

Main Street at US 101 Interchange Project

Templeton Area Advisory Group Special Meeting



COUNTY OF SAN LUIS OBISPO

December 6, 2017



www.slocounty.ca.gov



Introductions

- Genaro Diaz

County of San Luis Obispo, Public Works Department
Project Manager

- Paul Valadao

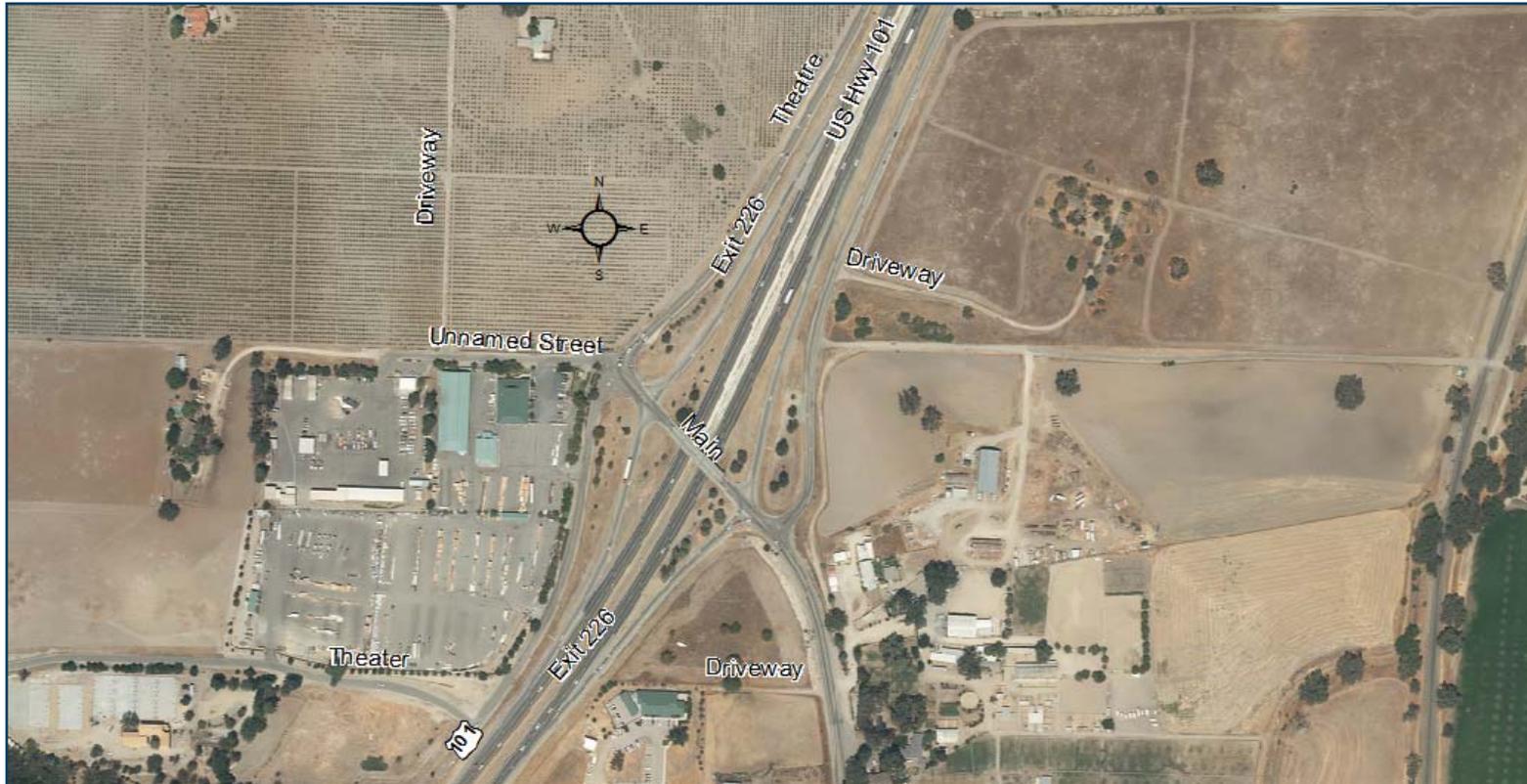
Caltrans - District 5, Program/Project Management Dept.
Project Manager

- John DiNunzio

San Luis Obispo Council of Governments
Regional Transportation Planner

Project

Reconfiguration of the US 101 and Main Street Interchange in the community of Templeton

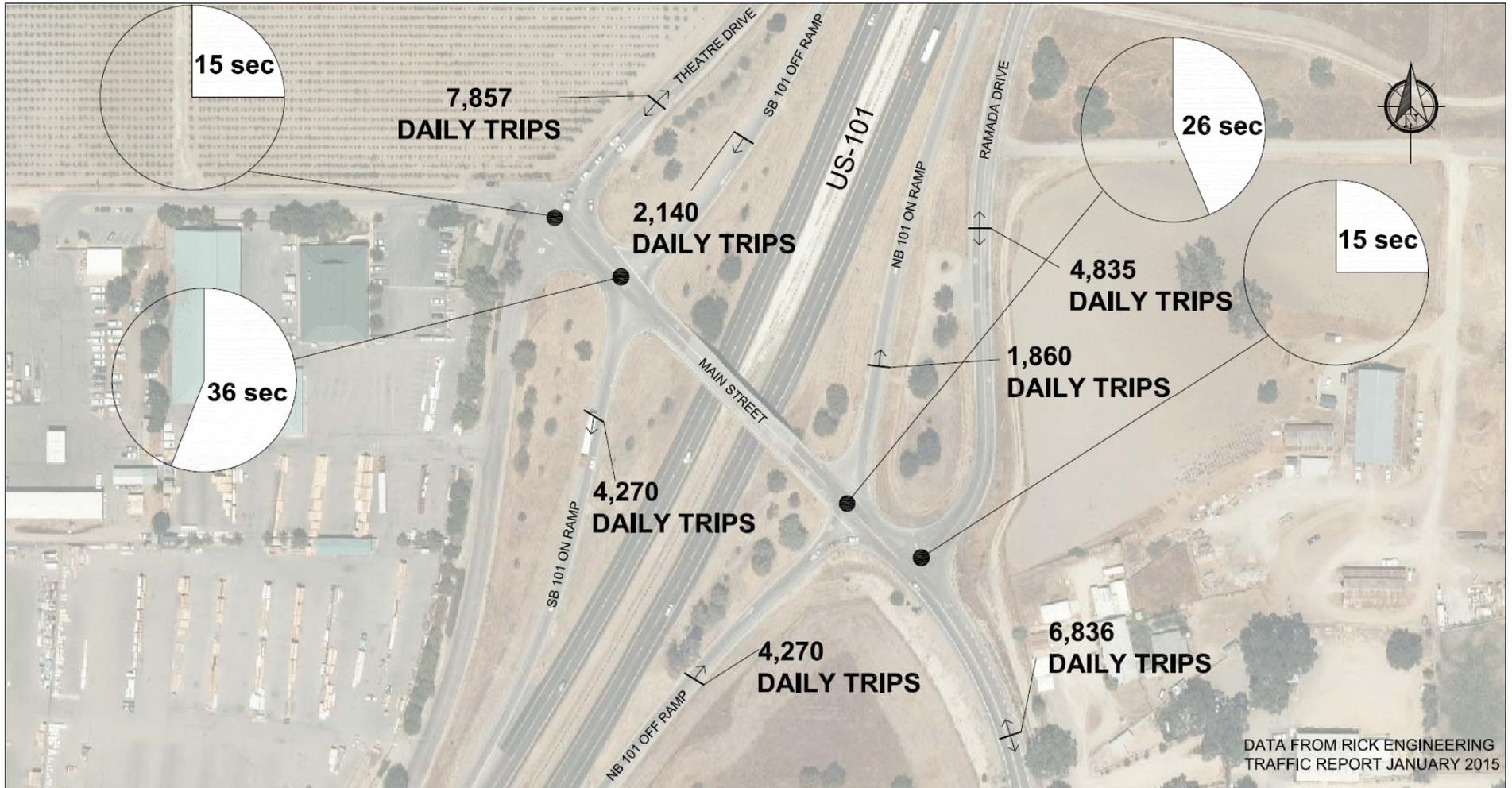


Purpose

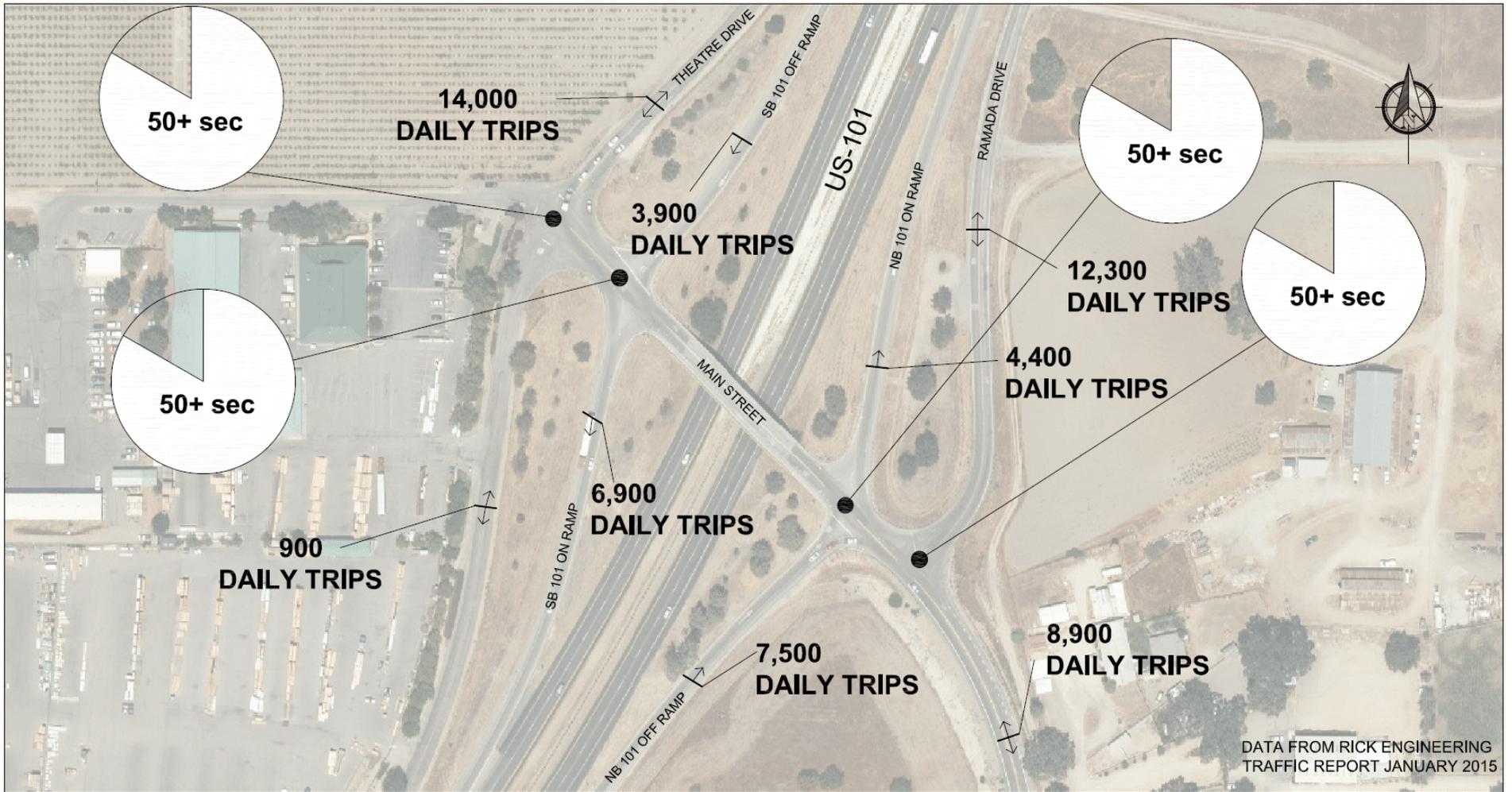
Provide traffic congestion relief



Existing Traffic & Delay



Buildout Traffic & Delay



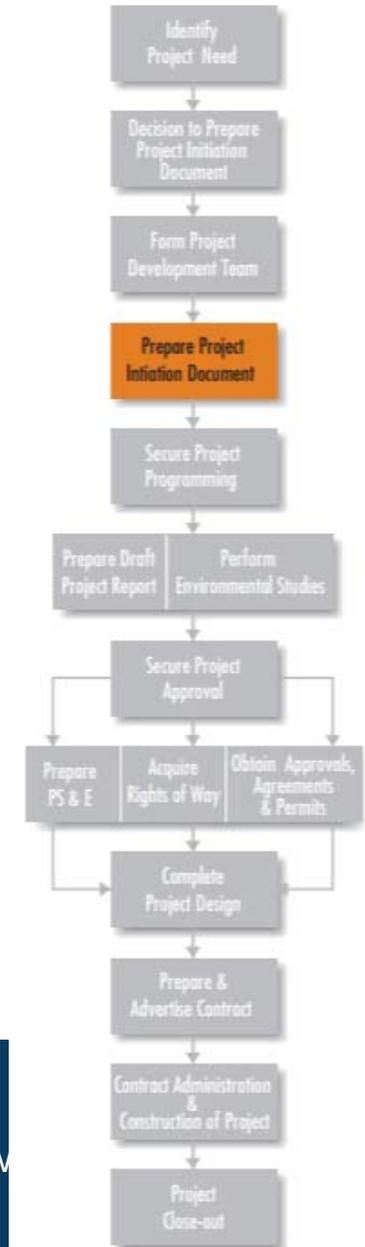
Feedback from March Town Hall Meeting

- Ongoing Public Involvement
- Minimize Private Property Impacts
- Reduce Project Costs
- Opposition to Roundabouts
- A Stakeholder's Concept Plan Submitted



Early Scoping *(current phase)*

- Identified Project Purpose & Need
- Explored Approvable Solutions
- Developed Alternatives for Further Evaluation



PA&ED Phase *(next phase)*

Preferred Project Alternative Selected:

- Continue Public Feedback
- Engineering and Environmental Studies
- Analyze Alternatives and Components

Funding

Funding for Current Phase = \$500k

Project Initiation and Scoping

- \$250k County Road Improvement Fees (RIF-Area C)
- \$250k SLOCOG Regional State Highway Account (RSHA)

Funding for Next Phase = \$750k

Project Approval & Environmental Document (PA&ED)

- Savings from current phase
- \$750k County FY 17/18 RIF
- Additional funds (if needed) – unknown

Funding for Future Phases

Construction Documents, Right of Way, and Construction

- To Be Determined: Local, Regional, State and/or Federal Funds



Estimated Schedule

- Project Initiation and Scoping Completion – 2018
- Project Approval and Environmental Document Completion – 2021
- Construction “Shovel” Ready – 2024
- Construction Funding Availability – 2025



Feedback from March Town Hall Meeting

- Ongoing Public Involvement
- Minimize Private Property Impacts
- Reduce Project Costs
- Opposition to Roundabouts
- A Stakeholder's Concept Plan Submitted



Stakeholder's Concept (March 2017)



KEYED NOTES

1. EXISTING FRONTAGE ROAD WIDTH MAY VARY AS NEEDED
2. THEATER DRIVE OFF RAMP
3. MAIN STREET OFF RAMP
4. THEATER/MAIN OFF RAMP
5. EXISTING ROAD TO HARRIS PLACE, WYCK, CALTRANS
6. 4 LANE BRIDGE
7. UNDERPASS OFF RAMP TO MAIN STREET
8. NORTH 301 ON RAMP FROM RAMADA SOUTH
9. NORTH 301 ON RAMP FROM RAMADA NORTH
10. LEFT TURN 101 NORTH ON RAMP ONLY
11. TRANSITIONS FROM 4 LANE BRIDGE TO EXISTING MAIN STREET AS NEEDED
12. MAIN STREET THROUGH KEY/CLARE
13. KEEP CLEAR AREA
14. EXISTING ON/OFF RAMP FOR REDUCED SPEED FROM FROM 101 AS NEEDED
15. THEATER DRIVE SOUTH 301
16. OPTIONAL RAMADA NORTH FROM MAIN, THRU ACCESS
17. YIELD OR STOP DEVICE
18. CIRCULARS ONLY WHERE REQUIRED BY ENGINEERING DESIGN STANDARDS
19. RAMADA UNDERPASS



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PROJECT: MAIN STREET OVERPASS ALTERNATE
 NORTH MAIN STREET
 TEMPLETON, CA 93401

OWNER/CLIENT: WORK WAS PERFORMED FOR THE PATRICIA HARRIS FAMILY
 NORTH MAIN STREET
 TEMPLETON, CA 93401

PROJECT ADDRESS: NORTH MAIN STREET
 TEMPLETON, CA 93401

DATE/REVISION/ITERAL: CONCEPT 3.8.17

SHEET/DRAWING TITLE: OVERALL CONCEPT PLAN

SHEET NO. A1-0

SEE SHEET A1.1 FOR ENLARGED PLAN

INTERSECTION ALTERNATIVE SKETCH

- THE CONCEPT SKETCHES ON SHEETS A1.0 AND A1.1 ARE PRELIMINARY ROUGH CONCEPTUAL SKETCHES ONLY AND DO NOT REPRESENT AN ENGINEERED SOLUTION OR PROPOSAL. THE PURPOSE OF THESE DRAWINGS IS MEANT FOR DISCUSSION PURPOSES ONLY AS AN ALTERNATIVE TO A ROUNDABOUT CONCEPT OR EMINENT DOMAIN ACTIONS AGAINST MY CLIENT PATRICIA HARRIS.
- THESE PLANS ARE BASED ON A GOOGLE EARTH SCALED BACKGROUND IMAGE. AS SUCH, DIMENSIONS AND RADII ARE APPROXIMATE ONLY AND MAY VARY.
- STUDY AREAS "A THRU E" ARE IDENTIFIED ON THE PLANS FOR ORIENTATION AND DISCUSSION PURPOSES
- THE INTENT REGARDLESS OF ILLUSTRATIONS IS FOR ALL THE WORK TO BE ON VACANT COUNTY/STATE PROPERTY WITHOUT IMPACTING PRIVATE OWNERS

- SIMPLIFIES THE INTERSECTIONS AT EACH END OF THE BRIDGE BY DISCHARGING THE ACCESS AND EGRESS FROM THE FREEWAY ONTO FRONTAGE ROADS VERSUS AT THE INTERSECTIONS
- ALLOWS MULTIPLE ACCESS AND EGRESS TO THE FRONTAGE ROADS
- REDUCED STACKING BY BOTH LENGTHENING RAMPS AND WIDENING RAMPS FOR TURN SPECIFIC LANES
- CAN BE SEQUENCED WITH LESS CONSTRUCTION TRAFFIC IMPACTS
- ALLOWS ALL TYPES OF VEHICLES TO ACCESS THE FRONTAGE ROADS
- SIGNALING IS EXPECTED AT EACH BRIDGE END BUT IT COULD BE SEQUENCED STARTING WITH NO SIGNALS THEN ADDING ONE THEN THE SECOND AS NEEDED
- ALLOWS FOR WIDENING AS NEEDED IN THE FUTURE
- WORKS WITHIN EXISTING COUNTY/STATE PROPERTY(SEE NOTES IN DETAIL 3 OF THIS SHEET)
- DEVELOPS A TRANSITION FOR WIDENING OF THEATER AND RAMADA DRIVE IF NEEDED BY TRAFFIC STUDIES

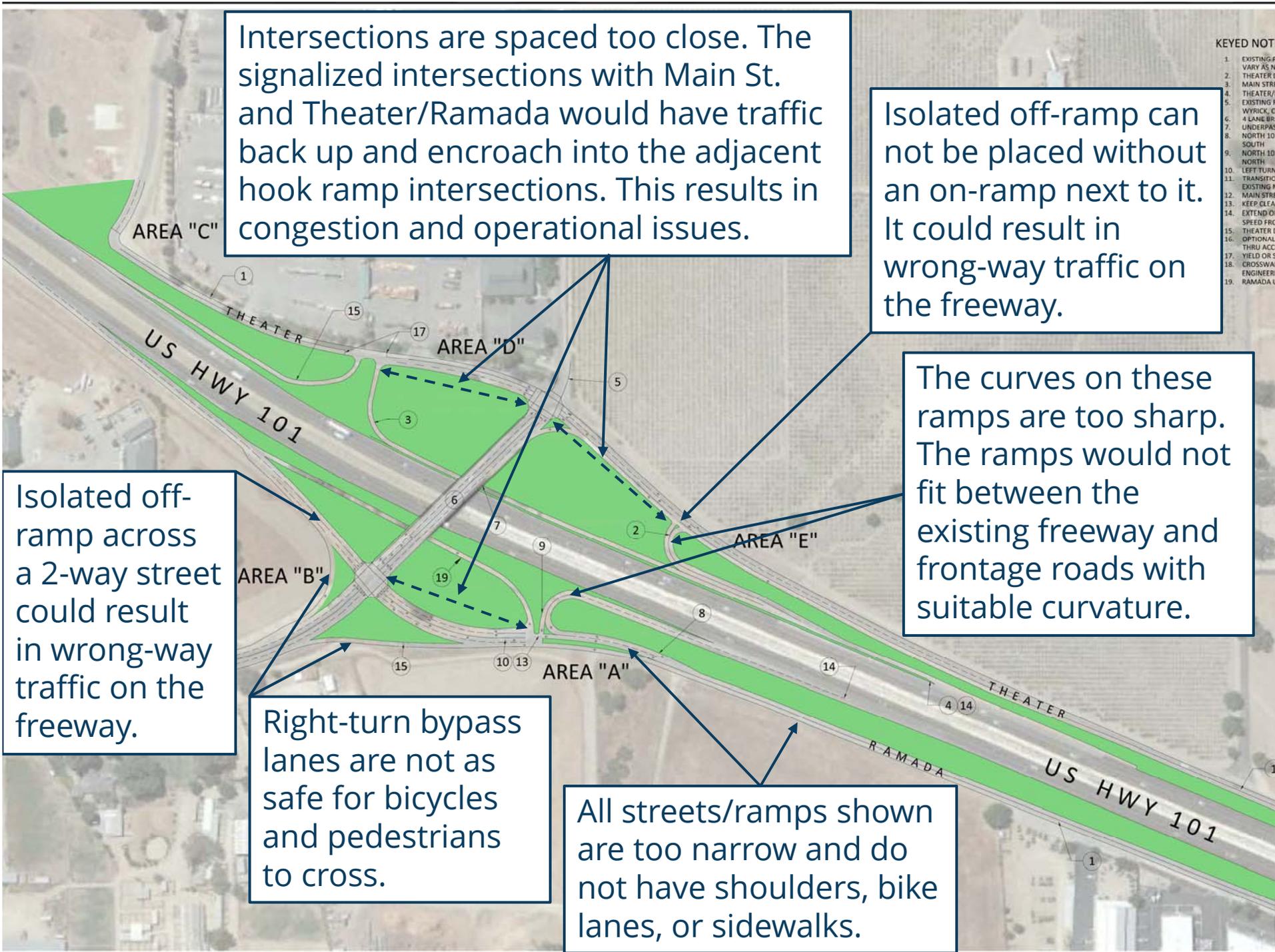
ARCHITECT'S NOTES

NTS 3

KEY BENEFITS

NTS 2

A1-0



Intersections are spaced too close. The signalized intersections with Main St. and Theater/Ramada would have traffic back up and encroach into the adjacent hook ramp intersections. This results in congestion and operational issues.

Isolated off-ramp can not be placed without an on-ramp next to it. It could result in wrong-way traffic on the freeway.

The curves on these ramps are too sharp. The ramps would not fit between the existing freeway and frontage roads with suitable curvature.

Isolated off-ramp across a 2-way street could result in wrong-way traffic on the freeway.

Right-turn bypass lanes are not as safe for bicycles and pedestrians to cross.

All streets/ramps shown are too narrow and do not have shoulders, bike lanes, or sidewalks.

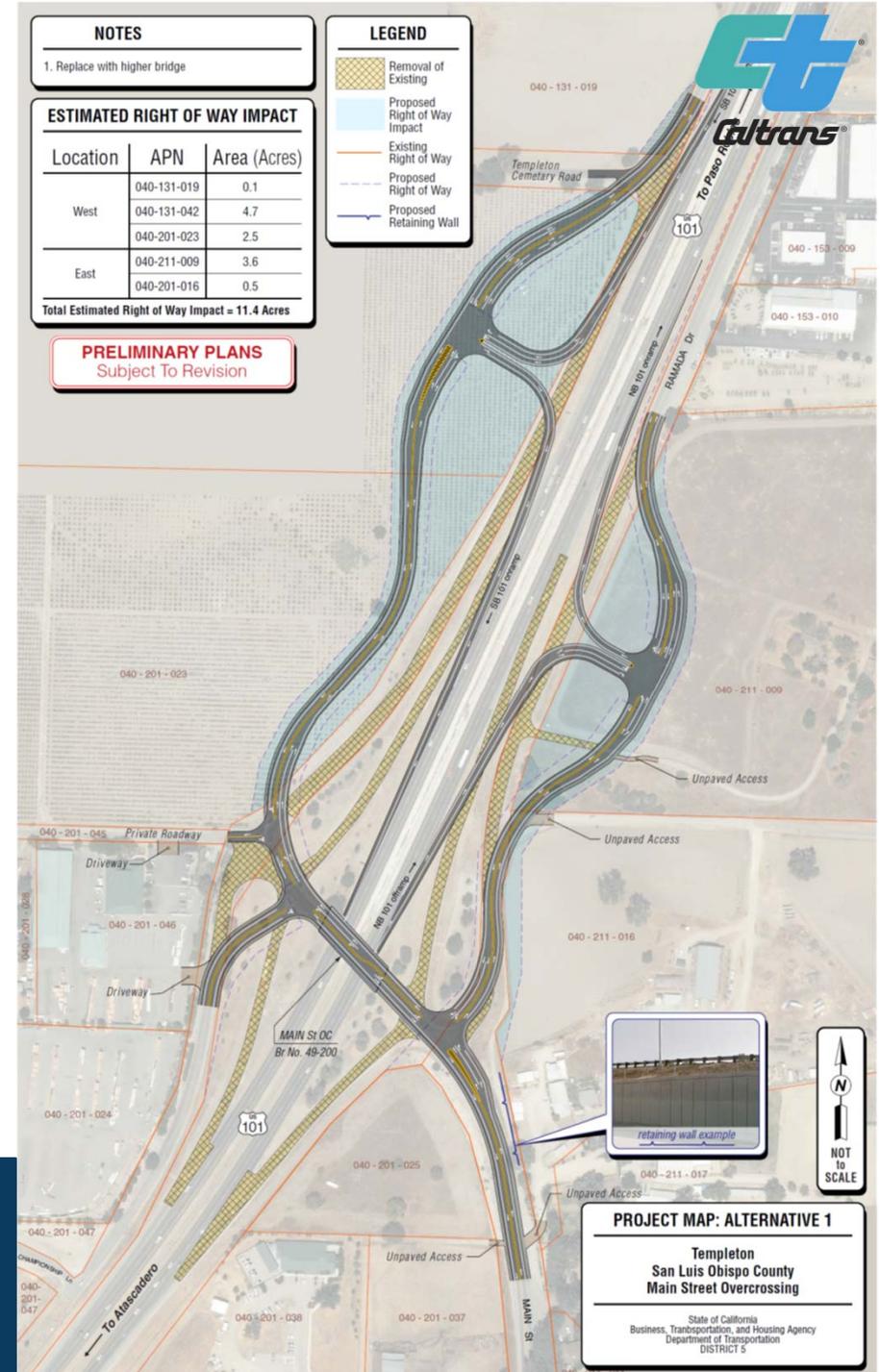
- KEYED NOTI
1. EXISTING F
 2. VARY AS N
 3. THEATER C
 4. MAIN STR
 5. THEATER/
 6. EXISTING F
 7. WYRRICK, C
 8. 4 LANE BR
 9. UNDERPAS
 10. NORTH 10'
 11. SOUTH
 12. NORTH 10'
 13. NORTH
 14. LEFT TURN
 15. TRANSITIO
 16. EXISTING A
 17. MAIN STR
 18. KEEP CLEA
 19. EXTEND O'
- SPEED FRC
- THEATER C
- OPTIONAL
- THRU ACC
- YIELD OR S
- CROSSWA
- ENGINEER
- RAMADA L

Key Design Principles

- Safety
- Geometry (i.e. Turning Radius, Intersection Spacing, Lane Widths, etc.)
- Queuing (i.e. Traffic Delay)
- On- and Off- Ramp Speeds
- Accommodate All Modes of Travel

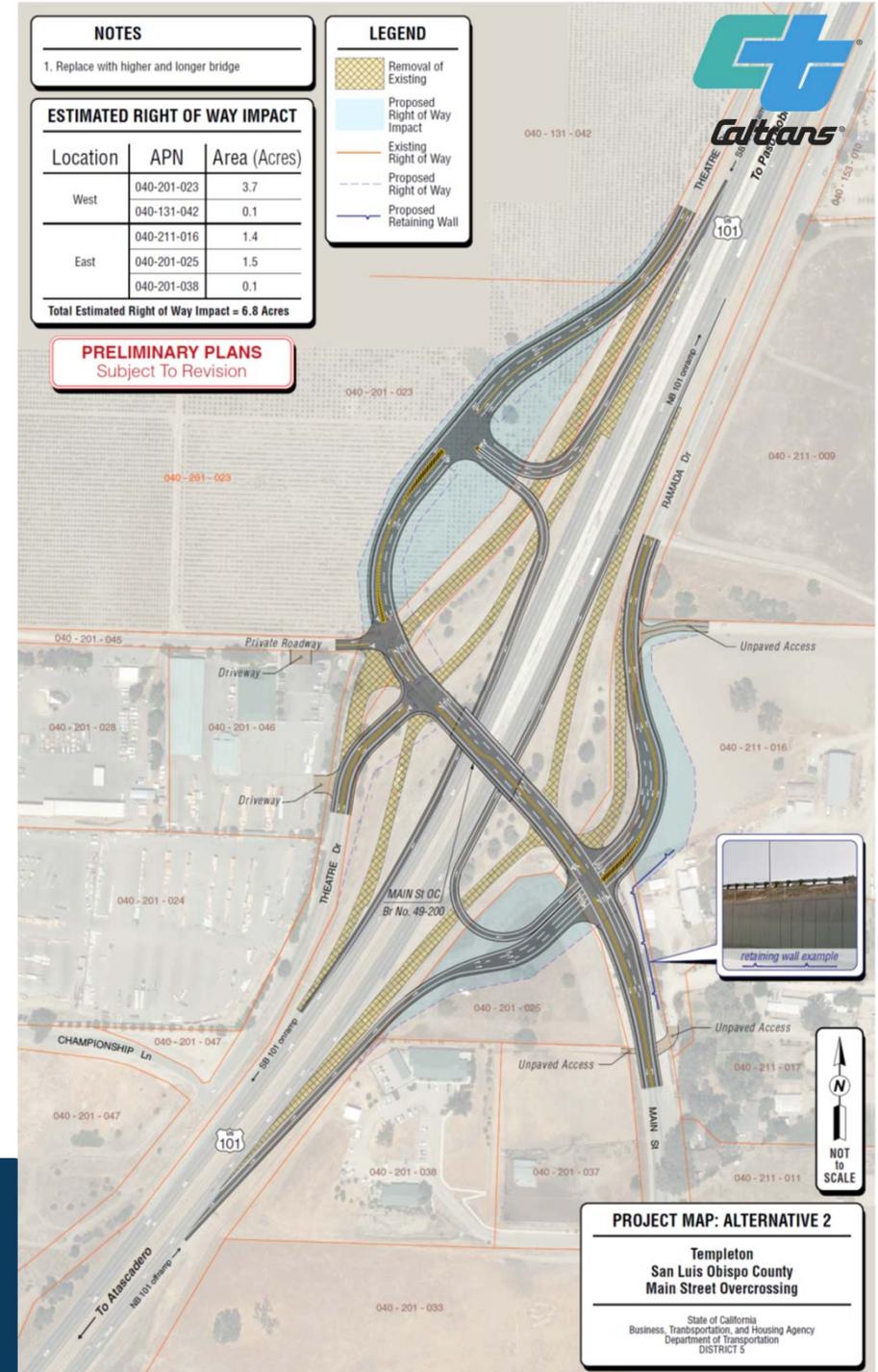
Proposed Alternative No. 1

- Hook Ramps at Theatre and Ramada Drives
- Bridge Would Require Replacement
- Estimated Right of Way Impacts of 11.4 Acres
- Estimated Cost Range \$19.8 million to \$25.3 million



Proposed Alternative No. 2

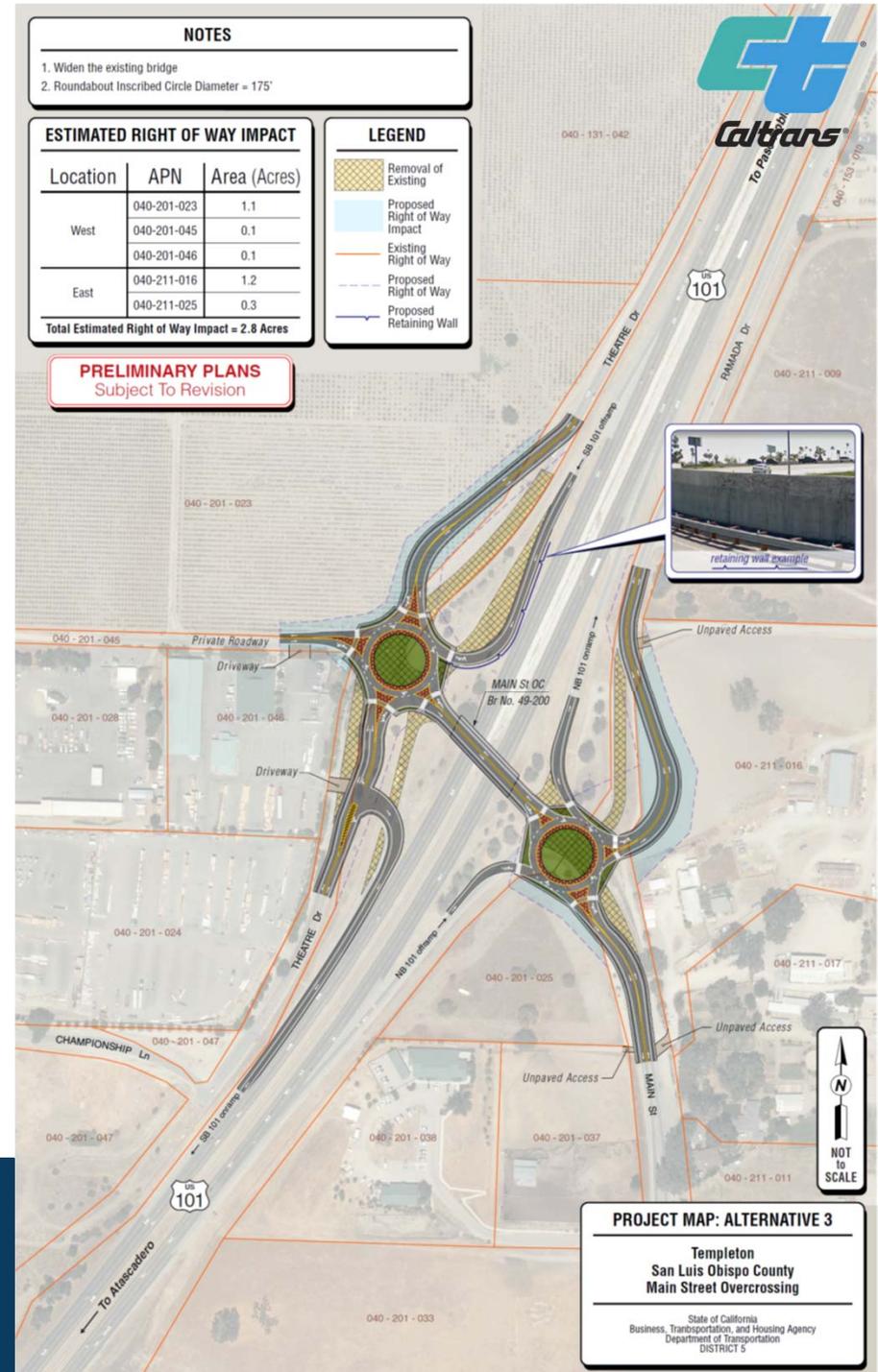
- Hook Ramp at Theatre Drive, Loop Ramp from Ramada Drive
- Bridge Would Require Replacement
- Estimated Right of Way Impacts of 6.8 Acres
- Estimated Cost Range \$20.5 million to \$26.2 million



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Proposed Alternative No. 3

- Five-Leg, Single-Lane Roundabouts (175-ft Diameter)
- Bridge Would Require Widening
- Estimated Right of Way Impacts of 2.8 Acres
- Estimated Cost Range \$15.9 million to \$20.6 million



COUNTY OF SAN LUIS OBISPO

Proposed Alternatives Summary

Alternative No. 1



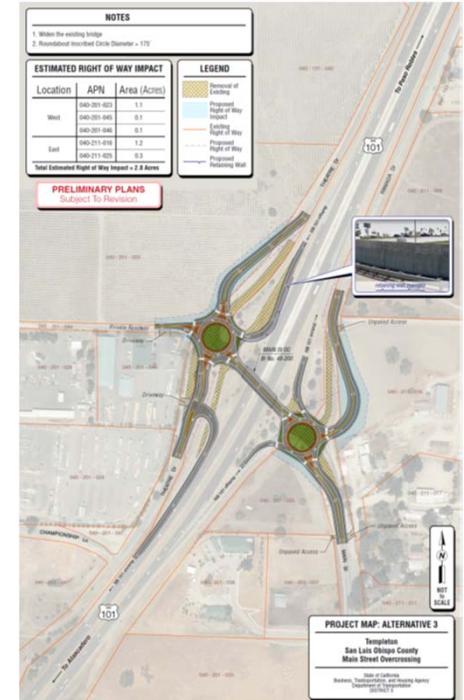
- 11.4 Acres R/W
- \$19.8 million to \$25.3 million

Alternative No. 2



- 6.8 Acres R/W
- \$20.5 million to \$26.2 million

Alternative No. 3



- 2.8 Acres R/W
- \$15.9 million to \$20.6 million