

Exhibit "A"
2008 Annual Update
South County Circulation Study

September, 2008

In April 1987, the Board of Supervisors approved the Nipomo Circulation Study and a Resolution establishing road improvement fees on new development under the provisions of Ordinance 2379. The Board of Supervisors adopted the most recent update of the South County Circulation Study and South County Road Improvement Fee Resolution, on December 2007. Following is the 2008 Update Report.

Building Activity

During the period spanning July 2007 through June 2008, the following building permits were issued within the South County Circulation Study area. See Attachment for a map of the Nipomo Area 1 and Area 2 Road Improvement Fee, which defined the South County study area.

AREA 1

Single Family Residential	114
Multi Family Residential	0
Retail	0
Other	0

AREA 2

Single Family Residential	22
Multi Family Residential	5
Retail	0
Other	2

Account Balance

The current fund balance information is provided in the tables below:

	Account Balance as of 6/30/08	Fees Collected 2007-2008	Interest Earned 2007-2008	Expenditures 2007-2008
Area 1	\$6,806,098	\$1,020,634.00	\$381,316.08	\$900,031.53
Area 2	\$2,976,904	\$530,248.00	\$117,988.41	\$181,783.87

The Woodlands LLC has paid an additional \$4.5 million that will be transferred over as permits are pulled.

Account Expenditures

Total Project Expenditures - Area 1		
Number	Description	Total Amount (\$)
300129	Willow Rd extension	437,943.71
300142	Willow Rd interchange	403,209.05
300145	Mary Ave ext	8,848.40
300147	Tefft St Ramp	17,961.42
245R12C121	Nipomo Area 1 Traffic Circulation Study	28,055.77
300140	Southland on-ramp	1,903.69
300289	So Frontage Rd	2,109.49
	SUM	900,031.53

Total Project Expenditures – Area 2		
Number	Description	Total Amount (\$)
300132	Halcyon Climb Lane Phase 2	127,714.09
300321	Channelization and Lt Lane Los Berros/Thompson	38,535.41
245R12C122	Nipomo Area 2 Traffic Study	15,534.37
	SUM	181,783.87

Fee Appeals

No appeals were heard by the Board in the fiscal year 2007/2008.

There was an issue with the fee boundary that has come up since then. This was an appeal on a parcel that was using roads in the City of Arroyo Grande and had no impact on the circulation in either area. Due to this, Public Works was directed to revise the boundary by the Board of Supervisors. The boundary was changed because traffic originating from the parcel near the City of Arroyo Grande is headed into the city and not accessing roadways in the Nipomo Mesa. This update changes the fee boundary to address this issue.

Adoption of the attached resolution will revise this boundary.

Traffic Model Update

Since the last year, we have re-run the model to further examine the changes to the projected traffic demand with the removal of the improvements to the Halcyon Grade. As a result, Area 2 is expected to contribute 25%. Based on these changes the program reflects a change in the funding of the Willow Road extension and interchange with Area 2 contributing to the project as well.

Transportation Improvements

The Capital Improvements Program funding sources and project priorities for the 2006 South County Area transportation improvements are in Table 12 – Capital Improvements Projects.

Woodlands Agreement

Over the course of the last year, the Woodlands LLC asked for changes in their payment plan. The department negotiated an agreement where, in exchange for extending the payment schedule, the Woodlands LLC will pay an additional \$423,325. This amount is based on the number of single-family residential permits that are, in effect, being deferred by the modified payment schedule. These permits will now be charged the current RIF for 2008, instead of the 2006 fee. The modified fee schedule is below.

Payment Date	Amount Due
10-Feb-2006	\$1,254,073
1-Apr-2006	\$1,690,854
1-Apr-2007	\$2,500,000
31-Jan-2008	\$2,500,000
15-Aug-2009	\$2,000,000
15-Aug-2010	\$2,000,000
15-Aug-2011	\$2,500,000
15-Aug-2012	\$2,864,184
Total=	\$17,309,111

Loan from Area 2 to Area 1

With the approval of this report by the Board of Supervisors, the loan from Area 1 to Area 2 is no longer necessary since both Areas will be participating in the funding of the Willow Road projects. The borrowed funds will be returned to Area 2 plus interest. The 2009 update will have the final accounting for this transaction.

Roadways

To address the changing needs of the South County, the following locations require attention. Each location is discussed in detail below. Included in the detailed discussion is the funding source. Many of these projects are funded solely from the Road Improvement Fee Program; however, with some of the projects the County has been successful in securing regional money from the State Transportation Improvement Program (STIP) or grant funding. Since these projects are necessitated due to capacity issues driven by new development, the Roadway Impact Fee is the primary funding source for all of these projects.

The funding split between Impact Fees and STIP monies varies by project and is shown in the 2006 Traffic and Circulation Study Update, Table 12. Due to State budget conditions, there will not be any STIP funding until 2010/2011.

Area 1 Project Status

Willow Road Extension – Pomeroy Road to Thompson Avenue

The consulting firm of Rajappan and Meyer has been hired to prepare the documents required for constructing the Willow Road Extension and the Willow Road / Highway 101 Interchange.

They are currently working on Phases 1, 2, and 3 of a 4 phase agreement. Phase 1 is the preparation of the Project Report and Environmental Document. The Federal Document will be approved in September of 2008. The CEQA document was certified by your Honorable Board last year. Design work on the Phase 2, Willow Road Extension; and Phase 3, Willow Road / Hwy 101 Interchange and Right of Way acquisition are currently under way.

Construction Phasing – Pomeroy to Hetrick, then Hetrick to Thompson, then extend Frontage Road to Willow Road.

Construction of Willow Road Phase 1 will begin in the summer of 2009. This phase will provide alternate access to Los Berros Road and the interchange. Hetrick Road will need shoulder widening to accommodate the anticipated traffic. Depending on funding, Phase 2, the remainder of Willow Road, North Frontage Road, and the interchange with Hwy 101 will begin in the summer of 2010, pending identification of a \$12 million shortfall.

Willow Road / Highway 101 Interchange

Caltrans is in the final stages of approving the project. The next step is to complete the freeway agreement; Public Works hopes to have this completed early in 2009.

A study for the feasibility of alternative financing is ongoing. A \$12 million gap in funding needs to be addressed under such a finance plan and will be reviewed and voted on by the community.

Southland Ramps / Interchange

The County Planning Department will be initiating a specific plan for the South Oakglen Road area and the Southland Road area beginning in the 2008/2009 fiscal year. The South Oakglen area needs a second point of access and at this point in time the Southland interchange appears to be the best solution. The specific plan will contain a financial section that will present a fee program to construct the improvements needed within the specific plan area. Public Works will pursue the development of an interchange Project Study Report (PSR) concurrent with the specific plan.

Mary Avenue – Tefft Street to Hill Street

Mary Avenue is a project that was built by a developer through a reimbursement agreement. The road costs are to be used to reimburse the developer. This segment of Mary Avenue is listed in the Road Improvement Fee Capital Projects table. The cost of the project will be funded from the RIF fund. The cost is \$2.3 million and covers right of way, project development, construction management, and construction. The work was completed March 2008.

Tefft Street / Hwy 101 Interchange

The Tefft Street / Hwy 101 Interchange is experiencing traffic congestion during peak hour periods due to increased traffic volumes operating in an interchange whose design is based on antiquated design standards. This has been studied since the 2000 Circulation Update.

Beginning in 2000, Public Works reviewed the option of relocating the south bound on-ramp to Hill Street. Caltrans Operations concurs with this option; however Caltrans Design will not approve the configuration at this time.

Caltrans sent the County a letter dated June 4, 2008, listing construction elements that the State could approve (copy attached):

- a) Widen the northbound on-ramp to two standard lanes and shoulders;
- b) Provide dual left-turn lanes from the Tefft Street overcrossing onto the on-ramp by moving the southern 5' wide sidewalk and restriping the bridge, which would result in 11' wide lanes, 5' wide shoulders/bike lanes, and one 5' wide sidewalk on the north side. (*Caltrans has since rescinded approval of removing the sidewalk. This action now requires the bridge deck to be widened.*);
- c) Match bridge shoulders with approach shoulders;
- d) Widen the northbound off-ramp to provide a dedicated standard right turn lane;
- e) Realign the terminus of the southbound off-ramp with the existing entrance to the southbound on-ramp;
- f) Extend the existing raised median along Tefft Street, which would only allow right turn "ins" and "outs" of South Frontage Road onto Tefft Street;
- g) Modify affected traffic signals.

The County has ceased work on the Project Study Report (PSR) for the Hill Street on-ramp pending further discussion. After two years of working on the document with Caltrans an impasse was reached regarding relocating the southbound ramp to Hill Street. While we seek to move forward with items a, b, and d lack of resolution means we need to maintain the South Frontage project in the fee program.

Staff's opinion is that the Hill Street on-ramp is the better solution to reducing traffic congestion at the Tefft Street Interchange. The Caltrans solution will require the

widening of Tefft Street between the freeway and Mary Avenue to accommodate the build-out volume, and reduces the available storage space at the ramp signals.

Public Works staff continues to condition development at the Tefft Street interchange to determine if the interchange can accommodate additional traffic from development, as well as, analyzing if additional operational changes could positively change the situation. The operation changes are potentially outside of the RIF.

South Frontage Road Realignment at Hill Street

The South Frontage Road needs to be realigned to fit future construction of a proposed southbound on-ramp. This work is needed to improve the level of service in the interchange area. We are working with the property owners to construct South Frontage Road through a reimbursement agreement. However, this project would be dropped from the CIP if the Hill Street ramp alternative is not selected.

Currently, we are working with King Ventures on the South Frontage Road realignment, and they would be due credit under the program.

Area 2

Halcyon Road Signalized "T" Intersection at Highway 1

A consultant will be hired this year to prepare a Project Study Report / Project Report for the signalization of the east and west intersection of Halcyon Road with Highway 1, addition of a bridge over the Arroyo Grande Channel to convey west bound traffic between the intersections and the widening of Highway 1. Additionally there are contributing funds for this project from the Cypress Ridge Mitigation Account.

Halcyon Grade Improvement

This project has been removed from the CIP and road fee programs. During the Boards approval of an environmental impact report in March of 2007, there were concerns about the feasibility of the project. As such, there are no plans to modify the roadway on the grade. Public Works recently completed widening of the roadway from the intersection of Highway 1 to the bottom of the grade; this has resulted in better commute times along the roadway.

Los Berros 101 Interchange Improvements

This project includes adding left turn lanes and signalization to address capacity and queuing issues at the ramp intersections. There is also a need to look at additional merge lengths at the ramp junctions with US 101. This project will have potential contributions from the Latetia residential and resort development; this contribution would be a condition on the project to address impacts identified in the EIR.

Other Road Projects

The Department of Public Works Staff is currently working on the following road projects.

Nipomo Safe Routes to School (SRTS)

The County applied for and received a \$640,000 Safe Routes to School grant to install a multi-use path along the Beechnut right of way. This will include installing two bridges over the creeks and a raised crosswalk where the path will cross East Tefft Street; as well as other pedestrian improvements.

Los Berros Road at Dale LTL

Due to high speeds on Los Berros and rear end collisions at Dale Road, the County is developing plans for a left turn lane at that intersection. The project should be ready for construction during the summer of 2009. Funding from this project will be from Prop 1B; this proposition was approved by the voters in November 2006.

Pomeroy Road Channelization – Tefft Street to Camino Caballo

This work is providing left turn pockets on Pomeroy at the Nipomo Park entrance, Juniper Street, and Camino Caballo. A pedestrian cross walk will also be provided at the park entrance with a pedestrian refuge in the median. A pedestrian path will be constructed on the east side of Pomeroy Road between Juniper Street and Tefft Street. This work will be complete in the fall of 2008. Funding is a combination of USHA and Prop 1B funds.

Hutton Road

This project will improve the shoulders along Hutton Road from Nipomo Creek to Route 166. This project is funded from a grant under the Federal Highway Safety Program. This work will commence 2010.

Pomeroy Road at Augusta Drive

As part of the Blacklake development Augusta Drive was built to connect to Pomeroy Road. However, the location in which Augusta Drive intersects Pomeroy Road does not provide for adequate site distance. To eliminate this problem the Public Works Department is working to obtain the necessary funding to correct the vertical alignment issues on Pomeroy Road and to establish the Augusta Drive / Pomeroy Road intersection. Currently, the project has been stopped at the preliminary design phase. Funding sources for final plans and construction have yet to be identified. Part of the funding will be provided by a impact fee account that had been contributed to by Blacklake.

Orchard Avenue from Grande to Simon Lane

The section of Orchard Avenue between Grande Avenue and Simon Lane will be restriped to provide a center turn lane. Additionally, improvements will be made at Simeon Lane to transition traffic. This work is anticipated to be completed in fiscal year 2009/2010. These improvements will be funded from the County Road Fund.

Orchard Avenue from Southland to Nancy Lane

Orchard Avenue from Tefft Street to just past Southland Street has adequate two travel lanes, a two way left turn lane and shoulders. Past this point, Orchard has two travel lanes and minimum shoulders. The horizontal alignment is straight but there are several hills that cause reduced sight distances. There have been several rear end collisions and one fatality between Southland Street and Nancy Lane. The County is proposing to extend the wider section to a point past Nancy Lane and to improve sight distances by reducing the crests of the hills. Funded by Prop 1B and to be constructed 2011.

Alternate Transportation

Bikeways

The County Bikeways Plan is updated by the Bicycle Advisory Committee (BAC). The BAC looks at creating both a countywide bikeways network as well as intercommunity networks that meet the needs of cyclists. Attached is a copy of the Bikeways completed and planned for the Nipomo Area. Recently bike lanes have been added to Thompson Avenue from Tefft Street to the Nipomo High School, and on the Mary Avenue extension. Public Works plans on working with the community to restripe Division Street from South Frontage to Orchard to accommodate the Class II bikeways called for on the plan.

Park and Ride

There is a planned Park and Ride facility for Los Berros Road near US 101. This project is a joint project between the San Luis Obispo Regional Transit Authority (SLOSTA) and Public Works. Unfortunately this project did not receive STIP funding in the last cycle and we will try to pursue funding for it.

Transit

Nipomo is serviced by the SLORTA Bus Route 10 for interregional service. Information about the route and other transit services can be found through SLORTA at <http://www.slorta.org>.

Pedestrian Improvements

During the 2001 Update process the need arose to develop a pedestrian circulation plan for specific areas within the urban area of Nipomo. The "pedestrian circulation plan" evaluates existing conditions, locations of demand, and makes recommendations for necessary improvements.

Future projects from the list will be submitted under various pedestrian improvement grant funding programs.

Road Improvement Fees

Since the 2000 update, road construction costs have increased. Our standard reference for changes in construction costs is the rolling 12-month construction cost index prepared by the California Department of Transportation (Caltrans). This approach is

used annually until the traffic model is rerun which determines the traffic and circulation needs in the South County Area.

Omni Means has revised the 2005 - 5 Year Detailed Traffic Study Update. This included removing the Halcyon Grade improvements from the fee and adjusting the Area 2 fees to correctly account for the Woodlands trips. The model was also rerun to establish the share of Willow Road and Intersection improvements that was related to Area 2. Included in this Study is the revised Table 12 which is a listing of the RIF projects and their estimated costs. This year the costs in Table 12 are being used to determine the Road Improvement Fees.

Area 2 fees are offset due to the low number of remaining build units by crediting the expected \$10 million in STIP funds for Willow Road Extension and Interchange as part of their overall contribution.

Based on the costs shown in Table 12, the Public Works Department recommends the following changes in the Road Improvement Fee Schedule:

Land Use	Current Fee	Proposed Fee	Fee Increase	% Change
Area 1				
Residential	\$10,337/pht	\$11,374/pht	\$1,037/pht	10%
Retail	\$2,932/pht	\$3,169/pht	\$237/pht	8%
Other	\$4,510/pht	\$4,876/pht	\$366/pht	8%
Area 2				
Residential	\$8,954/pht	\$9,445/pht	\$491/pht	5%
Retail	\$3,147/pht	\$4,250/pht	\$1,103/pht	35%
Other	\$4,842/pht	\$6,539/pht	\$1,697/pht	35%

pht: PM Peak Hour Trip as determined by the Board of Supervisors' policy.

Woodlands Fees

The 2000 Update recommended that the Woodlands development pay 75% of its fees into Area 1 and 25% of their fees into Area 2. The Board of Supervisors approved this fee split with the adoption of the 2000 Update. The following tables show the fee break down, the amount of fee charged, and the amount deposited in each account. These fees are based on the 2006 Update.

The County has entered into an agreement with The Woodlands LLC for the accelerated payment of the Woodlands Developments Road Improvement Fee into the Area 1 RIF account. The fees are to be used to advance the Willow Road Project. The fee amounts in the agreement are based on the 2005 Fee Schedule and are shown below.

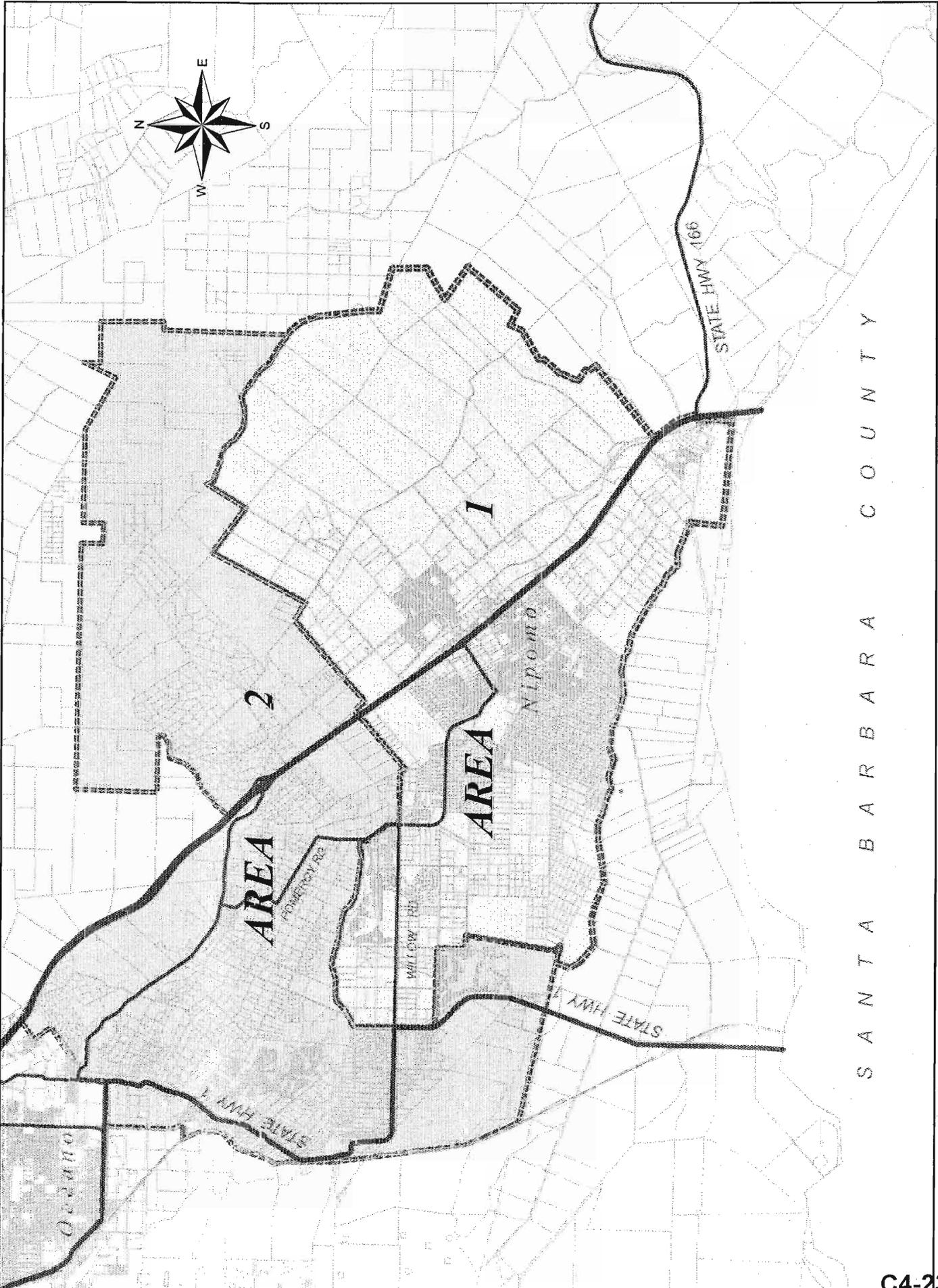
If the Woodlands LLC defaults on the agreement, the Road Improvement Fee will be calculated based on a subsequent, current Nipomo Area 1 and Area 2 Road Improvement Fee Schedule.

Attachments

Attached to this report are the following exhibits from the “South County Circulation Study.”

- Nipomo Area 1 and 2 RIF Boundaries
- Table 12 – Capital Improvement Projects
- Technical Memo – County Plan
- Technical Memo – Community Plan
- South County Bikeways Plan
- Caltrans Letter regarding Tefft Street IC improvements

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SANTA BARBARA COUNTY

SOUTH COUNTY ROAD FEE AREAS

Exhibit "B"
**POLICY OF THE BOARD OF SUPERVISORS FOR
DETERMINATION OF THE NUMBER OF PEAK HOUR TRIPS**

SECTION ONE: PURPOSE

1.01. This Policy is intended to be used in implementing the Resolution of the Board of Supervisors of the County of San Luis Obispo Imposing a Road Improvement Fee etc., (hereinafter referred to as Resolution) to which this Policy is attached as an exhibit, which Resolution is adopted under the authority of San Luis Obispo County Ordinance No. 2379.

SECTION TWO: DEFINITIONS

2.01. "Accident History." A summary of the amount and type of reported vehicle collisions occurring during the preceding five years within the area of study.

2.02. "Fee Area." The particular area(s) set forth in Exhibit "A" to this Resolution wherein the new development lies.

2.03. "Existing Trips." Trips generated by a current or previous use of the property which use is being replaced by new development. In order to receive credit under Section 3.01(b) of this Policy, said current or previous use must have been in existence at the time the most recent Circulation Study, or Exhibit "A" to this Resolution, was adopted.

2.04. The "floor area" of a building shall have the same meaning as the section entitled "Gross Area" as set forth in Chapter 1 of the Institute of Transportation Engineers' Trip Generation Manual, which book is more completely described in Section 3.01(a) of this Policy.

2.05. To "generate additional traffic" shall mean both the production and the attraction of vehicular trips.

2.06. "Level of Service." A qualitative measure describing operational conditions within a traffic system, and their perception by motorists, as defined in the most recent edition of the Highway Capacity Manual Transportation Research Board, Washington, DC (Highway Capacity Manual).

2.07. "Level of Service C" shall have the meaning as set forth in the Highway Capacity Manual:

Level of Service C is in the range of stable flow, but marks the beginning of the range of flow in which the operation of individual users becomes significantly affected by interactions with others in the traffic stream. The selection of speed is now

affected by the presence of others, and maneuvering within the traffic stream requires substantial vigilance on the part of the user. The general level of comfort and convenience declines noticeably at this level.

2.08. A "pass-by trip" is an existing trip that is diverted to a new development from an adjacent street and is not a new trip that is assigned to the adjacent streets due to the new development. Pass-by trips are excluded in calculating new trips to be generated by a new development.

2.09. "Peak Hour Trip" shall mean a single or one-directional vehicle movement which either enters or exists the site of a new development during the hour of the day in which the highest hourly traffic volume is measured on the road(s) adjacent to the new development.

2.10. "Prevailing Speed." The speed, at or below which eighty-five percent of vehicles are traveling on a roadway.

2.11. A "Road Impact Fee Study" or "RIFS" is a written study that evaluates and comments on all of the following:

- A. Evaluate existing conditions on roads which will be affected by the proposed new development. These roads may be within the Fee Area and within any adjacent areas as required by the Director of Public Works. This evaluation of existing conditions on said roads shall include: (1) levels of service, (2) prevailing speeds, (3) stopping sight distance, and (4) accident history, and such other relevant and necessary items as are required by the Director of Public Works.
- B. Estimate future conditions on roads which are likely to be affected by the proposed new development. These roads may be within the Fee Area and within any adjacent areas as required by the Director of Public Works. The study shall include an estimate of trip generation, if any, for each unit of the proposed new development project. The trip generation estimate may be adjusted to reflect pass-by trips and may be used for computing the fees required by Chapter 13.01 of the San Luis Obispo County Ordinance Code.

The said forecast of future conditions shall be compared with the Circulation Study, Exhibit "A" to this resolution, to determine if the recommendations in the Circulation Study are adequate to maintain a Level of Service C, or better, for the affected roads after completion of the proposed new development project.

- C. Include such additional inquiries, evaluations and comments as the Director of Public Works determines are relevant and reasonably necessary for a comprehensive evaluation of the impacts of the proposed new development project on the said roads.

The RIFS shall be prepared by a qualified engineer licensed as a civil or traffic engineer by the State of California.

The RIFS shall be subject to the review and approval of method and accuracy by the Director of Public Works.

2.12. "Road." A way or place of whatever nature, publicly maintained and open to the use of the public for purposes of vehicular travel. "Road" includes "street" and "highway" and "bridge."

2.13. "Stopping Sight Distance." The length of roadway ahead that is visible to the driver. The minimum sight distance available on a roadway should be sufficient to enable a vehicle traveling at or near the design speed to stop before reaching a stationary object in its path.

2.14. "Trip Generation." The total number of vehicle trips which will enter or exit a given development project. Trip generation includes trips per weekday, trips per hour for the peak hour, and other cases as determined necessary by the Director of Public Works.

2.15. "Trip." A single or one-direction vehicle movement which either enters or exits the site of a development project.

SECTION THREE: DETERMINATION OF PEAK HOUR TRIPS.

3.01. The number of peak hour trips generated by new development shall be computed using the following formula:

$$\begin{array}{rclcl} \text{Number of} & & & & \text{Number of} \\ \text{Units in the} & \text{X} & \text{Trip Generation} & = & \text{New Peak Hour} \\ \text{New Development} & & \text{per New Unit} & & \text{Trips} \end{array}$$

A "unit" is a physical, measurable or predictable variable which quantifies the particular new development (e.g., floor area, employees, acres, dwelling units, etc.). The peak hour trip generation rate shall be based upon the highest trip generation rate possible for the proposed new development. Eligible existing trips shall be deducted from the number of peak hour trips generated by the new development.

3.02. "Trip Generation per New Unit" shall be determined as follows:

- A. The trip generation rates, for the peak hour of adjacent streets, shall be based on the most recent edition of the Trip Generation Manual, Institute of Transportation Engineers, 525 School St., SW, Suite 140, Washington, DC 20024-2729.
- B. If no published rates are available from this source, trip generation rates will be determined by the Director of Public Works.
- C. If the Director of Public Works requires it or if the applicant for the new development so elects, the Trip Generation per New Unit which will be caused or generated by the proposed new development may be determined by the Director of Public Works through the use of a Road Impact Fee Study rather than by the method set forth in Section 3.02(A) or 3.02(B) hereof. If a Road Impact Fee Study is to be used, the Director of Public Works shall request proposals for this work from engineers licensed as civil or traffic engineers by the State of California, and shall award a contract for the production of the RIFS with all costs to be borne by the applicant for the new development.

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Table 12
South County Circulation Study 2005 Update
Capital Improvements Projects

Item Number	RIF Area Number	Road	From	To	Segment Length	Recommended Improvement	Pavement Width	Estimated Total Project Costs	Existing Deficiencies (Rd. Funds)	Other Sources	Through Traffic (STIP)	Funding From Impact Fees	Percent From Impact Fees	Actual Construction Cost (Fee Program)	Actual Construction Cost (Non-Fee Program)	Time Needed	Expected Construction Commencement
1	Area 1	Hill Street	Mary Avenue	South Frontage Road	750'	Widen roadway, 2 - 12 lanes, 1 left-turn lane, 2 - 5 bike lanes	46'	\$1,500,000	\$0	\$0	\$0	\$1,500,000	100%				2008
2	Area 1	Mary Avenue	Tenth Street	Hill Street	880'	Construct roadway, 2 - 12 lanes, 1 left-turn lane, 2 - 5 bike lanes	46'	\$2,800,000	\$0	\$0	\$0	\$2,800,000	100%	\$2,800,000			Complete
3	Area 1	Orchard Avenue	Tenth Street	Division Street	3,500'	3 - 12 lanes, 2 - 5 bike lanes	46'	\$1,150,000	\$0	\$0	\$0	\$1,150,000	100%				2020
4	Area 1	Orchard Avenue / Hubbon Road	Division Street	Southland Street	3200'	1 left-turn lane, construct shoulders, 2 - 6 bike lanes	48'	\$1,514,000	\$0	\$824,000	\$0	\$690,000	65%	\$1,467,000			Complete
5	Area 1	Orchard Avenue / Hubbon Road	Southland Street	SR 166	1,800'	Construct shoulders, 2 - 6	48'	\$3,400,000	\$0	\$3,400,000	\$0	\$0	0%				N/A
6	Area 1	Pomeroey Road at Augusta	1,000' N of	1,000' S of	2,000'	V & H Curve realignment	46'	\$2,000,000	\$2,000,000	\$0	\$0	\$0	0%				N/A
7	Area 1	Pomeroey Road	Widow Road	Allen Way	5,500'	Widen and curve realignment	46'	\$2,200,000	\$2,200,000	\$0	\$0	\$0	0%				N/A
8	Area 1	Sandydale Drive	Near Pomeroey Road		860'	Pave impaired portion		\$182,000	\$0	\$182,000	\$0	\$0	0%	\$182,000	\$75,000	2003	Complete
9	Area 1	S Frontage Road	Tenth Street	Grande Ave	1,075'	Realignment and widening	46'	\$1,990,000	\$0	\$0	\$0	\$1,990,000	100%				2010
10	Area 1	Tenth Street	US 101			Relocate SB on Ramp. Modify bridge and signposts	12'	\$15,000,000	\$0	\$0	\$0	\$15,000,000	100%				2010
11	Area 1	Southland Street	Interchange			Southbound US 101 On/Off Ramps		\$9,500,000	\$0	\$0	\$0	\$9,500,000	100%				2005
12	Area 1	Southland Street	Interchange			Northbound US 101 On/Off Ramps and Bridge		\$19,008,000	\$0	\$19,008,000	\$0	\$0	0%				2025
13	Area 1	Tenth Street	US 101 Overpass			Widen to six lanes, add left turn pocket for US 101 NB on-ramp and SB S. Frontage Road	88'	\$4,013,000	\$0	\$2,382,239	\$0	\$1,630,761	100%	\$1,630,761			Complete
14	Area 1	Tenth Street / US 101	Interchange			Step 1 construction		\$25,000	\$0	\$25,000	\$0	\$0	0%	\$4,000			Complete
15	Area 1	Tenth Street	Mary Avenue	US 101	425'	Construct median		\$111,000	\$0	\$111,000	\$0	\$0	0%				Complete
16	Area 1	Tenth Street	Oaklawn Avenue	Thompson Avenue	2,500'	Full improvements	40'	\$3,113,100	\$414,152	\$268,000	\$150,000	\$1,894,400	61%	\$1,894,400			Complete

Table 12
South County Circulation Study 2005 Update
Capital Improvements Projects

Item Number	RF Area Number	Road	From	To	Segment Length	Recommended Improvement	Pavement Width	Estimated Total Project Costs	Existing Deficiencies (Rd. Funds)	Less			Funding From Impact Fees	Percent From Impact Fees	Actual Construction Cost (Fee Program)	Actual Construction Cost (Non-Fee Program)	Time Needed	Expected Construction Commencement
										Other Sources	Through Traffic (STIP)	Through Traffic (STIP)						
17	Area 1	7th Street	Orchard Avenue	Rose Drive	3,000'	Construct 3 - 12 lanes, 2 - 8' shoulders	48'	\$500,000	\$0	\$142,767	\$0	\$357,233	71%	\$500,000			Complete	
18	Area 1	Thompson Road	Christie Street	Pine Street	1,500'	Complete urban street improvements	48'	\$1,060,000	\$0	\$0	\$1,060,000	100%						
19	Area 1	Willow Road	Pomeroy Road	Thompson Avenue	9,200'	Construct roadway, 2 - 12 lanes, 2 - 8' shoulders	40'	\$14,725,000	\$0	\$0	\$14,725,000	100%					2010	
20	Area 1	Willow Road	US 101 Interchange			Construct interchange		\$21,000,000	\$0	\$0	\$21,000,000	100%					2010	
21	Area 1	Intersection	Division Street	South Frontage Road		Signalize		\$300,000	\$0	\$0	\$300,000	100%					2040	
22	Area 1	Intersection	Garfield Avenue	South Frontage Road		Signalize		\$300,000	\$0	\$0	\$300,000	100%					2040	
23	Area 1	Intersection	Juniper Street	Mary Avenue		Signalize		\$300,000	\$0	\$0	\$300,000	100%					2040	
24	Area 1	Intersection	Orchard Avenue	Division Street		Signal		\$130,000	\$0	\$0	\$130,000	100%	\$130,000				Complete	
25	Area 1	Intersection	S. Frontage Road	Hill Street		Signalize		\$200,000	\$0	\$0	\$200,000	100%						
26	Area 1	Intersection	7th Street	Thompson Avenue		Signalize		\$175,000	\$0	\$0	\$175,000	100%					Complete	
27	Area 1	Intersection	SR 166	US 101 SB Ramps / Hudson Road		Roundabout		\$5,200,000	\$0	\$5,200,000	\$0	0%						
28	Area 1	Intersection	SR 166	US 101 NB Ramps / Thompson Road		Roundabout		\$3,115,000	\$0	\$3,115,000	\$0	0%						
29	Area 2	Alden Road	Herrick	Pomeroy	975'	Construct roadway, 2 - 12 lanes, 2 - 8' shoulders	36'	\$1,154,000	\$1,154,000	\$0	\$0	0%						
30	Area 2	El Campo Road	Hickory Road	Los Berros Road	8,350'	Construct shoulders, 2 - 8'	44'	\$2,515,000	\$0	\$0	\$2,515,000	100%						
31	Area 2	Hickory Road / Highway 16	HWY 16 / Hwy 16	Los Berros Road	4,150'	Shoulder Widening and Overlay		\$2,000,000	\$0	\$0	\$2,000,000	0%					Complete	

Table 12
South County Circulation Study 2005 Update
Capital Improvements Projects

Item Number	RIF Area Number	Road	From	To	Segment Length	Recommended Improvement	Pavement Width	Estimated Total Project Costs	Less				Funding From Impact Fees	Percent From Impact Fees	Actual Construction Cost (Fee Program)	Time Needed	Expected Construction Commencement
									Existing Deficiencies (Rd Funds)	Other Sources	Through Traffic (STIP)						
32	Area 2	Halcyon Road Phase 1	On SR 1 - 1,500 W of Halcyon Rd	On SR 1 - 1,500 E of Halcyon Rd	3,000'	Add bridge north of existing bridge, widen off-set sidewalks, signalize, and provide lipsers on SR1		\$5,000,000	\$0	\$0	\$0	\$5,000,000	100%			2012	
33	Area 2	Halcyon Road	Arroyo Grande City Limits	HWY 1	3,000'	2 - 8' shoulders	32'	\$119,846	\$0	\$0	\$0	\$119,846	100%	\$119,846		Complete	
34	Area 2	Halcyon Road	HWY 1	El Campo Road	4,180'	2 - 11' lanes, 2 - 5' shoulders	32'	\$106,000	\$0	\$0	\$0	\$65,104	100%	\$65,104		Complete	
35	Area 2	Los Berros Road	Valley Road	El Campo Road	7,100'	Left-turn channelization at El Campo, Century Lane, 2 - 8' shoulders	40'	\$5,241,000	\$0	\$0	\$200,000	\$5,041,000	96%				
36	Area 2	Los Barros Road	El Campo Road	Quilwood Lane	13,500'	Left-turn channelization at Parkway and Station, 2 - 8' shoulders	40'	\$2,157,000	\$0	\$121,500	\$1,545,500	72%					
37	Area 2	Los Berros Road	Quilwood Lane	US 101	2,900'	Left-turn channelization at Dale Rd, 2 - 8' shoulders	40'	\$2,785,000	\$0	\$500,000	\$0	\$2,285,000	82%				
38	Area 2	Los Berros Road / Thompson Road	N Frontage Road	Camaron Rd	1,300'	Pavement Widening and Channelization	52'	\$1,200,000	\$0	\$0	\$0	\$1,200,000	100%			2010	
39	Area 2	North Frontage Road	Willow Road	Summit Station Road	5,600'	Construct 2 - 12' lanes, 2 - 8' enclosures	40'	\$3,000,000	\$0	\$3,000,000	\$0	\$0	0%				
40	Area 2	HWY 1	Willow Road	1.3 mi W of Willow Road	15,750'	2 - 6' shoulders, 1 left-turn lane	42'	\$3,500,000	\$0	\$505,000	\$0	\$2,991,000	85%				
41	Area 2	Intersection	Los Berros Road	US 101 SB Ramps		Signalize		\$300,000	\$0	\$87,000	\$0	\$213,000	71%			2025	
42	Area 2	Intersection	Thompson Ave	US 101 NB Ramps		Signalize		\$300,000	\$0	\$87,000	\$0	\$213,000	71%			2025	
	Area 2	Willow Road	Area 2 portion of project #19 and 20					\$10,000,000	\$0	\$0	\$10,000,000	\$0	0%			2010	
									\$5,765,152	\$39,197,596	\$7,840,000	\$95,960,652	TOTAL				
									\$14,368,746	\$4,614,152	\$150,000	\$74,742,402	Area 1				
									\$39,377,846	\$4,304,500	\$2,600,000	\$21,215,250	Area 2				



SAN LUIS OBISPO COUNTY DEPARTMENT OF PUBLIC WORKS

Noel King, Director

County Government Center, Room 207 • San Luis Obispo CA 93408 • (805) 781-5252

Fax (805) 781-1229

email address: pwd@co.slo.ca.us

November 8, 2005

MEMORANDUM

TO: Pat Beck, Assistant Planning Director

VIA: Glen Priddy, Deputy Director of Public Works

FROM: Dale Ramey, Project Manager

SUBJECT: Tefft Street/Highway 101 Interchange – Operations Evaluation
Level III Designation Order, Resource Management System

INTRODUCTION

The Final Draft of the *South County Circulation Study 2005 Update* has been presented to the Nipomo Community Advisory Council for review and comments. Several more presentations are anticipated. Our intent is to present the study to the Board in early 2006. The Update shows the Tefft Street/Highway 101 Interchange operations are at RMS Level 3 for two legs of the interchange (traffic operations below Level of Service D).

Planning and Public Works are working together in developing a strategy to solve the deficiency problem. The solution is the construction of certain identified roadway section improvements and developing a funding mechanism to have the improvements constructed in phases in the near term, while permitting development to continue.

BACKGROUND

In late 2002, TPG Consulting was hired to prepare a traffic study on Tefft Street that was needed in conjunction with the *West Tefft Corridor Design Plan* being developed by the County's Advance Planning Division. This work was done in concert with a committee of local residents. The segment of Tefft Street analyzed was between Oakglen Avenue and Pomeroy Road. TPG used Microsimulation software SYNCHRO 5 and 2002 traffic counts collected by County staff. Their model runs indicated an LOS

C4-31
11/25/2008

D or better for PM peak hour conditions along Tefft Street at the interchange, intersection with Mary Avenue, Oakglen Avenue, southbound on ramp, South Frontage Road, and northbound on ramp.

During May 2003, the County hired Rajappan & Meyer to prepare the Supplemental Environmental Impact Report (SEIR) for the Willow Road Project which is defined as the Willow Road Extension and the Willow Road/Highway 101 Interchange. In the Purpose and Need statement for the Willow Road Interchange, the consultant demonstrated that without the Willow Road Interchange the Tefft Street Interchange operations would degrade below LOS D. Without the Willow Road Project, Tefft Street will require widening to 6 travel lanes and the bridge deck widened to 8 lanes to accommodate the anticipated traffic of 2025. This option is not economically feasible due to the existing development along Tefft Street. The traffic model used was SYNCHRO 5 and the traffic data was obtained in 2003.

While reviewing data earlier this year it became apparent that the Rajappan & Meyer analysis for the Tefft Street/Hwy 101 Interchange had a couple of legs that were operating below LOS D while the overall operation of the interchange was operating at LOS B. The traffic model was rerun using SYNCHRO 6, which improved the modeling performance over SYNCHRO 5. The model output, using the 2003 traffic data, showed that all segments of the interchange were operating at or above LOS D. Several development projects that were proceeding through the planning process had been delayed due to the initial operational analysis were now able to move forward.

During July 2004, Omni-Means was hired to prepare the 5 Year Update for the South County Circulation Plan. One of their initial tasks was to collect new traffic data to input into their traffic model. Their traffic modeling software is Microsimulation, SYNCHRO 6 version. The Draft Report that became available in early summer uses 2004 traffic data and showed that the northbound movement on South Frontage Road is now operating at LOS F and the northbound left turning movement onto Highway 101 is now operating at LOS E during the peak hour periods. Both segments are operating below the County minimum Policy of LOS D.

Currently during peak hours, vehicle delay at both the northbound (N/B) Highway 101 left turning movement and northbound South Frontage Road movement at Tefft Street deteriorate to Level of Service (LOS) E and F, respectively, which is below County stated policy of a minimum LOS D in urban areas. In particular, the N/B left turn on-ramp experiences queues which back-up west of Mary Avenue. The worst condition exists at the southbound (S/B) Highway 101 ramp intersection where queues along South Frontage Road back-up to and beyond the Hill Street intersection. Reaching the Tefft Street intersection requires several signal cycles for both movements.

While Caltrans has improved N/B off-ramp operations slightly with the addition of dual left turn lanes and the County/Caltrans have coordinated the signals and continue to refine the operations improvements at Tefft and Mary and Tefft and Oakglen, the geometric layout of the Tefft Street and Highway 101 interchange in its current

configuration limits the amount of traffic that can pass in the peak hour. The problem we have today is the way the interchange was designed and constructed 50 years ago with ramps located immediately adjacent to the frontage roads. The S/B on-ramp location adjacent to the intersection of South Frontage Road is the principle problem causing the low LOS at the intersection as well as lane storage/lane capacity for the morning N/B left movement. As a note, Caltrans would not permit the current Tefft/Hwy 101 Interchange configuration based on their current design standards.

Several additional development projects have been approved, specifically in the southwesterly quadrant of the interchange which will result in a greater deterioration of LOS. Under the County's Resource Management System, this condition would warrant a level III condition as the available capacity is below the demand. While there are identified solutions that bring LOS to adequate level for buildout, the solutions are dependent upon Caltrans approval of the Tefft Street/Highway 101 Operations Improvements Project Study Report (PSR) and a financing arrangement with developers to advance funding for the construction. At this point, Caltrans approval and clearance to construct would take three (3) to five (5) years from today. Another year would be required to construct the onramp. The relocated ramp construction could begin in 2009 and be completed in early 2010. The County has hired a consultant and the work on the PSR is underway. We are working with Caltrans to expedite its processing.

PROBLEM

When the RMS is at level 3 and Level of Service is below D, for urban areas, any additional traffic is considered a Level 1 Impact. Pending and future development projects must mitigate their impacts of adding one additional peak hour trip to the interchange. The mitigation of a Level 1 Impact is the reconstruction of the interchange.

Each project will be required to prepare an Environmental Impact Report which will be taken to the Board of Supervisors who may issue a statement of overriding considerations. This does not mitigate the problem, although it allows development to occur and continue to fund improvements. The mitigation is to construct improvements that will elevate the RMS and LOS values to acceptable ranges. For most of the projects in and around Nipomo, this is not an affordable option.

There are many existing legal lots on the mesa that are entitled to a building permit. As the building permit issuance is ministerial in nature and permits are issued without going through an entitlement process, traffic will continue to increase and the negative impacts to the interchange will continue to escalate.

SOLUTION

Following are the improvements needed to improve and maintain an adequate LOS in the future:

- 1 Mary Street Extension – Tefft Street to Hill Street
- 2 Improve Frontage Road – Tefft Street to Hill Street to Grande Avenue;
- 3 Reconfigure the southbound on ramp
- 4 Modify bridge deck to allow for striping a 2 lane left turn movement
- 5 Improve the north bound on ramp from a one lane to a two lane ramp and extend the acceleration lane

The listed projects are expected to cost up to \$10 million to construct. While there has been discussion with various developers in the southwesterly quadrant to construct some of the needed improvements under a reimbursement agreement, there is yet no formal arrangement to advance the solution of the congested condition.

Items 1 and 2 are controlled by the County; items 3, 4, and 5 are controlled by Caltrans. The County controlled projects can proceed faster than the Caltrans projects, as their process is very time consuming. Public Works has hired a consultant, Rajappan & Meyer, to prepare the Project Study Report (PSR) and Project Report (PR) for the items relating to Highway 101. The PSR is titled "Tefft Street/Hwy 101 Operational Improvements." The PSR will be complete in early 2006 and the PR will be complete in fall of 2006. Following this work is the Project Approval and Environmental Document (PA&ED). This process will take about 18 months and be completed in late 2007 or early 2008. Plans, specifications and cost estimates can begin in mid to late 2007 with construction beginning in 2009.

In order to predict the impact of projects currently approved or in the pipeline on the Tefft/Hwy 101 Interchange, the County, in concert with Omni-Means, has prepared a Phasing Plan for constructing incremental improvements in the Tefft Street/Hwy 101 Interchange area. The additional traffic generated by area development including additional background traffic from development on the mesa were applied to the traffic model that reflected the incremental construction phases. The LOS in the area is maintained at a D or better except during 2009 when the Tefft/Mary intersection drops to E. The LOS D is improved to LOS C with the completion of the construction of the southbound onramp at the intersection of South Frontage Road and Hill Street. The four construction phasing options are attached.

The construction of the Willow Road Project is a major factor in reducing the congestion at the Tefft Street/Hwy 101 Interchange. We anticipate construction being completed around 2011.

All of the capital improvements listed for Area 1 in *South County Circulation Study 2005 Update* are needed to get the interchange to operate at an acceptable level through build out.

SCHEDULE

We are working on reimbursement agreements with local developers in the immediate area to construct the improvements and pay them back over time. We are also considering other funding mechanisms. Assuming the County/Developers/Community is able to work out a funding mechanism in the near term, the County will be able to advance the project development and construction. Following is a possible project completion scenario:

County Process

1	So. Frontage Improvements complete	Summer	2006
2	Mary Avenue Improvements complete	Summer	2008

Caltrans Process

3	Tefft/101 Improvement PSR/PR complete	Fall/Winter	2006
4	Tefft/101 Improvement PA & ED complete	Spring	2007
5	Tefft/101 Improvement Design complete	Spring	2008
6	Tefft/101 Construction complete	Fall	2010

CONCLUSION

Given the Level III impact of the interchange operation and given the processing time needed to construct improvements that will re-establish Level 1, the Board could elect to pursue the following options to stabilize or remedy the existing condition.

1. Conduct a focused EIR regarding the delay that will occur for the next seven years and adopt statements of overriding consideration which would allow a Class 1 impact to continue.
2. Adopt a moratorium on further construction to avoid further impacts.
3. Expedite the construction of the Mary Avenue extension under a development agreement or another funding plan. Convert South Frontage Road to a one-way southbound street between Tefft Street and Hill Street. Request the temporary re-striping of N/B ramp signal operations from Caltrans to accommodate temporary dual left striping for the north bound on ramp.
4. Utilize Option 1 and also form a public infrastructure district among developments in the area to pay for the needed improvements and allow those that participate in the district to continue development.

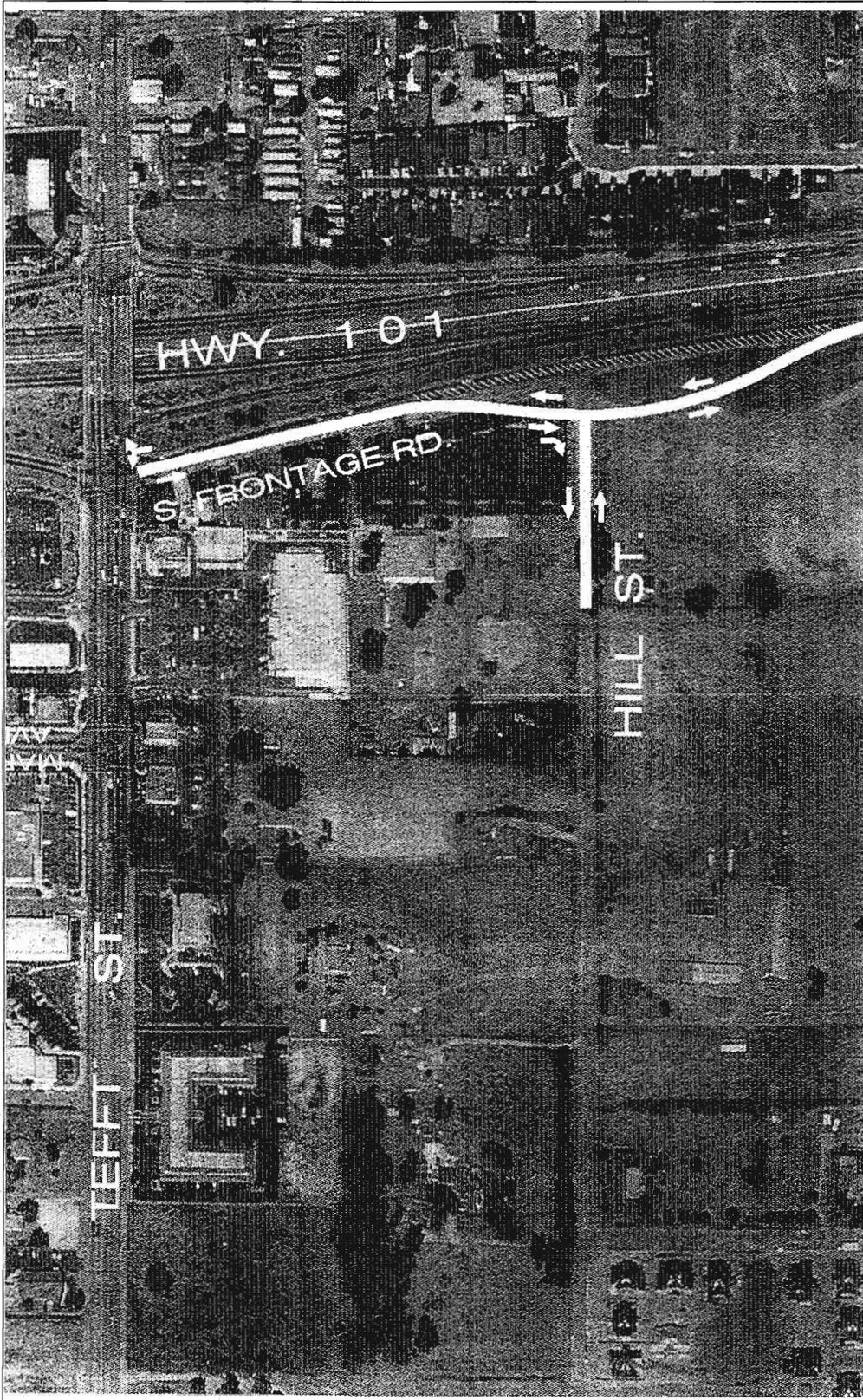
Our office is working jointly with Leslie Brown, Chuck Stevenson, Dana Lilley, and Tim McNulty to develop infrastructure financing alternatives to accomplish Option 4. We expect to take a Policy item to the Board on November 8, 2005.

Attachment

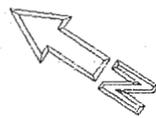
c: Katcho Achadjian, Supervisor District 4
David Edge, County Administrator
John Nall, Planning Department
Kami Griffin, Planning Department
Chuck Stevenson, Planning Department
J. Herd, Planning Department
Noel King, Director of Public Works
Dave Flynn, Roads Manager
Richard Marshall, Development Services Engineer
James Kilmer, Caltrans, 50 Higuera Street, San Luis Obispo CA 93401
Susan Hermreck, Chairperson, Nipomo Community Advisory Council
Dan Woodson, Chairperson, Traffic and Circulation Committee

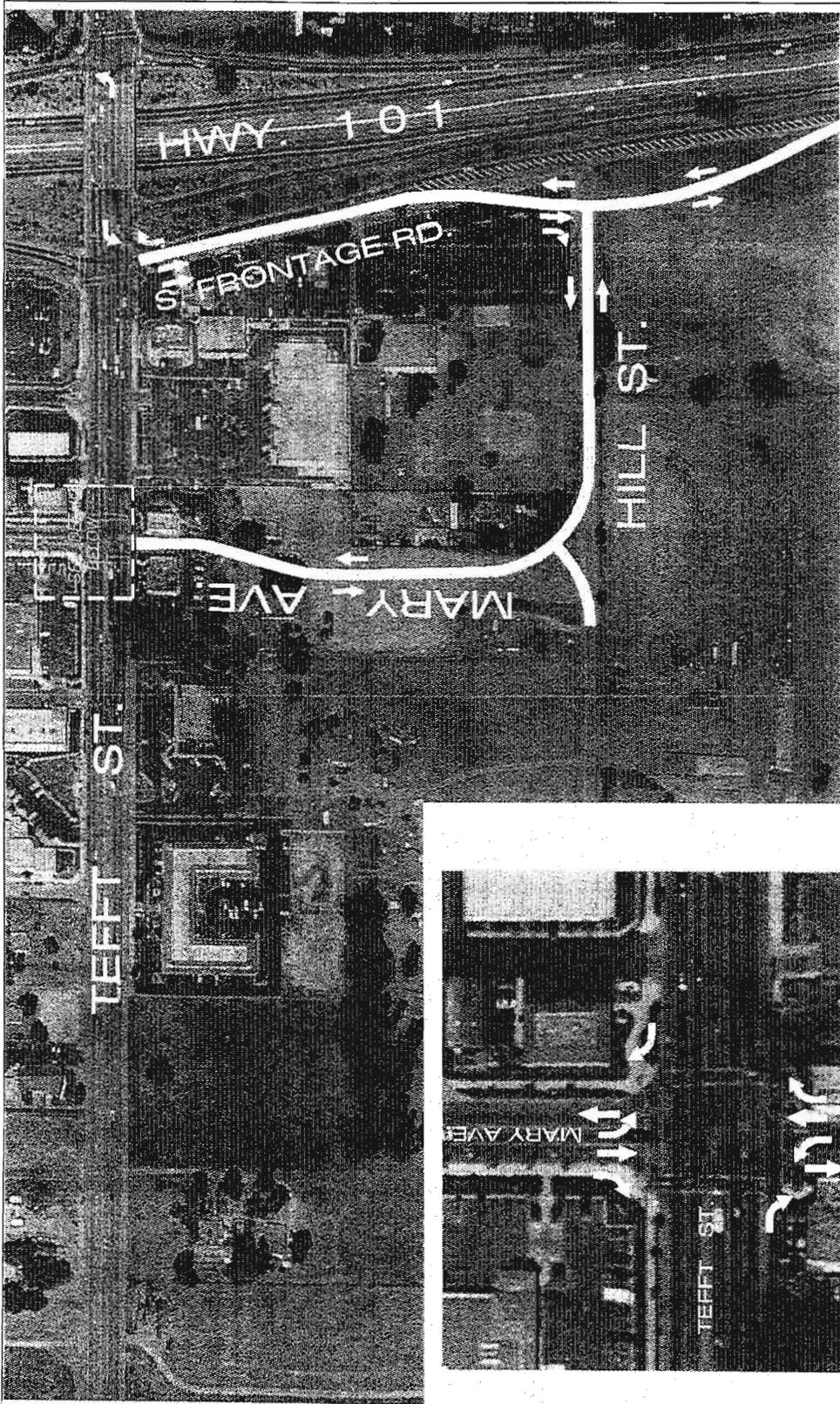
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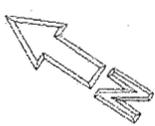


WEST TEFFT STREET
PHASE 1 COMMUNITY PLAN
SAN LUIS OBISPO COUNTY PUBLIC WORKS DEPARTMENT

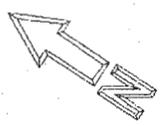
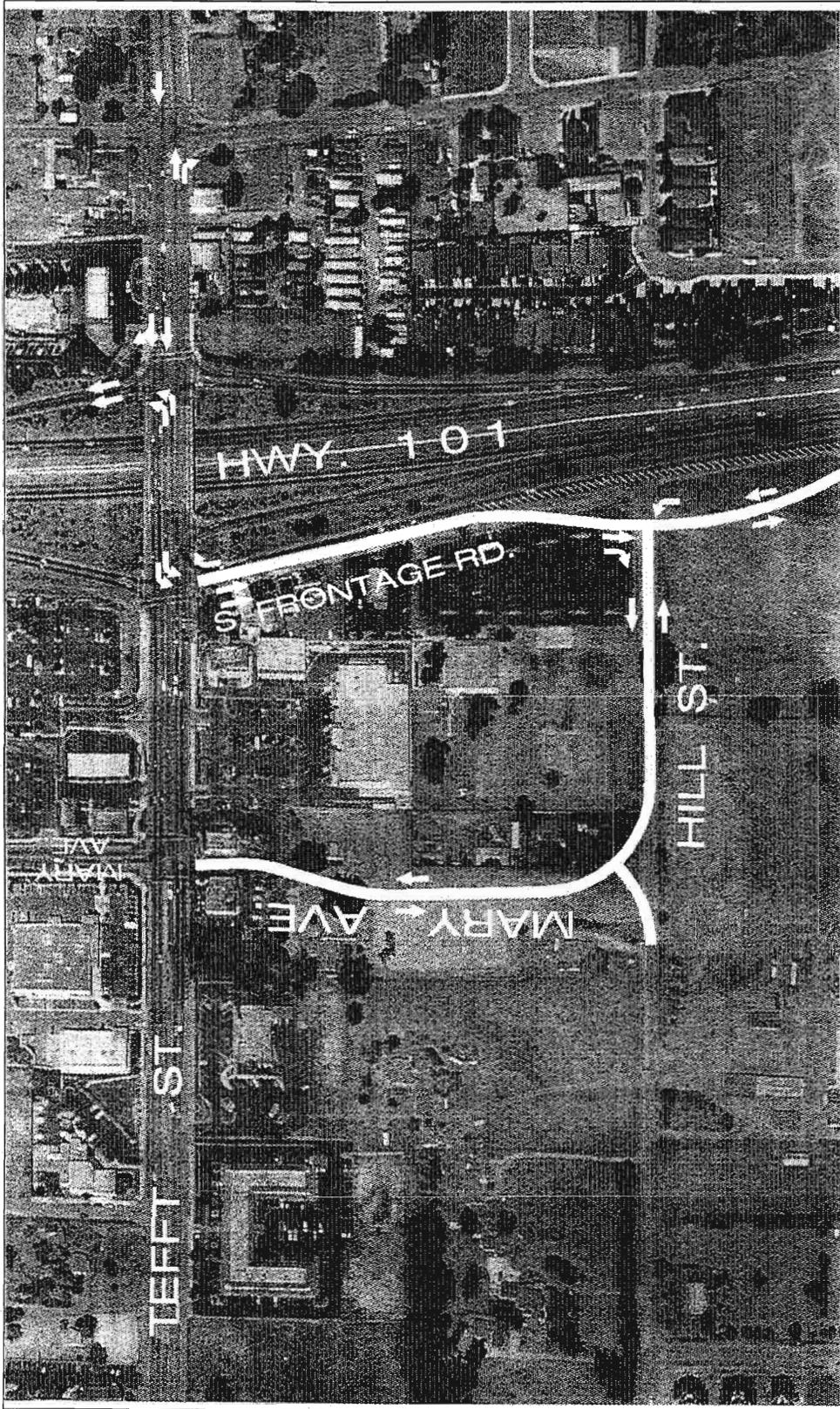




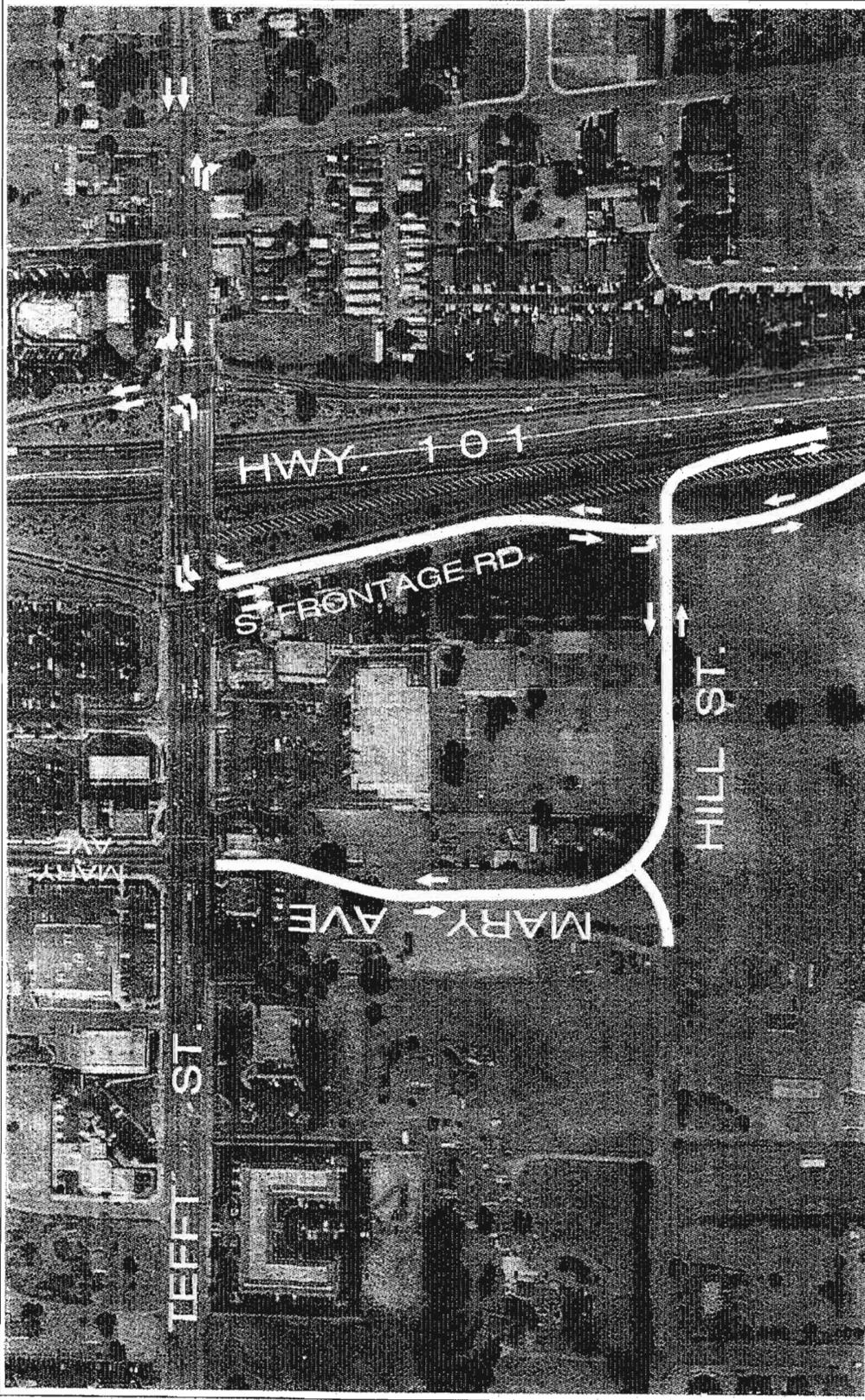
DETAIL



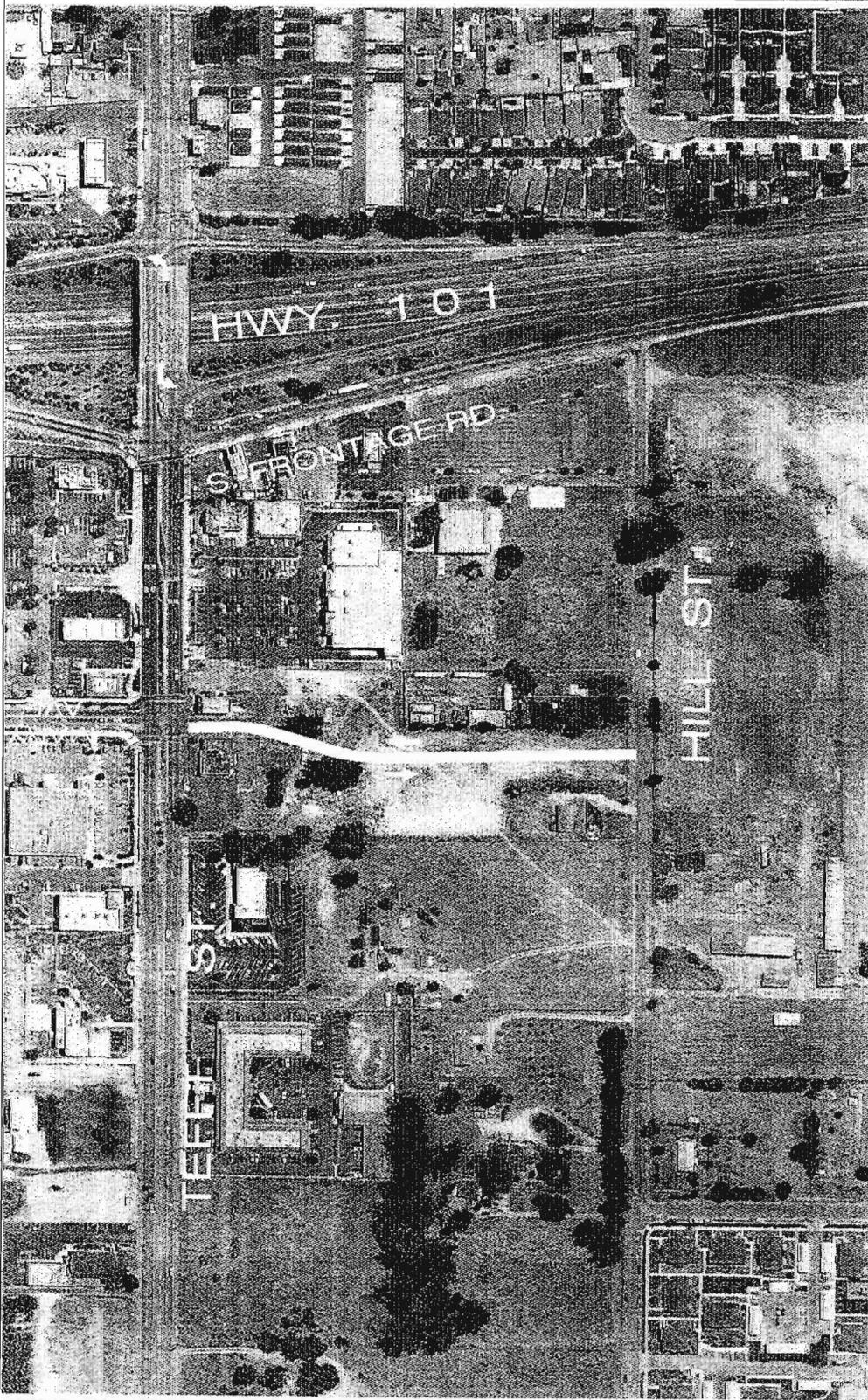
WEST TEFFT STREET
PHASE 2 COMMUNITY PLAN
SAN LUIS OBISPO COUNTY PUBLIC WORKS DEPARTMENT



WEST TEFFT STREET
 PHASE 3 COMMUNITY PLAN
 SAN LUIS OBISPO COUNTY PUBLIC WORKS DEPARTMENT

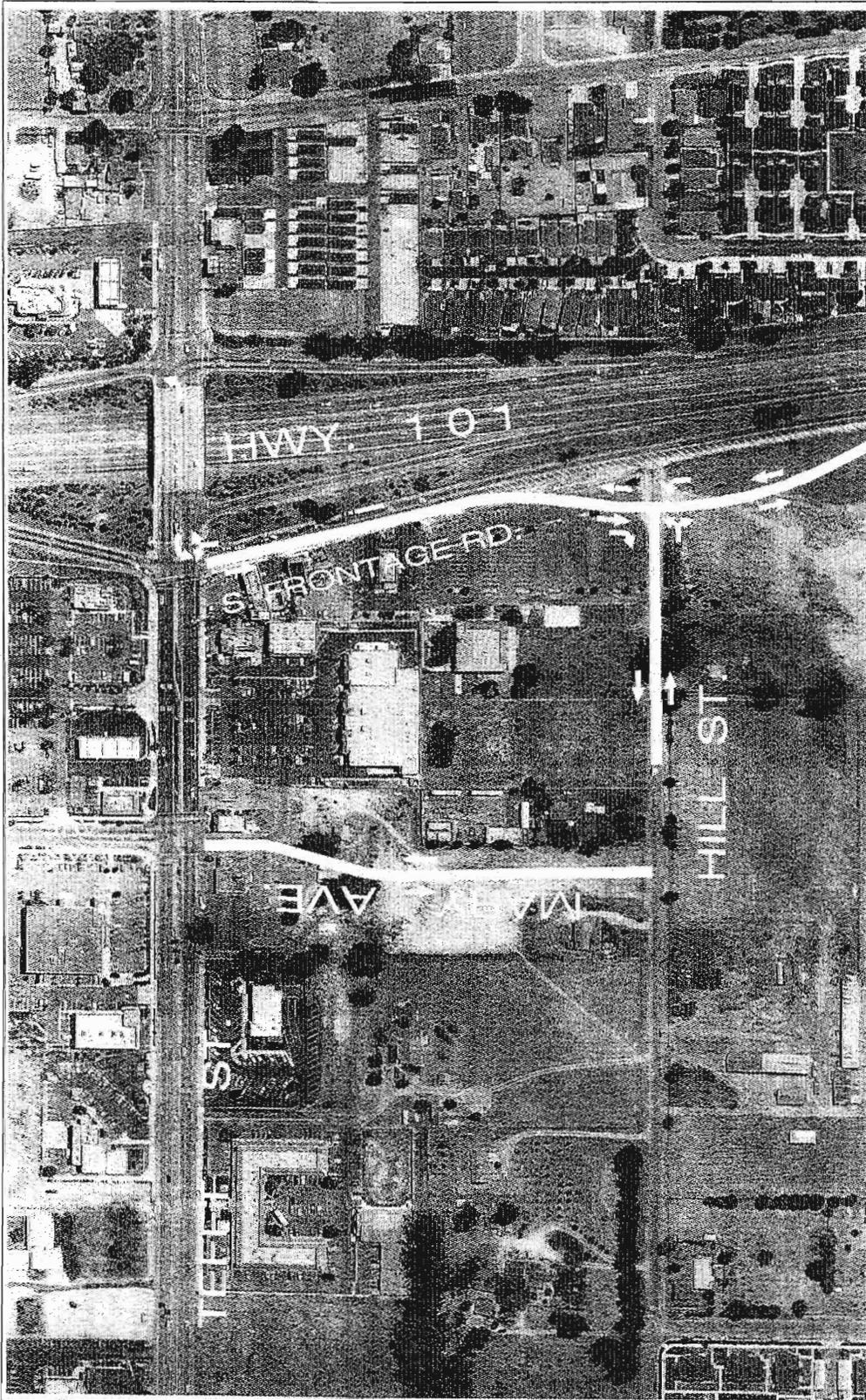


WEST TEFFT STREET
 PHASE 4 COMMUNITY PLAN
 SAN LUIS OBISPO COUNTY PUBLIC WORKS DEPARTMENT



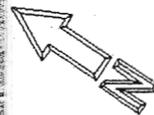
WEST TEFFT STREET
PHASE 1

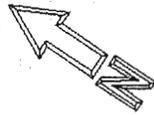
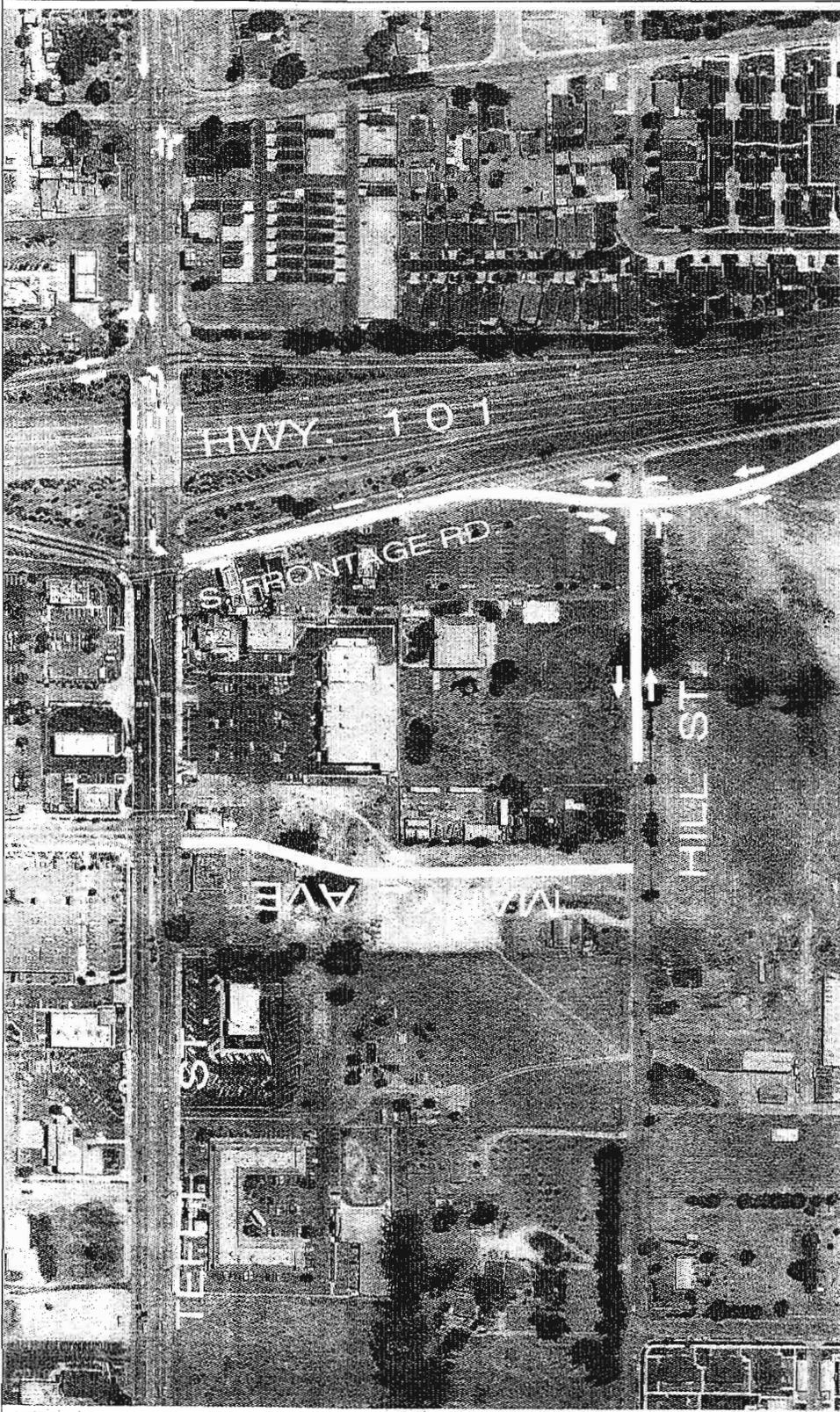
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WEST TEFFT STREET
PHASE 2

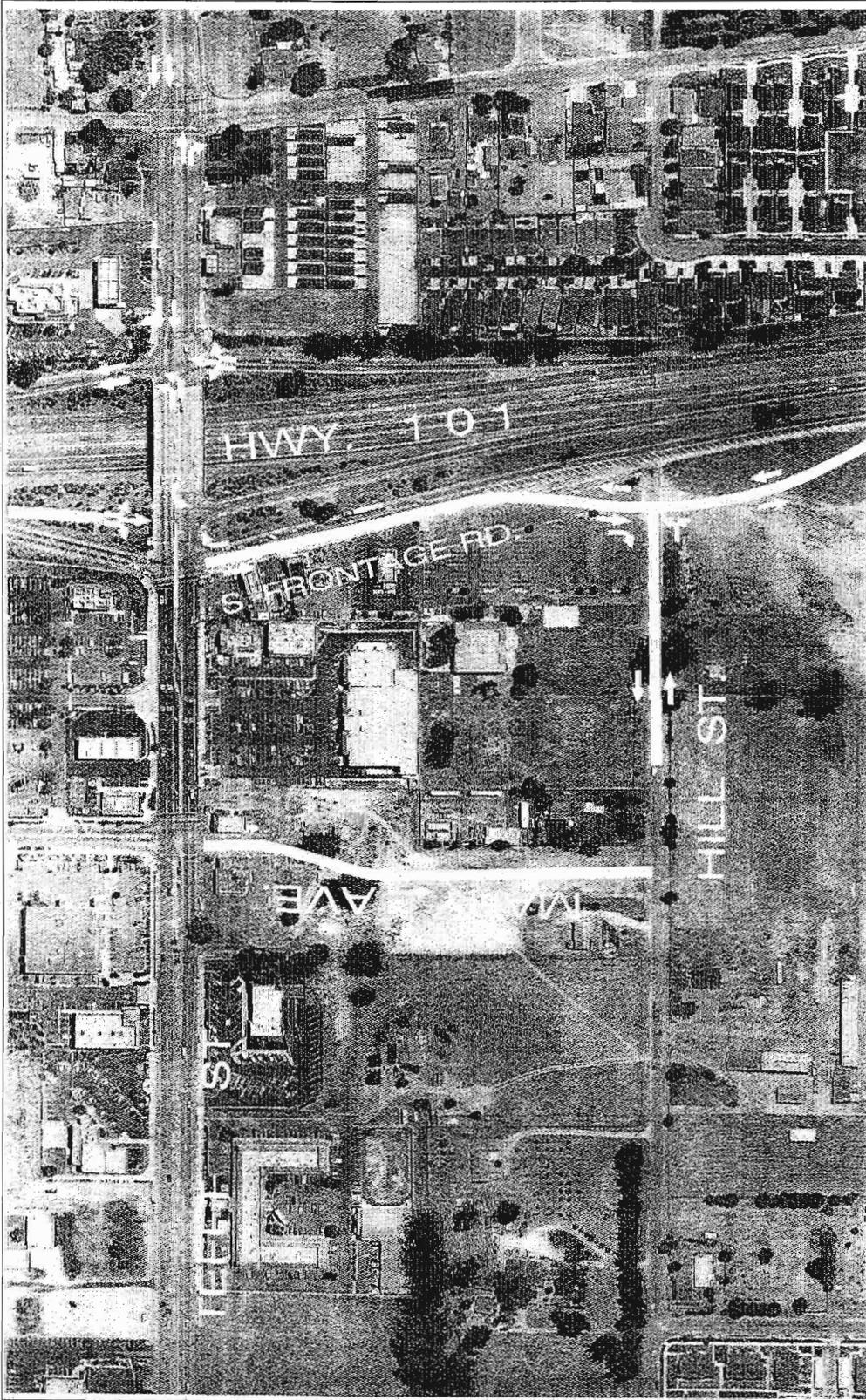
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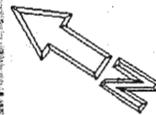
WEST TEFFT STREET
PHASE 3

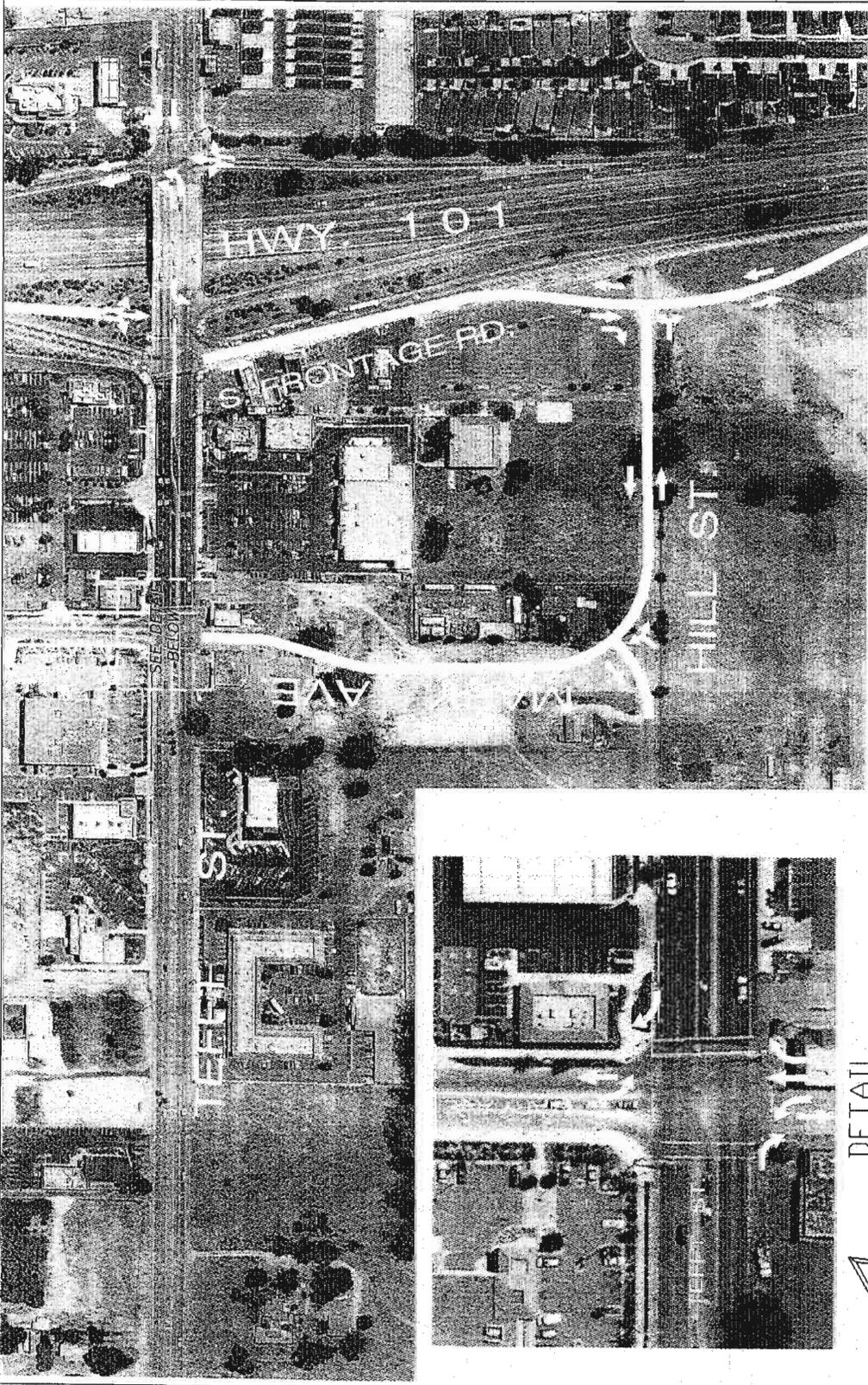
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WEST TEFFT STREET
PHASE 4

SAN LUIS OBISPO COUNTY PUBLIC WORKS DEPARTMENT





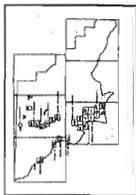
WEST TEFFT STREET
PHASE 5

SAN LUIS OBISPO COUNTY PUBLIC WORKS DEPARTMENT

Nipomo Bikeways



COUNTY BIKEWAYS MAP
SAN LUIS OBISPO COUNTY
CALIFORNIA



Legend

- Existing Class I
- Proposed Class I
- Existing Class II
- Proposed Class II
- ▲ Existing Class III
- ★ Existing Class IV
- County Maintained Roads
- Non County Maintained Roads
- U.S. Highway
- State Highway
- Stream
- Rail Road
- City Limit
- U/R Boundary
- State Parks

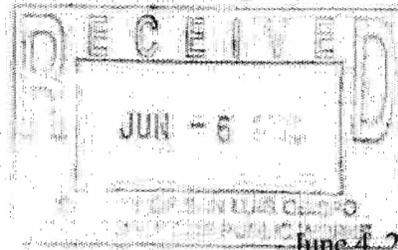


Date Revised: 11/4/08
Revised By: Jessi Ghezzi

C4-46
11/25/2008

DEPARTMENT OF TRANSPORTATION

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 SAN LUIS OBISPO, CA 93401-5415
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June 4, 2008



*Flex your power!
 Be energy efficient!*

Tefft Street IC
 05-SLO-101-4.85
 EA 05-0M4670

Dave Flynn, Deputy Director of Public Works
 County San Luis Obispo
 1050 Monterey Street, Room 207
 San Luis Obispo, CA 93408

Dear Mr. Flynn:

This letter is in response to your request for direction regarding proposed operational improvements of the Route 101/Tefft Street Interchange. A February 27, 2008 Letter of Transmittal accompanied by schematics and traffic operations analysis was received by District 5 from Dale Ramey, Public Works. That submittal proposed improvements using the least complex Project Initiation Document (PID), which is a Permit Engineering Evaluation Report (PEER). As discussed at our joint (County/Caltrans) meeting on March 3, 2008, the type of PID required for any project is determined by that project's complexity, impacts to the state system and its construction cost.

Phase 3 proposes to:

- Widen the northbound on-ramp to two standard lanes and shoulders (while not preventing future ramp metering);
- Provide dual left-turn lanes from the Tefft Street Overcrossing onto the northbound on-ramp by removing the southern 5'-wide sidewalk and restriping the bridge, which would result in 11'-wide lanes, 5'-wide shoulders/bike lanes and one 5'-wide sidewalk on the north side;
- Match bridge shoulders with approach shoulders;
- Widen the northbound off-ramp to provide a dedicated standard right-turn lane; and
- Modify affected traffic signals.

Phase 4 proposes to:

- Realign the terminus of the southbound off-ramp with the existing southbound on-ramp;
- Extend the existing raised median along Tefft Street, which would only allow right turns in and out of the South Frontage Road onto Tefft Street; and
- Modify affected traffic signals.

After much review and a second joint meeting on April 15, 2008, Caltrans has determined that PEERs are not the correct PID document(s) for these operational improvements. That decision is

based primarily on the proposed operational changes to the interchange. A mandatory design exception to reduce the standard lane width of 12' to the non-standard lane width of 11' will be required. In addition, there may be other nonstandard geometric features requiring a design exception that the County will need to identify.

Unfortunately, without widening the bridge, the only way to provide dual left-turn lanes on the bridge to feed into the northbound on-ramp is to remove the 5'-wide sidewalk on one side of the structure. Removal of an existing sidewalk on a state facility is ordinarily unacceptable, due to the safety issues of pedestrians frequently crossing despite the lack of facilities and the increasing public pressure to provide multi-modal facilities. In addition, the County's South County Area Plan-Inland, Chapter 5. *Circulation Element* regarding Tefft Street states, "[T]he over-crossing design should provide Class II bike lanes and wide pedestrian sidewalks that are lighted and separated from traffic to protect users. Therefore, we believe that removal of this particular sidewalk is unacceptable, given the County's own General Plan and the residential nature of the west-side of the interchange and the attractiveness of the nearby commercial development on the opposite side.

The County should be aware that if it chooses to pursue the mandatory design exception for 11'-wide lanes on the bridge, which requires removing a sidewalk, the chances of approval are very low. The County would need to prepare a Fact Sheet, which compares the standard (minimum standard) solution (12' lanes + 4' shoulder + 5' sidewalks) to any reduced scenario while considering the following issues (this is not an all-inclusive list):

- Approach shoulder widths
- Bike lanes
- Approach sidewalk widths
- Lane configuration/symmetry
- Sight distance due to closer bridge railing
- Traffic operations

A few days prior to our first joint monthly status meeting on May 9, 2008, I provided the following information regarding the possibility of widening the existing bridge.

- Existing vertical clearance is sufficient to allow widening without jacking or replacement
- Cantilevering a full lane width is not feasible due to the structure type
- Separate bike/ped bridge is not very feasible for several reasons, including the fact that legally bicycle traffic could not be prohibited on the existing bridge
- Widening of 2'-3' on both sides of the bridge *may* be possible, but the County would need to provide the structural analysis to prove
- Preparation of an APS would be necessary

In order to avoid segmentation of the project, which may in turn cause other design exceptions and traffic operations challenges during the interim, we strongly suggest that the County complete the PSR as a PSR/PR, if an EIR or EIS is not required. If this is the case, then a PDT meeting will be held to consider obtaining consensus from key stakeholders on the project's purpose and need and scope, impacts to the state highway system as identified by traffic studies, impacts to the environment and the community, geometric feasibility and a reasonable funding source. According to Dale Ramey, the Project Study Report (PSR) is 95% complete; therefore it only seems reasonable to complete the suggested course of action.

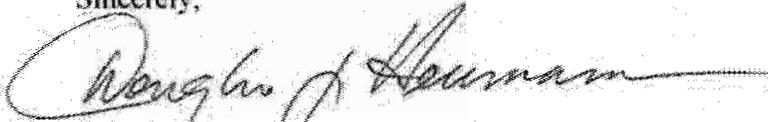
Route 101/Tefft Street IC - Flynn

June 4, 2008

Page 3

If you have any questions, please call me at (805) 549-3788.

Sincerely,



Douglas J. Heumann

Project Manager

C: Tim Gubbins, Caltrans-Project Management

John Fouche, Caltrans-Design