Presentation Outline

• Project Overview and Description
• Traffic Analysis
• Project Design Concepts and Right-of-Way
• Cost Summary
• Potential Project Next Steps
Relocate US-101 southbound ramps from E. Poplar Avenue to Peninsula Avenue
SB US-101 at E. Poplar Avenue

- Mitigate safety issues at E. Poplar Avenue
- Non-standard ramp length
- High vehicle speeds exiting the freeway
- Traffic queuing
- Congestion
Short-Term Improvements

- Center median
- Eliminated freeway access from SB N. Amphlett
- Dedicated left turn lane for off-ramp traffic
- Reduced complexity of intersection
US-101 Full Access Ramps

- US-101/Broadway
- US-101/Peninsula
- US-101/3rd
- US-101/Poplar
Traffic Analysis Study Intersections

Expanded Scope (Community Meetings)
Level of Service

2045 AM Peak Hour – Build Scenario

LOS A
LOS B
LOS C
LOS D
LOS E
LOS F

Size varies by delay
Level of Service

2045 PM Peak Hour – No Build Scenario
Level of Service

2045 PM Peak Hour – Build Scenario

LOS A
LOS B
LOS C
LOS D
LOS E
LOS F
Size varies by delay
## Travel Time Comparison

**Southbound US-101 to Peninsula/Delaware/Dwight**

<table>
<thead>
<tr>
<th>Year</th>
<th>Peak Hour</th>
<th>With Project (mins)</th>
<th>Without Project (mins)</th>
<th>Time Savings (mins)</th>
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</thead>
<tbody>
<tr>
<td>2025</td>
<td>AM</td>
<td>3.1</td>
<td>5.3</td>
<td>2.2</td>
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<td></td>
<td>PM</td>
<td>4.7</td>
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<td>AM</td>
<td>6.4</td>
<td>11.8</td>
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<tr>
<td></td>
<td>PM</td>
<td>7.4</td>
<td>19.0</td>
<td>11.6</td>
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</table>
## Travel Time Comparison

Peninsula/Delaware/Dwight to Southbound US-101

<table>
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<tr>
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<td></td>
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<td>17.6</td>
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<tr>
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<td>PM</td>
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<td>16.3</td>
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US 101/ PENINSULA AVENUE INTERCHANGE PROJECT
DESIGN YEAR 2045 BUILD PM PEAK HOUR QUEUE SUMMARY

LEGEND

- **TOAR**  Study Intersection
- **Study Intersection (For Local Circulation)**
- **Build 95th Percentile Queue**

Queue results are based on the average of SimTraffic multi run simulation.

AECOM
Design Concept No. 1 – Tight Diamond Interchange
Design Concept No. 2 – Spread Diamond Interchange
Design Concept No. 1 – Right-of-Way Impact
Design Concept No. 2 – Right-of-Way Impact
# Project Cost Estimates

<table>
<thead>
<tr>
<th>Project Phase</th>
<th>Design Concept No. 1</th>
<th>Design Concept No. 2</th>
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</thead>
<tbody>
<tr>
<td>PA/ED (Environmental)</td>
<td>$3 M</td>
<td>$3 M</td>
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<tr>
<td>PS&amp;E (Design)</td>
<td>$4 M</td>
<td>$4 M</td>
</tr>
<tr>
<td>Utilities &amp; Right-of-Way</td>
<td>$57 M</td>
<td>$71 M</td>
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<tr>
<td>Construction</td>
<td>$42 M (+$5M cost escalation to 2025)</td>
<td>$42 M (+$6M cost escalation to 2025)</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$106 M</strong></td>
<td><strong>$120 M</strong></td>
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Potential Project Next Steps

Submit TOAR to Caltrans for approval

Community meeting to share traffic results

Continue remaining studies in PA/ED
  • Tentative completion – end of 2020

Long-term (assuming funding is identified):
  • 2021 – Seek funding for PS&E and R/W acquisition
  • 2023 – Start PS&E and R/W acquisition
  • 2025 – Start construction
Council Feedback

Does Council recommend moving forward with the project considering:

- Additional funding for remaining portions of the PA/ED
- Right-of-way need
- Total project costs
Thank you for your time.

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Stewards of your infrastructure

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