project manager (Chris Blunk) replied back to the design team in an email, stating: *"The request looks OK, please do not submit for approval before PS&E phase. The Project Report must be signed prior to approval*."

On March 15, 2018, Gordon Brown reviewed the EPVR and concurred with the proposed access openings to allow the Class I bike path to cross the State right-of way.

Relocation Impact Studies

The project does not require relocation of any residential properties or businesses. The necessary partial property acquisitions and temporary easements will not impact the continued use of any property.

Airspace Lease Areas

The viable alternative does not impact airspace lease areas within the project area.

6E. Environmental Compliance

The Initial Study/Categorical Exclusion (IS/CE) has been prepared in accordance with Caltrans' environmental procedures, as well as State and Federal environmental regulations. The attached IS/CE is the appropriate document for the approval.

The Final Environmental Document is a Negative Declaration (ND) under the California Environmental Quality Act (CEQA) and Categorical Exclusion (CE) under the National Environmental Policy Act (NEPA). The approval of the ND was made on November 21, 2016 and the approval of the CE was made on May 23, 2017.

The City is responsible as the CEQA lead agency for the project and obtained formal letter of approval on February 17, 2015 from Caltrans. The Draft IS was reviewed and Caltrans review comments were addressed in the IS prior to final IS approval by the City. The Draft IS was circulated by the City for public review on October 14, 2016, as described in more detail in Section 7.

A Categorical Exclusion (CE) was approved by Caltrans on May 23, 2017 to comply with Caltrans' NEPA procedures. In an email on June 16, 2017 from Leahnora Romaya, Caltrans' Environmental Liaison, Caltrans has concluded their CEQA/NEPA compliance actions.

An Initial Study and Negative Declaration was prepared and approved by the City on November 21, 2016. Environmental technical studies were prepared in coordination with Caltrans' oversight review and all the technical studies were approved. See Attachment E for the signature page of the Initial Study/Negative Declaration. This was approved on November 21, 2016, without approval of the Draft Project Report; however, all necessary procedures and protocols, such as state design reviews and concurrence of the CEQA document and proper public reviews and approvals, had been followed prior to approval of the IS/ND by the City.

The sequence of these approvals occurred as a result of the following:

At the time leading up to the CEQA IS/ND approval, the City had a funding agreement deadline with SMCTA on January 3, 2017. SMCTA did not want to grant a funding extension. The first draft project report was submitted to Caltrans on May 16, 2016, and three more revisions thereafter within six months to address Caltrans comments. With more revisions to the draft project report were in process, and the January funding deadline fast approaching, the City as CEQA lead agency decided to move forward with the IS/ND approval to avoid fund lapsing.

The following subsections summarize the required environmental findings and issues related to Project design and construction.

Biology and Wetlands

No special-status species or habitats have the potential to be affected by project activities, and no sensitive species were observed within the biological study area. Although no nesting activity was identified during the studies, project construction has the potential to affect nesting migratory birds and raptors. Pre-construction surveys should be performed if construction activities (including vegetation clearing and cutting) occur during the breeding season. Coordination with the California Department of Fish and Wildlife and US Fish and Wildlife Service may be necessary if active nests of raptors or migratory birds are found during pre-construction surveys.

The project will not affect any United States Army Corps of Engineers (USACE) jurisdictional wetlands, as none occur within the biological study area. However, the project has the potential to affect 0.03 acres of potentially jurisdictional other waters of the United States and therefore, a non-reporting Section 404 permit will be required. The other jurisdictional waters of the United States (impacted drainage ditches that serve seasonal runoff) will be restored following construction. In addition, the project may affect 0.01 acres of non-jurisdictional wetlands and < 0.01 acres of non-jurisdictional other waters. A Waste Discharge Requirement (WDR) authorization may be required by the regional Water Quality Control Board for these impacted ditches that are defined as waters of the State.

No work is anticipated to occur on or within the banks of any creeks or other California Department of Wildlife jurisdictional waters, and therefore a Lake and Streambed Alteration Agreement from the CDFW pursuant to Section 1600 of the Fish and Game Code will not be required.

If ‘heritage trees’, as defined under the City of San Mateo’s Heritage Tree Ordinance, are removed, a permit will be obtained as appropriate.

Flood Plains

Laurel Creek roughly parallels portions of West and East Hillsdale Boulevard within the regional area of the project, but is not affected by the project. Just west of US 101,

Laurel Creek is approximately 500 feet south of East Hillsdale Boulevard, between the neighborhood streets of Poinsettia Avenue and Santa Clara Way. Neither the creek nor its banks will be affected.

The project is outside of the 100-year floodplain. Current Federal Emergency Management Agency (FEMA) mapping prepared by the City (May 2015), shows the 100-year floodplain contained within the Seal Slough Channel, east of the project. A Zone AO (areas subject to inundation by the 1-percent-annual-chance/100-year shallow flooding with corresponding depths estimated between one and three feet deep) is mapped along East Hillsdale Boulevard, to the west of US 101. This area of mapped floodplain is shown on the south side of East Hillsdale Court and does not extend within the project area (the nearest project construction is limited to the north side of East Hillsdale Court). There will be no floodplain encroachment.

Paleontology

The project area is generally not considered sensitive for paleontological resources based on the presence of artificial fill and Holocene alluvium. It is possible that deeper excavations or placement of piles, at potential depths of approximately 40 feet or more, could reach subsurface Pleistocene formations that might have more potential to contain paleontological resources. Per Section 4.10 (Cultural and Paleontological Resources) in the City's General Plan Update (dated July 2009), it is recommended that in the unlikely event that fragmentary fossils are uncovered during the installation of columns, foundations, and any associated impact-driven piles, work shall stop in the immediate vicinity of the discovery and the City shall be immediately notified. Implementation of Caltrans Standard Specification 14-7.02 as an element of the contract will also avoid potential impacts to sensitive paleontological resources, if present. Caltrans Standard Specification 14-7.02 states: If paleontological resources are discovered at the job site, do not disturb the material and immediately:

1. Stop all work within a 60-foot radius of the discovery
2. Protect the area
3. Notify the Engineer

Caltrans would investigate and modify the dimensions of the protected area if necessary. Paleontological resources may not be removed from a job site. Construction work may not resume within the specified radius of the discovery until authorized.

Sea Level Rise

The project location is within mapped areas of potential future sea level inundation. The project was reviewed for sea level rise risk and the potential to incorporate measures into the design. No feasible measures were identified, although the use of construction materials more resilient to sea water exposure may be further considered,

if appropriate, during the final design phase of the project.

Aesthetics

Architectural treatment will be provided on all sound walls, retaining walls and other concrete and/or masonry structures, including the overcrossing.

6F. Air Quality Conformity

The Federal Clean Air Act requires demonstration that a proposed transportation project is in conformity with transportation plans and adopted air quality programs if it may involve federal transportation funding or may connect to an interstate highway. The proposed East Hillsdale Boulevard OC will cross over US 101 and will not affect traffic conditions, but it may involve federal funding for construction and/or maintenance. However, this project meets the definition of a "bicycle and pedestrian facility" which are listed as exempt from air quality conformity requirements. The Caltrans Transportation Air Quality Conformity Findings Checklist has been completed to support this determination.

In February 2017, the project was added to the MTC's Federal Transportation Improvement Program (TIP) and is exempt from air quality conformity. The most recent RTP is referred to as Plan Bay Area. This project will generate no long-term emissions and does not meet any of the definitions of a project of air quality concern, as defined in the Interagency Task Force's "Project Assessment Form for PM2.5 Interagency Consultation." Attachment A to the MTC Project Assessment Form notes that completion of the form is not required for projects that are exempt as defined in 40 CFR 93.126; therefore, the MTC assessment form was not completed or submitted for this project.

6G. Title VI Considerations

The overcrossing structure will allow safer access for low mobility groups such as the young, aged, handicapped, economically disadvantaged, and minority groups. For example, the project will allow for safer access to/from George Hall Elementary School on San Miguel Way in San Mateo from/to the residential communities on the east side of US 101.

6H. Noise Evaluation

This project will not affect traffic volumes or the location of any traffic lanes, and following construction will not affect the existing or future noise environment. The project does not require a noise assessment as it does not meet the definition of a "Type 1" project, as defined in the 2011 Traffic Noise Analysis Protocol, Section 3. Therefore, this project does not involve any new sound walls.

A noise assessment memorandum prepared by AECOM determined that the proposed US 101/East Hillsdale Boulevard Bicycle and Pedestrian Overcrossing is not a Type I project with respect to noise abatement requirements and construction noise. This memorandum was reviewed and concurred by Caltrans in May 2016.

The project will require relocation of a portion of an existing sound wall at the NB US 101 off-ramp. A pathway at La Selva Street will be extended to avoid right-of-way acquisition and provide a transition from the overcrossing to the street that is entirely within existing State and local right-of-way. This design requires replacement of the northernmost 150-feet of the existing sound wall. The new sound wall alignment is about 14 feet to the west, towards the NB off-ramp and traffic lanes. The replacement wall will be rebuilt at the same height (16 feet) and elevation as the existing wall, with a similar stepped transition at its northern end. If possible, the replacement wall will be constructed prior to removal of the existing wall, to maintain noise abatement. The replacement wall will therefore continue to provide the same shielding to the residences and commercial properties on La Selva Street, and no adverse changes will occur to noise levels.

7. OTHER CONSIDERATIONS AS APPROPRIATE

Public Hearing Process

The Initial Study/Negative Declaration (IS/ND) was circulated for public review on October 14, 2016. The 30-day public review period provided an opportunity to submit written comments on the information contained within the IS/ND. No public comments were received on the document during the public review period which ended on November 14, 2016.

The City has plans to hold future public meetings in an open forum format to seek public input on the selection of a signature bridge design. The dates and venues for these meeting will be announced at a later time during the final design phase.

Route Matters

The existing freeway agreement executed by Caltrans and the City will need to be superseded by a new agreement. No route adoption is required for this project.

Permits

A Caltrans construction encroachment permit is required for the project.

Cooperative Agreements

A cooperative agreement for the PA&ED phase was executed between Caltrans and

the City on July 3, 2015 for State Independent Quality Assurance (IQA).

A draft executable cooperative agreement will be prepared for the design and right-of-way procurement activities in the final design phase (PS&E). The City will remain as the project sponsor and will be responsible for all design and right-of-way-related work with Caltrans providing oversight.

The Project Report will be the authorizing document for the final design phase's Cooperative Agreement.

Other Agreements

A construction cooperative agreement and freeway maintenance agreement between Caltrans and the City will be negotiated and finalized during the final design phase of the project. The construction cooperative agreement will also identify who will be responsible for Advertise, Award and Administer (AAA) the construction contract.

Report on Feasibility of Providing Access to Navigable Rivers

This project does not involve crossing over any body of water that requires a permit from the United States Coast Guard.

Public Boat Ramps

Public boat ramps are not in the project area.

Transportation Management Plan

A Transportation Management Plan (TMP) will be prepared indicating how construction can be accomplished using conventional traffic control measures to minimize traffic delays caused by construction activities. Shoulder closure and night-time lane closures and a few full closures on US 101 are anticipated to support construction of overcrossing structure. All lane closures will be performed in accordance with approved lane closure charts prior to construction. A public information campaign will be launched to alert the area residents and commuters of the impending construction. The TMP checklist (Attachment I) summarizes associated TMP costs for the viable alternative.

Stage Construction

Prior to the main construction, utilities will be relocated in advance, if feasible. The rest of the project can be constructed in three main stages. The first entails the construction of the approach structures and retaining walls for the East Hillsdale Boulevard POC and the East Hillsdale Boulevard POC Viaduct. The second will consist of construction of the main span(s) over US 101. For Concepts 2 and 3, this

will consist of the tied arch and extradosed (cable-stayed) spans, respectively. This stage will require occasional temporary closures of the freeway and ramps. The final stage will consist of construction of the landing areas to conform the new pedestrian/bicycle path to the existing streets.

See Attachment B for a graphical depiction of the construction staging concept.

Accommodation of Oversize Loads

The project will not restrict the movement of oversized loads through the area.

Graffiti Control

This project is located in an urban area and therefore it is considered a graffiti-prone area. Graffiti control measures such as anti-graffiti coatings will be implemented on retaining walls, structures, and columns to allow for easier clean-up and maintenance. Maintenance easements will be determined during final design.

8. FUNDING, PROGRAMMING AND ESTIMATE

Funding

The funding for Option 1 includes $850,000 in previous year costs (for PA&ED), and $35.0M in future fiscal year costs. The $35.0M includes $28.95M in capital costs and $6.05M in support costs. The grand total, including PA&ED support costs, is $35.85M.

The City, as the project sponsor, is presently pursuing funding commitments described under Programming below. The current funding plan for the $35.0M in future funds is as follows:

- $4,275,000 in City funds for support and capital costs.
- $9,100,000 in SMCTA's Measure A Highway Funds for support and capital costs.
- $2,000,000 in Active Transportation Program (ATP) funds for construction capital costs.
- $5,375,000 in the STIP/RIP for support and capital costs.
- $14,250,000 in the STP (2015 bill) for capital costs.

It has been determined that this project is eligible for Federal-aid funding.

Programming

In February 2017, MTC made several changes to the Federal Transportation Improvement Program (TIP), TIP Revision No. 2017-06. This revision included $29.2M in RTP-LRP funding for the East Hillsdale Boulevard Ped/Bike Overcrossing Project (TIP ID SM-170006).

The project is currently programmed in the Regional Transportation Plan (RTP) ID 230430 - Implement bicycle/pedestrian enhancements in San Mateo County, which is the programmatic category in the current adopted RTP.

The project is listed in SMCTA's 2004 Measure A Expenditure Plan under "Candidate Bicycle and Pedestrian Projects".

Table 8-1 presents the fiscal year estimate of capital outlay support costs and capital outlay project right-of-way and construction costs.

Table 8-1: Funding by Fiscal Year and Project Phase

Fiscal Year Estimate								
	Prior	**16/17**	**17/18**	**18/19**	**19/20**	**20/21**	**21/22**	**Total**
Component	**In thousands of dollars ($1,000)**							
PA&ED Support	550	300						**850**
PS&E Support				1,400	1,200			**2,600**
Right-of-Way Support				50	100			**150**
Construction Support					500	1,700	1,100	**3,300**
Subtotal (Support)	550	300		1,450	1,800	1,700	1,100	**6,900**
Right-of-Way				3,375	4,075			**7,450**
Construction					5,800	9,100	6,600	**21,500**
Total	**550**	**300**	**0**	**4,825**	**11,675**	**10,800**	**7,700**	**35,850**

The support cost ratio is 23.8%. This percentage is determined by adding all support costs starting with the PA&ED phase and dividing it by the sum of the escalated construction capital and escalated right-of-way capital costs [$6,900 / ($7,450 + $21,500)].

Table 8-2 summarizes the project funding by source.

Table 8-2: Funding by Fund Source and Project Phase

Fund Source						
	City of San Mateo	**SMCTA Measure A**	**ATP**	**STIP/RIP**	**STP (2015 Bill)**	**Total**
Component	**In thousands of dollars ($1,000)**					
PA&ED Support	225	625				850
PS&E Support	425	1,625		550		2,600
Right-of-Way Support		150				150
Construction Support		3,300				3,300
Subtotal (Support)	650	5,700		550		6,900
Right-of-Way	1,050	75		1,825	4,500	7,450
Construction	2,800	3,950	2,000	3,000	9,750	21,500
Total	**4,500**	**9,725**	**2,000**	**5,375**	**14,250**	**35,850**

Estimate

The most significant elements of the construction estimate are related to the pedestrian overcrossing and viaduct structures, the retaining walls and the right-of-way related costs. See Attachment F for a full breakdown of the costs.

9. DELIVERY SCHEDULE

The following is the current major milestone schedule for the project.

Project Milestones		Milestone Date (Month/Day/Year)	Milestone Designation (Target/Actual)
PROGRAM PROJECT	M015		Jan 2015/May 2015
BEGIN ENVIRONMENTAL	M020		Feb 2015/June 2015
CIRCULATE DED EXTERNALLY	M120		Aug 2016 / Oct 14, 2016
PA & ED	M200	8/31/2018	
PS&E TO DOE	M377	8/1/2020	
DRAFT STRUCTURES PS&E	M378	8/1/2020	
RIGHT OF WAY CERTIFICATION	M410	12/15/2020	
READY TO LIST	M460	2/1/2021	
FUND ALLOCATION	M470	2/1/2021	
HEADQUARTERS ADVERTISE	M480	5/1/2021	
AWARD	M495	6/1/2021	
APPROVE CONTRACT	M500	5/31/2023	
CONTRACT ACCEPTANCE	M600	6/30/2023	
END PROJECT	M800	9/1/2023	

10. RISKS

The project risks have been identified and summarized in the Risk Register (See Attachment H). The risk items most likely to impact schedule are potential delays in right-of-way negotiations, delays in utility design and relocation and the securing of funding for construction. The risk item most likely to impact cost is the discovery of structural, geotechnical and/or constructability issues during the final design phase that may impact the design of the overcrossing's superstructure and/or foundation.

Due to the Project requiring a number of partial takes and TCEs, the acquisition process may delay the Project schedule. It is recommended that the right-of-way acquisition process start as early as possible during the design phase of the project.

11. FHWA COORDINATION

This project is considered to be an Assigned Project in accordance with the current Federal Highway Administration (FHWA) and Department of Transportation (Caltrans) Joint Stewardship and Oversight Agreement dated May 28, 2015.

12. PROJECT REVIEWS

Geometry review meetings were conducted with Lawrence T. Moore, Caltrans HQ Project Delivery Coordinator, Caltrans Design, Caltrans Highway Operations, Caltrans Pedestrian and Bicycle Planning Branch and other Caltrans functional units, from August 2015 to September 2016. Comments were received and have been incorporated into the current Project geometry drawings (GeDs). The Fact Sheet Exceptions to Delegated Mandatory and Mandatory Design Standards were submitted to Caltrans for review on February 26, 2016. The Fact Sheets for exceptions to delegated mandatory and mandatory design standards for the preferred alternative were approved on May 26, 2016.

HQ Project Delivery Coordinator	Lawrence T. Moore	Date 11/18/2015
HQ Project Support Engineer	Gordon Brown	Date 3/15/2018
Pedestrian and Bicycle Coordinator	Aprile Smith	Date June 2016
Constructability Review	Frank Guros	Date June 2016
Project Manager	Christopher Blunk	Date 11/22/2016
FHWA	N/A	
District Safety Review	TBD	Date PS&E Phase
Environmental Technical Studies	Gabriela Esparza	Date 11/16/2016
CEQA/NEPA Compliance	Leahnora Romaya	Date 6/16/2017

13. PROJECT PERSONNEL

Name	Title/Department	Phone #
Joon Kang	Caltrans Project Manager	(510) 622-0130
Eva Ng	Caltrans Design Peninsula	(510) 286-6201
Taslima Khanum	Caltrans Project Engineer	(510) 286-5095
Teblez Nemariam	Caltrans Design Senior	(510) 286-4891
William Gee	Caltrans Design Liaison	(510) 286-4924
Robert F. Effinger	Caltrans HQ Project Delivery Coordinator	(916) 653-4937
Gordon Brown	Caltrans HQ Project Support Engineer	(916) 653-6356
David Soon	Caltrans HQ Structures	(916) 227-5671
Lance Hall	Caltrans Highway Operations	(510) 286-6311
Leahnora Romaya	Caltrans Environmental	(510) 286-6303
Kristin Schober	Caltrans Right-of-Way	(510) 286-5327
Laura Hameister	Caltrans Utility Coordinator	(510) 286-5429
Sergio Ruiz	Caltrans Pedestrian and Bicycle Coordination	(510) 622-5773
Brad Underwood	City of San Mateo, Director of Public Works	(650) 522-7303
Leo Chow	City of San Mateo, Project Manager	(650) 522-7344
Ramesh Sathiamurthy	AECOM Engineering Manager	(510) 874-3141
Jeff Zimmerman	AECOM Environmental Manager	(510) 874-3005
Jan Hueser	AECOM Structures Lead	(916) 266-4925
Peter DeStefano	AECOM Project Engineer	(510) 874-3143

14. ATTACHMENTS (NUMBER OF PAGES)

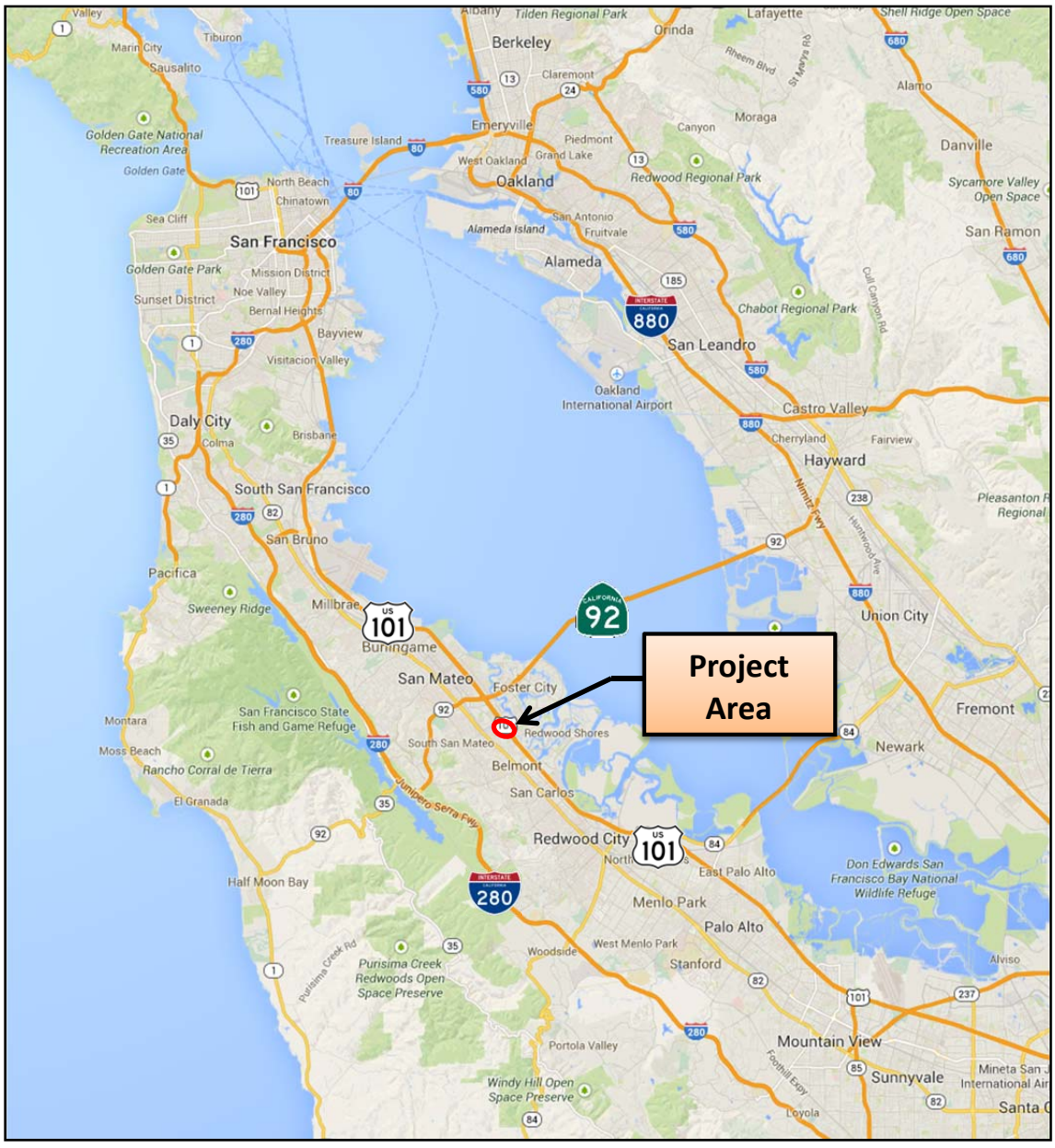
A. Location Map (1)
B. Preliminary Project Plans (24)
C. Local Road Safety Improvements (3)
D. Advance Planning Study (APS) Drawings (11)
E. Initial Study Signature Page and Categorical Exclusion Determination Form & Checklist (11)
F. Project Cost Estimate (18)
G. Right-of-Way Data Sheet (8)
H. Risk Register (1)
I. Transportation Management Plan Checklist (2)
J. Storm Water Data Report - Signed Cover Sheet (1)

ATTACHMENT A

LOCATION MAP

US 101/Hillsdale Blvd Pedestrian & Bicycle Overcrossing Project

04-SM-101 PM 10.9/11.2



Location Map

HILLSDALE
PED-BIKE BRIDGE

AECOM

ATTACHMENT B

PROJECT PLANS

Title Sheet
Typical Sections
Key Map
Layout
Profile
Drainage
Utility Plan
Stage Construction

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	101	10.9/11.2		

STATE OF CALIFORNIA

DEPARTMENT OF TRANSPORTATION

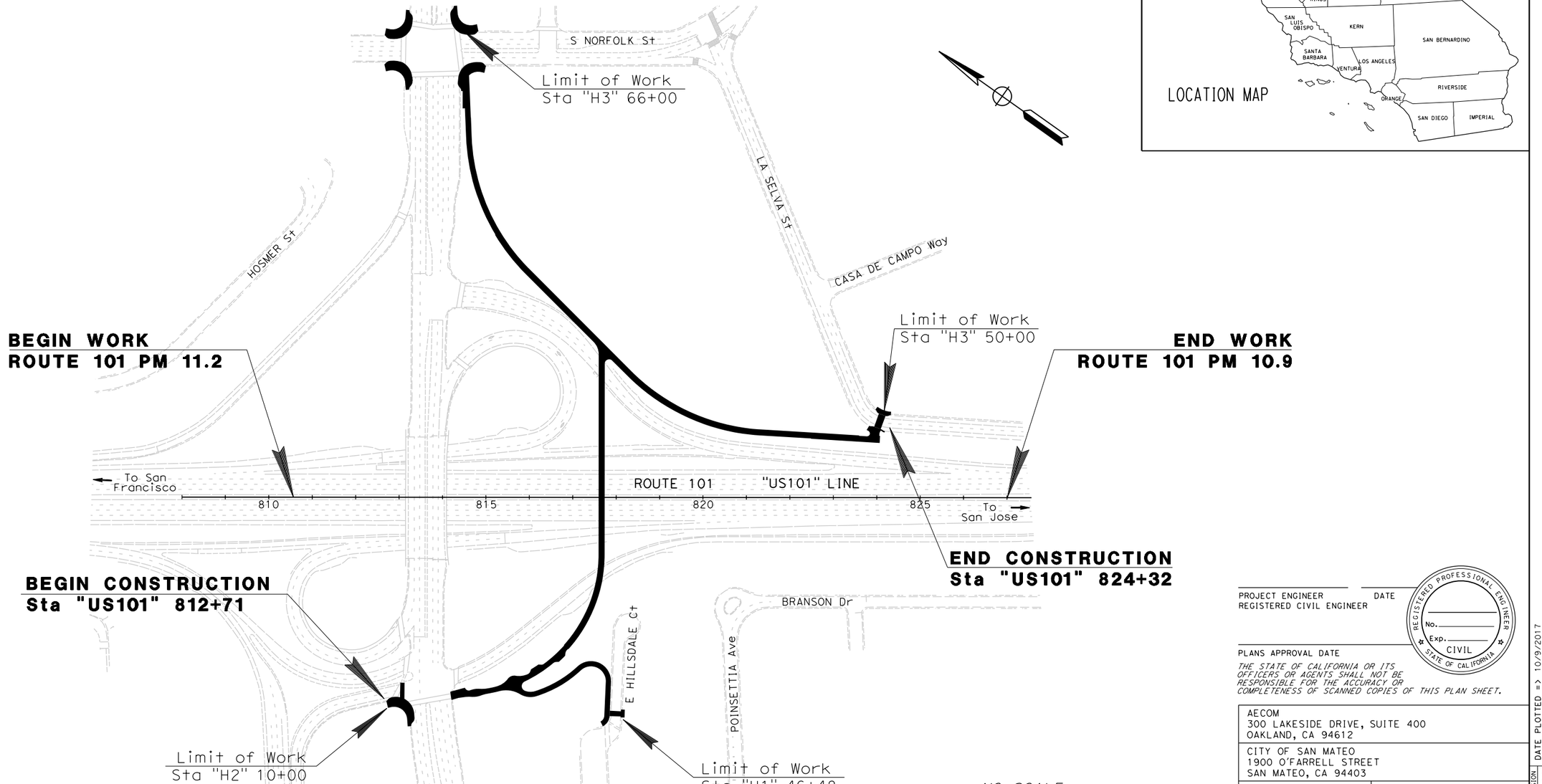
PROJECT PLANS FOR CONSTRUCTION ON

STATE HIGHWAY AND CITY STREETS

IN SAN MATEO COUNTY IN SAN MATEO
ON ROUTE 101 ABOUT 0.7 MILE SOUTH OF
ROUTE 101/92 SEPARATION

TO BE SUPPLEMENTED BY STANDARD PLANS DATED 2015

LOCATION MAP



NO SCALE

THE CONTRACTOR SHALL POSSESS THE CLASS (OR CLASSES) OF LICENSE AS SPECIFIED IN THE "NOTICE TO BIDDERS."

PROJECT ENGINEER DATE
REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. — Exp. — CIVIL — STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

AECOM
300 LAKESIDE DRIVE, SUITE 400
OAKLAND, CA 94612

CITY OF SAN MATEO
1900 O'FARRELL STREET
SAN MATEO, CA 94403

CONTRACT No.	04-235360
PROJECT ID	0414000032

LAST REVISION DATE PLOTTED => 10/9/2017
TIME PLOTTED => 3:05:07 PM
03-28-16

APPROVED AS TO IMPACT ON STATE FACILITIES AND CONFORMANCE WITH APPLICABLE STATE STANDARDS AND PRACTICES AND THAT TECHNICAL OVERSIGHT WAS PERFORMED.

CONSULTANT DESIGN ENGINEER	CALTRANS DESIGN OVERSIGHT APPROVAL	REGISTRATION No.	LICENSE Exp DATE	DATE SIGNED
SCOTT C. KELSEY				

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	101	10.9/11.2		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. Exp. CIVIL — STATE OF CALIFORNIA

AECOM
300 LAKESIDE DRIVE
OAKLAND, CA 94612

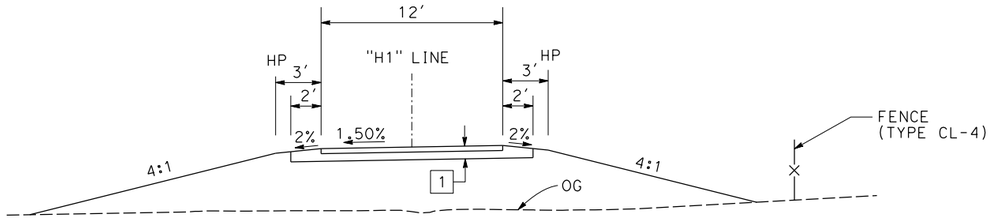
CITY OF SAN MATEO
1900 O'FARRELL STREET
SAN MATEO, CA 94403

NOTES:

1. DIMENSIONS OF THE PAVEMENT STRUCTURES (STRUCTURAL SECTIONS) ARE SUBJECT TO TOLERANCES SPECIFIED IN THE STANDARD SPECIFICATIONS.

PROPOSED PAVEMENT STRUCTURE SECTION

[1] 0.33′ PCC
0.50′ CLASS 2 AB



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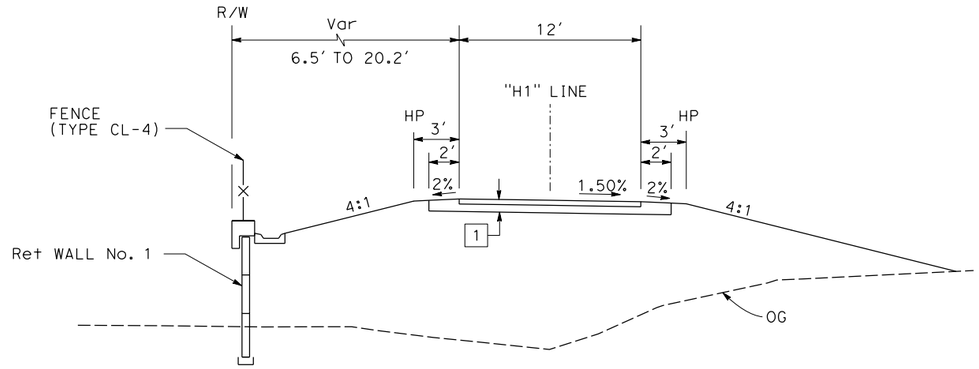

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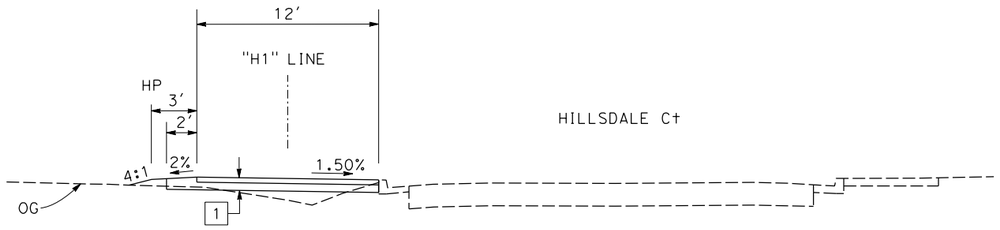

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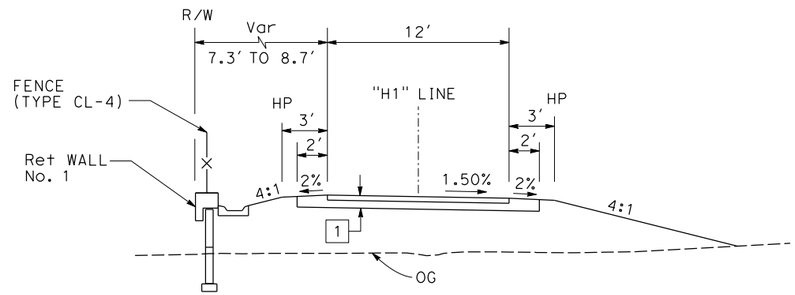

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TYPICAL CROSS SECTIONS

NO SCALE

X-1

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
CONSULTANT FUNCTIONAL SUPERVISOR
CALCULATED-DESIGNED BY
CHECKED BY
REVISED BY
DATE REVISED

LAST REVISION 11-18-15 | DATE PLOTTED => 10/9/2017 | TIME PLOTTED => 1:51:54 PM

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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	101	10.9/11.2		

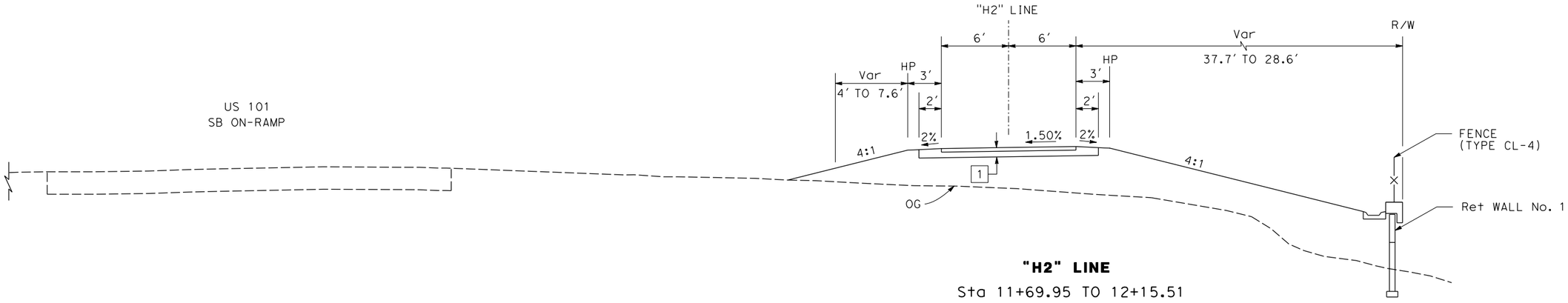
REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. Exp. CIVIL — STATE OF CALIFORNIA

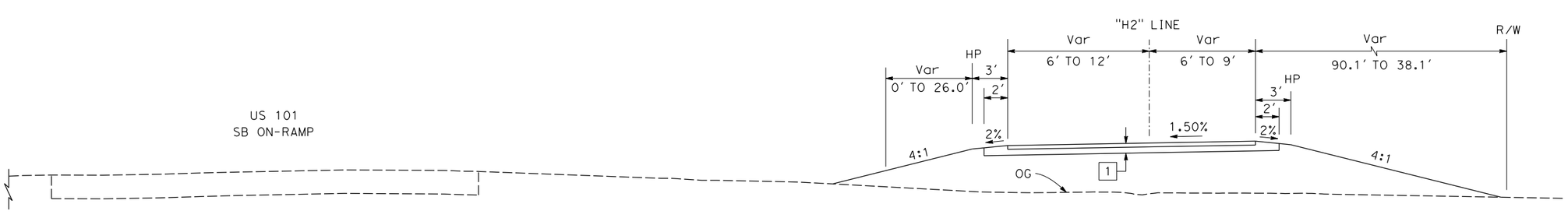
AECOM
300 LAKESIDE DRIVE
OAKLAND, CA 94612

CITY OF SAN MATEO
1900 O'FARRELL STREET
SAN MATEO, CA 94403



"H2" LINE

Sta 11+69.95 TO 12+15.51



"H2" LINE

Sta 11+25.00 TO 11+69.95
Sta 12+72.10 TO 13+40.10

TYPICAL CROSS SECTIONS

NO SCALE

X-2

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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	101	10.9/11.2		

REGISTERED CIVIL ENGINEER DATE

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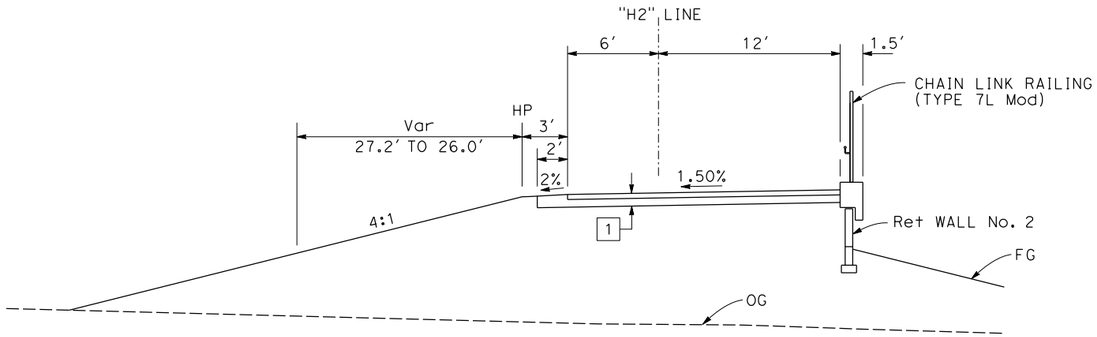
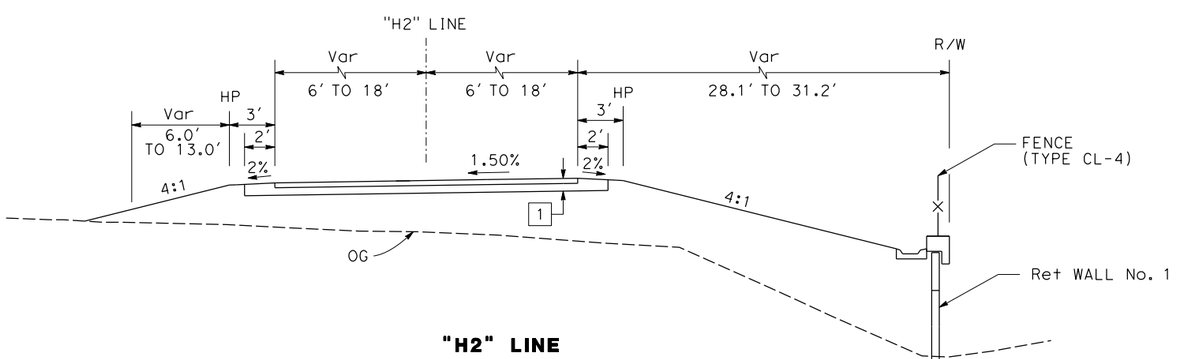
AECOM
300 LAKESIDE DRIVE
OAKLAND, CA 94612

CITY OF SAN MATEO
1900 O'FARRELL STREET
SAN MATEO, CA 94403



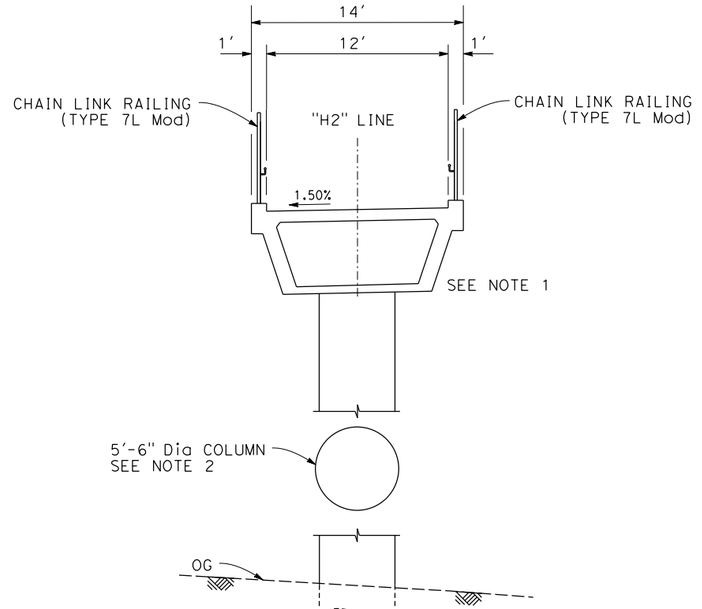
"H2" LINE

Sta 13+40.10 TO 14+01.48



"H2" LINE

Sta 12+15.51 TO 12+72.10



"H2" LINE

Sta 14+01.48 TO 21+15.66

NOTE:

1. THE SUPERSTRUCTURE TYPE SHOWN IS FOR OPTION 1. FOR OPTIONS 2 AND 3, SEE APS DRAWINGS.
2. ALL COLUMNS ARE 5'-6" Dia EXCEPT THE MEDIAN COLUMN FOR OPTION 1, WHICH IS OBLONG (4' x 6').

TYPICAL CROSS SECTIONS

NO SCALE

X-3

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04	SM	101	10.9/11.2		

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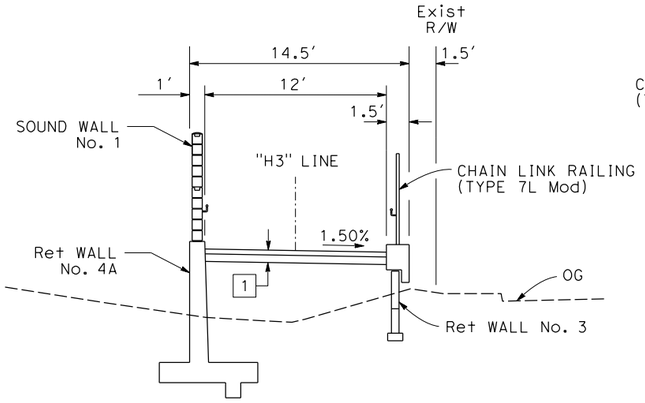
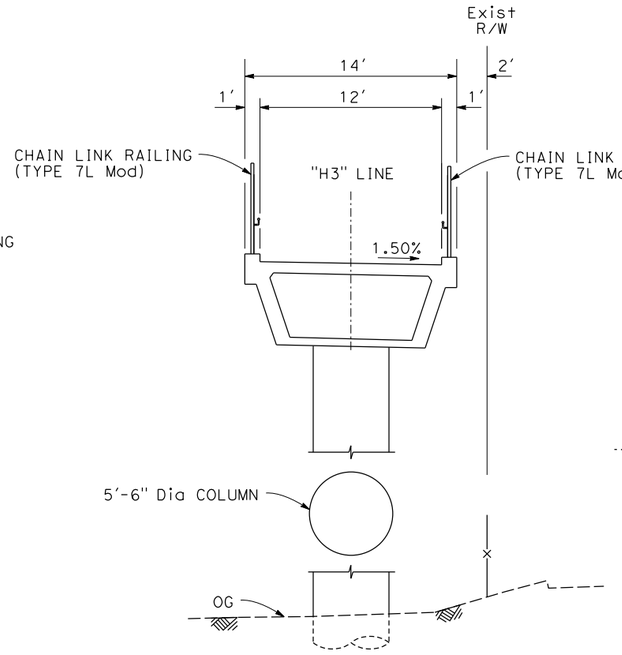
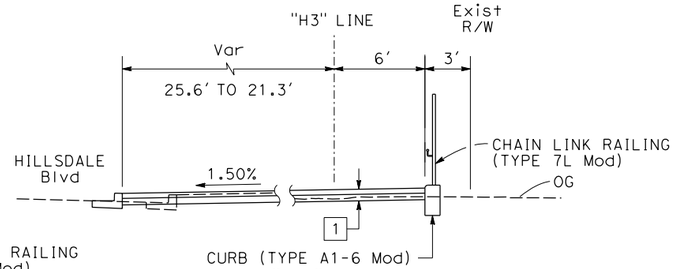


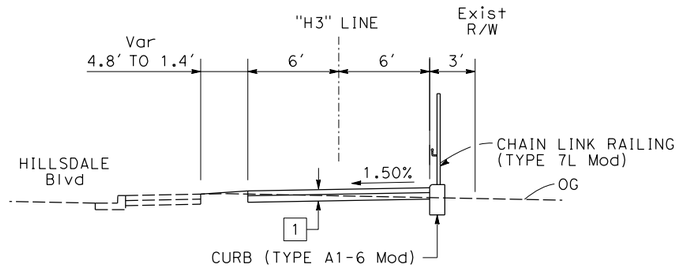
"H3" LINE
Sta 50+86.06 TO 52+11.39



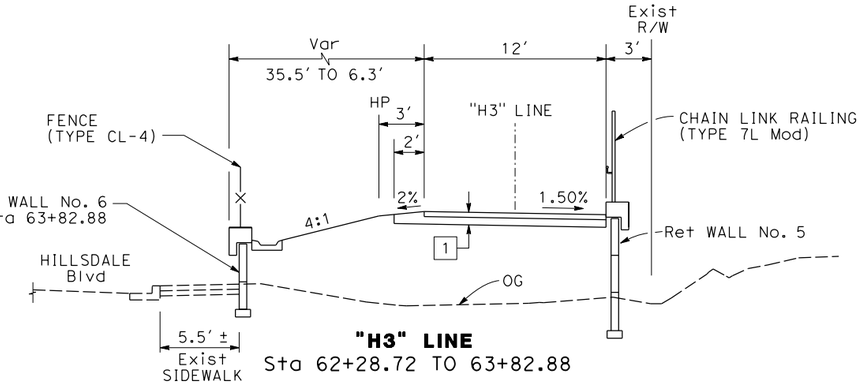
"H3" LINE
Sta 53+79.55 TO 61+09.65



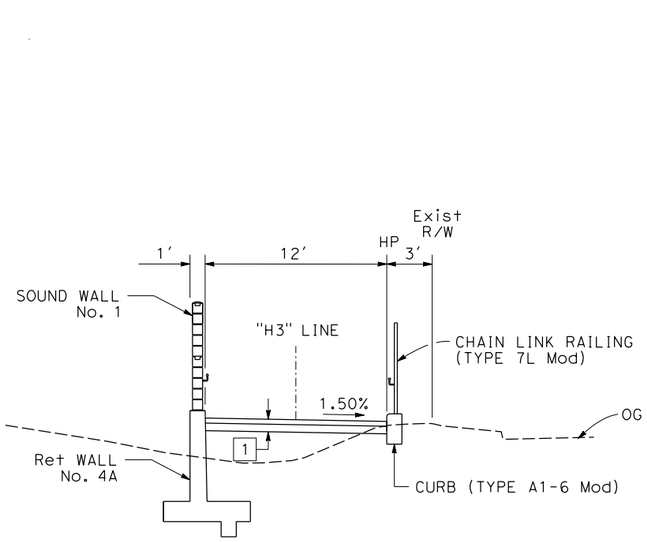
"H3" LINE
Sta 64+30 TO 65+00



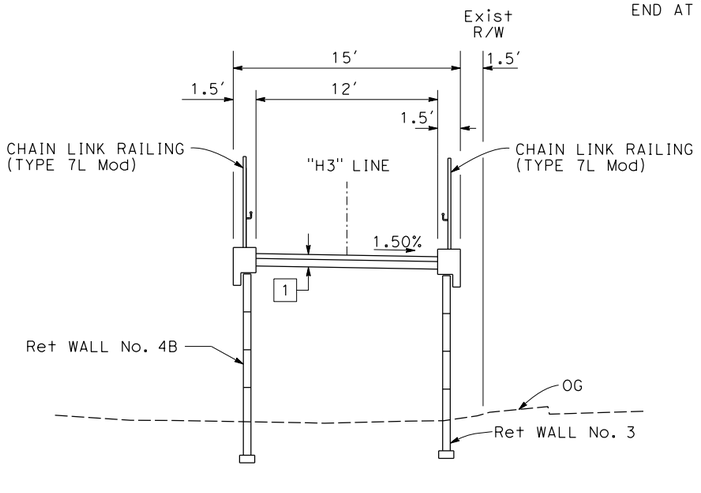
"H3" LINE
Sta 63+82.88 TO 64+30



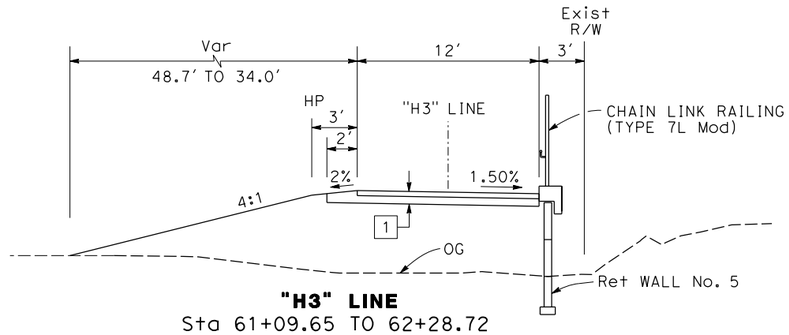
"H3" LINE
Sta 62+28.72 TO 63+82.88



"H3" LINE
Sta 50+57.56 TO 50+86.06



"H3" LINE
Sta 52+11.39 TO 53+79.55



"H3" LINE
Sta 61+09.65 TO 62+28.72

TYPICAL CROSS SECTIONS

NO SCALE

X-4

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BORDER LAST REVISED 7/2/2010 | USERNAME => joyce.lin | DGN FILE => X-4.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0000 | PROJECT NUMBER & PHASE 00000000001

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	101	10.9/11.2		

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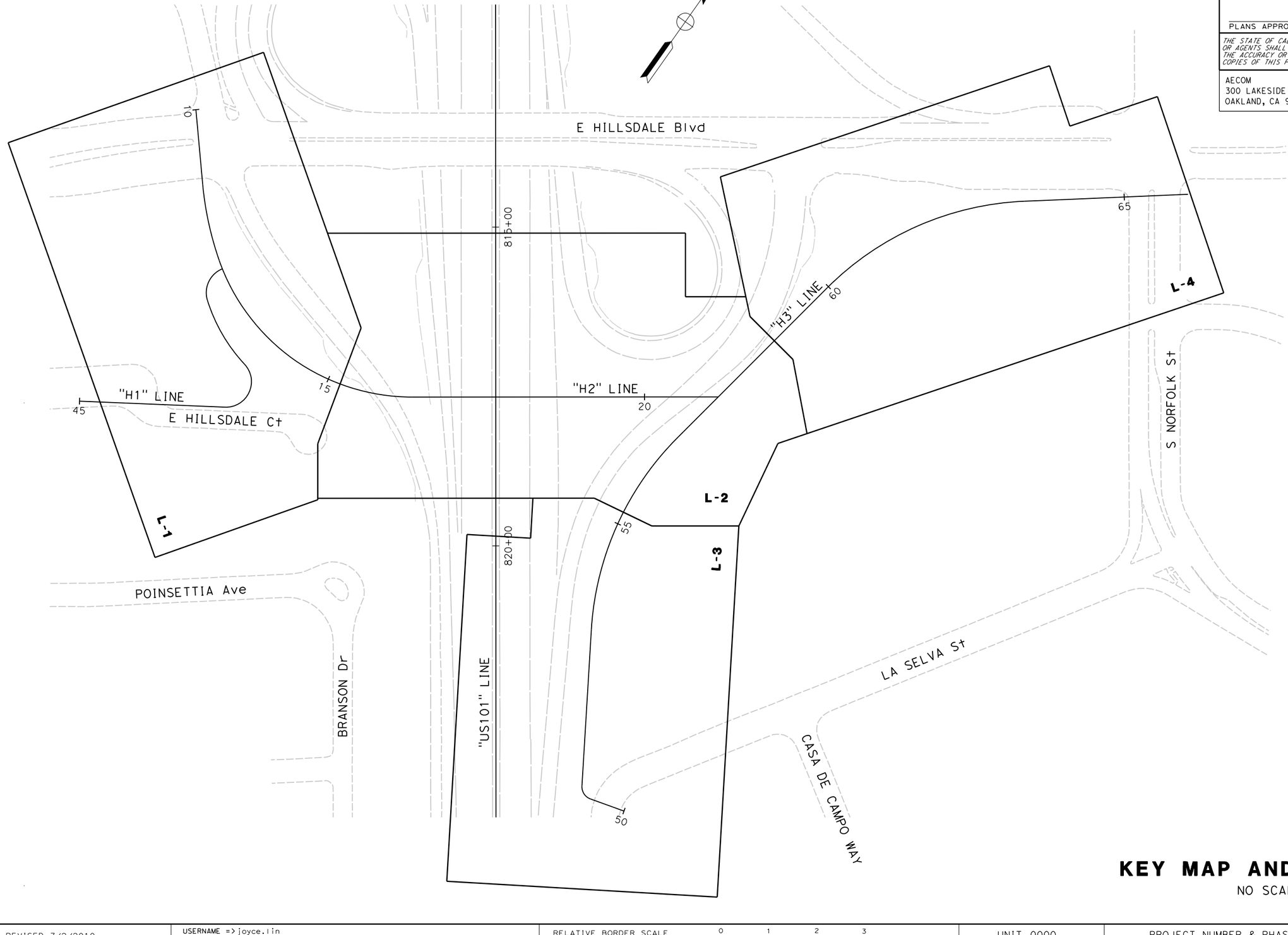
SAN MATEO, CA 94403



KEY MAP AND LINE INDEX

NO SCALE

K-1

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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	101	10.9/11.2		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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AECOM
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CITY OF SAN MATEO
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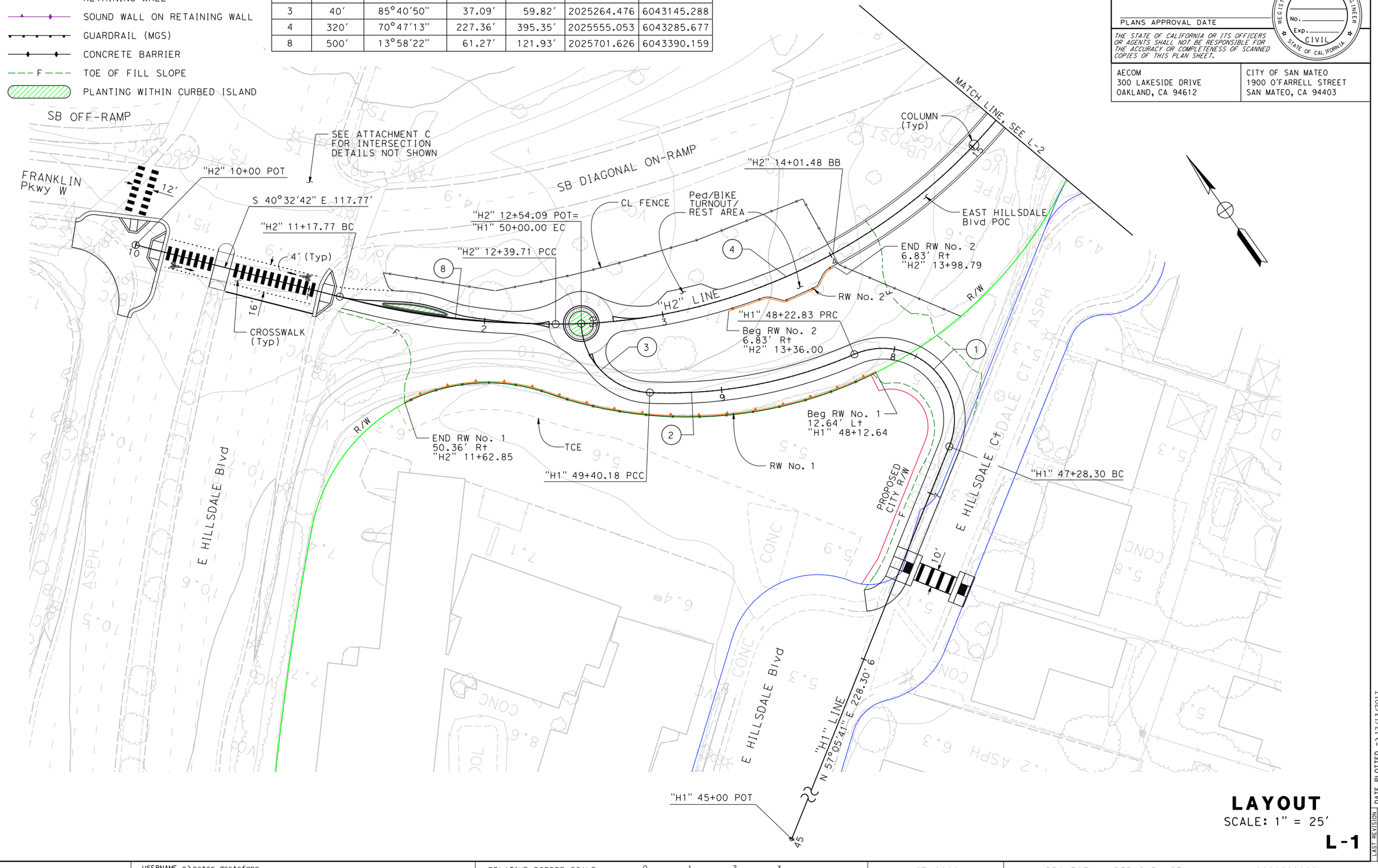
SAN MATEO, CA 94403

LEGEND

- RETAINING WALL
- SOUND WALL ON RETAINING WALL
- GUARDRAIL (MGS)
- CONCRETE BARRIER
- F TOE OF FILL SLOPE
- PLANTING WITHIN CURBED ISLAND

CURVE DATA

No. (X)	R	△	T	L	NORTHING	EASTING
1	40′	135°24′19"	97.54′	94.53′	2025145.120	6043218.584
2	260′	25°51′36"	59.69′	117.35′	2025438.898	6043279.365
3	40′	85°40′50"	37.09′	59.82′	2025264.476	6043145.288
4	320′	70°47′13"	227.36′	395.35′	2025555.053	6043285.677
8	500′	13°58′22"	61.27′	121.93′	2025701.626	6043390.159



LAYOUT

SCALE: 1" = 25′

L-1

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CALCULATED-DESIGNED BY	CHECKED BY
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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	101	10.9/11.2		

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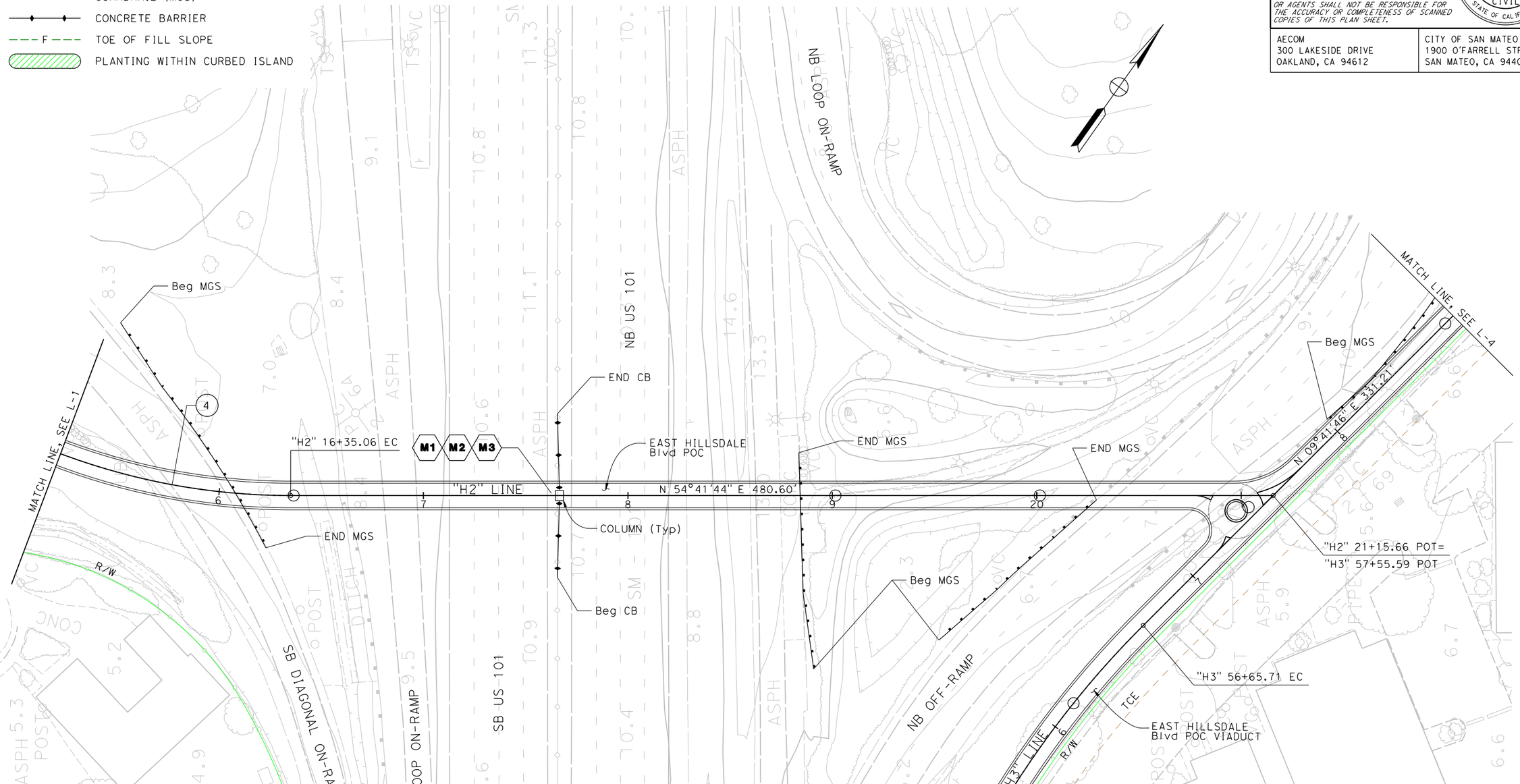
LEGEND

- RETAINING WALL
- SOUND WALL ON RETAINING WALL
- GUARDRAIL (MGS)
- CONCRETE BARRIER
- F TOE OF FILL SLOPE
- PLANTING WITHIN CURBED ISLAND

CURVE DATA

No. (X)	R	△	T	L	NORTHING	EASTING
4	320′	70°47′13"	227.36′	395.35′	2025555.053	6043285.677
6	466′	41°32′24"	176.74′	337.85′	2025404.570	6044307.030



LAYOUT

SCALE: 1" = 25′

L-2

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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	101	10.9/11.2		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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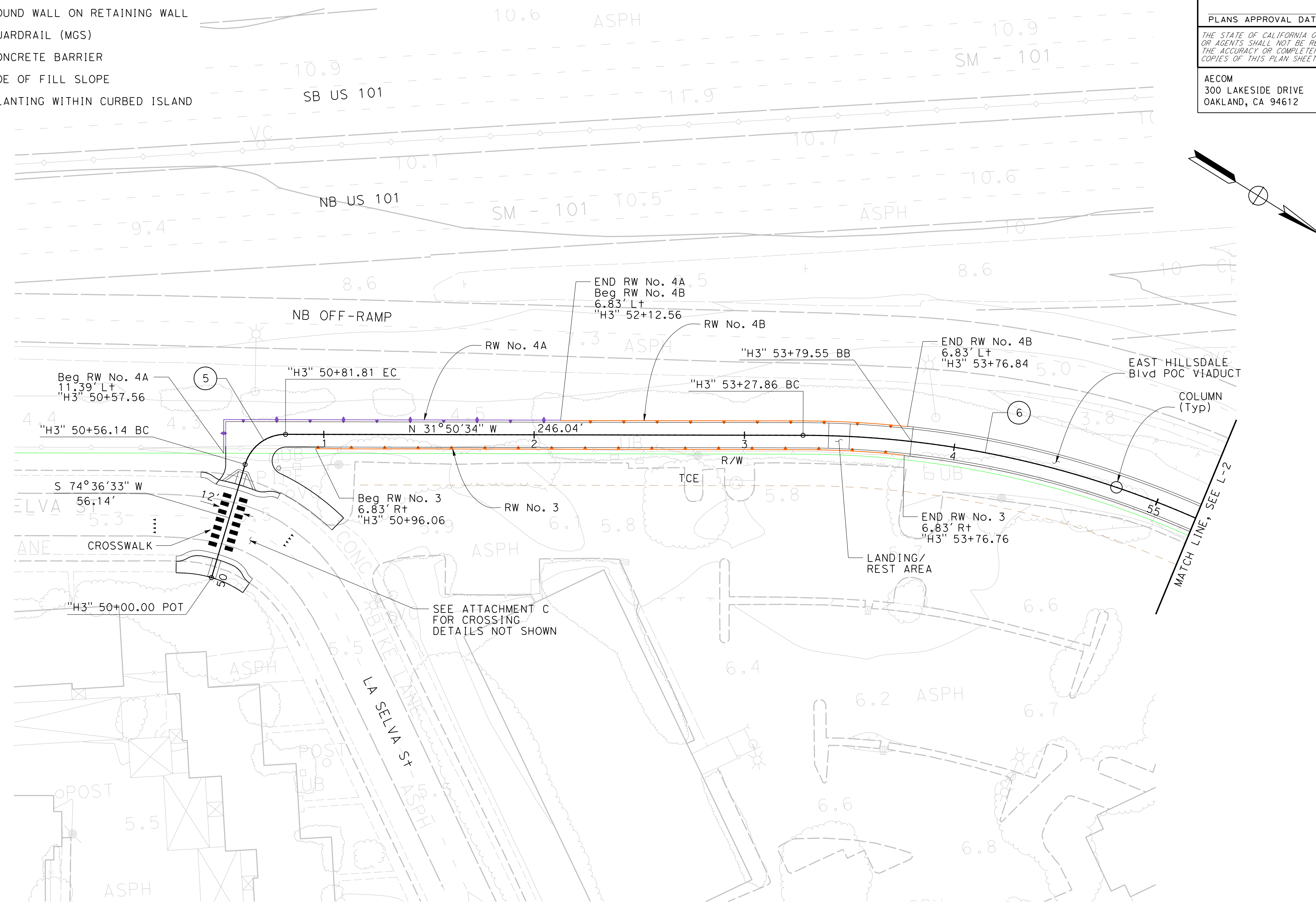
CITY OF SAN MATEO
1900 O'FARRELL STREET
SAN MATEO, CA 94403

LEGEND

- RETAINING WALL
- SOUND WALL ON RETAINING WALL
- GUARDRAIL (MGS)
- CONCRETE BARRIER
- TOE OF FILL SLOPE
- PLANTING WITHIN CURBED ISLAND

CURVE DATA

No. (X)	R	△	T	L	NORTHING	EASTING
5	20'	73°32'48"	14.95'	25.67'	2024960.244	6044057.967
6	466'	41°32'24"	176.74'	337.85'	2025404.570	6044307.030



LAYOUT

SCALE: 1" = 25'

L-3

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

CONSULTANT FUNCTIONAL SUPERVISOR | CALCULATED-DESIGNED BY | CHECKED BY | REVISED BY | DATE REVISED

LAST REVISION 11-18-15 | DATE PLOTTED => 12/13/2017 | TIME PLOTTED => 4:35:24 PM

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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	101	10.9/11.2		

REGISTERED CIVIL ENGINEER DATE

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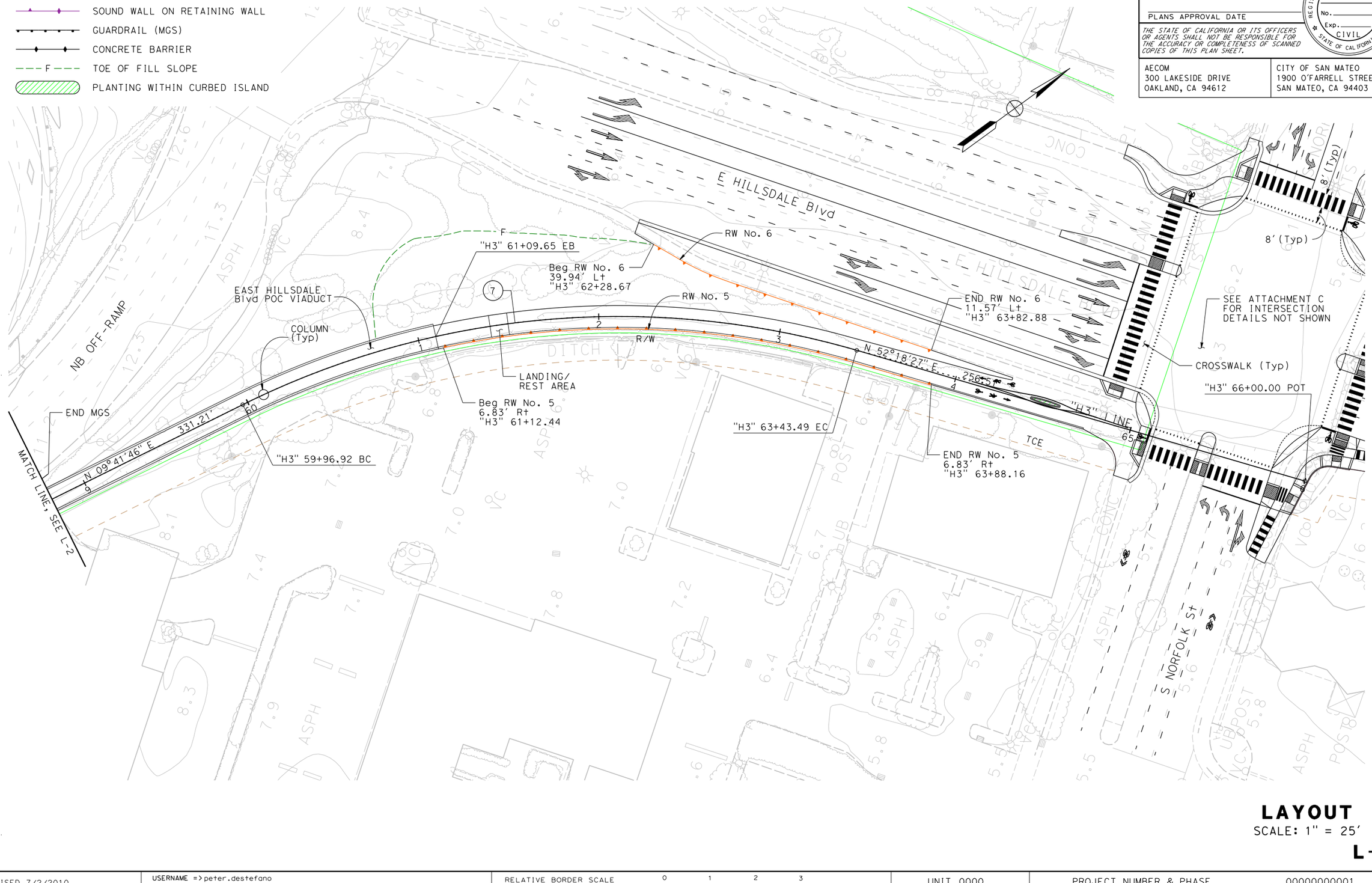
CITY OF SAN MATEO
1900 O'FARRELL STREET
SAN MATEO, CA 94403

CURVE DATA

No. (X)	R	△	T	L	NORTHING	EASTING
7	466′	42°36′43"	181.74′	346.57′	2025731.049	6044362.813

LEGEND

- RETAINING WALL
- SOUND WALL ON RETAINING WALL
- GUARDRAIL (MGS)
- CONCRETE BARRIER
- F — TOE OF FILL SLOPE
- PLANTING WITHIN CURBED ISLAND



LAYOUT

SCALE: 1" = 25′

L-4

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NOTE:

1. ALL ELEVATIONS ARE BASED ON VERTICAL DATUM NAVD 1988.
2. AXIS OF ROTATION IS AT PROFILE GRADE POINT. SEE TYPICAL CROSS SECTIONS FOR LOCATION OF PROFILE GRADE POINT.
3. SEE APS DRAWINGS FOR MINIMUM VERTICAL CLEARANCES.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	101	10.9/11.2		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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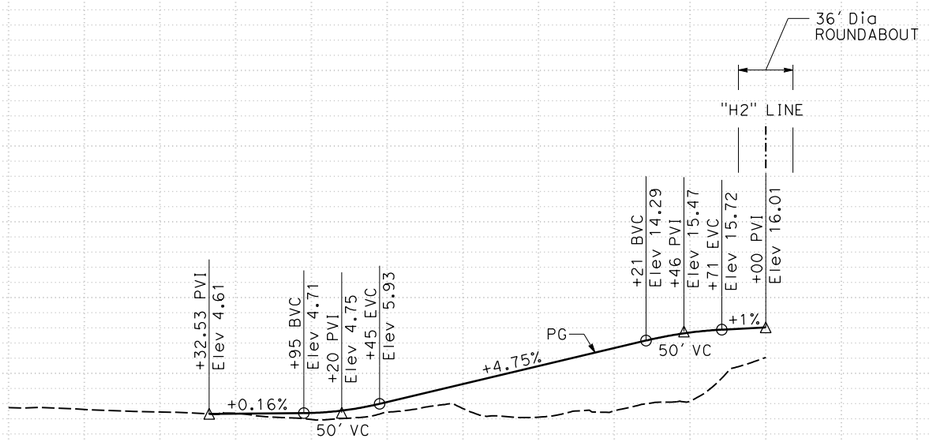

PROFILE
"H1" LINE

PROFILE

SCALE: Horiz 1" = 50'
Vert 1" = 10'

P-1

STATION	45	6	7	8	9	50	1	TOTAL
CY Exc								
CY Emb								

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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	101	10.9/11.2		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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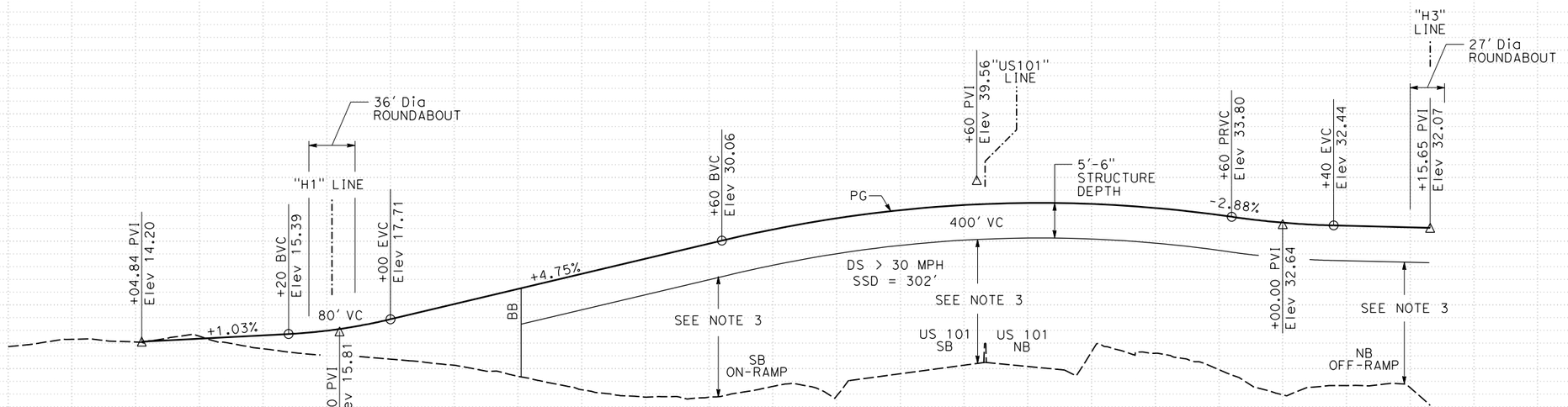
SAN MATEO, CA 94403



PROFILE
(OPTIONS 1 & 3)
"H2" LINE

FOR NOTES, SEE SHEET P-1

PROFILE

SCALE: Horiz 1" = 50'
Vert 1" = 10'

P-2

STATION	10	1	2	3	4	15	6	7	8	9	20	1	2	TOTAL
CY Exc														
CY Emb														

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TIME PLOTTED => 2:18:21 PM

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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	101	10.9/11.2		

REGISTERED CIVIL ENGINEER DATE

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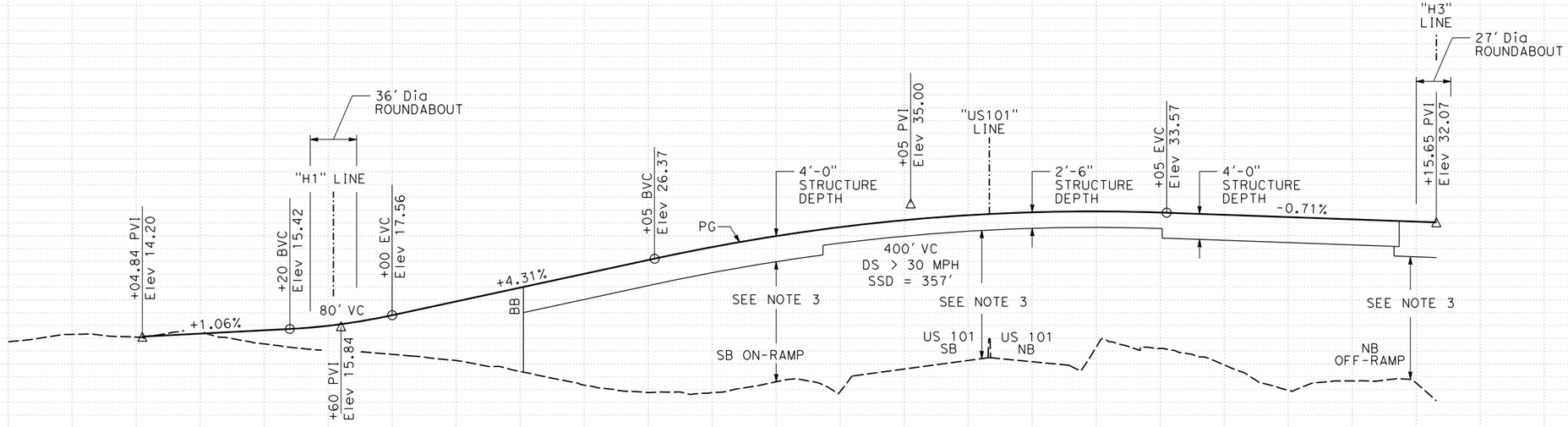

PROFILE
(OPTION 2)
"H2" LINE

FOR NOTES, SEE SHEET P-1

STATION	10	1	2	4	15	6	7	8	9	20	1	2	TOTAL
CY Exc													
CY Emb													

PROFILE

SCALE: Horiz 1" = 50'
Vert 1" = 10'

P-3

LAST REVISION 11-18-15 | DATE PLOTTED => 10/9/2017 | TIME PLOTTED => 2:19:01 PM

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	101	10.9/11.2		

REGISTERED CIVIL ENGINEER DATE

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CITY OF SAN MATEO
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SAN MATEO, CA 94403

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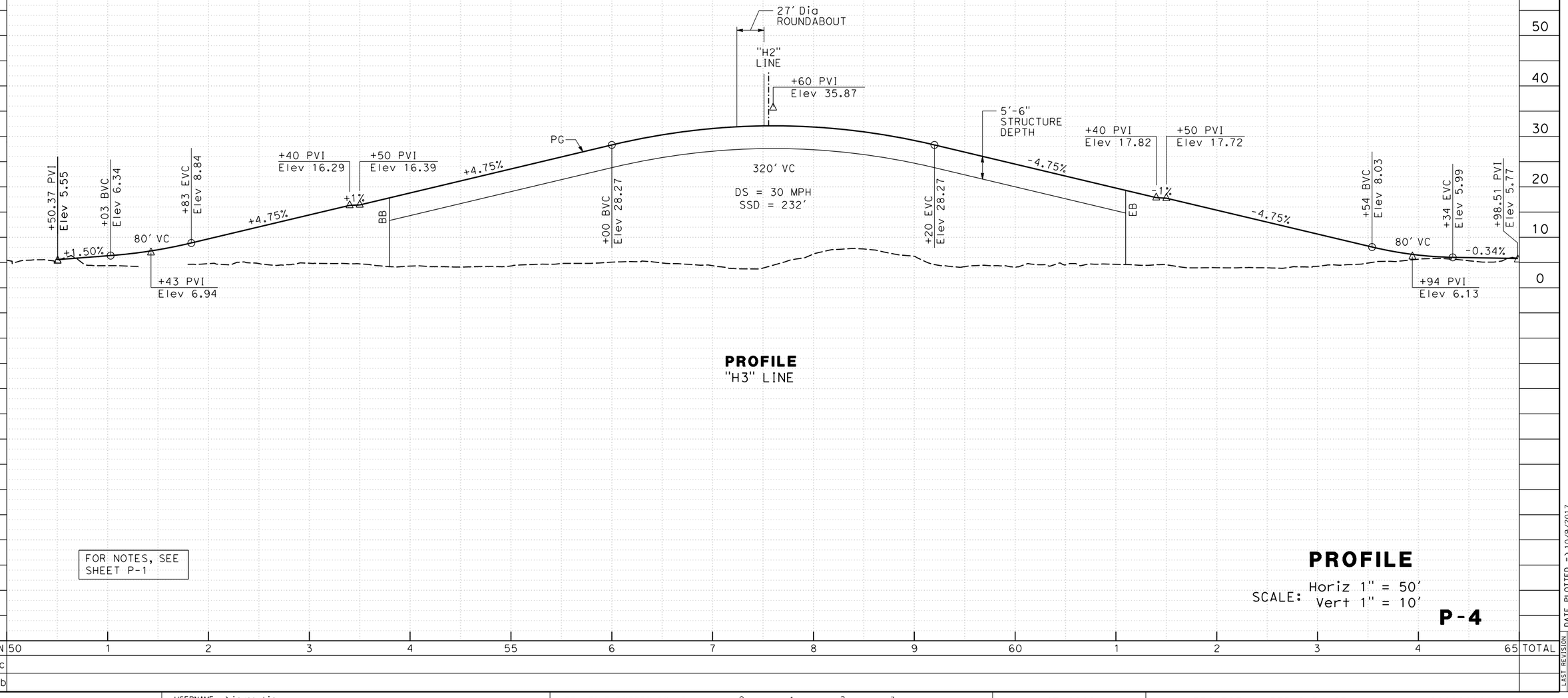

PROFILE
"H3" LINE

FOR NOTES, SEE SHEET P-1

PROFILE

SCALE: Horiz 1" = 50'
Vert 1" = 10'

P-4

LAST REVISION DATE PLOTTED => 10/9/2017
TIME PLOTTED => 2:20:47 PM
11-18-15

BORDER LAST REVISED 7/2/2010 | USERNAME => joyce.lin | DGN FILE => P-4.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0000 | PROJECT NUMBER & PHASE 00000000001

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	101	10.9/11.2		

REGISTERED CIVIL ENGINEER DATE

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1900 O'FARRELL STREET
SAN MATEO, CA 94403

SB LOOP ON-RAMP

SB OFF-RAMP

SB DIAGONAL ON-RAMP

FRANKLIN Pkwy W

MATCH LINE, SEE D-2

EAST HILLSDALE Blvd POC

INSTALL OSD

VEGETATED SWALE

COLUMN (Typ)

h 18" RSP

CONNECT TO Exist V-DITCH

g AFES

"H2" LINE

WALL DRAIN

VEGETATED SWALE

c Conc DITCH

WALL DRAIN SEE Std PLAN B3-6 (Typ)

a Conc HEADWALL

b 48" RCP

c SDMH

d 48" RCP

e SDMH

f 48" RCP

b 12" RCP

a Conc HEADWALL

R/W

E HILLSDALE Blvd

Exist AB

Exist VEGETATED SWALE

PROPOSED R/W

E HILLSDALE Ct

E HILLSDALE Blvd

"H1" LINE

POOL

LEGEND:

- DRAINAGE INLET
- DD — DECK DRAINAGE
- SD — SD — STORM DRAIN
- sd — sd — Exist STORM DRAIN
- DITCH FLOW LINE
- DIRECTION FLOW OF WATER
- X — DRAINAGE SYSTEM SYMBOL
- (X) — DRAINAGE UNIT SYMBOL
- DRAINAGE OUTFALL

DRAINAGE PLAN

D-1

REVISED BY	DATE REVISED

CALCULATED-DESIGNED BY

CHECKED BY

CONSULTANT FUNCTIONAL SUPERVISOR

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

LAST REVISION 11-18-15 | DATE PLOTTED => 3/3/2017 | TIME PLOTTED => 6:45:26 PM

BORDER LAST REVISED 7/2/2010 | USERNAME => peter.destefano | DGN FILE => D-1.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0000 | PROJECT NUMBER & PHASE 00000000001

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	101	10.9/11.2		

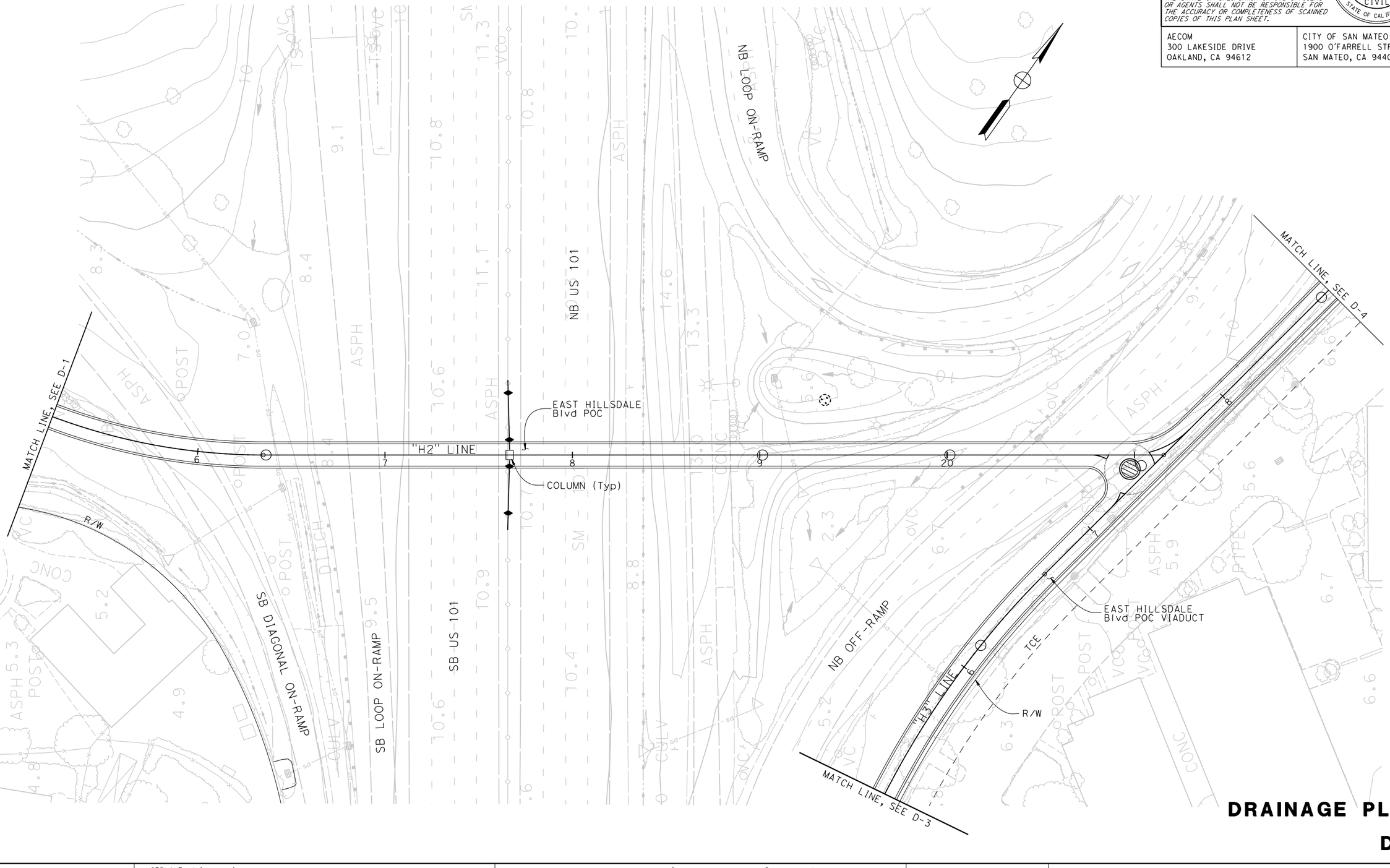
REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. Exp. CIVIL — STATE OF CALIFORNIA

AECOM
300 LAKESIDE DRIVE
OAKLAND, CA 94612

CITY OF SAN MATEO
1900 O'FARRELL STREET
SAN MATEO, CA 94403



DRAINAGE PLAN

D-2

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

CONSULTANT FUNCTIONAL SUPERVISOR

CALCULATED-DESIGNED BY

CHECKED BY

REVISED BY	DATE REVISED

LAST REVISION 11-18-15

DATE PLOTTED => 12/1/2016
TIME PLOTTED => 11:03:46 PM

BORDER LAST REVISED 7/2/2010

USERNAME => joyce.lin
DGN FILE => D-2.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 0000

PROJECT NUMBER & PHASE 00000000001

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	101	10.9/11.2		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

AECOM
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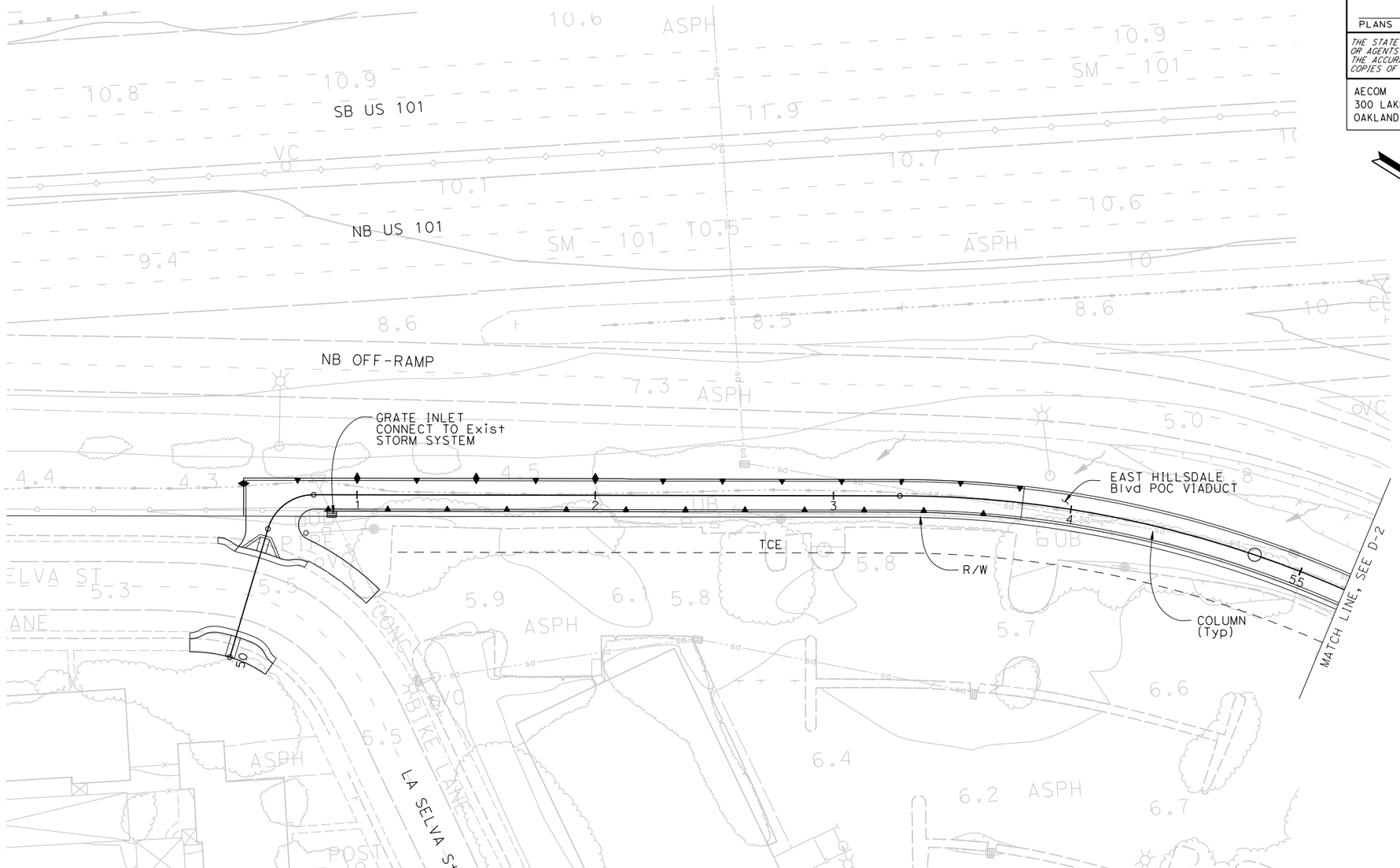
OAKLAND, CA 94612

CITY OF SAN MATEO
1900 O'FARRELL STREET
SAN MATEO, CA 94403



DRAINAGE PLAN

D-3

CALCULATED-DESIGNED BY | CHECKED BY

REVISED BY | DATE REVISED

CONSULTANT FUNCTIONAL SUPERVISOR

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

LAST REVISION | DATE PLOTTED => 12/1/2016
11-18-15 | TIME PLOTTED => 11:03:47 PM

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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	101	10.9/11.2		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. Exp. CIVIL — STATE OF CALIFORNIA

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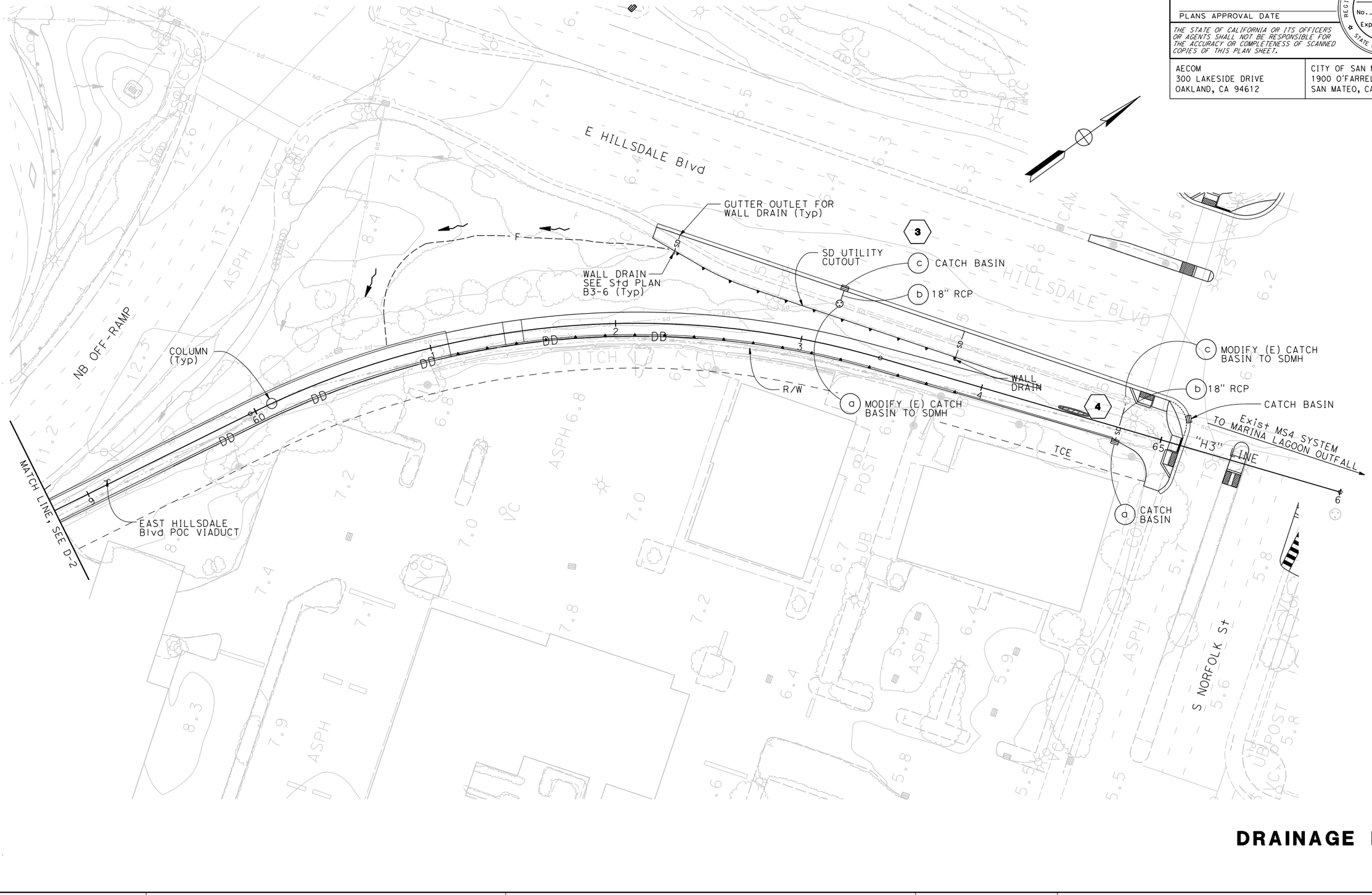
OAKLAND, CA 94612

CITY OF SAN MATEO
1900 O'FARRELL STREET
SAN MATEO, CA 94403



DRAINAGE PLAN

D-4

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

CONSULTANT FUNCTIONAL SUPERVISOR

CALCULATED-DESIGNED BY

CHECKED BY

REVISED BY

DATE REVISED

LAST REVISION DATE PLOTTED => 4/10/2018
TIME PLOTTED => 11:35:50 AM

BORDER LAST REVISED 7/2/2010

USERNAME => peter.destefano
DGN FILE => D-4.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 0000

PROJECT NUMBER & PHASE 00000000001

NOTE:

1. LOCATIONS OF UTILITY FACILITIES SHOWN ON THESE PLANS ARE APPROXIMATE AND SHALL BE VERIFIED BY THE CONTRACTOR PRIOR TO CONSTRUCTION.

LEGEND:

- fo Exist COMCAST UG FIBER OPTIC LINE
- -e- Exist PG&E UG ELECTRICAL LINE
- -g- Exist PG&E UG GAS LINE
- --t-- Exist AT&T, VERIZON & WAVE BROADBAND UG TELEPHONE LINE
- w Exist CAL WATER LINE
- tv Exist COMCAST OVERHEAD TELEVISION LINE
- jt -(oh) Exist JOINT OVERHEAD (PG&E, COMCAST, AT&T & VERIZON)
- --T-- PROPOSED UG TELEPHONE LINE
- -G- PROPOSED UG GAS LINE
- JT (OH) PROPOSED JOINT OVERHEAD
- FO PROPOSED UG FIBER OPTIC LINE
- -E- PROPOSED UG ELECTRIC LINE

ABBREVIATIONS:

BPA	BACKFLOW PREVENTER ASSEMBLY
CAL WATER	CALIFORNIA WATER SERVICE COMPANY
kV	KILOVOLT
PG&E	PACIFIC GAS & ELECTRIC

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	101	10.9/11.2		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. Exp. CIVIL — STATE OF CALIFORNIA

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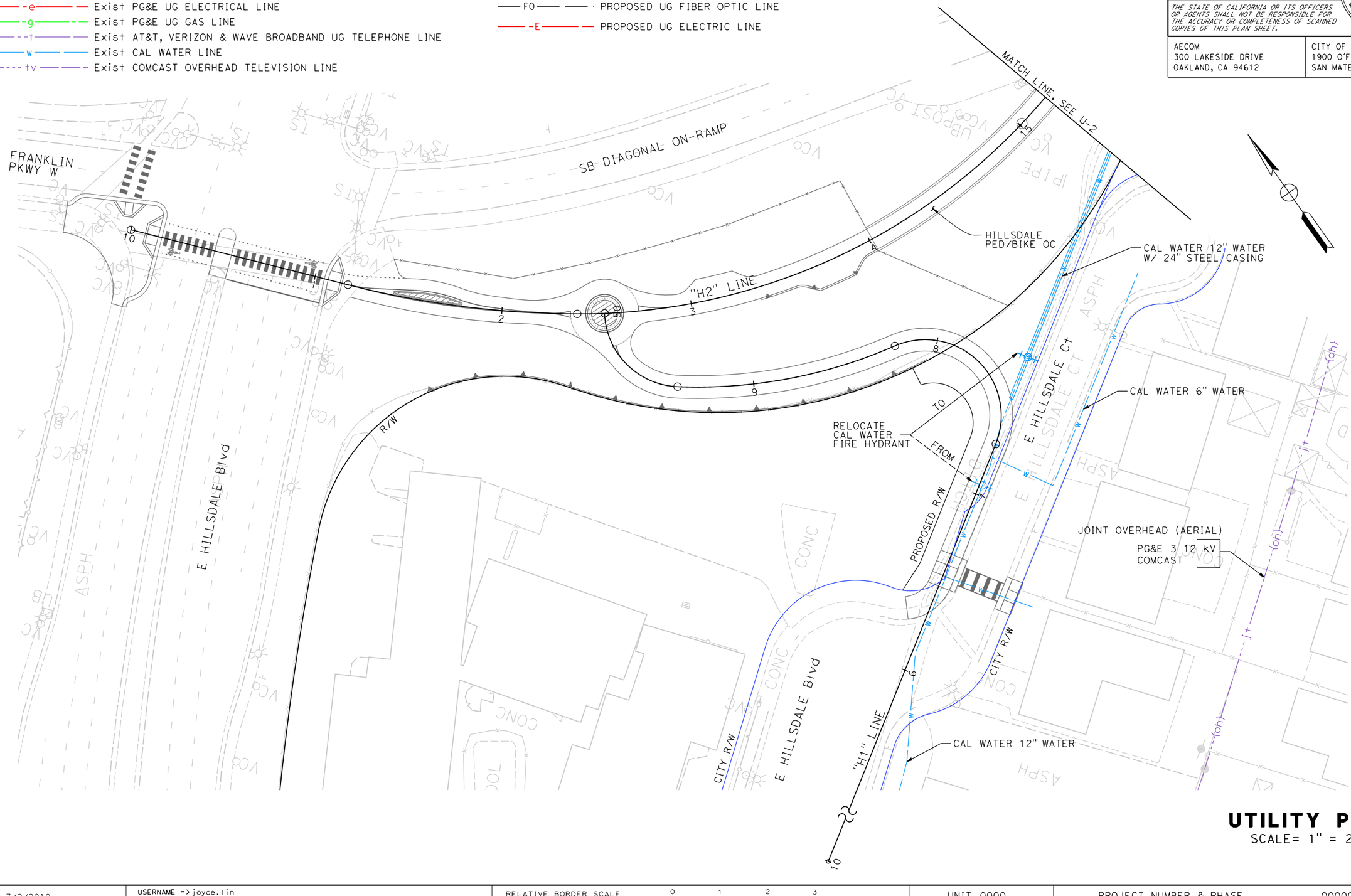
AECOM
300 LAKESIDE DRIVE
OAKLAND, CA 94612

CITY OF SAN MATEO
1900 O'FARRELL STREET
SAN MATEO, CA 94403



UTILITY PLAN

SCALE= 1" = 25'

U-1

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
CONSULTANT FUNCTIONAL SUPERVISOR
CALCULATED-DESIGNED BY
CHECKED BY
REVISED BY
DATE REVISED

LAST REVISION 11-18-15
DATE PLOTTED => 10/9/2017
TIME PLOTTED => 2:22:02 PM

BORDER LAST REVISED 7/2/2010
USERNAME => joyce.lin
DGN FILE => U-1.dgn
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3
UNIT 0000
PROJECT NUMBER & PHASE 00000000001

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	101	10.9/11.2		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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AECOM
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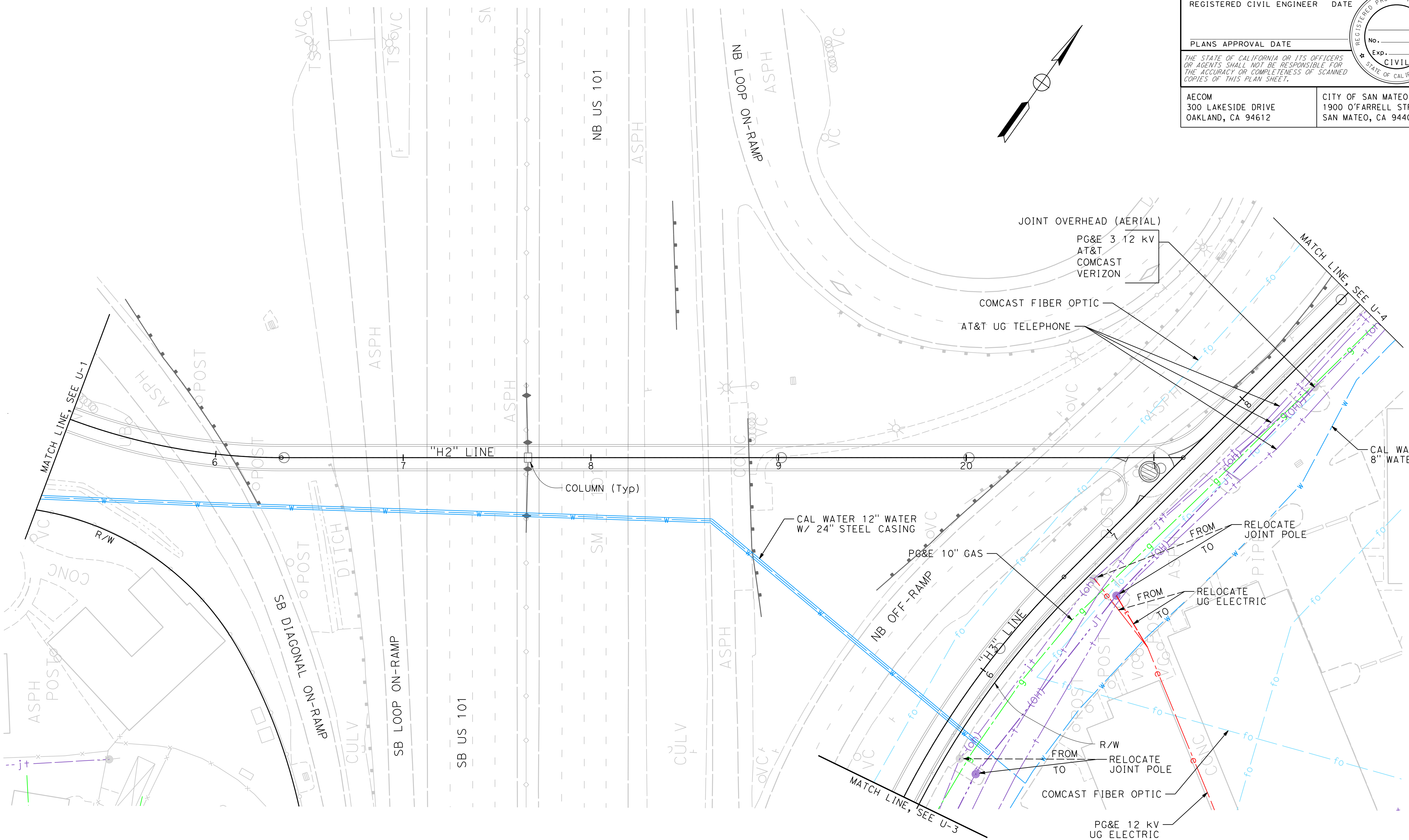
OAKLAND, CA 94612

CITY OF SAN MATEO
1900 O'FARRELL STREET
SAN MATEO, CA 94403



FOR NOTES, ABBREVIATIONS AND LEGEND, SEE SHEET U-1

UTILITY PLAN

SCALE= 1" = 25'

U-2

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

CONSULTANT FUNCTIONAL SUPERVISOR | CALCULATED-DESIGNED BY | CHECKED BY | REVISED BY | DATE REVISED

DATE PLOTTED => 10/9/2017
TIME PLOTTED => 2:22:56 PM
LAST REVISION 11-18-15

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	101	10.9/11.2		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. Exp. CIVIL — STATE OF CALIFORNIA

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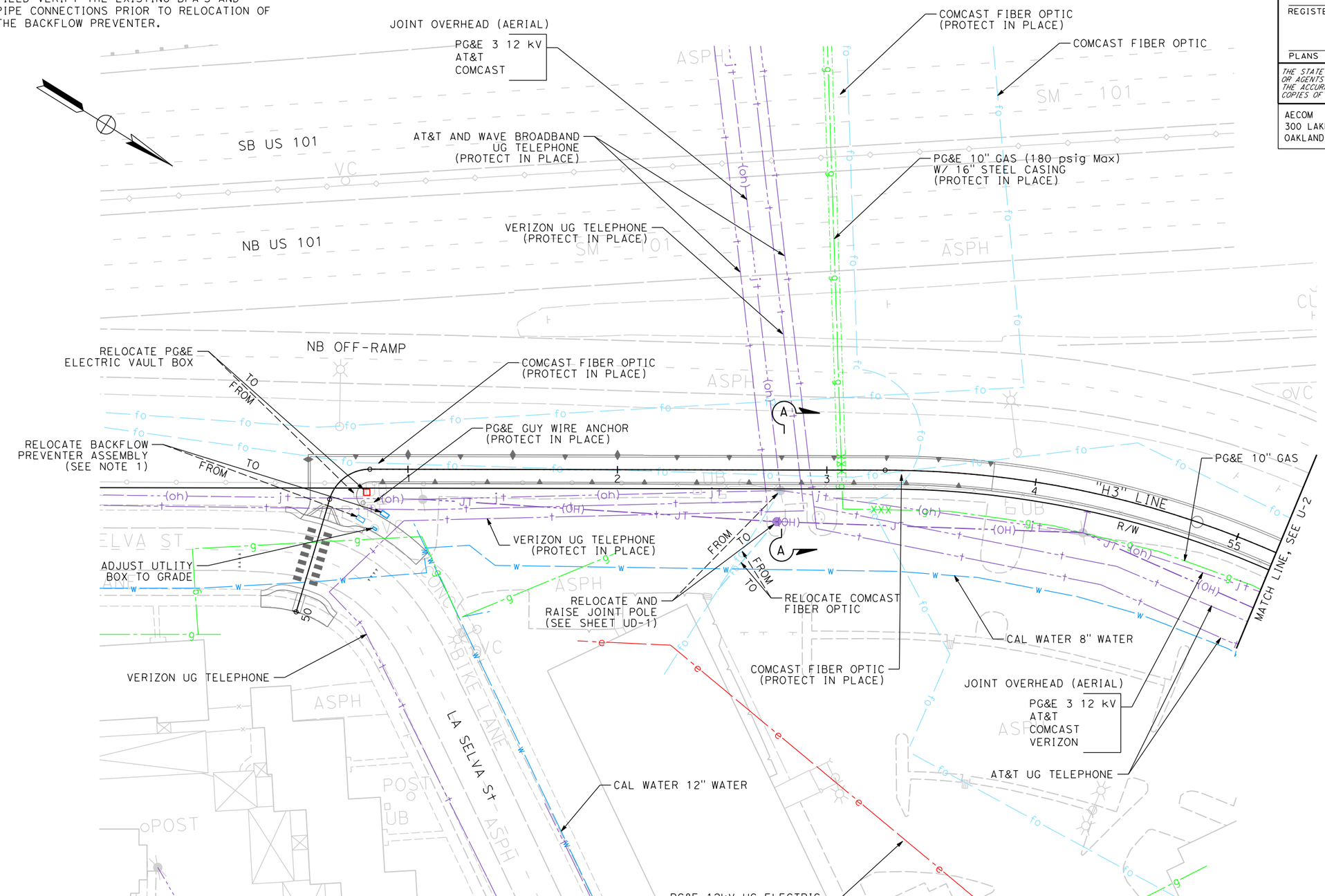
AECOM
300 LAKESIDE DRIVE
OAKLAND, CA 94612

CITY OF SAN MATEO
1900 O'FARRELL STREET
SAN MATEO, CA 94403

NOTE:

1. CONTRACTOR TO CONTACT CAL WATER AND FIELD VERIFY THE EXISTING BPA'S AND PIPE CONNECTIONS PRIOR TO RELOCATION OF THE BACKFLOW PREVENTER.



FOR NOTES, ABBREVIATIONS AND LEGEND, SEE SHEET U-1

UTILITY PLAN

SCALE= 1" = 25'

U-3

REVISED BY | DATE REVISED

CALCULATED-DESIGNED BY | CHECKED BY

CONSULTANT FUNCTIONAL SUPERVISOR

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

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11-18-15 | TIME PLOTTED => 2125:09 PM

BORDER LAST REVISED 7/2/2010 | USERNAME => joyce.lin | DGN FILE => U-3.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0000 | PROJECT NUMBER & PHASE 00000000001

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	101	10.9/11.2		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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AECOM
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OAKLAND, CA 94612

CITY OF SAN MATEO
1900 O'FARRELL STREET
SAN MATEO, CA 94403

COMCAST FIBER OPTIC

JOINT OVERHEAD (AERIAL)
PG&E 3 12 kV
COMCAST

E HILLSDALE Blvd

COMCAST FIBER OPTIC
(PROTECT IN PLACE)

JOINT OVERHEAD (AERIAL)
PG&E 3 12 kV
AT&T
COMCAST
VERIZON

AT&T AND WAVE BROADBAND
UG TELEPHONE

PG&E 10" GAS

NB OFF-RAMP

R/W

HILLSDALE BLVD

MATCH LINE, SEE U-2

PG&E 10" GAS

PG&E UG ELECTRIC

PG&E 2" GAS

CAL WATER 8" WATER

AT&T AND WAVE BROADBAND
UG TELEPHONE

PG&E 8" GAS

PG&E 10" GAS

"H3" LINE

TO
FROM

PG&E JOINT POLE
TO BE RELOCATED

VERIZON UG TELEPHONE

AT&T AND WAVE BROADBAND
UG TELEPHONE

PG&E 4" GAS

CITY R/W

S NORFOLK St

CITY R/W

CAL WATER 12" WATER

CAL WATER 6" WATER

FOR NOTES, ABBREVIATIONS
AND LEGEND, SEE SHEET U-1

UTILITY PLAN

SCALE= 1" = 25'

U-4

REVISED BY | DATE REVISED

CALCULATED-DESIGNED BY | CHECKED BY

CONSULTANT FUNCTIONAL SUPERVISOR

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

LAST REVISION | DATE PLOTTED => 10/9/2017
11-18-15 | TIME PLOTTED => 2:26:54 PM

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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	101	10.9/11.2		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. Exp. CIVIL — STATE OF CALIFORNIA

AECOM
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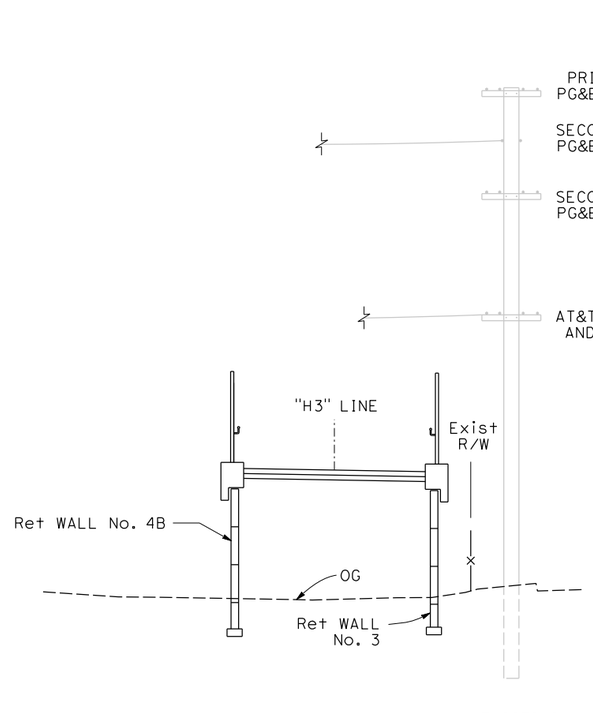
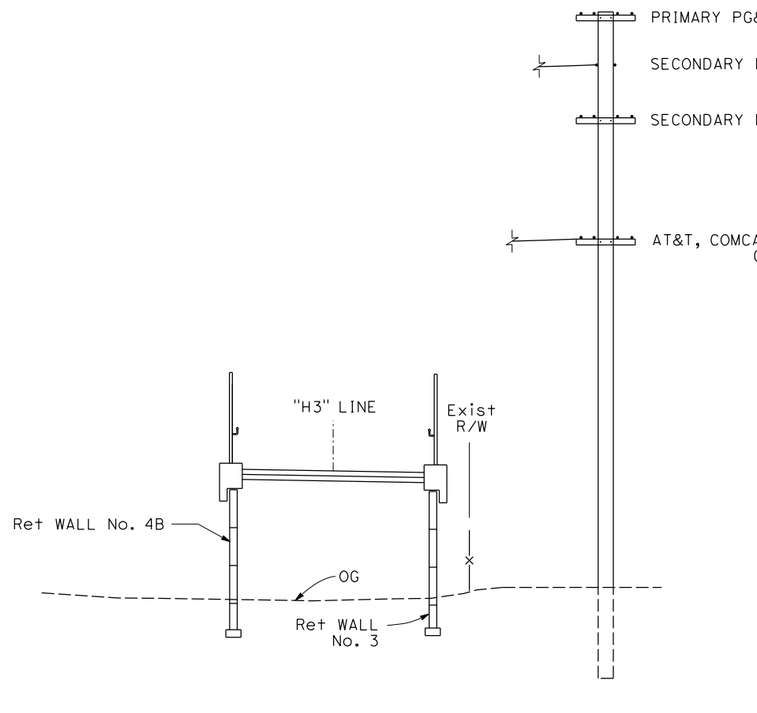
OAKLAND, CA 94612

CITY OF SAN MATEO
1900 O'FARRELL STREET
SAN MATEO, CA 94403



EXISTING JOINT POLE



PROPOSED JOINT POLE (RAISED AND RELOCATED)

"H3" LINE
Sta 52+80

SECTION A-A

UTILITY DETAILS

NO SCALE

UD-1

REVISED BY | DATE REVISED

CALCULATED-DESIGNED BY | CHECKED BY

CONSULTANT FUNCTIONAL SUPERVISOR

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

LAST REVISION 11-18-15 | DATE PLOTTED => 12/1/2016 TIME PLOTTED => 1:03:52 PM

BORDER LAST REVISED 7/2/2010 | USERNAME => joyce.lin DGN FILE => UD-1.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0000 | PROJECT NUMBER & PHASE 00000000001

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	101	10.9/11.2		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. Exp. CIVIL — STATE OF CALIFORNIA

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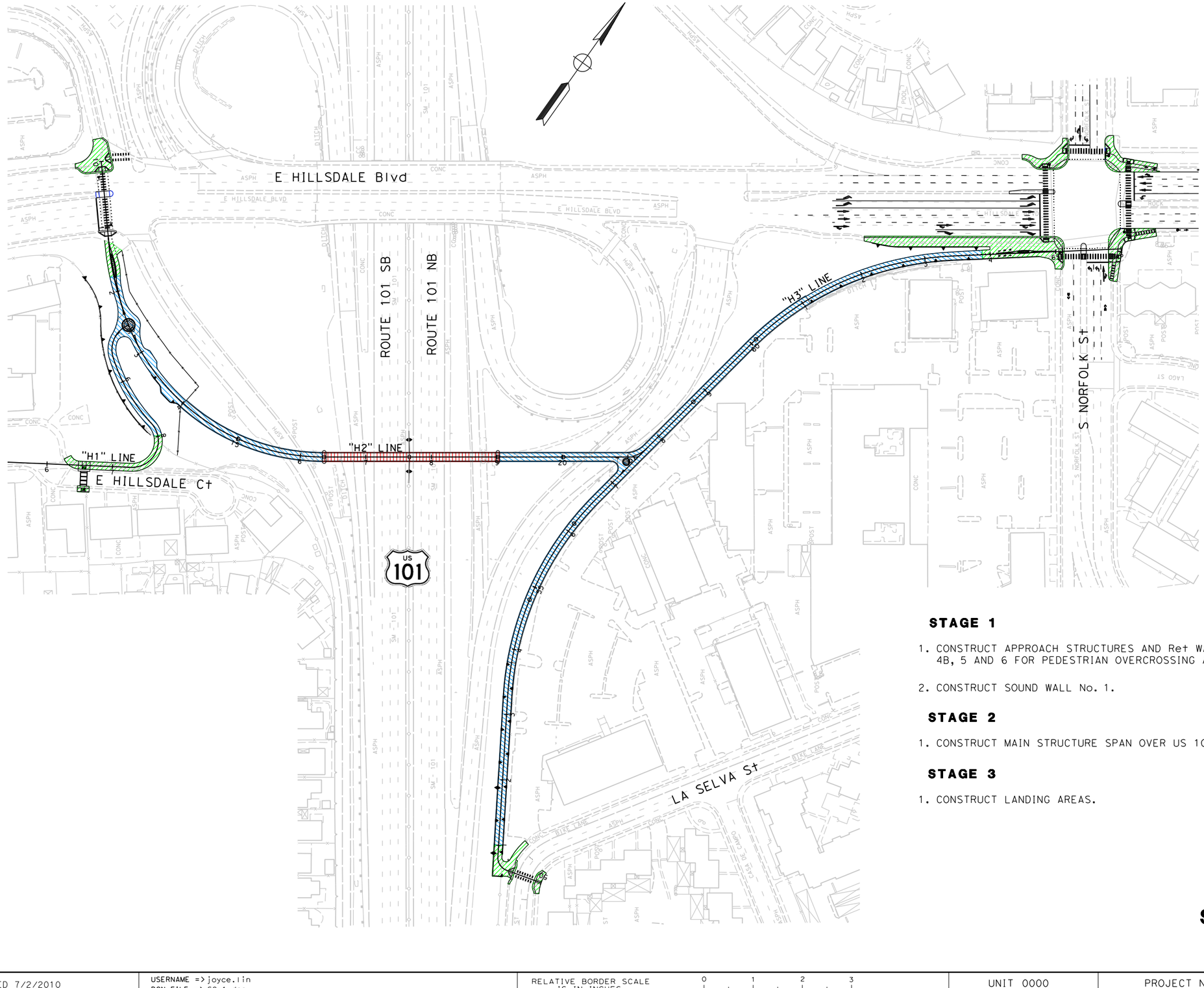
AECOM
300 LAKESIDE DRIVE
OAKLAND, CA 94612

CITY OF SAN MATEO
1900 O'FARRELL STREET
SAN MATEO, CA 94403



LEGEND:

- STAGE 1
- STAGE 2
- STAGE 3

STAGE 1

1. CONSTRUCT APPROACH STRUCTURES AND Ret WALL No. 1, 2, 3, 4A, 4B, 5 AND 6 FOR PEDESTRIAN OVERCROSSING AND PEDESTRIAN VIADUCT.
2. CONSTRUCT SOUND WALL No. 1.

STAGE 2

1. CONSTRUCT MAIN STRUCTURE SPAN OVER US 101.

STAGE 3

1. CONSTRUCT LANDING AREAS.

STAGE CONSTRUCTION

SCALE: 1" = 75'

SC-1

REVISED BY	DATE REVISED

CALCULATED-DESIGNED BY

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STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

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LAST REVISION 11-18-15 | DATE PLOTTED => 12/22/2016 TIME PLOTTED => 4:46:00 PM

BORDER LAST REVISED 7/2/2010 | USERNAME => joyce.lin DGN FILE => SC-1.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0000 | PROJECT NUMBER & PHASE 00000000001

ATTACHMENT C

INTERSECTION SAFETY IMPROVEMENTS

REMOVE DUAL RIGHT TURN
OR ADD SIGNAL LEADING
INTERVAL FOR BIKES/PEDS

MOUNTABLE APRON
FOR 40' BUS TURNING

REMOVE DUAL RIGHT TURN
OR ADD SIGNAL LEADING
INTERVAL FOR BIKES/PEDS

MOUNTABLE APRON
FOR TRUCK TURNING
(CA LEGAL)

PROPOSED FUTURE BIKE
LANES ON HILLSDALE BLVD

RIGHT OF WAY IMPACT

DRIVEWAY CONFLICT
STRIPING, TYP

RIGHT OF WAY IMPACT

E HILLSDALE BLVD

S NORFOLK STREET

R/W

DRAFT

20' 10' 0' 20' 40'
SCALE:1" = 20'

DESIGNED:	REVISIONS	
REVIEWED:	NO DATE ITEM	
DRAWN:		
2015-297 PROJECT NO.	12/21/16 DATE	
SCALE	FILE	

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www.altaplanning.com
100 Webster Street, Suite 300
Oakland, California 94607
p:510.540.5008

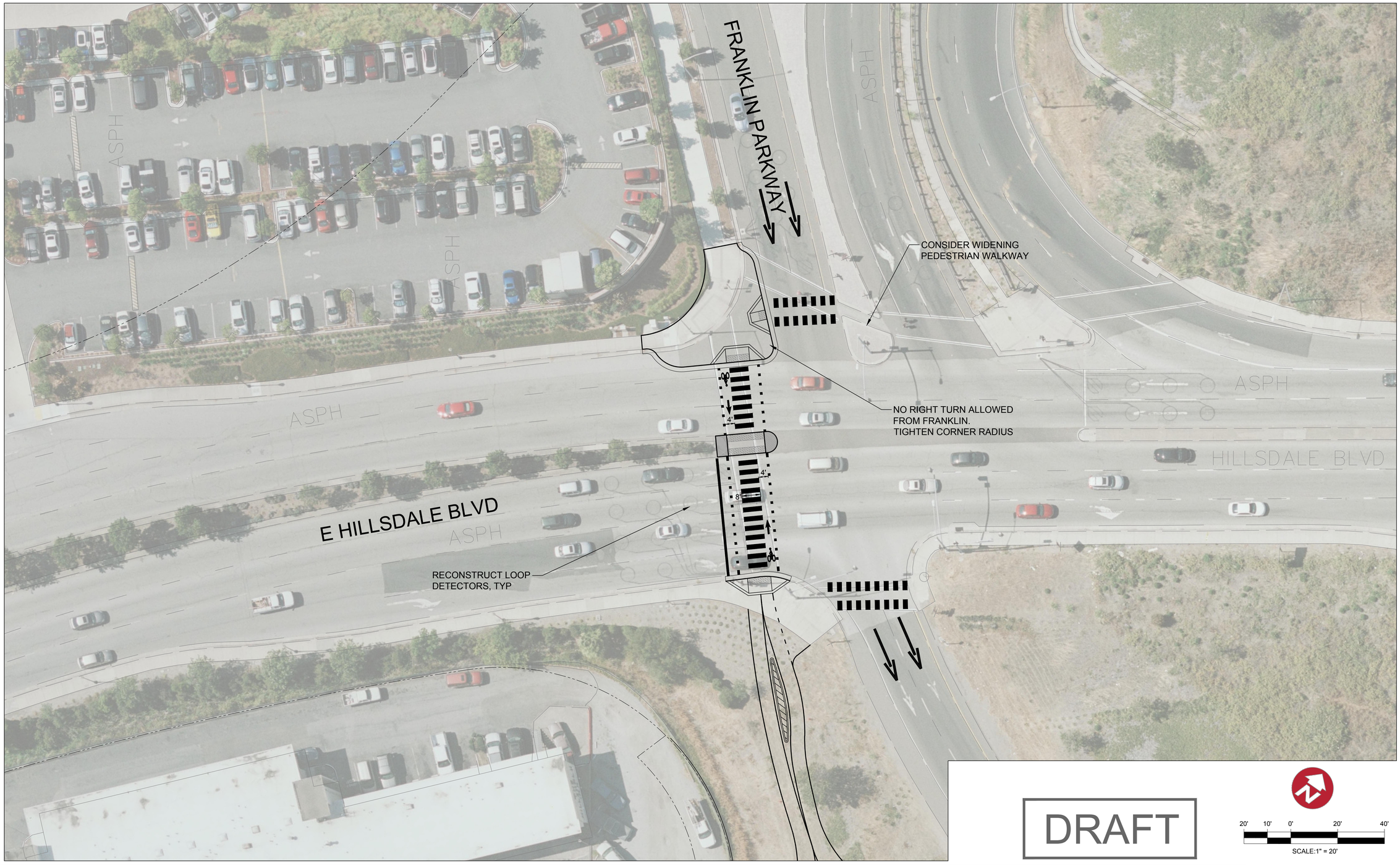
US 101/Hillsdale Blvd Pedestrian & Bicycle Overcrossing Project

SAN MATEO, CA

Hillsdale/Norfolk Intersection CONCEPT 2

SHEET NO.

OF



DRAFT

20' 10' 0' 20' 40'

SCALE:1" = 20'

DESIGNED:

REVIEWED:

DRAWN:

2015-297 PROJECT NO. 12/21/16 DATE

SCALE FILE

REVISIONS

NO	DATE	ITEM

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www.altaplanning.com

100 Webster Street, Suite 300
Oakland, California 94607
p:510.540.5008

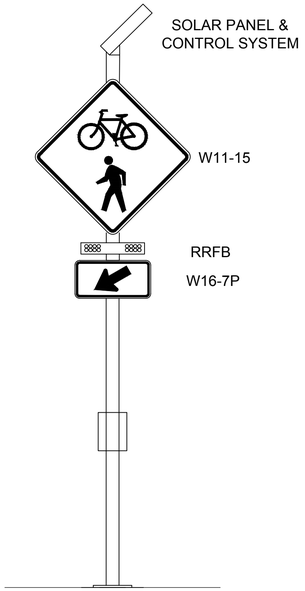
US 101/Hillsdale Blvd Pedestrian & Bicycle Overcrossing Project

SAN MATEO, CA

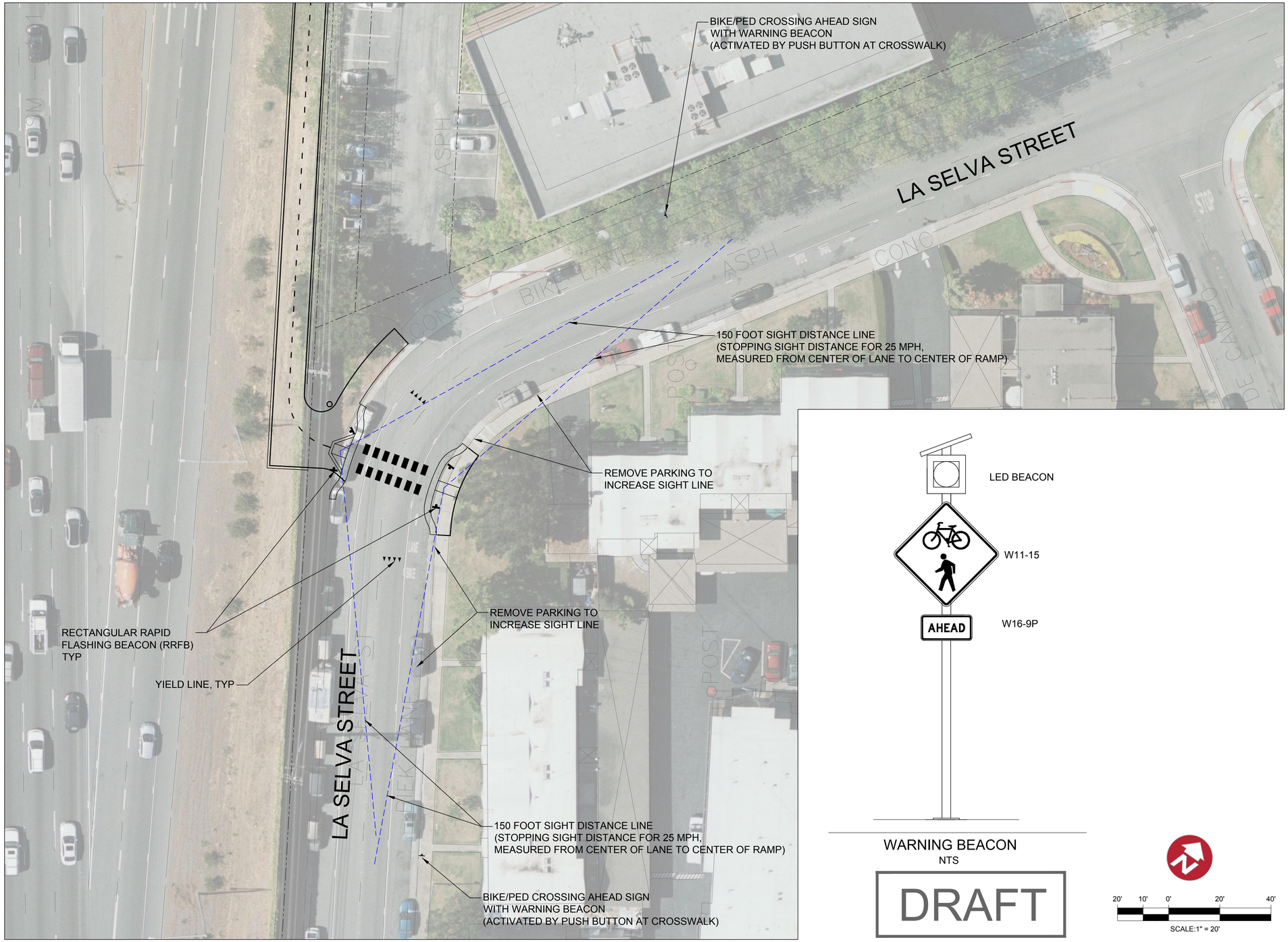
HILLSDALE BLVD & FRANKLIN

SHEET NO.

OF



RECTANGULAR RAPID
FLASHING BEACON
NTS



WARNING BEACON
NTS

DRAFT

20' 10' 0' 20' 40'
SCALE:1" = 20'

DESIGNED:	REVISIONS	
REVIEWED:	NO DATE ITEM	
DRAWN:		
2015-297 PROJECT NO.	12/21/16 DATE	
SCALE	FILE	

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Oakland, California 94607
p:510.540.5008

US 101/Hillsdale Blvd Pedestrian & Bicycle Overcrossing Project

SAN MATEO, CA

LA SELVA STREET

SHEET NO.

OF

ATTACHMENT D

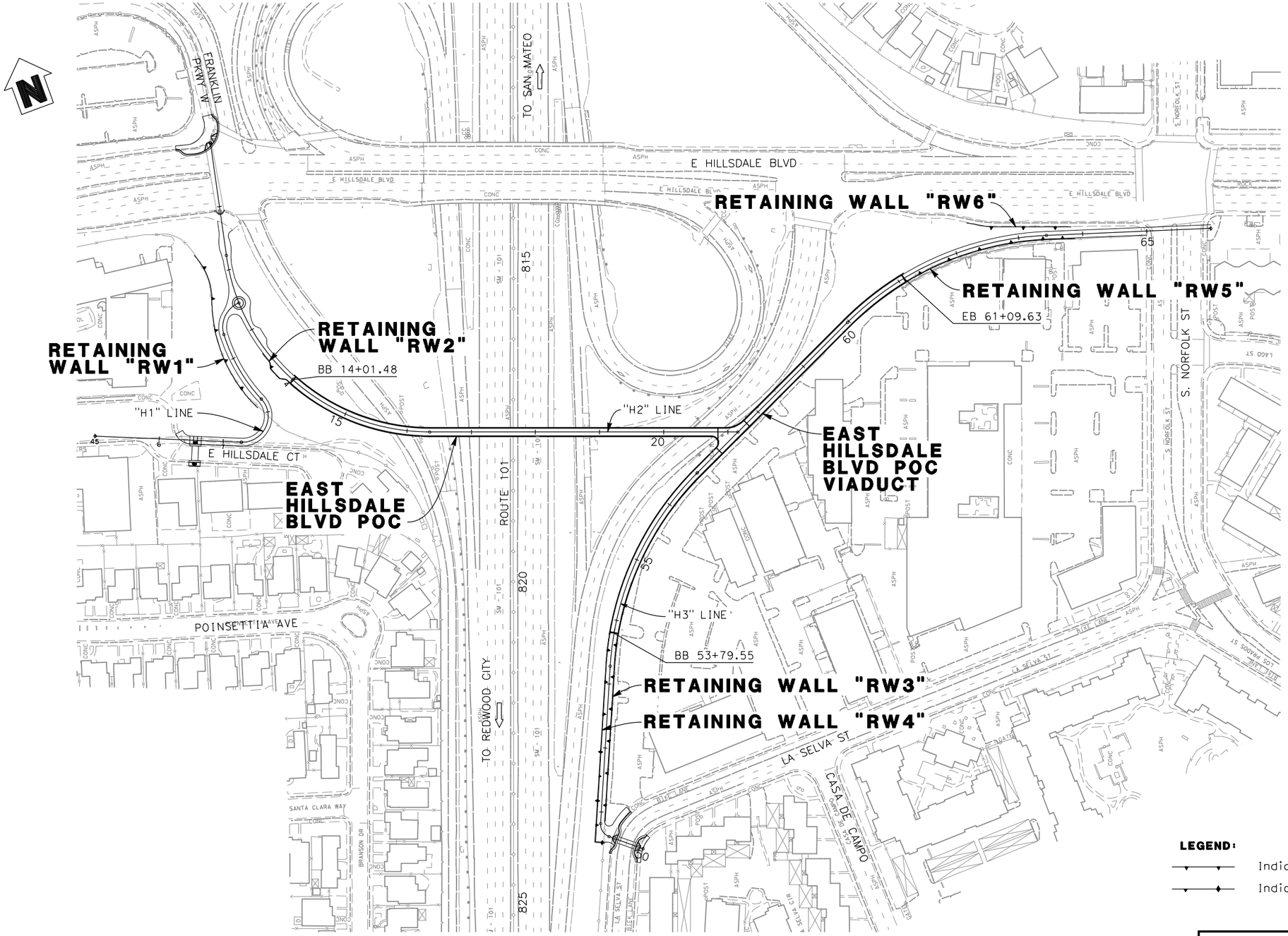
ADVANCE PLANNING STUDY PLANS

PREPARED FOR THE STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT
04	SM	101	10.9/11.2

CITY OF SAN MATEO
330 WEST 20TH AVENUE
SAN MATEO, CA 94403

AECOM
2020 L STREET, SUITE 400
SACRAMENTO, CA 95811



LEGEND:

Indicates MSE Retaining Wall

Indicates Type 1SWP Retaining Wall

PLAN
1"=100'

DESIGNED BY	Jan Hueser	DATE	5/16
DRAWN BY	Todd Waltz	DATE	5/16
CHECKED BY	David Harnagel	DATE	5/16
APPROVED		DATE	

Jan Hueser
PROJECT ENGINEER

DESIGN OVERSIGHT

SIGN OFF DATE

PLANNING STUDY
LOCATION MAP

BRIDGE NO.	UNIT:
SCALE: AS SHOWN	PROJECT NUMBER & PHASE: 0413000209

DATE PLOTTED => 7/11/2016 TIME PLOTTED => 7:40:41 AM
USERNAME => Walt2T

ADVANCE PLANNING STUDY SHEET (ENGLISH) (REV. 7/16/10)

FILE => ...\S-01-Location Map.dgn

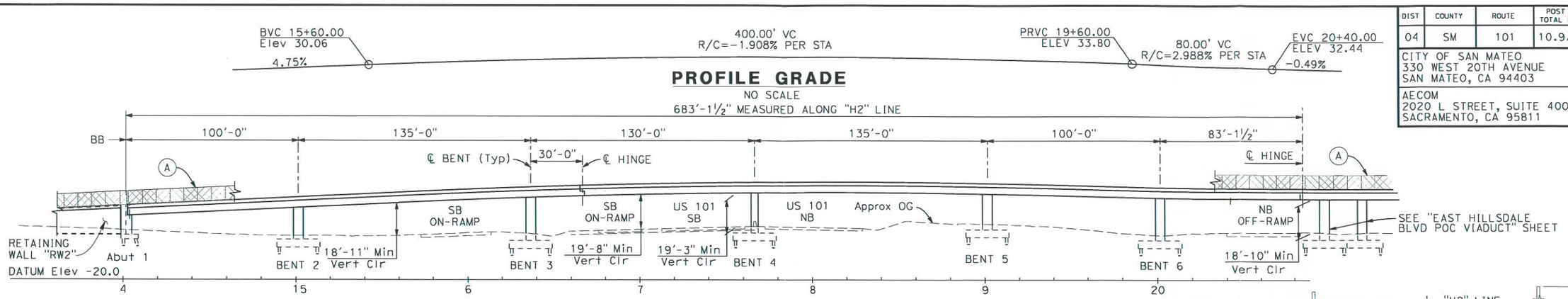
CONTRACT NO.: 04-4H3304

PREPARED FOR THE STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT
04	SM	101	10.9/11.2

CITY OF SAN MATEO
330 WEST 20TH AVENUE
SAN MATEO, CA 94403

AECOM
2020 L STREET, SUITE 400
SACRAMENTO, CA 95811



PROFILE GRADE

NO SCALE
683'-1½" MEASURED ALONG "H2" LINE

DEVELOPED ELEVATION

1"=30'

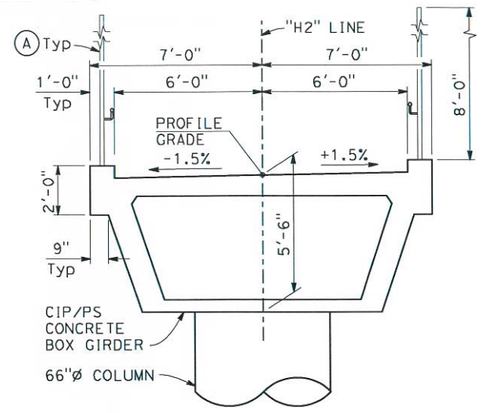
VEHICULAR TRAFFIC

1. ___ New alignment. No traffic at the site.
2. ___ Traffic will be detoured away from the site
3. ___ Traffic will be carried on the structure. Stage construction will be required.
4. ✓ Traffic will pass under the structure on routes shown below.

LOCATION	Temporary Vertical Clearance	Width of Traffic Opening	Width of Pedestrian Opening
SB 101 ON-RAMP	16'-11"	26'-0"	N/A
SB 101 LOOP ON-RAMP	17'-8"	21'-0"	N/A
SB ROUTE 101	15'-10"	52'-0"	N/A
NB ROUTE 101	16'-2"	52'-0"	N/A
NB 101 OFF-RAMP	15'-9"	37'-0"	N/A

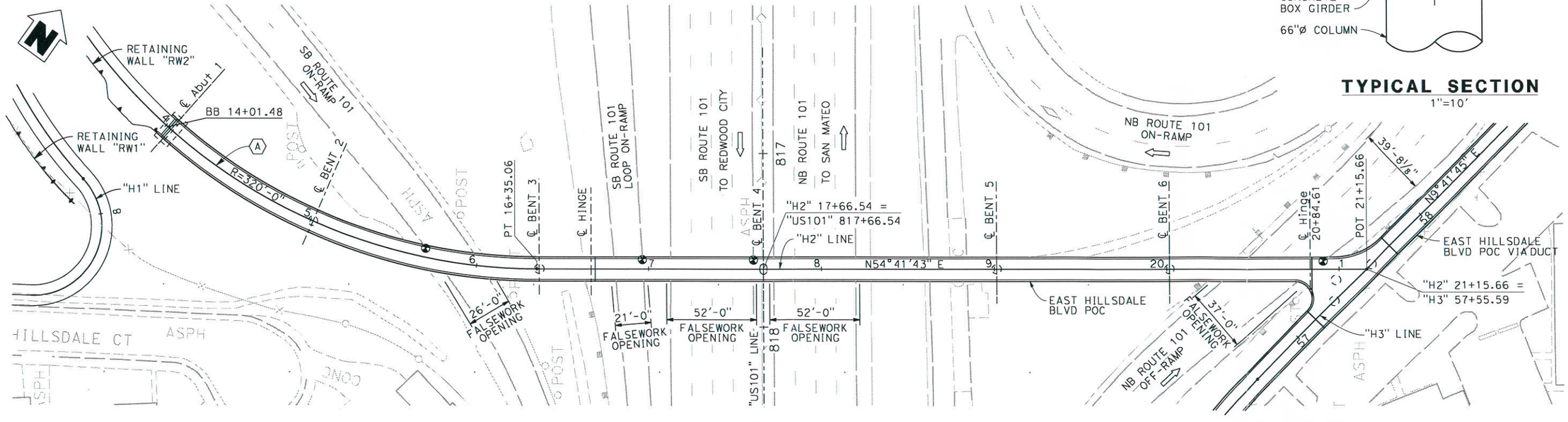
DATE OF ESTIMATE		6/2016
BRIDGE REMOVAL	=	N/A
STRUCTURE DEPTH	=	5'-6"
LENGTH	=	683'-1½"
WIDTH	=	14'-0"
AREA	=	9564 SQFT
COST/SQFT INCLUDING 10% MOBILIZATION & 25% CONTINGENCY	=	$525
TOTAL COST	=	$5,024,000

APPROACH MSE WALLS NOT INCLUDED IN THIS BRIDGE ESTIMATE



TYPICAL SECTION

1"=10'



PLAN

1"=30'

CURVE DATA

Ⓐ "H2" LINE
R = 320.00'
Δ = 81°58'58"
T = 278.09'
L = 457.88'

NOTES:

Ⓐ Chain Link Railing (Type 7L Modified)

LEGEND:

POINT OF MINIMUM VERTICAL CLEARANCE

David Soon
DESIGN OVERSIGHT
8/18/16
SIGN OFF DATE

DESIGNED BY	Jan Hueser	DATE	5/16
DRAWN BY	Todd Waltz	DATE	5/16
CHECKED BY	David Harnagel	DATE	5/16
APPROVED	David Soon	DATE	8/16

Jan Hueser
PROJECT ENGINEER

OPTION 1

PLANNING STUDY

EAST HILLSDALE BLVD POC

BRIDGE NO.	UNIT:
SCALE: AS SHOWN	PROJECT NUMBER & PHASE: 0413000209

CONTRACT NO.: 04-4H3304

ADVANCE PLANNING STUDY SHEET (ENGLISH) (REV. 7/16/10)

FILE => ...\S-02-General Plan-01.dgn

DATE PLOTTED => 7/11/2016 TIME PLOTTED => 2:42:54 PM

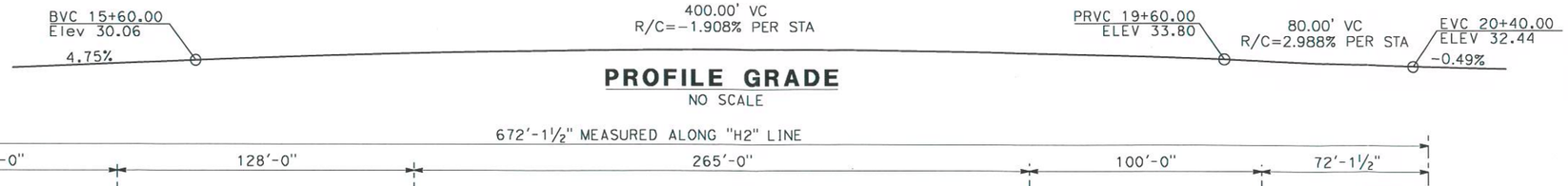
USERNAME => Wolitzt

PREPARED FOR THE STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

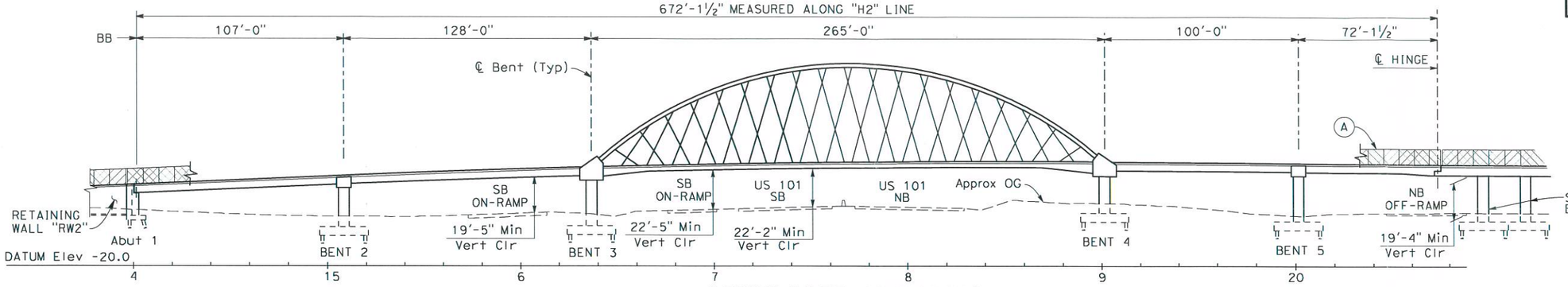
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT
04	SM	101	10.9/11.2

CITY OF SAN MATEO
330 WEST 20TH AVENUE
SAN MATEO, CA 94403

AECOM
2020 L STREET, SUITE 400
SACRAMENTO, CA 95811



PROFILE GRADE
NO SCALE



DEVELOPED ELEVATION
1"=30'

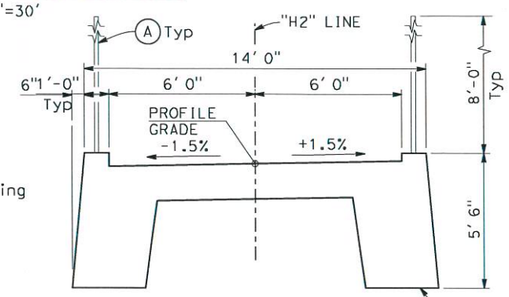
DATE OF ESTIMATE		6/2016
BRIDGE REMOVAL	=	N/A
STRUCTURE DEPTH	=	3'-6" - 4'-6"
LENGTH	=	672'-1½"
WIDTH	=	15'-0"-20'-0"
AREA	=	12,770 SQFT
COST/SQFT INCLUDING 10% MOBILIZATION & 25% CONTINGENCY	=	$552
TOTAL COST	=	$7,049,000

APPROACH MSE WALLS NOT INCLUDED IN THIS BRIDGE ESTIMATE

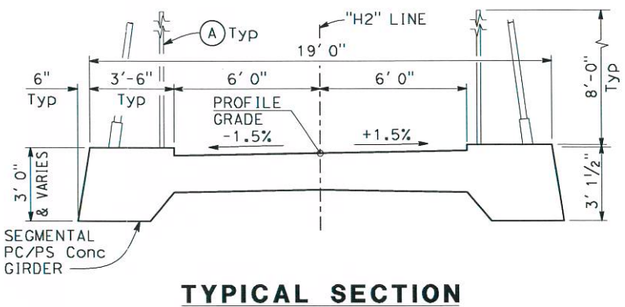
VEHICULAR TRAFFIC

1. ___ New alignment. No traffic at the site.
2. ___ Traffic will be detoured away from the site
3. ___ Traffic will be carried on the structure. Stage construction will be required.
4. ✓ Traffic will pass under the structure on routes shown below.

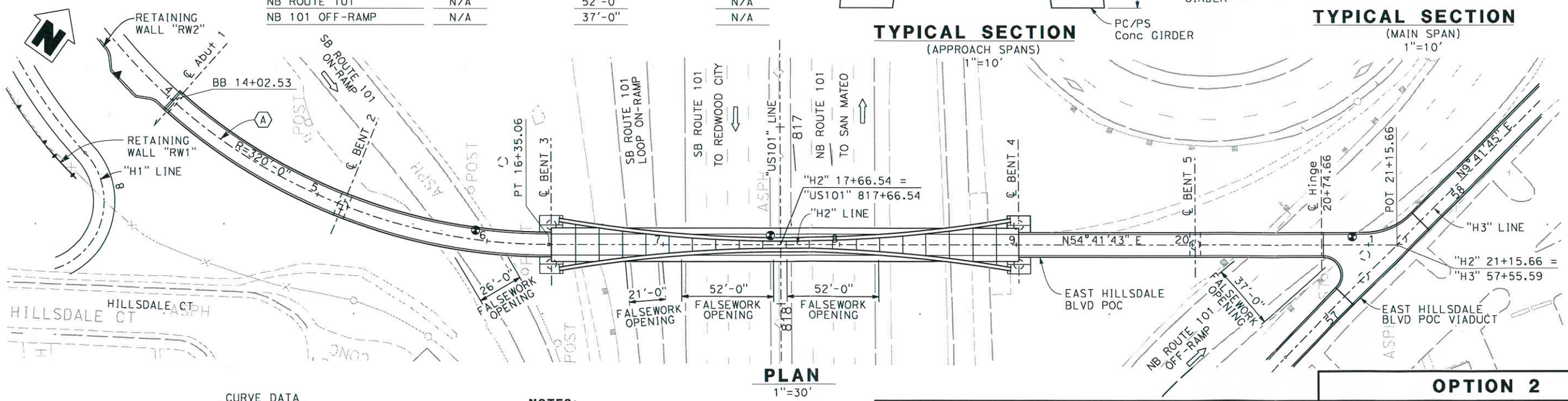
LOCATION	Temporary Vertical Clearance	Width of Traffic Opening	Width of Pedestrian Opening
SB 101 ON-RAMP	N/A	26'-0"	N/A
SB 101 LOOP ON-RAMP	N/A	21'-0"	N/A
SB ROUTE 101	N/A	52'-0"	N/A
NB ROUTE 101	N/A	52'-0"	N/A
NB 101 OFF-RAMP	N/A	37'-0"	N/A



TYPICAL SECTION
(APPROACH SPANS)
1"=10'



TYPICAL SECTION
(MAIN SPAN)
1"=10'



PLAN
1"=30'

CURVE DATA
Ⓐ "H2" LINE
R = 320.00'
Δ = 81°58'58"
T = 278.09'
L = 457.88'

NOTES:
Ⓐ Chain Link Railing (Type 7L Modified)

LEGEND:
POINT OF MINIMUM VERTICAL CLEARANCE

David Scown
DESIGN OVERSIGHT
8/18/16
SIGN OFF DATE

DESIGNED BY	Hohsing Lee	DATE	5/16
DRAWN BY	Todd Waltz	DATE	5/16
CHECKED BY	David Harnagel	DATE	5/16
APPROVED	David Scown	DATE	8/16

Hohsing Lee
PROJECT ENGINEER

OPTION 2
PLANNING STUDY
EAST HILLSDALE BLVD POC

BRIDGE NO.	UNIT:
SCALE: AS SHOWN	PROJECT NUMBER & PHASE: 0413000209

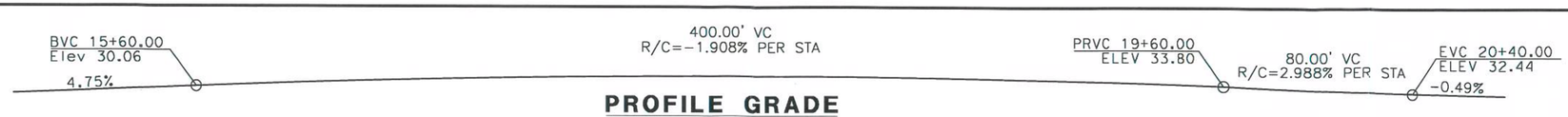
DATE PLOTTED => 7/11/2016 TIME PLOTTED => 2:44:38 PM
USERNAME => Wo1tzT

PREPARED FOR THE STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

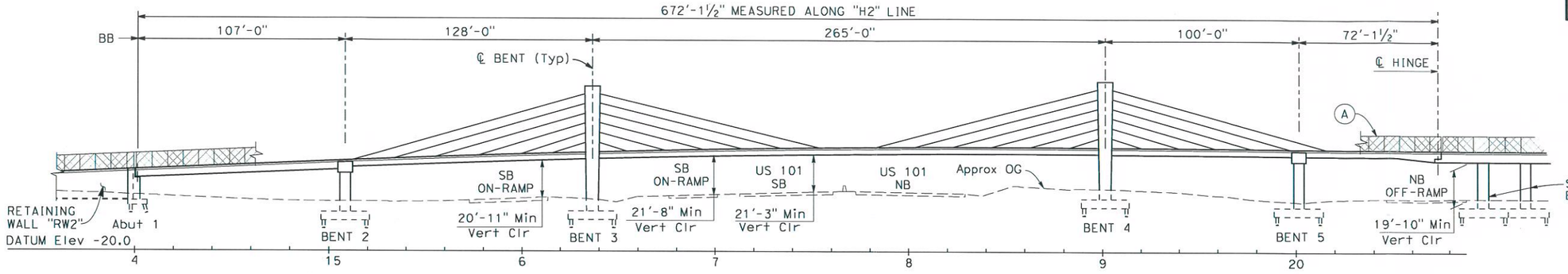
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT
04	SM	101	10.9/11.2

CITY OF SAN MATEO
330 WEST 20TH AVENUE
SAN MATEO, CA 94403

AECOM
2020 L STREET, SUITE 400
SACRAMENTO, CA 95811



PROFILE GRADE
NO SCALE



DEVELOPED ELEVATION
1"=30'

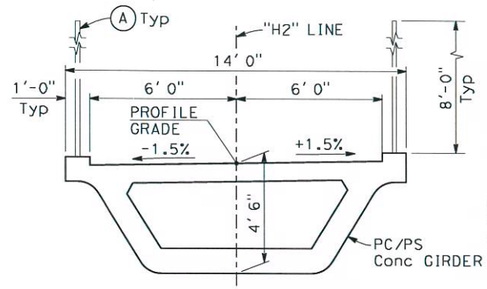
DATE OF ESTIMATE	6/2016
BRIDGE REMOVAL	= N/A
STRUCTURE DEPTH	= 3'-6" - 4'-6"
LENGTH	= 672'-1½"
WIDTH	= 14'-0" - 18'-0"
AREA	= 12,770 SQFT
COST/SQFT INCLUDING 10% MOBILIZATION & 25% CONTINGENCY	= $528
TOTAL COST	= $6,745,000

APPROACH MSE WALLS NOT INCLUDED IN THIS BRIDGE ESTIMATE

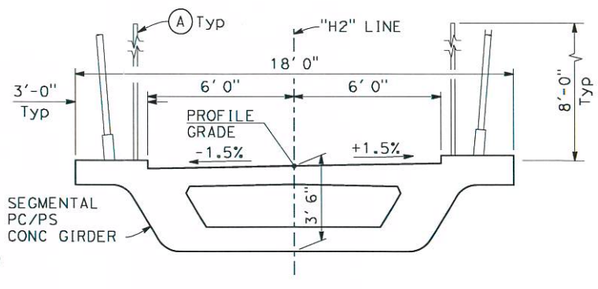
VEHICULAR TRAFFIC

1. ___ New alignment. No traffic at the site.
2. ___ Traffic will be detoured away from the site
3. ___ Traffic will be carried on the structure. Stage construction will be required.
4. ✓ Traffic will pass under the structure on routes shown below.

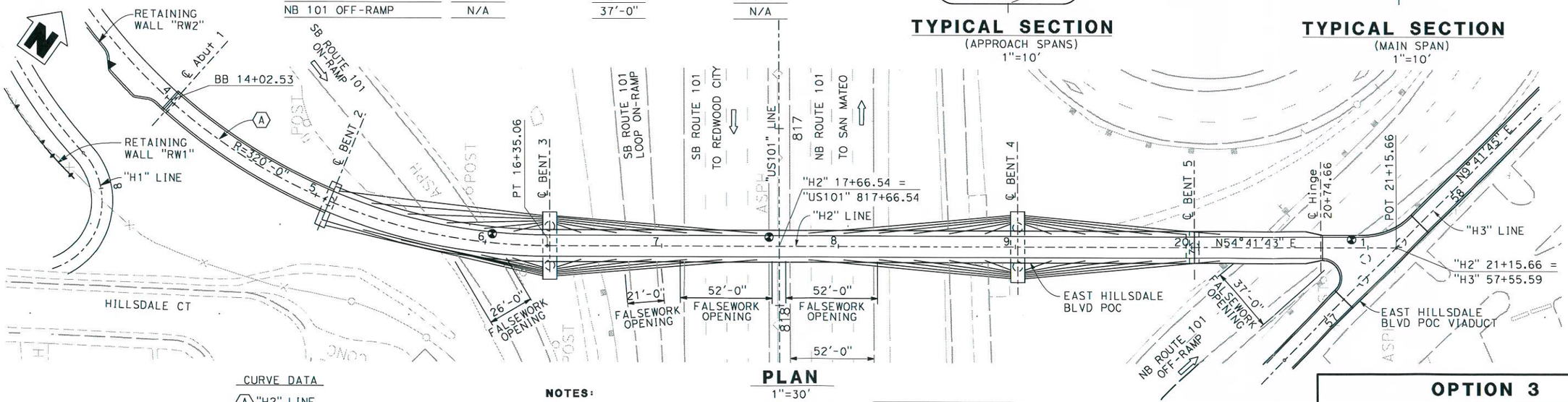
LOCATION	Temporary Vertical Clearance	Width of Traffic Opening	Width of Pedestrian Opening
SB 101 ON-RAMP	N/A	26'-0"	N/A
SB 101 LOOP ON-RAMP	N/A	21'-0"	N/A
SB ROUTE 101	N/A	52'-0"	N/A
NB ROUTE 101	N/A	52'-0"	N/A
NB 101 OFF-RAMP	N/A	37'-0"	N/A



TYPICAL SECTION
(APPROACH SPANS)
1"=10'



TYPICAL SECTION
(MAIN SPAN)
1"=10'



PLAN
1"=30'

CURVE DATA
Ⓐ "H2" LINE
R = 320.00'
Δ = 81°58'58"
T = 278.09'
L = 457.88'

NOTES:
Ⓐ Chain Link Railing (Type 7L Modified)

LEGEND:
❷ POINT OF MINIMUM VERTICAL CLEARANCE

David Sawn
DESIGN OVERSIGHT
8/18/16
SIGN OFF DATE

DESIGNED BY	Hohsing Lee	DATE	5/16
DRAWN BY	Todd Waltz	DATE	5/16
CHECKED BY	David Harnagel	DATE	5/16
APPROVED	David Sawn	DATE	8/16

Hohsing Lee
PROJECT ENGINEER

OPTION 3
PLANNING STUDY
EAST HILLSDALE BLVD POC

BRIDGE NO.	UNIT:
SCALE: AS SHOWN	PROJECT NUMBER & PHASE: 0413000209

CONTRACT NO.: 04-4H3304

ADVANCE PLANNING STUDY SHEET (ENGLISH) (REV. 7/16/10)

FILE => ...\S-04-General Plan-03.dgn

DATE PLOTTED => 7/11/2016 TIME PLOTTED => 2:45:30 PM

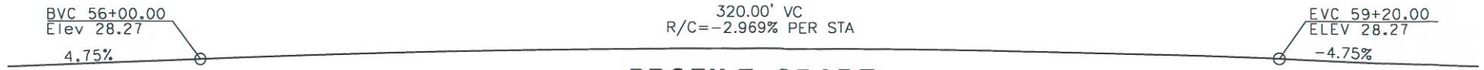
USERNAME => WGITZT

PREPARED FOR THE STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

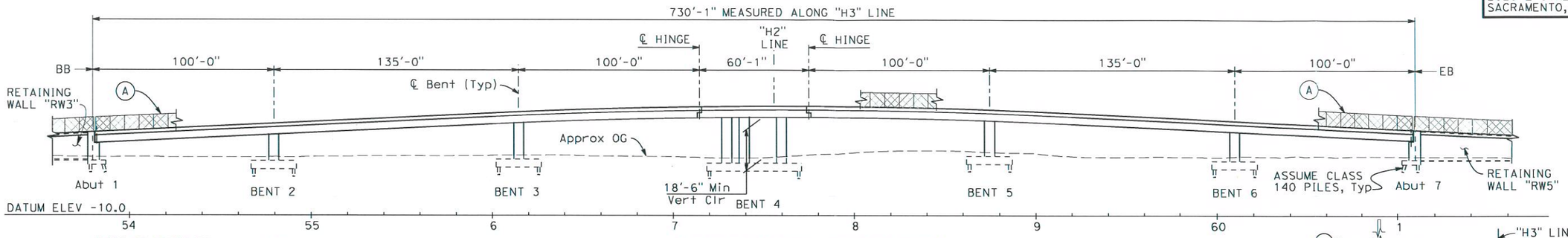
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT
04	SM	101	10.9/11.2

CITY OF SAN MATEO
330 WEST 20TH AVENUE
SAN MATEO, CA 94403

AECOM
2020 L STREET, SUITE 400
SACRAMENTO, CA 95811



PROFILE GRADE
NO SCALE



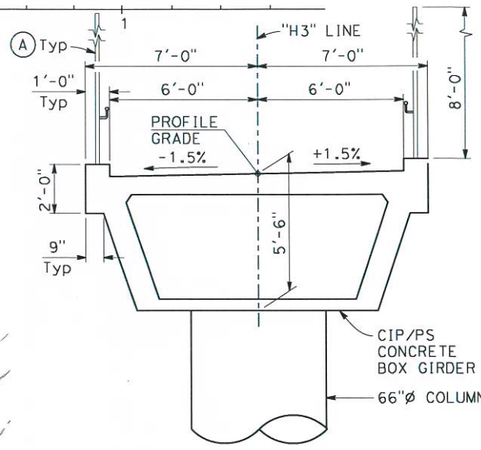
DEVELOPED ELEVATION
1"=30'

DATE OF ESTIMATE		6/2016
BRIDGE REMOVAL	=	N/A
STRUCTURE DEPTH	=	5'-6"
LENGTH	=	730'-1"
WIDTH	=	14'-0"
AREA	=	10,221 SQFT
COST/SQFT INCLUDING 10% MOBILIZATION & 25% CONTINGENCY	=	$603
TOTAL COST	=	$6,165,000

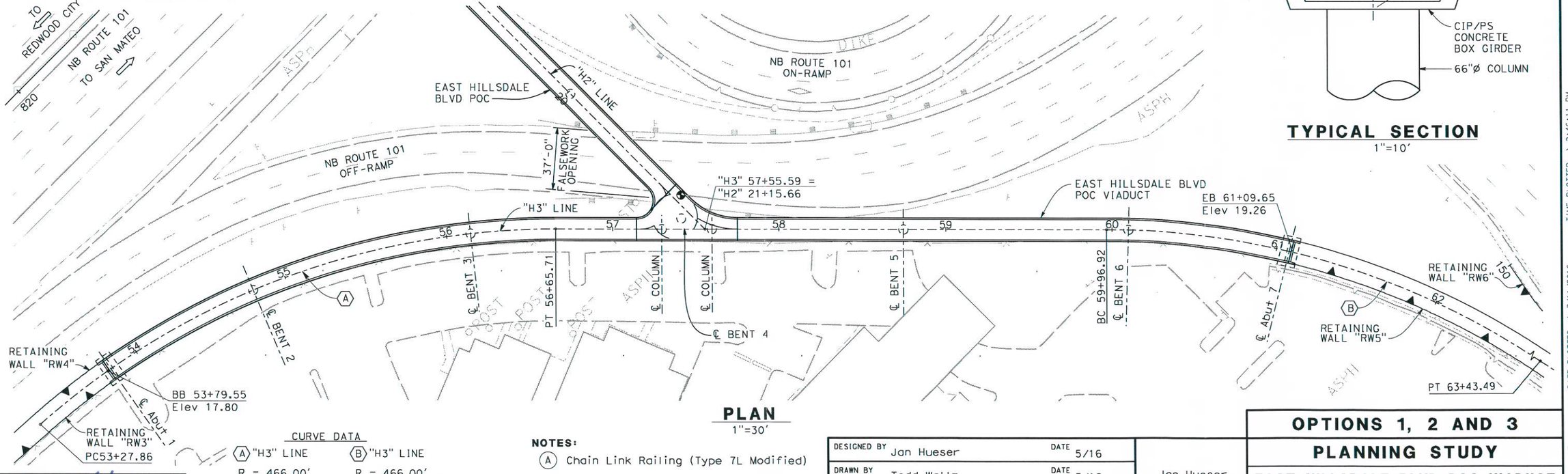
APPROACH MSE WALLS NOT INCLUDED IN THIS BRIDGE ESTIMATE

VEHICULAR TRAFFIC

1. ✓ New alignment. No traffic at the site.
2. ___ Traffic will be detoured away from the site
3. ___ Traffic will be carried on the structure. Stage construction will be required.
4. ___ Traffic will pass under the structure on routes shown below.



TYPICAL SECTION
1"=10'



PLAN
1"=30'

CURVE DATA

(A) "H3" LINE	(B) "H3" LINE
R = 466.00'	R = 466.00'
Δ = 41°32'24"	Δ = 42°36'43"
T = 176.74'	T = 181.74'
L = 337.85'	L = 346.57'

NOTES:
(A) Chain Link Railing (Type 7L Modified)

LEGEND:
POINT OF MINIMUM VERTICAL CLEARANCE

DESIGN OVERSIGHT David Soon 8/18/16
SIGN OFF DATE

DESIGNED BY	Jan Hueser	DATE 5/16
DRAWN BY	Todd Waltz	DATE 5/16
CHECKED BY	David Harnagel	DATE 5/16
APPROVED	David Soon	DATE 8/16

Jan Hueser
PROJECT ENGINEER

OPTIONS 1, 2 AND 3
PLANNING STUDY
EAST HILLSDALE BLVD POC VIADUCT

BRIDGE NO.	UNIT:
SCALE: AS SHOWN	PROJECT NUMBER & PHASE: 0413000209

CONTRACT NO.: 04-4H3304

ADVANCE PLANNING STUDY SHEET (ENGLISH) (REV. 7/16/10)

FILE => ...\S-05-General Plan-04.dgn

DATE PLOTTED => 7/11/2016 TIME PLOTTED => 2:46:11 PM

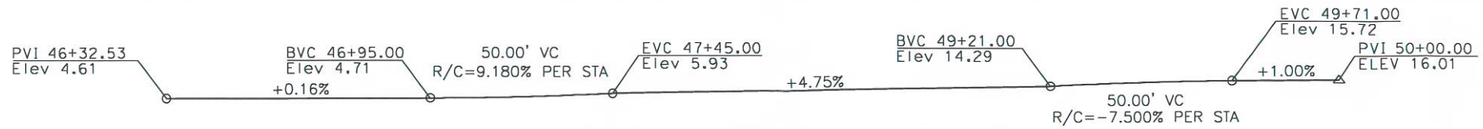
USERNAME => Waltzt

PREPARED FOR THE STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

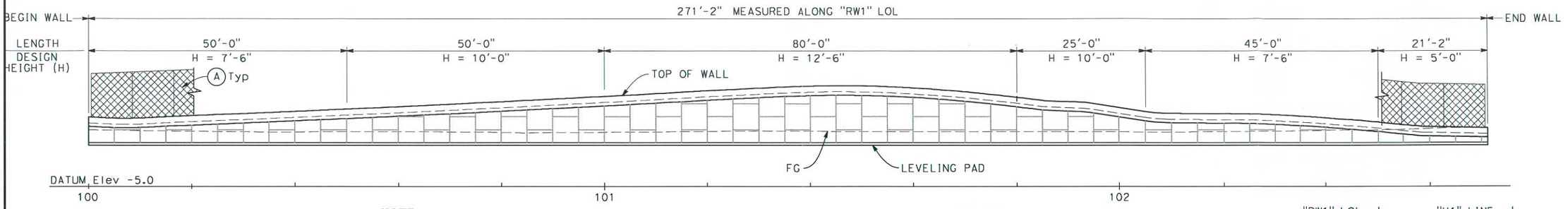
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT
04	SM	101	10.9/11.2

CITY OF SAN MATEO
330 WEST 20TH AVENUE
SAN MATEO, CA 94403

AECOM
2020 L STREET, SUITE 400
SACRAMENTO, CA 95811



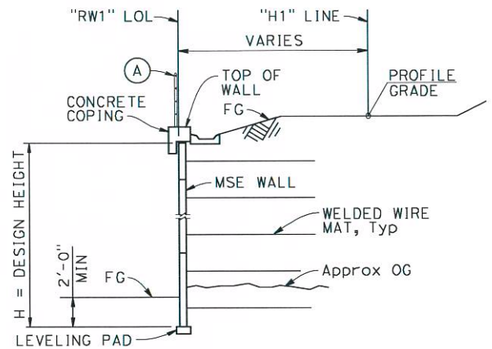
PROFILE GRADE - "H1" LINE



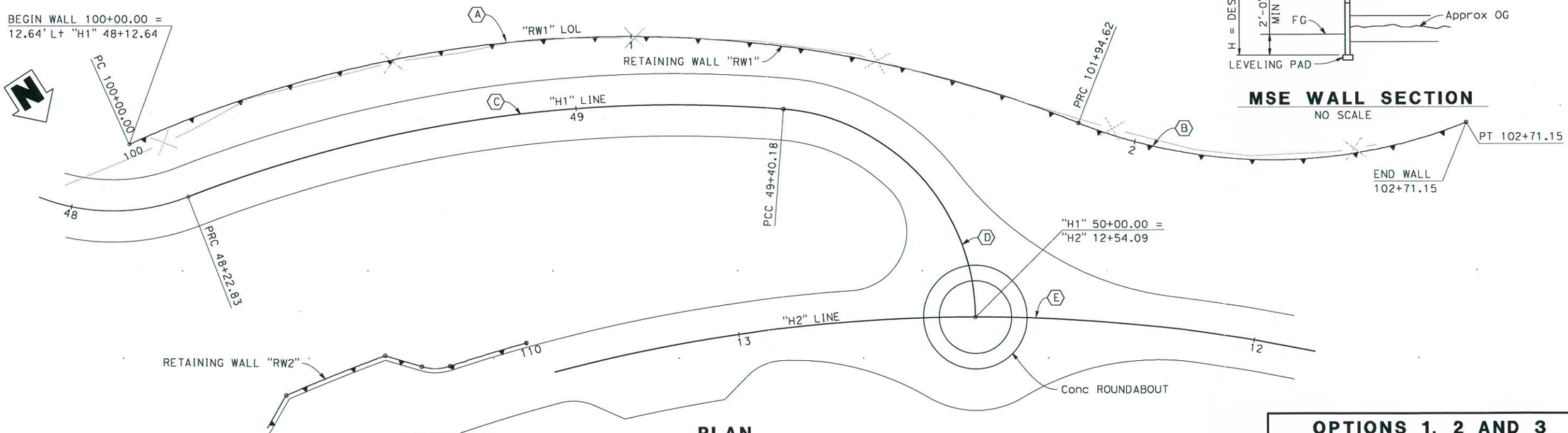
NOTE:
(A) CHAIN LINK FENCE (TYPE CL-4)

DEVELOPED ELEVATION (MIRRORED)
1"=10'

DATE OF ESTIMATE		6/2016
BRIDGE REMOVAL	=	N/A
WALL HEIGHT	=	9.21' Ave
LENGTH	=	271.17'
WALL AREA	=	2497 SQFT
COST/SQFT INCLUDING 10% MOBILIZATION & 25% CONTINGENCY	=	$126
TOTAL COST	=	$315,000



MSE WALL SECTION
NO SCALE



PLAN
1"=10'

CURVE DATA

(A) "RW1" LOL	(B) "RW1" LOL	(C) "H1" LINE	(D) "H1" LINE	(E) "H2" LINE
R = 234.83	R = 100.67'	R = 260.00'	R = 40.00'	R = 320.00
Δ = 47°29'06"	Δ = 43°33'31"	Δ = 25°51'36"	Δ = 85°40'50"	Δ = 81°58'58"
T = 103.29'	T = 40.22'	T = 59.69'	T = 37.09'	T = 278.09'
L = 194.62'	L = 76.53'	L = 117.35'	L = 59.82'	L = 457.88'

DESIGN OVERSIGHT David Soon 8/18/16 SIGN OFF DATE

DESIGNED BY	Jan Hueser	DATE 5/16
DRAWN BY	Todd Waltz	DATE 5/16
CHECKED BY	David Harnagel	DATE 5/16
APPROVED	David Soon	DATE 8/16

Jan Hueser
PROJECT ENGINEER

OPTIONS 1, 2 AND 3
PLANNING STUDY
RETAINING WALL "RW1"

BRIDGE NO.	UNIT:
SCALE: AS SHOWN	PROJECT NUMBER & PHASE: 0413000209

CONTRACT NO.: 04-4H3304

ADVANCE PLANNING STUDY SHEET (ENGLISH) (REV. 7/16/10)

FILE => ...\20-SHEETS\S-06-Ret Wall-01.dgn

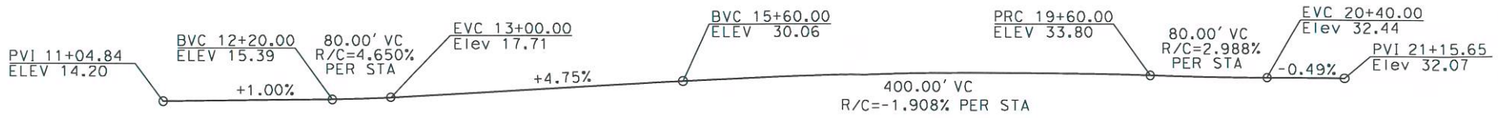
DATE PLOTTED => 7/11/2016 TIME PLOTTED => 2:46:52 PM USERNAME => Waltzt

PREPARED FOR THE STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

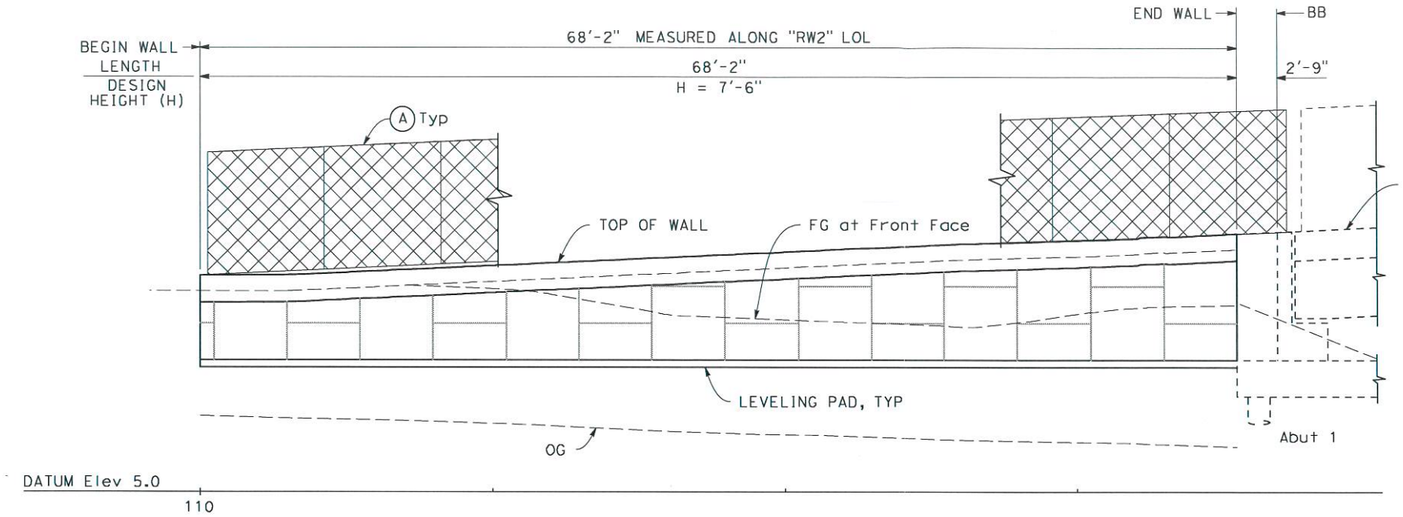
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT
04	SM	101	10.9/11.2

CITY OF SAN MATEO
330 WEST 20TH AVENUE
SAN MATEO, CA 94403

AECOM
2020 L STREET, SUITE 400
SACRAMENTO, CA 95811

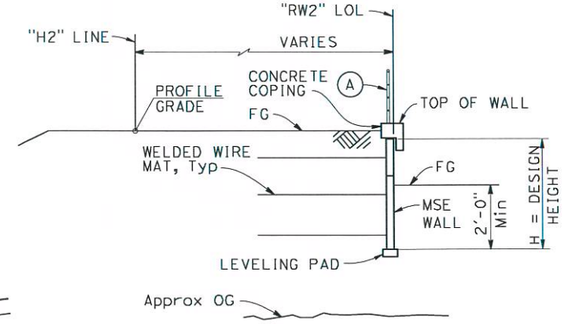


PROFILE GRADE - "H2" LINE
NO SCALE

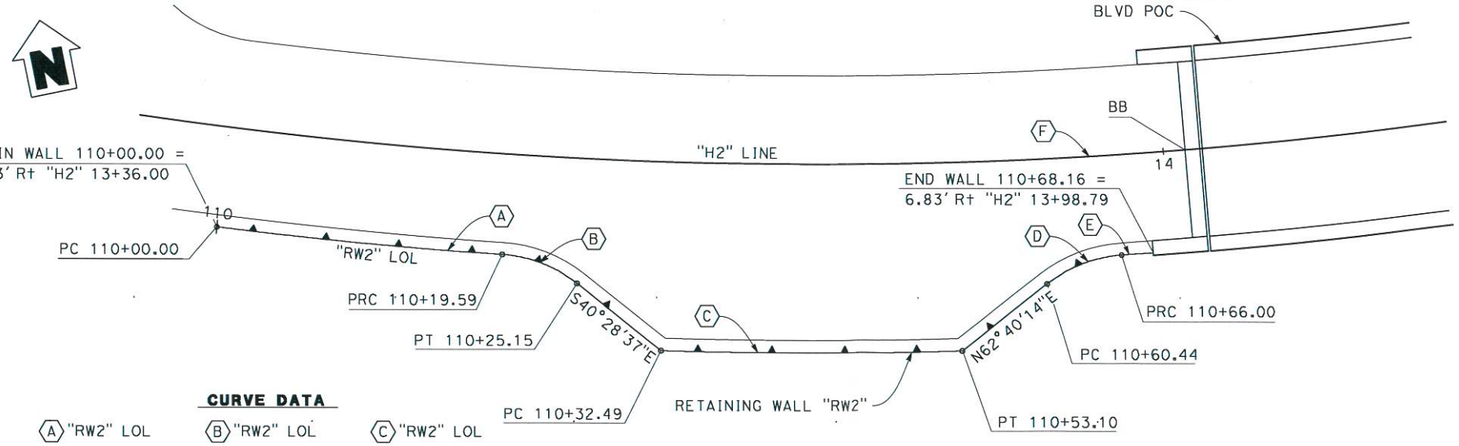


DEVELOPED ELEVATION
1"=5'

DATE OF ESTIMATE	6/2016
BRIDGE REMOVAL	= N/A
WALL HEIGHT	= 7.03' Ave
LENGTH	= 68.17'
WALL AREA	= 479 SQ FT
COST/SQFT INCLUDING 10% MOBILIZATION & 25% CONTINGENCY	= $144
TOTAL COST	= $69,000



MSE WALL SECTION
NO SCALE



PLAN
1"=5'

NOTE:
(A) CHAIN LINK RAILING (TYPE 7L Mod)

CURVE DATA

(A) "RW2" LOL	(B) "RW2" LOL	(C) "RW2" LOL
R = 326.83'	R = 9.17'	R = 332.83'
Δ = 3°26'03"	Δ = 34°42'55"	Δ = 3°32'50"
T = 9.80'	T = 2.87'	T = 10.31'
L = 19.59'	L = 5.56'	L = 20.61'
(D) "RW2" LOL	(E) "RW2" LOL	(F) "H2" LINE
R = 9.17'	R = 326.83'	R = 320.00'
Δ = 34°42'55"	Δ = 0°52'05"	Δ = 81°58'58"
T = 2.87'	T = 2.48'	T = 278.09'
L = 5.56'	L = 4.95'	L = 457.88'

David Soon
DESIGN OVERSIGHT
8/18/16
SIGN OFF DATE

DESIGNED BY	Jan Hueser	DATE 5/16
DRAWN BY	Todd Waltz	DATE 5/16
CHECKED BY	David Harnagel	DATE 5/16
APPROVED	David Soon	DATE 8/16

Jan Hueser
PROJECT ENGINEER

OPTIONS 1, 2 AND 3
PLANNING STUDY
RETAINING WALL "RW2"

BRIDGE NO.	UNIT:
SCALE: AS SHOWN	PROJECT NUMBER & PHASE: 0413000209

CONTRACT NO.: 04-4H3304

ADVANCE PLANNING STUDY SHEET (ENGLISH) (REV. 7/16/10)

FILE => ...\20-SHEETS\S-07-Ret Wall-02.dgn

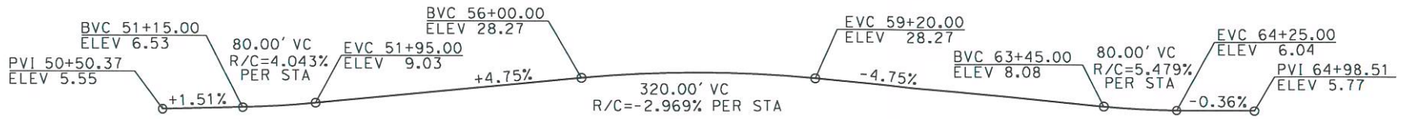
DATE PLOTTED => 8/8/2016 TIME PLOTTED => 2:42:11 PM
USERNAME => WaltzT

PREPARED FOR THE STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT
04	SM	101	10.9/11.2

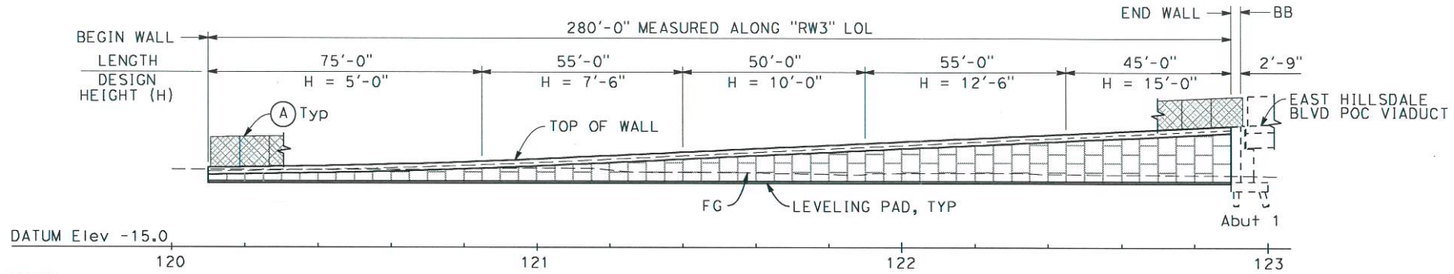
CITY OF SAN MATEO
330 WEST 20TH AVENUE
SAN MATEO, CA 94403

AECOM
2020 L STREET, SUITE 400
SACRAMENTO, CA 95811



PROFILE GRADE - "H3" LINE

NO SCALE



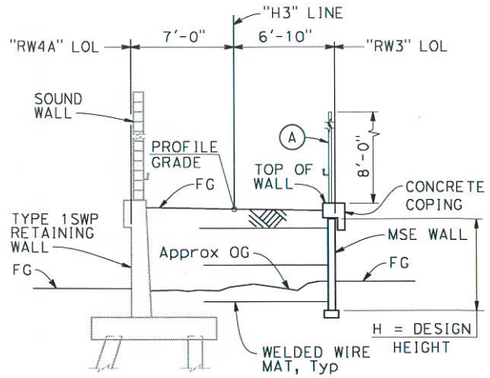
DEVELOPED ELEVATION

1"=20'

NOTE:

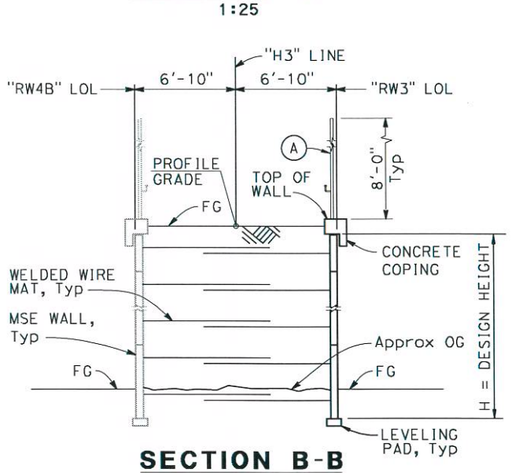
(A) CHAIN LINK RAILING (TYPE 7L Mod)

DATE OF ESTIMATE	6/2016
BRIDGE REMOVAL	= N/A
WALL HEIGHT	= 9.28' Ave
LENGTH	= 280.0'
WALL AREA	= 2598 SQ FT
COST/SQFT INCLUDING 10% MOBILIZATION & 25% CONTINGENCY	= $137
TOTAL COST	= $354,000



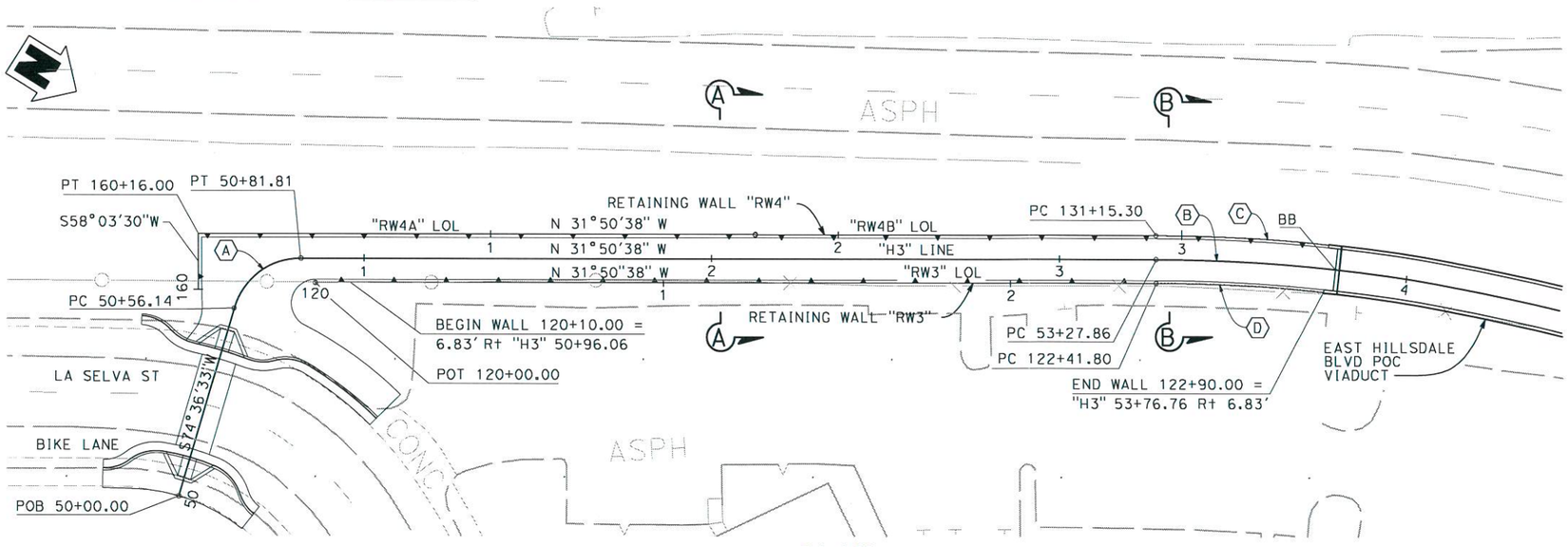
SECTION A-A

1:25



SECTION B-B

1:25



PLAN

1"=20'

CURVE DATA

(A) "H3" LINE	(B) "H3" LINE	(C) "RW4" LOL	(D) "RW3" LOL
R = 20.00'	R = 466.00'	R = 472.83	R = 459.17'
Δ = 73°32'48"	Δ = 41°32'24"	Δ = 6°21'21"	Δ = 6°21'21"
T = 14.95'	T = 176.74'	T = 26.25'	T = 25.49'
L = 25.67'	L = 337.85'	L = 52.45'	L = 50.93'

DESIGN OVERSIGHT David Soon 8/18/16
SIGN OFF DATE

DESIGNED BY	Jan Hueser	DATE	5/16
DRAWN BY	Todd Waltz	DATE	5/16
CHECKED BY	David Harnagel	DATE	5/16
APPROVED	David Soon	DATE	8/16

Jan Hueser
PROJECT ENGINEER

OPTIONS 1, 2 AND 3
PLANNING STUDY
RETAINING WALL "RW3"

BRIDGE NO.	UNIT:
SCALE: AS SHOWN	PROJECT NUMBER & PHASE: 0413000209

CONTRACT NO.: 04-4H3304

ADVANCE PLANNING STUDY SHEET (ENGLISH) (REV. 7/16/10)

FILE => ...\20-SHEETS\S-08-Ret Wall-03.dgn

DATE PLOTTED => 7/11/2016 TIME PLOTTED => 3:24:34 PM

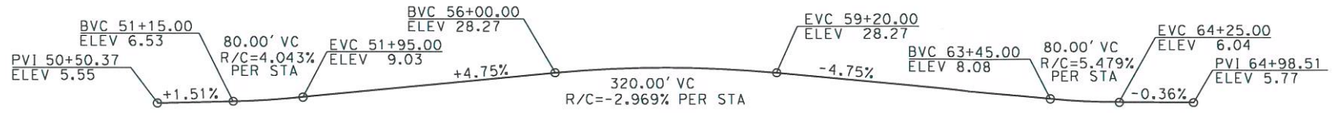
USERNAME => WaltzT

PREPARED FOR THE STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT
04	SM	101	10.9/11.2

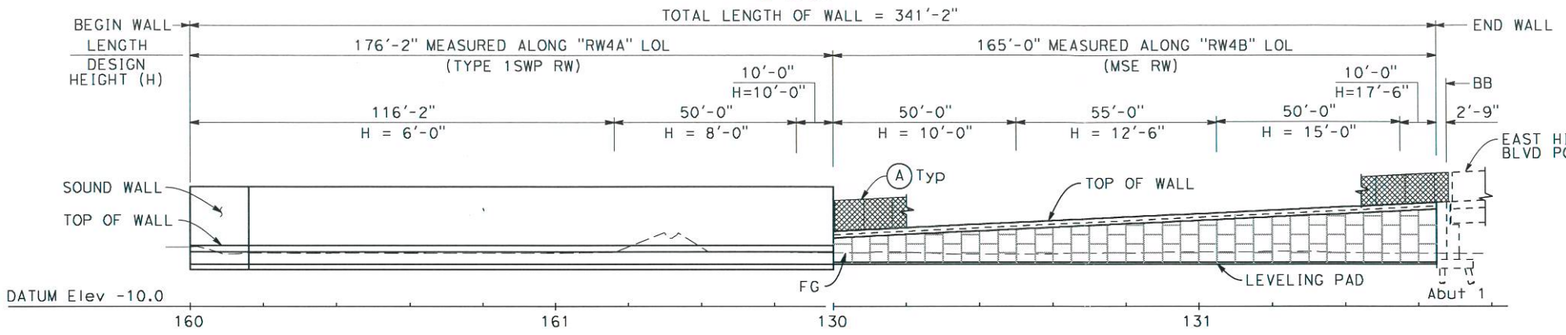
CITY OF SAN MATEO
330 WEST 20TH AVENUE
SAN MATEO, CA 94403

AECOM
2020 L STREET, SUITE 400
SACRAMENTO, CA 95811



PROFILE GRADE - "H3" LINE

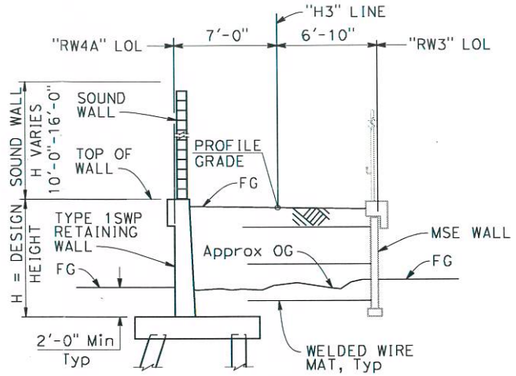
NO SCALE



DEVELOPED ELEVATION (MIRRORED)

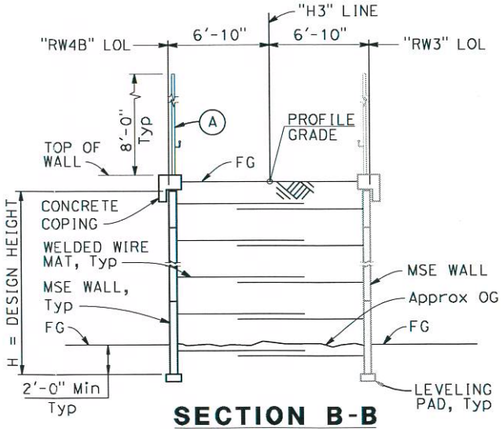
1"=20'

RW4A		RW4B	
DATE OF ESTIMATE	6/2016	DATE OF ESTIMATE	6/2016
BRIDGE REMOVAL	= N/A	BRIDGE REMOVAL	= N/A
WALL HEIGHT	= 5.70' Ave	WALL HEIGHT	= 12.37' Ave
LENGTH	= 176.17'	LENGTH	= 165.0'
WALL AREA	= 1005 SQFT	WALL AREA	= 2041 SQFT
COST/SQFT INCLUDING 10% MOBILIZATION & 25% CONTINGENCY	= $417	COST/SQFT INCLUDING 10% MOBILIZATION & 25% CONTINGENCY	= $131
TOTAL COST	= $419,000	TOTAL COST	= $267,000



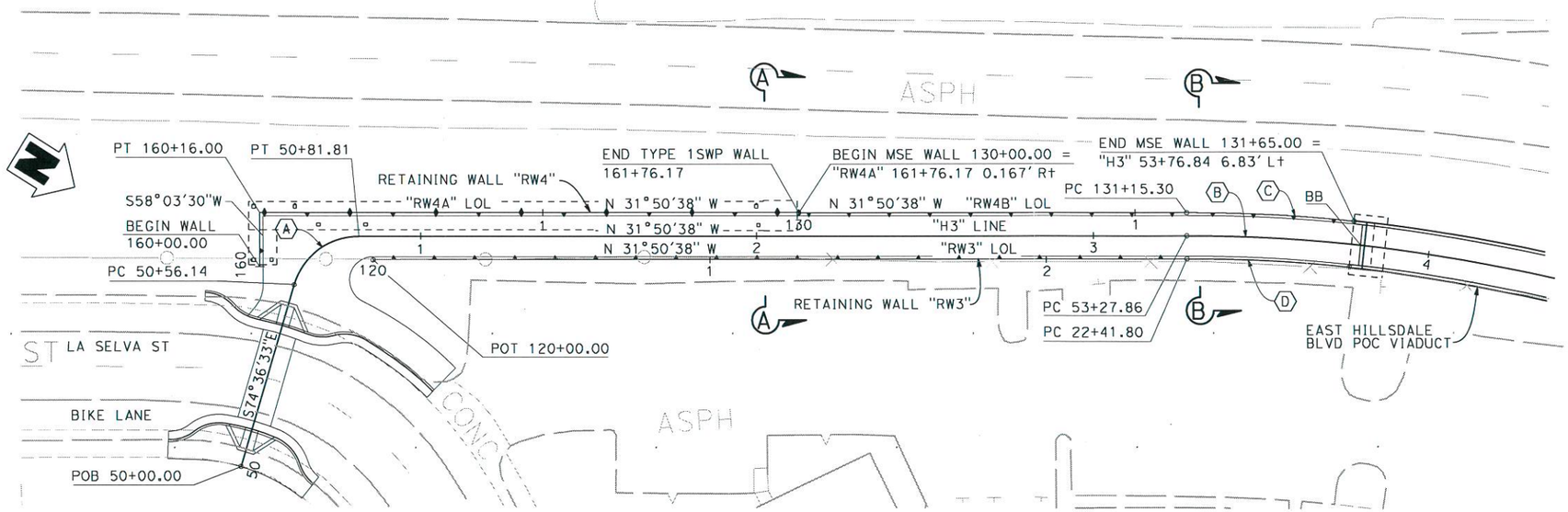
SECTION A-A

1:25



SECTION B-B

1:25



PLAN

1"=20'

NOTE:

(A) CHAIN LINK RAILING (TYPE 7L Mod)

CURVE DATA

(A) "H3" LINE	(B) "R1" LINE	(C) "RW4" LOL	(D) "RW3" LOL
R = 20.00'	R = 466.00'	R = 472.83	R = 459.17'
Δ = 73°32'48	Δ = 41°32'24"	Δ = 6°21'21"	Δ = 6°21'21"
T = 14.95'	T = 176.74'	T = 26.25'	T = 25.49'
L = 25.67'	L = 337.85'	L = 52.45'	L = 50.93'

David Soon
DESIGN OVERSIGHT
8/18/16
SIGN OFF DATE

DESIGNED BY	Jan Hueser	DATE	5/16
DRAWN BY	Todd Waltz	DATE	5/16
CHECKED BY	David Harnagel	DATE	5/16
APPROVED	David Soon	DATE	8/16

Jan Hueser
PROJECT ENGINEER

OPTIONS 1, 2 AND 3
PLANNING STUDY
RETAINING WALL "RW4"

BRIDGE NO.	UNIT:
SCALE: AS SHOWN	PROJECT NUMBER & PHASE: 0413000209

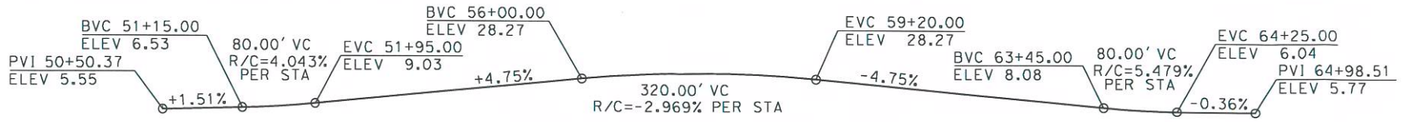
CONTRACT NO.: 04-4H3304

DATE PLOTTED => 7/11/2016 TIME PLOTTED => 3:25:16 PM
USERNAME => WoltzT

ADVANCE PLANNING STUDY SHEET (ENGLISH) (REV. 7/16/10)

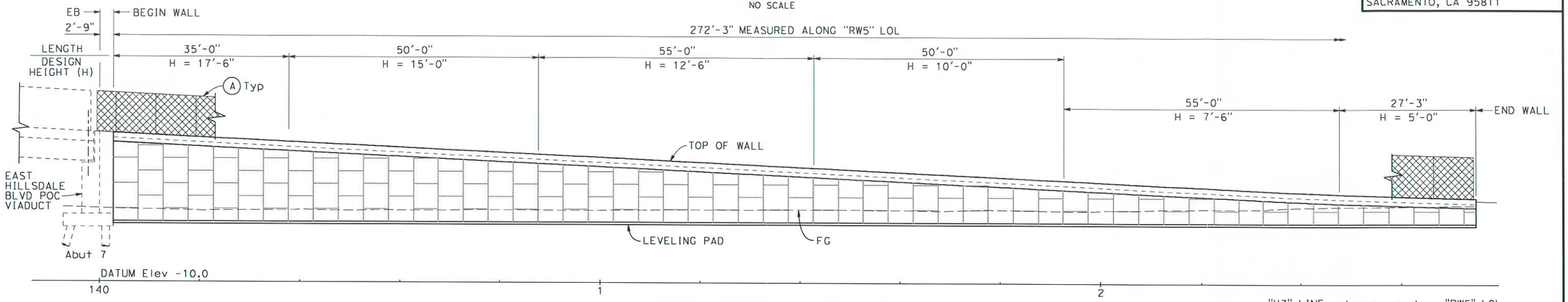
FILE => ...\20-SHEETS\S-09-Ret Wall-04.dgn

PREPARED FOR THE STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION



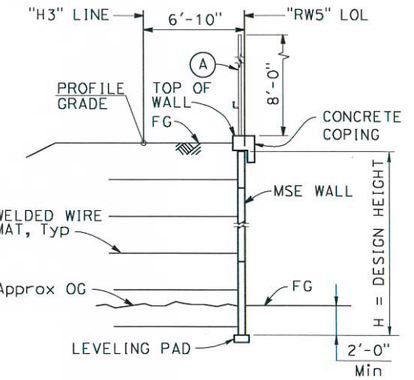
PROFILE GRADE - "H3" LINE

NO SCALE



DEVELOPED ELEVATION

1"=10'



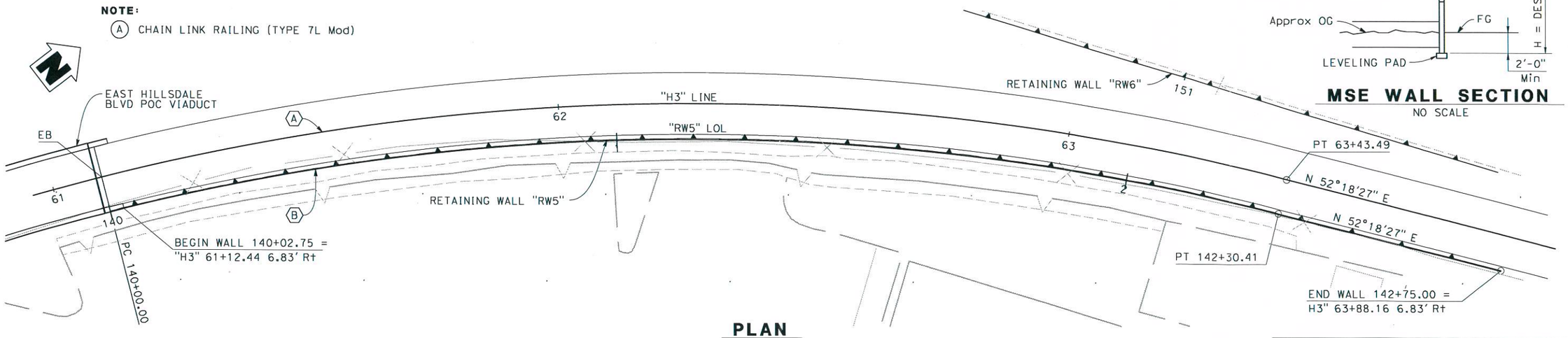
MSE WALL SECTION

NO SCALE

DATE OF ESTIMATE	6/2016
BRIDGE REMOVAL	= N/A
WALL HEIGHT	= 11.2' Ave
LENGTH	= 272.25'
WALL AREA	= 3049 SQ FT
COST/SQFT INCLUDING 10% MOBILIZATION & 25% CONTINGENCY	= $133
TOTAL COST	= $404,000

NOTE:

(A) CHAIN LINK RAILING (TYPE 7L Mod)



PLAN

1"=10'

CURVE DATA

(A) "H3" LINE	(B) "RW5" LOL
R = 466.0	R = 459.17'
Δ = 42°36'43"	Δ = 28°45'05"
T = 181.74	T = 117.69'
L = 346.57	L = 230.41'

DESIGNED BY	Jan Hueser	DATE	5/16
DRAWN BY	Todd Waltz	DATE	5/16
CHECKED BY	David Harnagel	DATE	5/16
APPROVED	David Soon	DATE	8/16

Jan Hueser
PROJECT ENGINEER

David Soon
DESIGN OVERSIGHT
8/18/16
SIGN OFF DATE

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT
04	SM	101	110.9/11.2

CITY OF SAN MATEO
330 WEST 20TH AVENUE
SAN MATEO, CA 94403

AECOM
2020 L STREET, SUITE 400
SACRAMENTO, CA 95811

OPTIONS 1, 2 AND 3
PLANNING STUDY
RETAINING WALL "RW5"

BRIDGE NO.	UNIT:
SCALE: AS SHOWN	PROJECT NUMBER & PHASE: 0413000209

CONTRACT NO.: 04-4H3304

ADVANCE PLANNING STUDY SHEET (ENGLISH) (REV. 7/16/10)

FILE => ...\20-SHEETS\S-10-Ret Wall-05.dgn

DATE PLOTTED => 7/11/2016 TIME PLOTTED => 3:26:08 PM

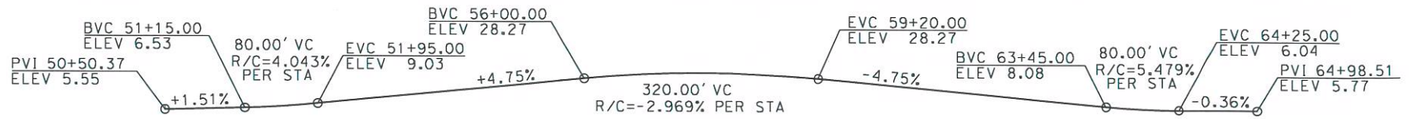
USERNAME => Waltzt

PREPARED FOR THE STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT
04	SM	101	10.9/11.2

CITY OF SAN MATEO
330 WEST 20TH AVENUE
SAN MATEO, CA 94403

AECOM
2020 L STREET, SUITE 400
SACRAMENTO, CA 95811



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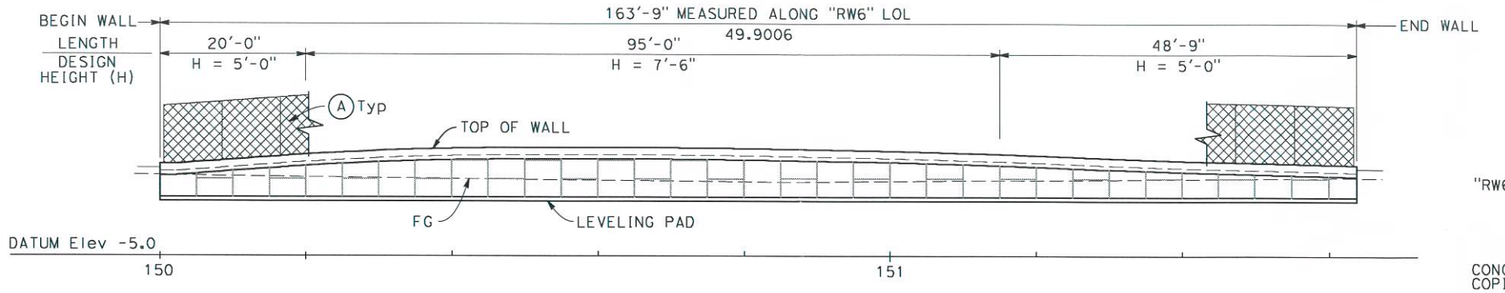
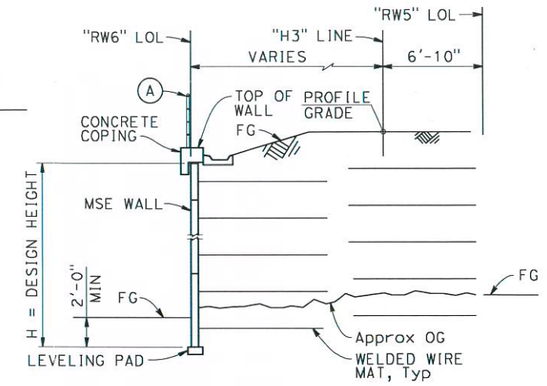
NO SCALE

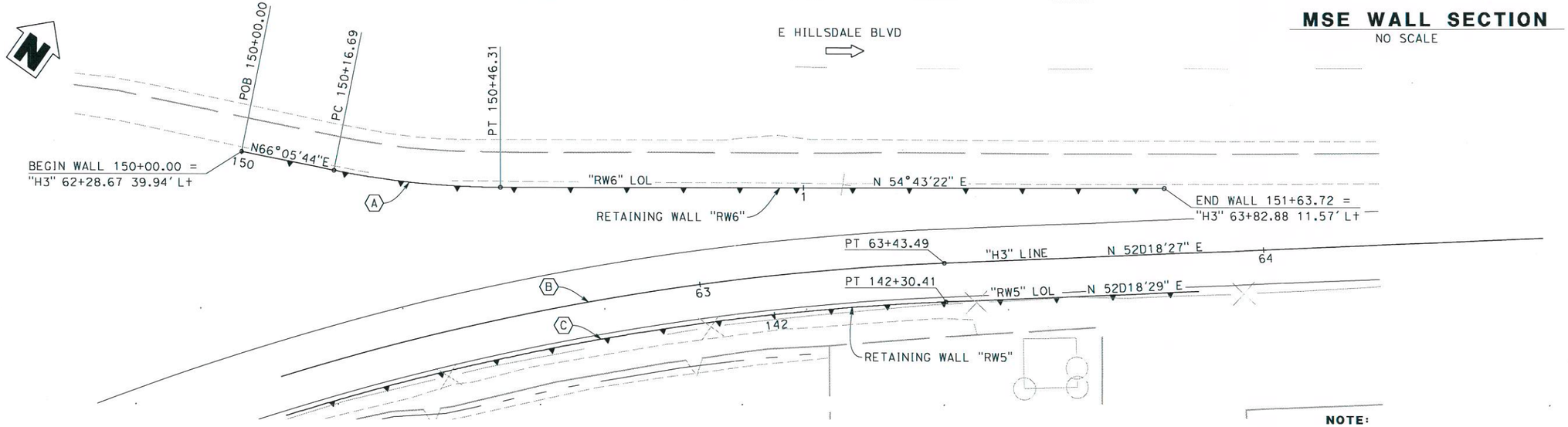


DEVELOPED ELEVATION (MIRRORED)
1"=10'

DATE OF ESTIMATE		6/2016
BRIDGE REMOVAL	=	N/A
WALL HEIGHT	=	5.9' Ave
LENGTH	=	163.75'
WALL AREA	=	966 SQFT
COST/SQFT INCLUDING 10% MOBILIZATION & 25% CONTINGENCY	=	$133
TOTAL COST	=	$128,000



MSE WALL SECTION
NO SCALE



PLAN
1"=10'

CURVE DATA

(A) "RW6" LOL	(B) "H3" LINE	(C) "RW5" LOL
R = 149.27'	R = 466.00'	R = 459.17'
Δ = 11°22'22"	Δ = 42°36'43"	Δ = 28°45'05"
T = 14.83'	T = 181.74'	T = 117.69'
L = 29.63'	L = 346.57'	L = 230.41'

NOTE:
(A) CHAIN LINK FENCE (TYPE CL-4)

David Soon
DESIGN OVERSIGHT
8/18/16
SIGN OFF DATE

DESIGNED BY	Jan Hueser	DATE	5/16
DRAWN BY	Todd Waltz	DATE	5/16
CHECKED BY	David Harnagel	DATE	5/16
APPROVED	David Soon	DATE	8/16

Jan Hueser
PROJECT ENGINEER

OPTIONS 1, 2 AND 3
PLANNING STUDY
RETAINING WALL "RW6"

BRIDGE NO.	UNIT:
SCALE: AS SHOWN	PROJECT NUMBER & PHASE: 0413000209

CONTRACT NO.: 04-4H3304

ADVANCE PLANNING STUDY SHEET (ENGLISH) (REV. 7/16/10)

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ATTACHMENT E

INITIAL STUDY SIGNATURE PAGE, AND CATEGORICAL EXCLUSION DETERMINATION FORM & CHECKLIST

Print Form

Notice of Determination

Appendix D

To:

☒ Office of Planning and Research

U.S. Mail: P.O. Box 3044, Sacramento, CA 95812-3044

Street Address: 1400 Tenth St., Rm 113, Sacramento, CA 95814

☒ County Clerk
County of: San Mateo
Address: 555 County Center
Redwood City, CA 94063-1655

From:
Public Agency: City of San Mateo
Address: 330 West 20th Avenue
San Mateo, CA 94403
Contact: Leo Chow
Phone: (650) 522-7344

Lead Agency (if different from above):
Address:
Contact:
Phone:

SUBJECT: Filing of Notice of Determination in compliance with Section 21108 or 21152 of the Public Resources Code.

State Clearinghouse Number (if submitted to State Clearinghouse): 2016102033

Project Title: East Hillsdale Boulevard Pedestrian and Bicycle Overcrossing Project

Project Applicant: City of San Mateo, Public Works Department

Project Location (include county): E. Hillsdale at US 101, City of San Mateo, County of San Mateo

Project Description:
The project is located in the southeastern portion of the City of San Mateo, at the US 101/Hillsdale Boulevard interchange. This project proposes a new pedestrian and bicycle overcrossing, south of the existing East Hillsdale Boulevard overcrossing. Access to the overcrossing would be provided from four locations: the East Hillsdale Blvd. Franklin Parkway intersection, E. Hillsdale Court, the E. Hillsdale Blvd./Norfolk St. intersection, and La Selva St. The project would not change the existing E. Hillsdale Blvd. overcrossing structure or impact existing ramp connections. The project would require permanent property acquisition of an undeveloped parcel that borders the northwest side of

This is to advise that the City of San Mateo (☒ Lead Agency or ☐ Responsible Agency) has approved the above described project on November 21, 2016 (date) and has made the following determinations regarding the above described project.

1. The project [☐ will ☒ will not] have a significant effect on the environment.
2. ☐ An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
   ☒ A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures [☐ were ☒ were not] made a condition of the approval of the project.
4. A mitigation reporting or monitoring plan [☐ was ☒ was not] adopted for this project.
5. A statement of Overriding Considerations [☐ was ☒ was not] adopted for this project.
6. Findings [☐ were ☒ were not] made pursuant to the provisions of CEQA.

This is to certify that the final EIR with comments and responses and record of project approval, or the negative Declaration, is available to the General Public at:
The City of San Mateo, Public Works Department

Signature (Public Agency): [signature] Title: Engineering Manager

Date: 12/6/17 Date Received for filing at OPR:

Authority cited: Sections 21083, Public Resources Code.
Reference Section 21000-21174, Public Resources Code.

Revised 2011

Print Form

Appendix C

Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH #

Project Title: East Hillsdale Boulevard Pedestrian and Bicycle Overcrossing Project

Lead Agency: City of San Mateo, Public Works Department
Contact Person: Leo Chow
Mailing Address: 330 West 20th Avenue
Phone: (650) 522-7344
City: San Mateo, CA
Zip: 94403
County: San Mateo

Project Location: County: San Mateo
City/Nearest Community: City of San Mateo
Cross Streets: E. Hillsdale Blvd between Franklin Parkway & Norfolk St, E. Hillsdale Ct, & La Selva St
Zip Code: 94403
Longitude/Latitude (degrees, minutes and seconds): ____° ____′ ____″ N / ____° ____′ ____″ W Total Acres: ____
Assessor's Parcel No.: State right of way, 04102630
Section: ____ Twp.: ____ Range: ____ Base: ____
Within 2 Miles: State Hwy #: US 101
Waterways: Marina Lagoon/SF Bay
Airports: N/A within 2 miles
Railways: Caltrain (Peninsula rail)
Schools: George Hall Elementary

Document Type:

CEQA: ☐ NOP ☐ Draft EIR
☐ Early Cons ☐ Supplement/Subsequent EIR
☒ Neg Dec (Prior SCH No.) ____
☐ Mit Neg Dec Other: ____

NEPA: ☐ NOI ☐ EA ☐ Draft EIS ☐ FONSI

Other: ☐ Joint Document ☐ Final Document ☐ Other: ____

Local Action Type:

☐ General Plan Update ☐ Specific Plan ☐ Rezone ☐ Annexation
☐ General Plan Amendment ☐ Master Plan ☐ Prezone ☐ Redevelopment
☐ General Plan Element ☐ Planned Unit Development ☐ Use Permit ☐ Coastal Permit
☐ Community Plan ☐ Site Plan ☐ Land Division (Subdivision, etc.) ☒ Other: Project approval

Development Type:

☐ Residential: Units ____ Acres ____
☐ Office: Sq.ft. ____ Acres ____ Employees ____
☐ Commercial: Sq.ft. ____ Acres ____ Employees ____
☐ Industrial: Sq.ft. ____ Acres ____ Employees ____
☐ Educational: ____
☐ Recreational: ____
☐ Water Facilities: Type ____ MGD ____

☒ Transportation: Type Ped & bike overcrossing of US 101
☐ Mining: Mineral ____
☐ Power: Type ____ MW ____
☐ Waste Treatment: Type ____ MGD ____
☐ Hazardous Waste: Type ____
☐ Other: ____

Project Issues Discussed in Document:

☒ Aesthetic/Visual ☐ Fiscal ☒ Recreation/Parks ☒ Vegetation
☐ Agricultural Land ☒ Flood Plain/Flooding ☐ Schools/Universities ☒ Water Quality
☒ Air Quality ☐ Forest Land/Fire Hazard ☐ Septic Systems ☐ Water Supply/Groundwater
☒ Archeological/Historical ☒ Geologic/Seismic ☒ Sewer Capacity ☒ Wetland/Riparian
☒ Biological Resources ☐ Minerals ☒ Soil Erosion/Compaction/Grading ☒ Growth Inducement
☐ Coastal Zone ☒ Noise ☐ Solid Waste ☒ Land Use
☒ Drainage/Absorption ☐ Population/Housing Balance ☒ Toxic/Hazardous ☒ Cumulative Effects
☐ Economic/Jobs ☒ Public Services/Facilities ☒ Traffic/Circulation ☐ Other: ____

Present Land Use/Zoning/General Plan Designation:

State Hwy right-of-way with partial acquisition for overcrossing landing at a Neighorhood Commercial parcel on E. Hillsdale Ct.

Project Description: *(please use a separate page if necessary)*

The proposed East Hillsdale Boulevard Overcrossing project would construct a new pedestrian and bicycle overcrossing over the US 101 freeway, approximately 400 feet south of and parallel to the existing East Hillsdale Boulevard vehicular overcrossing. It would connect with East Hillsdale Boulevard on both sides of US 101, East Hillsdale Court, and La Selva Street. The project would be built almost entirely within the existing State highway right-of-way; minor right-of-way would be required at East Hillsdale Court and at the East Hillsdale Boulevard/Norfolk Street intersection. The project would not impact the existing East Hillsdale Boulevard overcrossing or change any traffic patterns or volumes.

Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft document) please fill in.

Reviewing Agencies Checklist

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with and "**X**".
If you have already sent your document to the agency please denote that with an "**S**".

X	Air Resources Board	X	Office of Historic Preservation
	Boating & Waterways, Department of		Office of Public School Construction
	California Emergency Management Agency		Parks & Recreation, Department of
X	California Highway Patrol		Pesticide Regulation, Department of
X	Caltrans District # 04		Public Utilities Commission
	Caltrans Division of Aeronautics	X	Regional WQCB # 2
	Caltrans Planning		Resources Agency
	Central Valley Flood Protection Board		Resources Recycling and Recovery, Department of
	Coachella Valley Mtns. Conservancy		S.F. Bay Conservation & Development Comm.
	Coastal Commission		San Gabriel & Lower L.A. Rivers & Mtns. Conservancy
	Colorado River Board		San Joaquin River Conservancy
	Conservation, Department of		Santa Monica Mtns. Conservancy
	Corrections, Department of		State Lands Commission
	Delta Protection Commission		SWRCB: Clean Water Grants
	Education, Department of		SWRCB: Water Quality
	Energy Commission		SWRCB: Water Rights
X	Fish & Game Region # 3		Tahoe Regional Planning Agency
	Food & Agriculture, Department of		Toxic Substances Control, Department of
	Forestry and Fire Protection, Department of		Water Resources, Department of
	General Services, Department of		
	Health Services, Department of		Other:
	Housing & Community Development		Other:
X	Native American Heritage Commission		

Local Public Review Period (to be filled in by lead agency)

Starting Date October 14, 2016 Ending Date November 14, 2016

Lead Agency (Complete if applicable):

Consulting Firm: AECOM
Address: 300 Lakeside Drive
City/State/Zip: Oakland, CA 94612
Contact: Jeff Zimmerman
Phone: (510) 874-3005

Applicant: City of San Mateo, Public Works
Address: 330 West 20th Avenue
City/State/Zip: San Mateo, CA 94403
Phone: (650) 522-7344

Signature of Lead Agency Representative: _____ **Date:** 10/13/2016

Authority cited: Section 21083, Public Resources Code. Reference: Section 21161, Public Resources Code.

The City of San Mateo, as the CEQA Lead Agency for the Project, has prepared this Initial Study to provide agencies and the public with information about the Project's potential impacts on the local and regional environment. This document has been prepared in compliance with CEQA as amended and the State CEQA Guidelines, Title 14 California Administrative Code, Division 6, Chapter 3.

This Initial Study demonstrates that the Project would not result in any significant impacts that cannot be avoided or minimized. Therefore, no additional CEQA review is required. Evaluations of individual environmental topics are summarized below and presented in detail in Section 3 of this Initial Study. The following table lists the environmental factors considered and conclusions. Design and construction measures to avoid and minimize impacts have been included as project commitments; no additional mitigation measures were necessary.

Table 1-1. Environmental Evaluation Summary

•	Aesthetics	*	Agriculture Resources	✓	Air Quality
•	Biological Resources	•	Cultural Resources	•	Geology/Soils
•	Greenhouse Gas Emissions	✓	Hazards & Hazardous Materials	•	Hydrology/Water Quality
*	Land Use/Planning	*	Mineral Resources	•	Noise
*	Population/Housing	•	Public Services	*	Recreation
•	Transportation/Traffic	•	Utilities/Service Systems	•	Mandatory Findings

* = No impact
• = Less-than-significant impact
✓ = Less-than-significant impact with design and construction measures incorporated

On the basis of this Initial Study:

☒ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

☐

Gary Heap, Engineering Manager

11/17/16
November 16, 2016

CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM

04-SM-101	PM10.9/11.2	4H3300	
Dist.-Co.-Rte. (or Local Agency)	P.M./P.M.	E.A/Project No.	Federal-Aid Project No. (Local Project)/Project No.

PROJECT DESCRIPTION: (Briefly describe project including need, purpose, location, limits, right-of-way requirements, and activities involved in this box. *Use Continuation Sheet, if necessary.)*

The California Department of Transportation (Caltrans), in cooperation with the City of San Mateo (City) and the San Mateo County Transportation Authority (SMCTA), proposes to improve pedestrian and bicycle access across United States Highway (US) 101 at the existing East Hillsdale Boulevard interchange. The project would provide a new 12-foot-wide pedestrian and bicycle overcrossing on the south side of the existing Hillsdale Boulevard overcrossing. The new structure would generally parallel the existing overcrossing. The project would not change the existing Hillsdale Boulevard overcrossing structure or impact existing ramp connections. This project would help implement San Mateo's bicycle and pedestrian program (RTP #230430).

Caltrans is the NEPA Lead Agency. The City of San Mateo is the Lead CEQA Agency and is responsible for a separate Initial Study.

CEQA COMPLIANCE *(for State Projects only)*

Based on an examination of this proposal and supporting information, the following statements are true and exceptions do not apply (See 14 CCR 15300 et seq.):

- If this project falls within exempt class 3, 4, 5, 6 or 11, it does not impact an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law.
- There will not be a significant cumulative effect by this project and successive projects of the same type in the same place, over time.
- There is not a reasonable possibility that the project will have a significant effect on the environment due to unusual circumstances.
- This project does not damage a scenic resource within an officially designated state scenic highway.
- This project is not located on a site included on any list compiled pursuant to Govt. Code § 65962.5 ("Cortese List").
- This project does not cause a substantial adverse change in the significance of a historical resource.

CALTRANS CEQA DETERMINATION (Check one)

☒ **Not Applicable – Caltrans is not the CEQA Lead Agency**

☐ **Not Applicable – Caltrans has prepared an Initial Study or Environmental Impact Report under CEQA**

☐ **Exempt by Statute.** (PRC 21080[b]; 14 CCR 15260 et seq.)
Based on an examination of this proposal, supporting information, and the above statements, the project is:

☐ **Categorically Exempt. Class** . (PRC 21084; 14 CCR 15300 et seq.)

☐ **Categorically Exempt. General Rule exemption.** [This project does not fall within an exempt class, but it can be seen with certainty that there is no possibility that the activity may have a significant effect on the environment (CCR 15061[b][3].)

N/A		N/A	
Print Name: Senior Environmental Planner or Environmental Branch Chief		Print Name: Project Manager	
Signature	Date	Signature	Date

NEPA COMPLIANCE

In accordance with 23 CFR 771.117, and based on an examination of this proposal and supporting information, the State has determined that this project:

- does not individually or cumulatively have a significant impact on the environment as defined by NEPA, and is excluded from the requirements to prepare an Environmental Assessment (EA) or Environmental Impact Statement (EIS), and
- has considered unusual circumstances pursuant to 23 CFR 771.117(b).

CALTRANS NEPA DETERMINATION (Check one)

☒ **23 USC 326:** The State has determined that this project has no significant impacts on the environment as defined by NEPA, and that there are no unusual circumstances as described in 23 CFR 771.117(b). As such, the project is categorically excluded from the requirements to prepare an EA or EIS under the National Environmental Policy Act. The State has been assigned, and hereby certifies that it has carried out the responsibility to make this determination pursuant to Chapter 3 of Title 23, United States Code, Section 326 and a Memorandum of Understanding dated May 31, 2016, executed between the FHWA and the State. The State has determined that the project is a Categorical Exclusion under:

- ☒ **23 CFR 771.117(c): activity (c)(_3_)**
- ☐ **23 CFR 771.117(d): activity (d)(___)**
- ☐ **Activity ___ listed in Appendix A of the MOU between FHWA and the State**

☐ **23 USC 327:** Based on an examination of this proposal and supporting information, the State has determined that the project is a Categorical Exclusion under 23 USC 327.

Eric DeNardo		Joon Kang	
Print Name: Senior Environmental Planner or Environmental Branch Chief		Print Name: Project Manager/DLA Engineer	
Signature	Date: 5/22/17	Signature	Date: 5/23/17

Date of Categorical Exclusion Checklist completion: 5/22/17

Date of ECR or equivalent : 12/22/16

Briefly list environmental commitments on continuation sheet. Reference additional information, as appropriate (e.g., CE checklist, additional studies and design conditions).

CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM
Continuation Sheet

04-SM-101	PM10.9/11.2		4H3300	
Dist.-Co.-Rte. (or Local Agency)		P.M./P.M.	E.A/Project No.	Federal-Aid Project No. (Local Project)/Project No.

Continued from page 1:

Air Quality: the Air Quality Checklist has been completed and is attached.

Cultural Resources: Caltrans, pursuant to Section 106 Programmatic Agreement Stipulation IX.A, has determined a Finding of No Historic Properties Affected is appropriate for this undertaking, and found that there are no State-owned facilities that are eligible for inclusion in the National Register of Historic Places or for California Historical Landmarks.

Noise: The project does not affect traffic noise, and is not a "Type 1" facility that requires a noise study.

Waters, Wetlands: Project construction activities would permanently affect 0.03 acre of potentially jurisdictional non-wetland waters of the U.S./waters of the State. Construction activities would permanently affect 0.01 acre non-jurisdictional wetlands and other waters. These impacts are considered negligible, and these drainages would be restored during completion of the project.

Floodplains: Project features are not within a floodplain. Mapped floodplains are nearby, on the southern edge of the East Hillsdale Court but the project would not impact or encroach into this or other 100-year floodplains.

Stormwater runoff from the project area discharges into a storm drain system that is connected to the City of San Mateo Municipal Separate Storm Sewer System (MS4 system). Design features and Best Management Practices (BMPs) would be developed and incorporated into the project design and implemented during construction and operations.

Biology: The project location consists of disturbed and landscaped conditions. No special status plants or animal habitat were identified at the project location, and the determination for Section 7 was no effect.

Project construction may affect up to approximately 11 landscaped or non-native trees (palms, pines, and a eucalyptus). These trees are not considered heritage or native and would be replaced where setback exists and were feasible, in accordance with Caltrans policy. Tree removal would take place outside of the nesting season, or pre-construction surveys would be performed and if necessary work would be scheduled outside of the nesting season.

Section 4(f) Transportation Act: There are no Section 4(f) properties at or affected by the project.

Coastal Zone: The project is not within the Coastal Zone or within the jurisdiction of the S.F. Bay Conservation and Development Commission.

Relocation and Right-of-Way: The project would not require any relocation of any residences or other structures. Minor right-of-way would be needed at three locations totaling 0.11 acre at a vacant parcel adjacent to E. Hillsdale Court, 0.001 acre at the southwest corner of S. Norfolk Street and E. Hillsdale Boulevard, and 0.01 acre at the southeast corner of S. Norfolk Street and E. Hillsdale Boulevard. These property impacts would not affect any existing land use, other than landscaping at the corners of the S. Norfolk Street and E. Hillsdale Boulevard intersection.

Hazardous Waste and Materials: An Initial Site Assessment was performed. Six sites were identified in the vicinity of the project that involved leaking underground storage tanks, and records review indicated that the status of these site investigations were closed or pending closure. There is the potential for the presence of aerially deposited lead because of the past presence of the highway and roads in the project area. Any lane striping that might contain hazardous materials will be tested and appropriately handled or disposed.

Categorical Exclusion Checklist

Dist/Co/Rte/PM:	04/SM/101/10.9-11.2	**Fed. Aid No. (Local Project):**	**EA/Project No.:**	4H3300

SECTION A: TYPE OF CE: Use the information in this section to determine the applicable CE and corresponding activity for this project.

1. Project is a CE under CE Assignment 23 USC 326. ☒ Yes ☐ No

If "yes", check applicable activity in one of the three tables below (activity must be listed in 23 CFR 771.117 (c) or (d) list or included in activities listed in Appendix A of the CE Assignment MOU to be eligible for 23 USC 326).

Activity Listed in 23 CFR 771.117(c)	
1 ☐	Activities which do not involve or lead directly to construction such as planning and research activities; grants for training; engineering to define the elements of a proposed action or alternatives so that social, economic, and environmental effects can be assessed; and Federal-aid system revisions which establish classes of highways on the Federal-aid highway system.
2 ☐	Approval of utility installations along or across a transportation facility.
3 ☒	Construction of bicycle and pedestrian lanes, paths, and facilities.
4 ☐	Activities included in the State's *highway safety plan* under 23 U.S.C 402**.**
5 ☐	Transfer of Federal lands pursuant to 23 U.S.C 107(d) and/or 23 U.S.C 317 when the land transfer is in support of an action that is not otherwise subject to FHWA review under NEPA.
6 ☐	The installation of noise barriers or alterations to existing publicly owned buildings to provide for noise reduction.
7 ☐	Landscaping.
8 ☐	Installation of fencing, signs, pavement markings, small passenger shelters, traffic signals, and railroad warning devices where no substantial land acquisition or traffic disruption will occur.
9[1]	The following actions for transportation facilities damaged by an incident resulting in an emergency declared by the Governor of the State and concurred in by the Secretary, or a disaster or emergency declared by the President pursuant to the Robert T. Stafford Act (42 U.S.C 5121):[2] ☐ (i) Emergency repairs under 23 U.S.C 125; ☐ (ii) The repair, reconstruction, restoration, retrofitting, or replacement of any road, highway, bridge, tunnel, or transit facility (such as a ferry dock or bus transfer station), including ancillary transportation facilities (such as pedestrian/bicycle paths and bike lanes), that is in operation or under construction when damaged and the action: (A) Occurs within the existing right-of-way and in a manner that substantially conforms to the preexisting design, function, and location as the original (which may include upgrades to meet existing codes and standards as well as upgrades warranted to address conditions that have changed since the original construction); and (B) Is commenced within a 2-year period beginning on the date of the declaration.
10 ☐	Acquisition of scenic easements.
11 ☐	Determination of payback under 23 U.S.C 156 for property previously acquired with Federal-aid participation.
12 ☐	Improvements to existing rest areas and truck weigh stations.
13 ☐	Ridesharing activities.
14 ☐	Bus and rail car rehabilitation.
15 ☐	Alterations to facilities or vehicles in order to make them accessible for elderly and handicapped persons.
16 ☐	Program administration, technical assistance activities, and operating assistance to transit authorities to continue existing service or increase service to meet routine changes in demand.
17 ☐	The purchase of vehicles by the applicant where the use of these vehicles can be accommodated by existing facilities or by new facilities which themselves are within a CE.
18 ☐	Track and railbed maintenance and improvements when carried out within the existing right-of-way.

[1] On the CE form, distinguish between c9i or c9ii

[2] Include copy of the emergency declaration in the file

Categorical Exclusion Checklist

Dist/Co/Rte/PM:	04/SM/101/10.9-11.2	Fed. Aid No. (Local Project):	EA/Project No.:	4H3300

19 ☐	Purchase and installation of operating or maintenance equipment to be located within the transit facility and with no significant impacts off the site.
20 ☐	Promulgation of rules, regulations, and directives.
21 ☐	Deployment of electronics, photonics, communications, or information processing used singly or in combination, or as components of a fully integrated system, to improve the efficiency or safety of a surface transportation system or to enhance security or passenger convenience. Examples include, but are not limited to, traffic control and detector devices, lane management systems, electronic payment equipment, automatic vehicle locaters, automated passenger counters, computer-aided dispatching systems, radio communications systems, dynamic message signs, and security equipment including surveillance and detection cameras on roadways and in transit facilities and on buses.
22[3] ☐	"Projects, as defined in 23 U.S.C. 101, that would take place entirely within the existing operational right-of-way. Existing operational right-of-way refers to right-of-way that has been disturbed for an existing transportation facility or is maintained for a transportation purpose. This area includes the features associated with the physical footprint of the transportation facility (including the roadway, bridges, interchanges, culverts, drainage, fixed guideways,[4] mitigation areas, etc.) and other areas maintained for transportation purposes such as clear zone, traffic control signage, landscaping, any rest areas with direct access to a controlled access highway, areas maintained for safety and security of a transportation facility, parking facilities with direct access to an existing transportation facility, transit power substations, transit venting structures, and transit maintenance facilities. Portions of the right-of-way that have not been disturbed or that are not maintained for transportation purposes are not in the existing operational right-of-way." Existing operational right-of-way also does not include areas outside those areas necessary for existing transportation facilities such as uneconomic remnants, excess right-of-way that is secured by a fence to prevent trespassing, *or that are acquired and held for a future transportation project*. A transportation facility must already exist at the time of the review of the proposed project being considered for the CE. This precludes the acquisition of right-of-way and the subsequent use of this CE to build within that right-of-way.
23[5] ☐ ☐	Federally-funded projects: Enter project cost $ and Federal funds $ (i) That receive less than $5,179,656.40 of Federal funds; or (ii) With a total estimated cost of not more than $31,077,938.40 and Federal funds comprising less than 15 percent of the total estimated project cost.
24 ☐	Localized geotechnical and other investigation to provide information for preliminary design and for environmental analysis and permitting purposes, such as drilling test bores for soil sampling; archeological investigations for archeology resources assessment or similar survey; and wetland surveys.
25 ☐	Environmental restoration and pollution abatement actions to minimize or mitigate the impacts of any existing transportation facility (including retrofitting and construction of stormwater treatment systems to meet Federal and State requirements under sections 401 and 402 of the Federal Water Pollution Control Act (33 U.S.C. 1341; 1342) carried out to address water pollution or environmental degradation.
26 ☐	Modernization of a highway by resurfacing, restoration, rehabilitation, reconstruction, adding shoulders, or adding auxiliary lanes (including parking, weaving, turning, and climbing lanes), if the action meets the constraints in paragraph (e) of this section [771.117(e)]. **Note: In order to use this CE, certain constraints must be met. Complete Section A, Item 2 below.**
27 ☐	Highway safety or traffic operations improvement projects, including the installation of ramp metering control devices and lighting, if the project meets the constraints in paragraph (e) of this section [771.117(e)]. **Note: In order to use this CE, certain constraints must be met. Complete Section A, Item 2 below.**
28 ☐	Bridge rehabilitation, reconstruction, or replacement or the construction of grade separation to replace existing at-grade railroad crossings, if the actions meet the constraints in paragraph (e) of this section [771.117(e)]. **Note: In order to use this CE, certain constraints must be met. Complete Section A, Item 2 below.**
29 ☐	Purchase, construction, replacement, or rehabilitation of ferry vessels (including improvements to ferry vessel safety, navigation, and security systems) that would not require a change in the function of the ferry terminals and can be accommodated by existing facilities or by new facilities which themselves are within a CE.
30 ☐	Rehabilitation or reconstruction of existing ferry facilities that occupy substantially the same geographic footprint, do not result in a change in their functional use, and do not result in a substantial increase in the existing facility's capacity. Example actions include work on pedestrian and vehicle transfer structures and associated utilities, buildings, and terminals.
Activity Listed in Examples in 23 CFR 771.117(d)	
1	*Reserved.*

[3] On the CE form, identify in the project description that all work is within operation right-of-way.

[4] "Fixed Guideway" means a public transportation facility using and occupying a separate right-of-way for the exclusive use of public transportation such as rail, a fixed catenary system (light rail, trolley, etc.) passenger ferry system, or for a bus rapid transit system.

[5] On the CE form, distinguish between c23i or c23ii.

Categorical Exclusion Checklist

Dist/Co/Rte/PM: 04/SM/101/10.9-11.2	Fed. Aid No. (Local Project):	EA/Project No.: 4H3300

2	*Reserved.*
3	*Reserved.*
4 ☐	Transportation corridor fringe parking facilities.
5 ☐	Construction of new truck weigh stations or rest areas.
6 ☐	Approvals for disposal of excess right-of-way or for joint or limited use of right-of-way, where the proposed use does not have significant adverse impacts.
7 ☐	Approvals for changes in access control.
8 ☐	Construction of new bus storage and maintenance facilities in areas used predominantly for industrial or transportation purposes where such construction is not inconsistent with existing zoning and located on or near a street with adequate capacity to handle anticipated bus and support vehicle traffic.
9 ☐	Rehabilitation or reconstruction of existing rail and bus buildings and ancillary facilities where only minor amounts of additional land are required and there is not a substantial increase in the number of users.
10 ☐	Construction of bus transfer facilities (an open area consisting of passenger shelters, boarding areas, kiosks and related street improvements) when located in a commercial area or other high activity center in which there is adequate street capacity for projected bus traffic.
11 ☐	Construction of rail storage and maintenance facilities in areas used predominantly for industrial or transportation purposes where such construction is not inconsistent with existing zoning and where there is no significant noise impact on the surrounding community.
12 ☐	Acquisition of land for hardship or protective purposes. Hardship and protective buying will be permitted only for a particular parcel or a limited number of parcels. These types of land acquisition qualify for a CE only where the acquisition will not limit the evaluation of alternatives, including shifts in alignment for planned construction projects, which may be required in the NEPA process. No project development on such land may proceed until the NEPA process has been completed. (i) Hardship acquisition is early acquisition of property by the applicant at the property owner's request to alleviate particular hardship to the owner, in contrast to others, because of an inability to sell his property. This is justified when the property owner can document on the basis of health, safety or financial reasons that remaining in the property poses an undue hardship compared to others. (ii) Protective acquisition is done to prevent imminent development of a parcel which may be needed for a proposed transportation corridor or site. Documentation must clearly demonstrate that development of the land would preclude future transportation use and that such development is imminent. Advance acquisition is not permitted for the sole purpose of reducing the cost of property for a proposed project
13 ☐	Actions described in paragraphs (c)(26), (c)(27), and (c)(28) of this section that do not meet the constraints in paragraph (e) of this section.
Activity Listed in Appendix A of the CE Assignment MOU for State Assumption of Responsibilities for Categorical Exclusions	
1 ☐	Construction, modification, or repair of storm water treatment devices (e.g., detention basins, bioswales, media filters, infiltration basins), protection measures such as slope stabilization and other erosion control measures throughout California.
2 ☐	Replacement, modification, or repair of culverts or other drainage facilities.
3 ☐	Projects undertaken to assure the creation, maintenance, restoration, enhancement, or protection of habitat for fish, plants, or wildlife (e.g., revegetation of disturbed areas with native plant species; stream or river bank revegetation; construction of new, or maintenances of existing fish passage conveyances or structures; restoration or creation of wetlands).
4 ☐	Routine repair of facilities due to storm damage, including permanent repair, to return the facility to operational condition that meets current standards of design and public health and safety without expanding capacity (e.g., slide repairs, construction or repair of retaining walls).
5 ☐	Routine seismic retrofit of facilities to meet current seismic standards and public health and safety standards without expansion of capacity.
6 ☐	Air space leases that are subject to Subpart D, Part 710, title 23, Code of Federal Regulations.
7 ☐	Drilling of test bores/soil sampling to provide information for preliminary design and for environmental analyses and permitting purposes.

Categorical Exclusion Checklist

Dist/Co/Rte/PM: 04/SM/101/10.9-11.2 **Fed. Aid No. (Local Project):** **EA/Project No.:** 4H3300

2. This section must be completed in order to use a CE under 23 CFR 771.117(c)(26), (c)(27), or (c)(28).

ONLY FILL OUT THIS SECTION IF YOU ARE USING A CE UNDER 23 CFR 771.117(c)(26), (c)(27), or (c)(28). If any of the answers are "Yes" the action MAY NOT be processed under 23 CFR 771.117(c)(26), (c)(27), or (c)(28), however, the project may qualify for a CE under 23 CFR 771.117(d)(13). These constraints are found in 23 CFR 771.117(e).

Does the action include any of the following?

A. ☐ Yes ☐ No:
- An acquisition of more than a minor amount of right-of-way or that would result in any residential or nonresidential displacements

B. ☐ Yes ☐ No:
- A bridge permit from the U.S. Coast Guard; OR
- An action that does not meet the terms and conditions of a U.S. Army Corps of Engineers nationwide or general permit under section 404 of the Clean Water Act (i.e., does the project require a Standard 404 permit [Individual Permit or Letter of Permission]?) AND/OR
- A permit required under Section 10 of the Rivers and Harbors Act of 1899

C. ☐ Yes ☐ No:
- A finding of ''adverse effect'' to historic properties under the National Historic Preservation Act; OR
- The use of a resource protected under 23 U.S.C. 138 or 49 U.S.C. 303 (section 4(f)) except for actions resulting in *de minimis* impacts; OR
- A finding of ''may affect, likely to adversely affect'' threatened or endangered species or critical habitat under the Endangered Species Act

D. ☐ Yes ☐ No:
- Construction of temporary access, or the closure of existing road, bridge, or ramps, that would result in major traffic disruptions

E. ☐ Yes ☐ No:
- Changes in access control

F. ☐ Yes ☐ No:
- A floodplain encroachment other than functionally dependent uses (e.g., bridges, wetlands) or actions that facilitate open space use (e.g., recreational trails, bicycle and pedestrian paths); OR
- Construction activities in, across, or adjacent to a river component designated or proposed for inclusion in the National System of Wild and Scenic Rivers

3. Project is a CE for a highway project under NEPA Assignment 23 USC 327. ☐ Yes ☐ No

(Use only if project does not qualify under CE Assignment 23 USC 326 [activities not included in three previous lists above].)

4. Independent Utility and Logical Termini

☒ The project complies with NEPA requirements related to connected actions and segmentation (i.e. the project must have independent utility, connect logical termini when applicable, be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made and not restrict further consideration of alternatives for other reasonably foreseeable transportation improvements). (FHWA Final Rule, "Background," *Federal Register* Vol. 79, No. 8, January 13, 2014.)

5. Categorical Exclusions Defined (23 CFR 771.117[a]).

FHWA regulation 23 CFR 771.117(a) defines categorical exclusions as actions which:

- do not induce significant impacts to planned growth or land use for the area;
- do not require the relocation of significant numbers of people;
- do not have a significant impact on any natural, cultural, recreational, historic or other resources;
- do not involve significant air, noise, or water quality impacts;
- do not have significant impacts on travel patterns; or
- do not otherwise, either individually or cumulatively, have any significant environmental impacts.

☒ Checking this box certifies that project meets the above definition for a Categorical Exclusion.

6. Exceptions to Categorical Exclusions/Unusual Circumstances (23 CFR 771.117[b]).

FHWA regulation 23 CFR 771.117(b) provides that any action which normally would be classified as a CE but could involve *unusual circumstances* requires the Department to conduct appropriate environmental studies to determine if the CE classification is proper. Unusual circumstances include actions that involve:

- Significant environmental impacts;
- Substantial controversy on environmental grounds;
- Significant impact on properties protected by section 4(f) of the DOT Act or section 106 of the National Historic Preservation Act; or
- Inconsistencies with any Federal, State, or local law, requirement or administrative determination relating to the environmental aspects of the action.

All of the above unusual circumstances have been considered in conjunction with this project. (Please select one.)

☒ Checking this box certifies that **none of the above conditions apply** and that the project qualifies for a Categorical Exclusion.

☐ Checking this box certifies that unusual circumstances **are involved.** However, the appropriate studies/analysis have been completed, and it has been determined that the CE classification is still appropriate.

Categorical Exclusion Checklist

SECTION B: Compliance with FHWA NEPA policy to complete all other applicable environmental requirements[6] prior to making the NEPA determination:

During the environmental review process for which this CE was prepared, all applicable environmental requirements were evaluated. Outcomes for the following requirements are identified below and fully documented in the project file. [NOTE: EVERY SECTION BELOW MUST BE COMPLETED, DO NOT SKIP ANY SECTIONS.]

FSTIP

☒ The project description on the Categorical Exemption/Categorical Exclusion Form matches the project description in the FSTIP and RTP, and the appropriate page of the FSTIP is in the project file.

Air Quality

☒ Air Quality Conformity Findings Checklist has been completed and project meets all applicable AQ requirements.

☐ For 23 USC 326 projects which require an air quality conformity determination (this will apply to certain projects under 23 CFR 771.117(c)(22), (c)(23), (c)(26), (c)(27), and (c)(28)), list the date of the Caltrans conformity determination: _____

☐ For 23 USC 327 projects, list date of FHWA concurrence on conformity determination: _____

Cultural Resources

☐ Section 106 compliance is complete. Select appropriate finding:

☐ Screened Undertaking ☒ No Historic Properties Affected ☐ No Adverse Effect with Standard Conditions

☐ No Adverse Effect without Standard Conditions ☐ Adverse Effect/MOA

Noise

23 CFR 772

☐ Is this a Type 1 project? ☐ Yes ☒ No (skip this section.)

☐ Future noise levels with project either approach or exceed NAC or result in a substantial increase.

If yes, ☐ Abatement is reasonable and feasible ☐ Abatement is not reasonable or feasible

[6] Please consult the SER for a complete list of applicable laws, statutes, regulations, and executive orders that must be considered before completing the CE.

Categorical Exclusion Checklist

Waters, Wetlands

- Section 404 of the Clean Water Act

  Impacts to Waters of the U.S.: ☒ Yes ☐ No

  If yes, approval anticipated:

  ☒ Nationwide Permit ☐ Individual Permit ☐ Regional General Permit ☐ Letter of Permission
- Wetland Protection (Executive Order #11990)

  ☒ No Wetland Impact

  ☐ Permanent Wetland Impact; Only Practicable Alternative Finding is included in a separate document in the project file
- Section 401 of the Clean Water Act

  ☐ Exemption ☒ Certification

Biology

- **USFWS**

  ☒ No Effect Section 7 (Federal Endangered Species Act)

  Consultation with USFWS Findings (Effect determination):

  ☐ Not Likely to Adversely Affect with USFWS Concurrence. Date: _____

  ☐ Likely to Adversely Affect with Biological Opinion Date: _____
- **NOAA Fisheries**

  ☒ No Effect Section 7 (Federal Endangered Species Act)

  Consultation with NOAA Fisheries Findings (Effect determination):

  ☐ Not Likely to Adversely Affect with NOAA Fisheries Concurrence. Date: _____

  ☐ Likely to Adversely Affect with Biological Opinion Date: _____
- **Essential Fish Habitat (Magnuson-Stevens Act)** Findings (Effect determination):

  ☐ Magnuson-Stevens Fishery Conservation and Management Act does not apply

  ☒ No Adverse Effect ☐ Adverse Effect and consultation with NOAA Fisheries

Floodplains

Floodplains (Executive Order #11988)

☒ No Floodplains ☐ No Significant Encroachment ☐ Significant Encroachment

Section 4(f) Transportation Act (23 CFR 774)

Section 4(f) regulation was considered as a part of the review for this project and a determination was made:

☒ Section 4(f) does not apply

(*Project file includes documentation that property is not a Section 4(f) property, that project does not use a Section 4(f) property, or that the project meets the criteria for the temporary occupancy exception.)*

☐ Section 4(f) applies

☐ *De Minimis*

☐ Programmatic: Type _____ (List one of the five appropriate categories as defined in 23 CFR 774.3)

☐ Individual: ☐ Legal Sufficiency Review complete ☐ HQ Coordinator Review Complete

Section 6(f) – Properties Acquired with Land and Water Conservation Fund grants

Was the above property purchased with grant funds from the Land and Water Conservation Fund?

☒ No, Section 6(f) does not apply. No additional documentation required.

☐ Yes ☐ Documentation of approval from National Park Service Director (through California State Parks) has been received for the conversion/and replacement of 6(f) property.

Coastal Zone

Coastal Zone Management Act of 1972

☒ Not in Coastal Zone ☐ Qualifies for Exemptions ☐ Qualifies for Waiver ☐ Coastal Permit Required

☐ Consistent with Federal State and Local Coastal Plans ☐ Federal Consistency

Coast Guard – Bridge Over Navigable Waters of the U.S.

☒ Not applicable

☐ 23 USC 144(c) USCG Bridge Permit Exception

☐ 33 CFR 115.70 Advance Approval

☐ USCG Bridge Permit

Categorical Exclusion Checklist

Relocation and Right of Way

- ☒ No Relocations
- ☐ Project involves _____ (#) relocations and will follow the provisions of the Uniform Relocation Act.
- ☐ No right of way acquisitions or easements.
- ☐ Project involves _____ (#) acquisitions and _____ (#) easements.

Hazardous Waste and Materials

- Are hazardous materials or contamination exceeding regulatory thresholds (as set by U.S. EPA, Cal EPA, County Environmental Health, etc.) present? ☐ Yes ☒ No
- If yes, is the nature and extent of the hazardous materials or contamination fully known? ☐ Yes ☐ No

  If no, briefly discuss the plan for securing information:

SECTION C: Certification

Based on the information obtained during environmental review process and included in this checklist, the project is determined to be a Categorical Exclusion pursuant to the National Environmental Policy Act and is in compliance with all other applicable environmental laws, regulations, and Executive Orders.

Prepared by (print name): Jeff Zimmerman, AECOM

Title: Project Manager (Environmental)

Signature:  Date: 7-5-17

ATTACHMENT F

PRELIMINARY PROJECT COST ESTIMATE

PRELIMINARY PROJECT COST ESTIMATE SUMMARY

Type of Estimate: PA&ED (Option 1)

Project Description: US 101/Hillsdale Blvd Pedestrian & Bicycle OC Project

Limits: East Hillsdale Boulevard/Franklin Parkway intersection and East Hillsdale Court from the west side of US 101 to East Hillsdale Boulevard/Norfolk Street intersection and La Selva Street on the east side of US 101.

Proposed Improvement (Scope): To improve pedestrian and bicycle access across US 101 at the existing US 101/East Hillsdale Blvd interchange. This project will provide a safer and more inviting route for pedestrians and bicyclists, and will also encourage a mode shift away from motorized travel.
The main span overcrossing for Option 1 consists of a CIP/PS concrete box girder with a median column.

CONSTRUCTION PHASE		
TOTAL ROADWAY ITEMS		$6,743,000
TOTAL STRUCTURE ITEMS		$11,189,000
TOTAL CONSTRUCTION COSTS		**$17,930,000**
TOTAL CONSTRUCTION COSTS (ESCALATED TO 2022) +		**$21,500,000**
TOTAL RIGHT OF WAY & UTILITY #		$7,450,000
TOTAL CAPITAL COST		**$28,950,000**
ENGINEERING SERVICES (PS&E)	12.0%	$2,600,000
R/W SERVICES	2.0% ^	$150,000
CONSTRUCTION ADMINISTRATION	15.0%	$3,300,000
TOTAL SUPPORT COST		**$6,050,000**
TOTAL PROJECT COST		**$35,000,000**

+ Includes escalation to 2022 (mid-point of construction) at 3% per year
# Includes escalation to 2019 at 10% per year
^ 2% of "Total Right of Way & Utility" minus Utility Relocation Costs

Reviewed by Project Engineer		(510) 874-3143	03/27/18
	Peter DeStefano, P.E		
Approved by Project Manager		(510) 874-3141	03/27/18
	Ramesh Sathiamurthy, P.E.	(Phone)	(Date)

PRELIMINARY PROJECT COST ESTIMATE SUMMARY

	Quantity	Unit	Unit Price	Unit Cost	Section Cost
Section 1 - Earthwork					
Imported Borrow	7,000	CY	$30	$210,000	
Excavation	20	CY	$18	$360	
Clearing & Grubbing	1	LS	$50,000	$50,000	
Develop Water Supply	1	LS	$25,000	$25,000	
				Total Earthwork	$285,000
Section 2 - Structural Section					
Portland Cement Concrete	370	CY	$400	$148,000	
Aggregate Base (Cl 2)	1,125	CY	$40	$45,000	
				Total Structural Section	$193,000
Section 3 - Drainage ^					
Project Drainage	1	LS	$300,000	$300,000	
				Total Drainage	$300,000

PRELIMINARY PROJECT COST ESTIMATE SUMMARY

Section 4 - Specialty Items	Quantity	Unit	Unit Price	Unit Cost	Section Cost
MSE Wall	11,640	SF	$75	$873,000	
Design Pollution Prevention BMPs	1	LS	$250,000	$250,000	
Temporary Construction Site BMPs	1	LS	$500,000	$500,000	
Minor Concrete (Gutter)	440	LF	$50	$22,000	
Retaining Wall (Type 1)	1,004	SQFT	$180	$180,720	
Sound Wall	2,820	SQFT	$30	$84,600	
Architectural Treatment*	2,820	SQFT	$10	$28,200	
Chain Link Railing (Type 7L Mod)	790	LF	$130	$102,700	
Fence (Type CL-4)	440	LF	$20	$8,800	
Remove Sound Wall	2,800	SQFT	$8	$22,400	
Concrete Barrier (Type 60G)	75	LF	$235	$17,625	
Midwest Guardrail System	295	LF	$55	$16,225	
Alternative Flared Terminal System	3	EA	$2,400	$7,200	
End Anchor Assembly (Type SFT)	3	EA	$750	$2,250	

* For sound wall only, unit cost of retaining walls includes aesthetic treatment.

Total Specialty Items	$2,115,720

Section 5 - Traffic Items					
Lighting	1	LS	$100,000	$100,000	
Traffic Signals Modification	1	LS	$639,000	$639,000	
Striping	1	LS	$30,000	$30,000	
TMP (Inc. COZEEP, CMS etc.)	1	LS	$360,000	$360,000	
Roadway Signs	1	LS	$40,000	$40,000	
TOS/Ramp Metering	1	LS	$25,000	$25,000	

Total Traffic Items	$1,194,000

Section 6 - Planting and Irrigation					
Planting	1	LS	$300,000	$300,000	
Irrigation	1	LS	$150,000	$150,000	
3-Year Plant Establishment	1	LS	$80,000	$80,000	

Total Planting & Irrigation Items	$530,000

PRELIMINARY PROJECT COST ESTIMATE SUMMARY

	Quantity	Unit		Unit Price	Unit Cost	Section Cost
Section 7 - Roadside Management & Safety						
Erosion Control	1	LS		$25,000	$25,000	
					Total Roadside Management & Safety	$25,000
					SUBTOTAL SECTIONS 1 - 7:	$4,642,720
Section 8 - Minor Items						
Subtotal Sections 1 - 7		$4,642,720	X	6.0%	$278,563	
					TOTAL MINOR ITEMS:	$279,000
Section 9 - Mobilization						
Subtotal Sections 1 - 7		$4,642,720				
Minor Items		$279,000				
	Sum	$4,921,720	X	10.0%	$492,172.00	
					TOTAL MOBILIZATION	$492,000
Section 10 - Additions						
Supplemental						
Subtotal Sections 1 - 7		$4,642,720				
Minor Items		$279,000				
	Sum	$4,921,720	X	7.0%	$344,520	
Contingencies						
Subtotal Sections 1 - 7		$4,642,720				
Minor Items		$279,000				
	Sum	$4,921,720	X	20%	$984,344	
					TOTAL ADDITIONS	$1,329,000
					TOTAL ROADWAY (Total of Sections 1 - 10)	$6,743,000

Estimate Prepared By:	Peter DeStefano, P.E	(510) 874-3143	03/27/18
	(Print Name)	(Phone)	(Date)

PRELIMINARY PROJECT COST ESTIMATE SUMMARY

II. STRUCTURES ITEMS	#1	#2	#3
Bridge Name	Ped Overcrossing	Ped Viaduct	
Structure Type	CIP/PS Girder	CIP/PS Girder	
Width (ft) - out to out	14.00	14.00	
Span Length (ft)	683.13	730.08	
Total Area (SqFt)	9,564	10,221	
Footing Type (pile/spread)	Pile	Pile	
Cost per Sq. Ft.	$525	$603	
Including:			
Bridge Removal			
Mobilization: 10%			
Contingency: 25%			
Bridge Removal			
Total Cost For Structure	$5,024,000	$6,165,000	

SUBTOTAL THIS PAGE	$11,189,000
TOTAL STRUCTURES ITEMS	$11,189,000

COMMENTS:

Estimate Prepared By:	Jan Hueser, P.E.	(916) 266-4925	03/27/18
	(Print Name)	(Phone)	(Date)

PRELIMINARY PROJECT COST ESTIMATE SUMMARY

III. RIGHT OF WAY & UTILITY

	Current Values (Future Use)	Escalation Rate (%/yr)	Escalated Value (2019)
Acquisition, including excess lands, TCE and damages to remainders *	$5,314,000	10.00%	$7,072,934
Grantor's Appraisal Cost	$30,000	0.00%	$30,000
Utility Relocation *	$238,300	10.00%	$317,177
Clearance / Demolition	$0	10.00%	$0
RAP	$0	0.00%	$0
R/W Services - Title and Escrow Fees	$30,000	0.00%	$30,000
CONSTRUCTION CONTRACT WORK			$0
SB1210		0.00%	$0
Section 83 Transfers		0.00%	$0
TOTAL RIGHT OF WAY (CURRENT VALUE)	$5,612,300	TOTAL ESCALATED RIGHT OF WAY	$7,450,000

* Includes 30% Contingency

Estimate prepared by:	Peter DeStefano, P.E	(510) 874-3143	03/27/18
	(Print Name)	(Phone)	(Date)

PRELIMINARY PROJECT COST ESTIMATE SUMMARY

Type of Estimate: PA&ED (Option 2)

Project Description: US 101/Hillsdale Blvd Pedestrian & Bicycle OC Project

Limits: East Hillsdale Boulevard/Franklin Parkway intersection and East Hillsdale Court from the west side of US 101 to East Hillsdale Boulevard/Norfolk Street intersection and La Selva Street on the east side of US 101.

Proposed Improvement (Scope): To improve pedestrian and bicycle access across US 101 at the existing US 101/East Hillsdale Blvd interchange. This project will provide a safer and more inviting route for pedestrians and bicyclists, and will also encourage a mode shift away from motorized travel.
The main span overcrossing for Option 2 consists of a tied-arch type bridge.

CONSTRUCTION PHASE		
TOTAL ROADWAY ITEMS		$6,717,000
TOTAL STRUCTURE ITEMS		$13,214,000
TOTAL CONSTRUCTION COSTS		**$19,930,000**
TOTAL CONSTRUCTION COSTS (ESCALATED TO 2022) +		**$23,800,000**
TOTAL RIGHT OF WAY & UTILITY #		$7,450,000
TOTAL CAPITAL COST		**$31,250,000**
ENGINEERING SERVICES (PS&E)	12.0%	$2,900,000
R/W SERVICES	2.0% ^	$150,000
CONSTRUCTION ADMINISTRATION	15.0%	$3,600,000
TOTAL SUPPORT COST		**$6,650,000**
TOTAL PROJECT COST		**$37,900,000**

+ Includes escalation to 2022 (mid-point of construction) at 3% per year
# Includes escalation to 2019 at 10% per year
^ 2% of "Total Right of Way & Utility" minus Utility Relocation Costs

Reviewed by Project Engineer	Peter DeStefano, P.E	(510) 874-3143	03/27/18
Approved by Project Manager	Ramesh Sathiamurthy, P.E.	(510) 874-3141 (Phone)	03/27/18 (Date)

PRELIMINARY PROJECT COST ESTIMATE SUMMARY

	Quantity	Unit	Unit Price	Unit Cost	Section Cost
Section 1 - Earthwork					
Imported Borrow	7,000	CY	$30	$210,000	
Excavation	20	CY	$18	$360	
Clearing & Grubbing	1	LS	$50,000	$50,000	
Develop Water Supply	1	LS	$25,000	$25,000	
				Total Earthwork	$285,000
Section 2 - Structural Section					
Portland Cement Concrete	370	CY	$400	$148,000	
Aggregate Base (Cl 2)	1,125	CY	$40	$45,000	
				Total Structural Section	$193,000
Section 3 - Drainage ^					
Project Drainage	1	LS	$300,000	$300,000	
				Total Drainage	$300,000

PRELIMINARY PROJECT COST ESTIMATE SUMMARY

Section 4 - Specialty Items	Quantity	Unit	Unit Price	Unit Cost	Section Cost
MSE Wall	11,640	SF	$75	$873,000	
Design Pollution Prevention BMPs	1	LS	$250,000	$250,000	
Temporary Construction Site BMPs	1	LS	$500,000	$500,000	
Minor Concrete (Gutter)	440	LF	$50	$22,000	
Retaining Wall (Type 1)	1,004	SQFT	$180	$180,720	
Sound Wall	2,820	SQFT	$30	$84,600	
Architectural Treatment*	2,820	SQFT	$10	$28,200	
Chain Link Railing (Type 7L Mod)	790	LF	$130	$102,700	
Fence (Type CL-4)	440	LF	$20	$8,800	
Remove Sound Wall	2,800	SQFT	$8	$22,400	
Midwest Guardrail System	295	LF	$55	$16,225	
Alternative Flared Terminal System	3	EA	$2,400	$7,200	
End Anchor Assembly (Type SFT)	3	EA	$750	$2,250	

*For sound wall only, unit cost of retaining walls include aesthetic treatment

Total Specialty Items	$2,098,095

Section 5 - Traffic Items					
Lighting	1	LS	$100,000	$100,000	
Traffic Signals Modification	1	LS	$639,000	$639,000	
Striping	1	LS	$30,000	$30,000	
TMP (Inc. COZEEP, CMS etc.)	1	LS	$360,000	$360,000	
Roadway Signs	1	LS	$40,000	$40,000	
TOS/Ramp Metering	1	LS	$25,000	$25,000	

Total Traffic Items	$1,194,000

Section 6 - Planting and Irrigation					
Planting	1	LS	$300,000	$300,000	
Irrigation	1	LS	$150,000	$150,000	
3-Year Plant Establishment	1	LS	$80,000	$80,000	

Total Planting & Irrigation Items	$530,000

PRELIMINARY PROJECT COST ESTIMATE SUMMARY

	Quantity	Unit		Unit Price	Unit Cost	Section Cost
Section 7 - Roadside Management & Safety						
Erosion Control	1	LS		$25,000	$25,000	
					Total Roadside Management & Safety	$25,000
					SUBTOTAL SECTIONS 1 - 7:	$4,625,095
Section 8 - Minor Items						
Subtotal Sections 1 - 7		$4,625,095	X	6.0%	$277,506	
					TOTAL MINOR ITEMS:	$278,000
Section 9 - Mobilization						
Subtotal Sections 1 - 7		$4,625,095				
Minor Items		$278,000				
	Sum	$4,903,095	X	10.0%	$490,309.50	
					TOTAL MOBILIZATION	$490,000
Section 10 - Additions						
Supplemental						
Subtotal Sections 1 - 7		$4,625,095				
Minor Items		$278,000				
	Sum	$4,903,095	X	7.0%	$343,217	
Contingencies						
Subtotal Sections 1 - 7		$4,625,095				
Minor Items		$278,000				
	Sum	$4,903,095	X	20%	$980,619	
					TOTAL ADDITIONS	$1,324,000
					TOTAL ROADWAY (Total of Sections 1 - 10)	$6,717,000

Estimate Prepared By:	Peter DeStefano, P.E	(510) 874-3143	03/27/18
	(Print Name)	(Phone)	(Date)

PRELIMINARY PROJECT COST ESTIMATE SUMMARY

II. STRUCTURES ITEMS	#1	#2	#3
Bridge Name	Ped Overcrossing	Ped Viaduct	
Structure Type	Arch Bridge	CIP/PS Girder	
Width (ft) - out to out	19.00	14.00	
Span Length (ft)	672.13	730.08	
Total Area (SqFt)	12,770	10,221	
Footing Type (pile/spread)	Pile	Pile	
Cost per Sq. Ft.	$552	$603	
Including:			
Bridge Removal			
Mobilization: 10%			
Contingency: 25%			
Bridge Removal			
Total Cost For Structure	$7,049,000	$6,165,000	

SUBTOTAL THIS PAGE $13,214,000

TOTAL STRUCTURES ITEMS $13,214,000

COMMENTS:

Estimate Prepared By:	Jan Hueser, P.E.	(916) 266-4925	03/27/18
	(Print Name)	(Phone)	(Date)

PRELIMINARY PROJECT COST ESTIMATE SUMMARY

III. RIGHT OF WAY & UTILITY

	Current Values (Future Use)	Escalation Rate (%/yr)	Escalated Value (2019)
Acquisition, including excess lands, TCE and damages to remainders *	$5,314,000	10.00%	$7,072,934
Grantor's Appraisal Cost	$30,000	0.00%	$30,000
Utility Relocation *	$238,300	10.00%	$317,177
Clearance / Demolition	$0	10.00%	$0
RAP	$0	0.00%	$0
R/W Services - Title and Escrow Fees	$30,000	0.00%	$30,000
CONSTRUCTION CONTRACT WORK			$0
SB1210		0.00%	$0
Section 83 Transfers		0.00%	$0
TOTAL RIGHT OF WAY (CURRENT VALUE)	$5,612,300	TOTAL ESCALATED RIGHT OF WAY	$7,450,000

* Includes 30% Contingency

Estimate prepared by:	Peter DeStefano, P.E	(510) 874-3143	03/27/18
	(Print Name)	(Phone)	(Date)

PRELIMINARY PROJECT COST ESTIMATE SUMMARY

Type of Estimate: PA&ED (Option 3)

Project Description: US 101/Hillsdale Blvd Pedestrian & Bicycle OC Project

Limits: East Hillsdale Boulevard/Franklin Parkway intersection and East Hillsdale Court from the west side of US 101 to East Hillsdale Boulevard/Norfolk Street intersection and La Selva Street on the east side of US 101

Proposed Improvement (Scope): To improve pedestrian and bicycle access across US 101 at the existing US 101/East Hillsdale Blvd interchange. This project will provide a safer and more inviting route for pedestrians and bicyclists, and will also encourage a mode shift away from motorized travel.
The main span overcrossing for Option 3 consists of an extradosed (cable-stay) type bridge.

CONSTRUCTION PHASE		
TOTAL ROADWAY ITEMS		$6,717,000
TOTAL STRUCTURE ITEMS		$12,910,000
TOTAL CONSTRUCTION COSTS		**$19,630,000**
TOTAL CONSTRUCTION COSTS (ESCALATED TO 2022) +		**$23,500,000**
TOTAL RIGHT OF WAY & UTILITY #		$7,450,000
TOTAL CAPITAL COST		**$30,950,000**
ENGINEERING SERVICES (PS&E)	12.0%	$2,900,000
R/W SERVICES	2.0% ^	$150,000
CONSTRUCTION ADMINISTRATION	15.0%	$3,600,000
TOTAL SUPPORT COST		**$6,650,000**
TOTAL PROJECT COST		**$37,600,000**

+ Includes escalation to 2020 (mid-point of construction) at 3% per year
# Includes escalation to 2019 at 10% per year
^ 2% of "Total Right of Way & Utility" minus Utility Relocation Costs

Reviewed by Project Engineer		(510) 874-3143	03/27/18
	Peter DeStefano, P.E		
Approved by Project Manager		(510) 874-3141	03/27/18
	Ramesh Sathiamurthy, P.E.	(Phone)	(Date)

PRELIMINARY PROJECT COST ESTIMATE SUMMARY

	Quantity	Unit	Unit Price	Unit Cost	Section Cost
Section 1 - Earthwork					
Imported Borrow	7,000	CY	$30	$210,000	
Excavation	20	CY	$18	$360	
Clearing & Grubbing	1	LS	$50,000	$50,000	
Develop Water Supply	1	LS	$25,000	$25,000	
				Total Earthwork	$285,000
Section 2 - Structural Section					
Portland Cement Concrete	370	CY	$400	$148,000	
Aggregate Base (Cl 2)	1,125	CY	$40	$45,000	
				Total Structural Section	$193,000
Section 3 - Drainage ^					
Project Drainage	1	LS	$300,000	$300,000	
				Total Drainage	$300,000

PRELIMINARY PROJECT COST ESTIMATE SUMMARY

Section 4 - Specialty Items	Quantity	Unit	Unit Price	Unit Cost	Section Cost
MSE Wall	11,640	SF	$75	$873,000	
Design Pollution Prevention BMPs	1	LS	$250,000	$250,000	
Temporary Construction Site BMPs	1	LS	$500,000	$500,000	
Minor Concrete (Gutter)	440	LF	$50	$22,000	
Retaining Wall (Type 1)	1,004	SQFT	$180	$180,720	
Sound Wall	2,820	SQFT	$30	$84,600	
Architectural Treatment*	2,820	SQFT	$10	$28,200	
Chain Link Railing (Type 7L Mod)	790	LF	$130	$102,700	
Fence (Type CL-4)	440	LF	$20	$8,800	
Remove Sound Wall	2,800	SQFT	$8	$22,400	
Midwest Guardrail System	295	LF	$55	$16,225	
Alternative Flared Terminal System	3	EA	$2,400	$7,200	
End Anchor Assembly (Type SFT)	3	EA	$750	$2,250	

*For sound wall only, unit cost of retaining walls include aesthetic treatment.

Total Specialty Items	$2,098,095

Section 5 - Traffic Items					
Lighting	1	LS	$100,000	$100,000	
Traffic Signals Modification	1	LS	$639,000	$639,000	
Striping	1	LS	$30,000	$30,000	
TMP (Inc. COZEEP, CMS etc.)	1	LS	$360,000	$360,000	
Roadway Signs	1	LS	$40,000	$40,000	
TOS/Ramp Metering	1	LS	$25,000	$25,000	

Total Traffic Items	$1,194,000

Section 6 - Planting and Irrigation					
Planting	1	LS	$300,000	$300,000	
Irrigation	1	LS	$150,000	$150,000	
3-Year Plant Establishment	1	LS	$80,000	$80,000	

Total Planting & Irrigation Items	$530,000

PRELIMINARY PROJECT COST ESTIMATE SUMMARY

	Quantity	Unit		Unit Price	Unit Cost	Section Cost
Section 7 - Roadside Management & Safety						
Erosion Control	1	LS		$25,000	$25,000	
					Total Roadside Management & Safety	$25,000
					SUBTOTAL SECTIONS 1 - 7:	$4,625,095
Section 8 - Minor Items						
Subtotal Sections 1 - 7		$4,625,095	X	6.0%	$277,506	
					TOTAL MINOR ITEMS:	$278,000
Section 9 - Mobilization						
Subtotal Sections 1 - 7		$4,625,095				
Minor Items		$278,000				
	Sum	$4,903,095	X	10.0%	$490,309.50	
					TOTAL MOBILIZATION	$490,000
Section 10 - Additions						
Supplemental						
Subtotal Sections 1 - 7		$4,625,095				
Minor Items		$278,000				
	Sum	$4,903,095	X	7.0%	$343,217	
Contingencies						
Subtotal Sections 1 - 7		$4,625,095				
Minor Items		$278,000				
	Sum	$4,903,095	X	20%	$980,619	
					TOTAL ADDITIONS	$1,324,000
					TOTAL ROADWAY (Total of Sections 1 - 10)	$6,717,000

Estimate Prepared By:	Peter DeStefano, P.E	(510) 874-3143	03/27/18
	(Print Name)	(Phone)	(Date)

PRELIMINARY PROJECT COST ESTIMATE SUMMARY

II. STRUCTURES ITEMS	#1	#2	#3
Bridge Name	Ped Overcrossing	Ped Viaduct	
Structure Type	Extrados Bridge	CIP/PS Girder	
Width (ft) - out to out	19.00	14.00	
Span Length (ft)	672.13	730.08	
Total Area (SqFt)	12,770	10,221	
Footing Type (pile/spread)	Pile	Pile	
Cost per Sq. Ft.	$528	$603	
Including:			
Bridge Removal			
Mobilization: 10%			
Contingency: 25%			
Bridge Removal			
Total Cost For Structure	$6,745,000	$6,165,000	

SUBTOTAL THIS PAGE	$12,910,000
TOTAL STRUCTURES ITEMS	$12,910,000

COMMENTS:

Estimate Prepared By:	Jan Hueser, P.E.	(916) 266-4925	03/27/18
	(Print Name)	(Phone)	(Date)

PRELIMINARY PROJECT COST ESTIMATE SUMMARY

III. RIGHT OF WAY & UTILITY

	Current Values (Future Use)	Escalation Rate (%/yr)	Escalated Value (2019)
Acquisition, including excess lands, TCE and damages to remainders *	$5,314,000	10.00%	$7,072,934
Grantor's Appraisal Cost	$30,000	0.00%	$30,000
Utility Relocation *	$238,300	10.00%	$317,177
Clearance / Demolition	$0	10.00%	$0
RAP	$0	0.00%	$0
R/W Services - Title and Escrow Fees	$30,000	0.00%	$30,000
CONSTRUCTION CONTRACT WORK			$0
SB1210		0.00%	$0
Section 83 Transfers		0.00%	$0
TOTAL RIGHT OF WAY (CURRENT VALUE)	$5,612,300	TOTAL ESCALATED RIGHT OF WAY	$7,450,000

* Includes 30% Contingency

Estimate prepared by:	Peter DeStefano, P.E	(510) 874-3143	03/27/18
	(Print Name)	(Phone)	(Date)

ATTACHMENT G

RIGHT-OF-WAY DATA SHEET

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY DATA SHEET FOR LOCAL PUBLIC AGENCIES

EXHIBIT
17-EX-21 (Rev 12/2014)

To: District Office Chief
R/W Local Programs

Attention: District Branch Chief
Local Programs

Date: 3/22/2017
County: San Mateo, Rte 101, PM 10.9 /11.2
Expense Authorization: 04-4H3300
Project ID: 0413000209

Subject: **RIGHT OF WAY DATA SHEET- LOCAL PROGRAMS**

Project Description: US-101 / Hillsdale Blvd. Pedestrian & Bicycle Overcrossing Project

Right of way necessary for the subject project will be the responsibility of the City of San Mateo.

The information in this data sheet was developed by AECOM / Associated Right of Way Services, Inc.

I. ***Right of Way Engineering***

What level of right of way engineering is required for this project?

___ Minimal (Requires Right of Way Retracement Narrative)

- No fee or easement acquisitions are required for the project; AND
- No excess lands will be created by the project; AND
- No Temporary Construction Easements (TCEs) are required for the project; AND
- No retaining walls, sound walls, footings, signs, traffic signals, or similar improvements will be constructed within ten feet of the existing right of way line.

___ Minor (Requires Land Net, and PS&E Project Control sheets)

- No fee or easement acquisitions are required for the project; AND
- No excess lands will be created by the project; AND one or both of the following:
- Temporary Construction Easements (TCEs) are required for the project;
- Improvements will be constructed within ten feet of the existing right of way line.

_X_ Moderate (Requires Land Net, PS&E Project Control sheets, Base Map, and Appraisal Map)

- At least one fee and/or easement (except TCEs) acquisition is required for the project; AND
- No excess lands will be created by the project; AND
- No parcels will be transferred to the State.

___ Major (Requires full compliance with Right of Way Manual and Local Public Agency Coordination (LPAC) Guidelines including, but not limited to, pre-design Record of Survey, Base Map, Appraisal Map, legal descriptions and deeds, property transfer documents, JUAs/CCUAs, Record Map, monuments, and one or more Record of Surveys)

- One or more fee and/or easement parcels will be transferred to the State; AND/OR
- Excess lands will be created by the project.

II. ***Engineering Surveys***

Is any surveying or photogrammetric mapping required?

___ No (Provide explanation)

_X_ Yes (Complete the following)

Datum Requirements

1. The units for this project are

_X_ U. S. Survey Feet;

___ Metric (Provide explanation).

2. The horizontal datum for this project is

_X_ California Coordinate System of 1983 (NAD 83 , Epoch 2010.00);

___ California Coordinate System of 1983 (NAD 83 (_____), Epoch _____); (Provide Datum Tag and Epoch).

___ Other (Provide explanation).

3. The vertical datum for this project is

_X_ North American Vertical Datum of 1988 (NAVD 88);

___ National Geodetic Vertical Datum of 1927 (NGVD 27) (Provide explanation).

___ Other (Provide explanation).

III. ***Parcel Information (Land and Improvements)***

Are there any property rights required within the proposed project limits?

No _____ Yes _X_ (Complete the following)

Provide a general description of the right of way and excess lands required (zoning, use, major improvements, critical or sensitive parcels, etc.)

1.) Acquisitions and/or easements required for the right of way are from approximately 7 Assessor's parcels (6 larger parcels). Of these parcels, 5 are commercial with a zoning of C1-.5 (Neighborhood Commercial) and 2 C2-.5 (Regional/Community Commercial).

2.) Two commercial parcels (1 larger parcel) at the SW corner of the E Hillsdale/Franklin Pkwy intersection. See Area No. 1 & 2 on the attached Right of Way Requirement Map. The acquisition area includes a portion fee and a Temporary Construction Easement (TCE).

3.) Three commercial parcels on the east side of the northbound off-ramp to East Hillsdale Boulevard. See Area No. 3, 4 & 5 on the attached Right of Way Requirement Map. The areas include TCE's only.

4.) One commercial parcel at the SW corner of the Hillsdale/Norfolk intersection. See Area No. 6 on the attached Right of Way Requirement Map. The acquisition area includes a small portion of fee and a TCE.

5.) One commercial parcel at the SE corner of the Hillsdale/Norfolk intersection. See Area No. 7 on the attached Right of Way Requirement Map. The acquisition area includes a small portion of fee and TCE. A monument type business sign will need to be relocated onto the remainder parcel.

Right of Way Cost Estimate:

		Current Value	Escalation Rate		Escalated Value
A.	Acquisition, including Excess Lands, Damages, and Goodwill	$5,314,000	10	%	$7,072,934
	Environmental Mitigation	$0	10	%	$0
	Grantor's Appraisal Cost	$30,000	N/A		$30,000
B.	Utility Relocation - Project Liability (from Section VII)	$238,300	10	%	$317,177
C.	Relocation Assistance	$0	N/A		$0
D.	Clearance Demolition	$0	10	%	$0
E.	Title and Escrow Fees	$30,000	N/A	%	$30,000
F.	**TOTAL ESCALATED VALUE**				**$7,450,000**
G.	Railroad Construction Costs (flagger, track work etc)	$0	(These are construction costs to be included in PS&E)		
H.	Construction Contract Work	$0	(These are construction costs to be included in PS&E)		
I.	**TOTAL PARCEL COUNT**	**7**			

IV. ***Dedications***

Are there any property rights that have been acquired, or anticipate will be acquired, through the "dedication" process for the Project?

No __X__ Yes _____ (Complete the following)

Number of dedicated parcels: _____

Have the dedication parcel(s) been accepted by the municipality involved? No _____ Yes

V. ***Excess Lands / Relinquishments***

Are there Caltrans property rights which may become excess lands or potential relinquishment areas?

No __X__ Yes _____ (Provide an explanation in Remarks Section XIII.)

VI. ***Relocation Information***

Are there relocations anticipated? YES ____ NO __X__
(If yes, provide the following information)

No. of personal property relocations _____

No. of single family _____ No. of business/non profit _____

No. of multi-family _____ No. of farms _____

Based on Draft / Final Relocation Impact Statement / Study (circle one) –
Dated _____, it is anticipated that sufficient replacement housing
N/A, will / will not be available without Last Resort Housing.

VII. ***Utility Relocation Information***

Anticipate any utility facilities or utility rights of way to be affected?
No ____ Yes __X__ (Complete the following)

		Estimated Relocation Expense		
Facility	Owner	State Obligation*	Local Obligation	Utility Owner Obligation
A. Electricity	PG&E	$	$233,350	$233,350
B. Fiber Optic	Comcast	$	$	$16,400
C. Water	Cal Water	$	$4,950	$4,950
Totals				
Number of facilities: 3		$	$238,300	$254,700

*This amount reflects the estimated total financial obligation by the State.
The following checked items may seriously impact lead time for utility relocation:

___ Longitudinal policy conflict(s)
____Environmental concerns impacting acquisition of potential easements
____Power lines operating in excess of 50 KV and substations

VIII. ***Rail Information***

Are railroad facilities or railroad rights of way affected?

No __X__ Yes ____ (Complete the following)

Describe railroad facilities or railroad rights of way affected.

Owner's Name	Transverse Crossing	Longitudinal Encroachment
A.		
B.		

Discuss types of agreements and rights required from the railroads. Are grade crossings requiring services contracts, or grade separations requiring construction and maintenance agreements involved?

IX. ***Clearance Information***

Are there improvements that require clearance?

No __x__ Yes ____ (Complete the following)

A. Number of Structures to be demolished _____
B. Estimated Cost of Demolition $_____
C. If there is demolition and clearance, will it be done prior to construction or as part of the construction contract?

X. ***Hazardous Materials/Waste***

Are there any sites and/or improvements in the Project Limits that are known to contain hazardous waste/materials?

None ____ Yes __x__ (Explain in the Remarks Section XIII)

Are there any sites and/or improvements in the Project Limits that are suspected to contain hazardous waste/materials?

None ____ Yes __x__ (Explain in the Remarks Section XIII)

XI. ***Project Scheduling*** ***Completion Dates***

Environmental Clearance (CEQA)	November 2016
Proposed completion of Appraisal maps and legal descriptions, if needed	August 2019
Proposed R/W Certification	December 2019
Proposed Ready to List (RTL)	February 2020
Proposed Construction Award	June 2020

XII. ***Proposed Funding***

	Local	State	Federal	Other
Acquisition	$7,072,934	$	$	$
Utilities	$317,177	$	$	$
Relocation Assistance Program	$0	$	$	$
R/W Support Costs	$150,000	$	$	$

XIII. ***Remarks***

Section III. Parcel Information (Land and Improvements) – Right of Way Cost Estimate – A: Includes a 30% contingency factor to address, in part, loss of business goodwill claims, limited administrative settlements, and other unknown potential impacts. TCE valuations are based on a two-year duration. For A, B, & D the Escalation Rate is calculated at 10% per year covering a 3-year period.

Section X: The Initial Site Assessment (ISA) identified six former leaking underground storage tanks in the immediate vicinity of the project (1/8 mile or less). The listed status of all of the sites was either closed (no further investigation or activity planned) or pending closure. It is noted that a site that is listed as closed indicates that the investigation and actions have been completed to the satisfaction of the regulatory agency. It does not necessarily mean that there is no remaining contamination of soil and water, only that the site met the criteria for closure established by the regulatory process.

Section XII: Cost for acquisition and utility relocation includes 10% escalation for each of the next three years.

The risk of encountering contamination from these properties during project construction in soil and/or groundwater, or of purchasing properties with continued contamination, is judged to be low but remains a risk. Properties currently not identified as having contaminant releases at the time of the report (ISA) may be identified in the future. The status of any site previously identified as having contamination issues should be re-evaluated at the time the project proceeds to final design and right-of-way acquisition, including negotiations for temporary construction easements.

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY DATA SHEET FOR LOCAL PUBLIC AGENCIES

EXHIBIT
17-EX-21 (Rev 12/2014)

Expenditure Authorization: 04-4H3300
Project ID: 0413000209

Project Sponsor

Prepared by:

Leo Chow, PE
City of San Mateo

Project Manager
Title

3/22/2017
Date

Project Sponsor Consultant

Reviewed by:

Ramesh Sathiamurthy, PE
AECOM

Sr. Project Manager
Title

3/22/2017
Date

R/W Professional (ie: qualified consultant or agency)

Reviewed and Approved: by:

Steve Castellano, SR/WA, R/W-NAC
Associated Right of Way Services, Inc.

Right of Way Consultant
Title

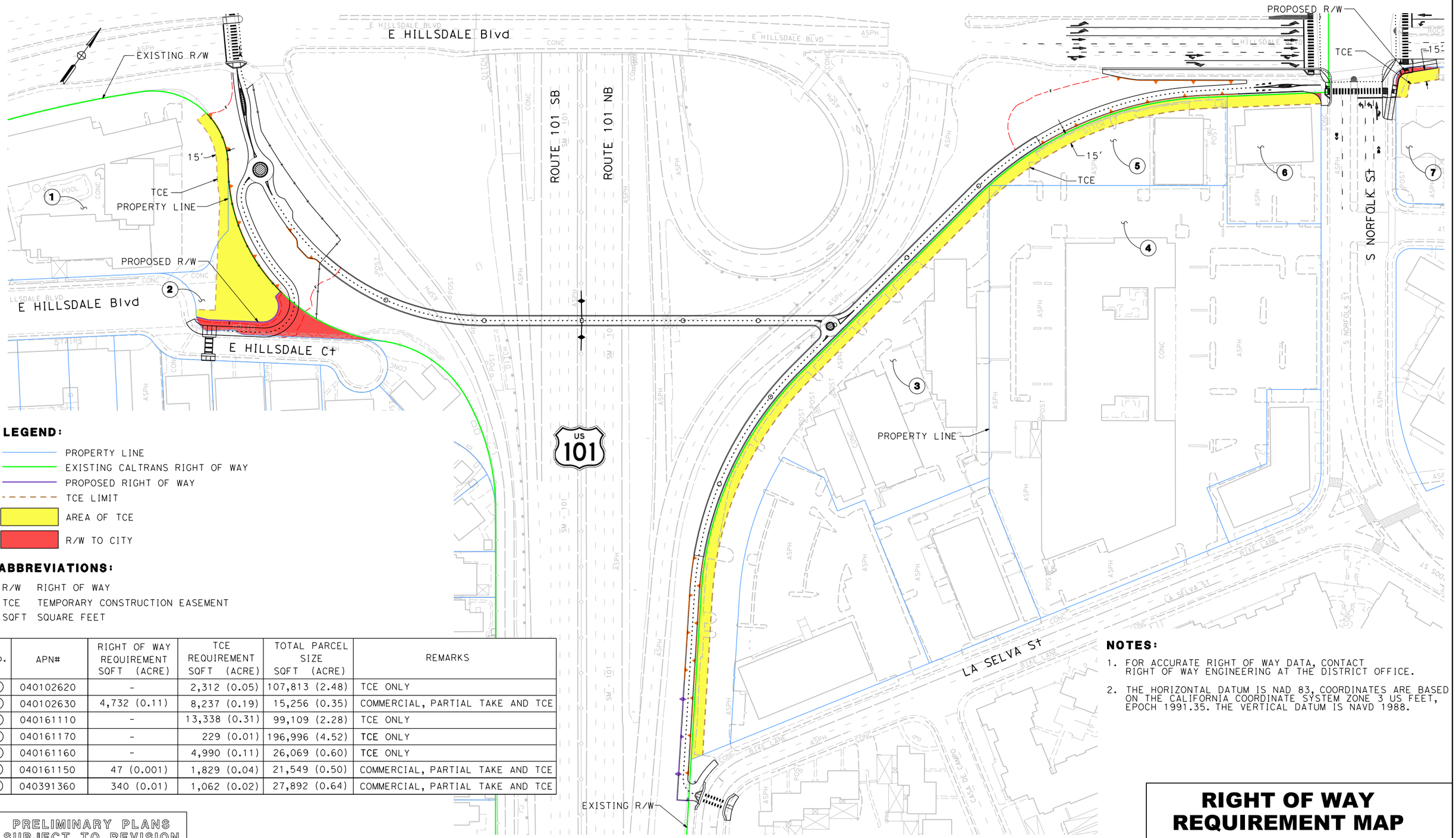
3/22/2017
Date

Caltrans
Reviewed and approved based on information provided to date:

Kristin L. Schlosser 3/23/17

Caltrans District Branch Chief
Local Programs
Division of Right of Way

Date



LEGEND:

- PROPERTY LINE
- EXISTING CALTRANS RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- TCE LIMIT
- AREA OF TCE
- R/W TO CITY

ABBREVIATIONS:

R/W RIGHT OF WAY
TCE TEMPORARY CONSTRUCTION EASEMENT
SQFT SQUARE FEET

No.	APN#	RIGHT OF WAY REQUIREMENT SQFT (ACRE)	TCE REQUIREMENT SQFT (ACRE)	TOTAL PARCEL SIZE SQFT (ACRE)	REMARKS
①	040102620	-	2,312 (0.05)	107,813 (2.48)	TCE ONLY
②	040102630	4,732 (0.11)	8,237 (0.19)	15,256 (0.35)	COMMERCIAL, PARTIAL TAKE AND TCE
③	040161110	-	13,338 (0.31)	99,109 (2.28)	TCE ONLY
④	040161170	-	229 (0.01)	196,996 (4.52)	TCE ONLY
⑤	040161160	-	4,990 (0.11)	26,069 (0.60)	TCE ONLY
⑥	040161150	47 (0.001)	1,829 (0.04)	21,549 (0.50)	COMMERCIAL, PARTIAL TAKE AND TCE
⑦	040391360	340 (0.01)	1,062 (0.02)	27,892 (0.64)	COMMERCIAL, PARTIAL TAKE AND TCE

PRELIMINARY PLANS SUBJECT TO REVISION

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. THE HORIZONTAL DATUM IS NAD 83, COORDINATES ARE BASED ON THE CALIFORNIA COORDINATE SYSTEM ZONE 3 US FEET, EPOCH 1991.35. THE VERTICAL DATUM IS NAVD 1988.

RIGHT OF WAY REQUIREMENT MAP

SCALE: 1" = 60"

DATE: 11/30/2016

US 101/Hillsdale Blvd Pedestrian & Bicycle Overcrossing Project

HILLSDALE PED-BIKE BRIDGE

Caltrans

SAN MATEO COUNTY Transportation Authority

AECOM

ATTACHMENT H

RISK REGISTER

LEVEL 2 - RISK REGISTER	Project Name:	US 101/Hillsdale Blvd Pedestrian & Bicycle OC	DIST- EA	04-4H3300	Phase	PA&ED	Project Manager	Joon Kang	Risk Manager	Raoul Maltez	PA&ED

							Risk Assessment													
Risk Identification						Probability		Cost Impact ($)				Time Impact (days)				Rationale	Risk Response			
Status	ID #	Category	Title	Risk Statement	Current status/assumptions	Low	High	Low	Most likely	High	Probable	Low	Most likely	High	Probable		Strategy	Response Actions	Risk Owner	Updated	Risk Rating
Active	1	Environmental	Wetlands	Project location contains minor drainage channels that will be evaluated during environmental review. There is a potential for regulatory agencies to disagree with the findings, during the approval of PA&ED or during permitting, if permits are required.	Biological studies were completed, and field work did not identify any of the drainages as jusridictional waters of the United States, but did identify some as "waters of the state." Their presence can be addressed and mitigated during environmental review, and should not affect design.	0	10										Mitigate	Provide adequate contingency in cost estimate and show a realistic timeframe for environmental tasks in the project schedule.	Jeff Zimmerman, AECOM	1/20/2016	Low
Active	2	Environmental	Hazardous Materials	As a result of environmental studies being performed, unforeseen hazardous materials may be discovered, which would lead to an increase in project cost (for removal) and/or a delay in the project schedule.	The Initiall Site Assessment did not identify any known/recorded hazardous materials sites except at nearby gas stations (former leaking underground gas tanks). Potential for lead abatement for soils.	10	30										Mitigate	Provide adequate contingency in cost estimate and show a realistic timeframe for environmental tasks in the project schedule.	Jeff Zimmerman, AECOM	1/20/2016	Low
Active	3	Environmental	Paleontological and Cultural Resources	As a result of environmental studies being performed, unforeseen paleontological and/or cultural resources may be discovered, which would lead to an increase in project cost and/or a delay in the project schedule.	Studies are underway but field work and records review have not identified any known sites of concern. Findings will not be final until Caltrans approves reports.	10	30										Mitigate	Provide adequate contingency in cost estimate and show a realistic timeframe for environmental tasks in the project schedule.	Jeff Zimmerman, AECOM	1/20/2016	Low
Active	4	Environmental	Technical Studies	As a result of environmental studies being performed, unforeseen obstacles are encountered, which would lead to an increase in project cost and/or a delay in the project schedule.	Studies are underway, but work completed to date has not identified any issues that would affect design. This finding will be updated in June 2016.	10	30										Accept	Provide adequate contingency in cost estimate and show a realistic timeframe for environmental tasks in the project schedule.	Jeff Zimmerman, AECOM	1/20/2016	Low
Active	5	Organizational	Additional Capital Funding	Funding sources currently not allocated for construction.	ATP and TIGER grant applications were completed in May 2015.	20	40										Avoid	Pursue additional funding sources in 2016 and beyond.	Leo Chow, City of San Mateo	8/31/2015	Medium
Active	6	Design	Structure Design and Construction Issues	Design and/or constructability issues during PS&E, particularly the signature span over US 101.		20	40										Accept	Ensure that a contingency reserve is in place to handle funding and resources needed to prepare necessary changes.	Ramesh Sathiamurthy AECOM	8/31/2015	Medium
Active	7	R/W	R/W Acquisitions	Unexpected delays in the R/W negotiation process.		10	20										Mitigate	Research R/W cost in the area to ensure off price for acquisition is attractive to owners.	Ramesh Sathiamurthy AECOM	8/31/2015	Low
Active	8	R/W	Utility Relocation	Unexpected delays in utility relocation design and/or construction.		10	20										Mitigate	Involve utility companies early so that work may be scheduled earlier; monitor schedule and milestone dates; continuous coordination on regular basis.	Ramesh Sathiamurthy AECOM	8/31/2015	Low
Active	9	Design	Consensus from Local Community	Community split on a design alternative.		0	10										Mitigate	Perform early and continuous outreach to community or advocacy group.	Leo Chow, City of San Mateo	8/31/2015	Low
Active	10	Design	Geology/Seismicity	Field explorations require design changes to structures based on soil and seismic conditions determined during PA&ED and PS&E.	The City is exploring the possibility of performing a geotechnical exploration (in early 2016) prior to the design competition phase.	20	40										Mitigate	Change structure design based on findings described in the Geotechnical Design and Materials Report.	Ramesh Sathiamurthy AECOM	1/20/2016	Medium
Retired	11	Design	Geometric Approval/Exceptions to non-standard features may not be approved	Delay of conceptual approval until PA&ED could require design change to accommodate standards.	Mandatory design exceptions were approved on (date TBD).	0	10										Mitigate	Coordinate early with Caltrans about the expected design exceptions and modify the design features, as necessary.	Ramesh Sathiamurthy AECOM	1/20/2016	Low
Active	12	PM	Inconsistent cost, time, scope and quality objectives	Identified scope, schedule and budget not consistent with one or the other or the project as a whole.		20	40										Avoid	Early communication and coordination with PDT members to make sure there is common understanding on these key items.	Ramesh Sathiamurthy AECOM	8/31/2015	Medium
Active	13	Design	Clearance required to construct median column foundation	A 30' X 30' footing will be required in the median of 101 for "Option 1" (CIP/PS Box Girder). This will require reduced lane widths and possible reconstruction of the ramp's gore areas, resulting in schedule and cost impacts.	Review footing sizes and constructability during design.	60	80										Accept	Re-stripe the mainline and ramps, as necessary for foundation construction.	Ramesh Sathiamurthy AECOM	4/29/2016	High
Active	14	Design	RW #4 MSE Wall	The maximum design height for RW #4 is 17'-6" which requires a base width of 15'-6" according to BDA 3-8. However, because RW #3 is closer than this a revised type or a reconfiguration of the wall may be necessary during design.	Review wall type during design	40	60										Accept	Modify the wall design, as necessary, so that the wall's footing fits within the constaints of the project. If not possible, then consider increasing the viaduct's limits, which would reduce the wall limits and maximum height.	Ramesh Sathiamurthy AECOM	4/29/2016	High
Active	15	Design	Structure Design Competition	The City plans to hold a design competition for the structure over US 101. There are possible schedule delays, cost increases, scope changes and revisions to project documents.	Review impact of design competition after structure type is chosen.	40	60										Accept	Include additional time in schedule to account for delays. The City will have to secure additional funding for any cost increases and/or changes to the scope.	Ramesh Sathiamurthy AECOM	10/14/2016	High
Active	16	Design	Possible settlement periods at retaining walls	The weight of the MSE wall fill may induce settlement of the existing soil. This may require surcharge periods or other mitigation measures affecting schedule and cost.	Evaluate soil settlement during design	40	60										Accept	Perform a more detailed geotechnical evaluation during PS&E.	Ramesh Sathiamurthy AECOM	10/14/2016	High
Active	17	Design	Noise from pile driving	The noise from the pile driving may have negative impacts to adjacent businesses and residences.	Evaluate noise impact during design and start public outreach.	40	60										Accept	Avoid night work and determine a time during the day that will minimize public disruption.	Ramesh Sathiamurthy AECOM	10/14/2016	High

Total Project Cost > $5 million

ATTACHMENT I

TRANSPORTATION MANAGEMENT PLAN CHECKLIST

TRANSPORTATION MANAGEMENT PLAN DATA SHEET
(Preliminary TMP Elements and Costs)

Co/Rte/PM SM/101/10.9-11.2 EA 04-4H3300 Project Engineer Taslima Khanum

ID 0413000209

Project Limit From the East Hillsdale Blvd/Franklin Pkwy intersection and East Hillsdale Ct (on the west side of US 101) to the East Hillsdale Blvd/Norfolk St intersection and La Selva St on the east side of US 101

Project Description Construction of a 14-foot wide pedestrian and bicycle overcrossing, with a 12-foot usable width, south of the existing East Hillsdale Boulevard Overcrossing.

1) Public Information

- ☒ a. Brochures and Mailers $5,000
- ☒ b. Press Release $5,000
- ☐ c. Paid Advertising $
- ☐ d. Public Information Center/Kiosk $
- ☒ e. Public Meeting/Speakers Bureau $10,000
- ☐ f. Telephone Hotline $
- ☒ g. Internet, E-mail $5,000
- ☒ h. Notification to impacted groups $5,000
  (i.e. bicycle users, pedestrians with disabilities, others…)
- ☐ i. Others _____ $

2) Motorist Information Strategies

- ☐ a. Changeable Message Signs (Fixed) $
- ☒ b. Changeable Message Signs (Portable) $85,000
- ☒ c. Ground Mounted Signs $7,500
- ☐ d. Highway Advisory Radio $
- ☒ e. Caltrans Highway Information Network (CHIN) $2,500
- ☐ f. Detour maps (i.e. bicycle, vehicle, pedestrian...etc) $
- ☐ g. Revised Transit Schedules/maps $
- ☐ h. Bicycle community information $
- ☐ i. Others $

3) Incident Management

- ☒ a. Construction Zone Enhanced Enforcement Program (COZEEP) $100,000
- ☒ b. Freeway Service Patrol $75,000
- ☐ c. Traffic Management Team
- ☐ d. Helicopter Surveillance $
- ☐ e. Traffic Surveillance Stations (Loop Detector and CCTV) $
- ☐ f. Others _____ $

TMP Data Sheet (cont.)

4) Construction Strategies

☒	a. Lane Closure Chart	$5,000
☐	b. Reversible Lanes	$
☐	c. Total Facility Closure	$
☐	d. Contra Flow	$
☐	e. Truck Traffic Restrictions	$
☒	f. Reduced Speed Zone	$5,000
☐	g. Connector and Ramp Closures	
☐	h. Incentive and Disincentive	$
☐	i. Moveable Barrier	$
☒	k. Others CAS & Temp K-railing	$50,000

5) Demand Management

☐	a. HOV Lanes/Ramps (New or Convert)	$
☐	b. Park and Ride Lots	$
☐	c. Rideshare Incentives	$
☐	d. Variable Work Hours	
☐	e. Telecommute	
☐	f. Ramp Metering (Temporary Installation)	$
☐	g. Ramp Metering (Modify Existing)	$
☐	h. Others	$

6) Alternate Route Strategies

☐	a. Add Capacity to Freeway Connector	$
☐	b. Street Improvement (widening, traffic signal... etc)	$
☐	c. Traffic Control Officers	$
☐	d. Parking Restrictions	
☐	e. Others	$

7) Other Strategies

☐	a. Application of New Technology	$
☐	e. Others	$

TOTAL ESTIMATED COST OF TMP ELEMENTS = $360,000

*Please note that any change in project scope, schedule, or cost will require resubmittal of TMP Data Sheet request.

PREPARED BY Hasan Alale DATE 03/27/2018

APROVAL RECOMMENDED BY Seyed Noorbakhsh DATE 03/27/2018

ATTACHMENT J

STORM WATER DATA REPORT
(SIGNED COVER SHEET)

APPENDIX E

Long Form - Storm Water Data Report

Dist-County-Route: 04-SM-101

Post Mile Limits: PM 10.9/11.2

Project Type: Pedestrian/Bicycle Overcrossing

Project ID (or EA): 04-4H3300

Program Identification: _____

Phase: ☐ PID ☒ PA/ED ☐ PS&E

Regional Water Quality Control Board(s): Region 2, San Francisco Bay Region

Is the Project required to consider Treatment BMPs? Yes ☒ No ☐

If yes, can Treatment BMPs be incorporated into the project? Yes ☒ No ☐

If No, a Technical Data Report must be submitted to the RWQCB at least 30 days prior to the projects RTL date. List RTL Date: _____

Total Disturbed Soil Area: 3.11 Acres Risk Level: 2

Estimated: Construction Start Date: 6/1/2021 Construction Completion Date: 2/28/2023

Notification of Construction (NOC) Date to be submitted: 5/1/2021

Erosivity Waiver	Yes ☐	Date: _____	No ☒
Notification of ADL reuse (if Yes, provide date)	Yes ☒	Date: TBD in PS&E	No ☐
Separate Dewatering Permit (if yes, permit number)	Yes ☒	Permit # TBD in PS&E	No ☐

This Report has been prepared under the direction of the following Licensed Person. The Licensed Person attests to the technical information contained herein and the date upon which recommendations, conclusions, and decisions are based. Professional Engineer or Landscape Architect stamp required at PS&E.

Kevin Oaks, Registered Project Engineer/Landscape Architect — Date: 3/7/2018

I have reviewed the stormwater quality design issues and find this report to be complete, current and accurate:

Joon Kang, Project Manager — Date: 4/12/18

Amrinder Jhajj, Designated Maintenance Representative — Date: 04/02/18

Alexander McDonald, Designated Landscape Architect Representative — Date: 3.29.18

[Stamp Required for PS&E only]

Norman Gonsalves, District/Regional Design SW Coordinator or Designee — Date: 03/14/2018