SUPPLEMENTAL
PROJECT STUDY REPORT
(PROJECT DEVELOPMENT SUPPORT)

ROUTE 101 / 84
(WOODSIDE ROAD) INTERCHANGE
RECONSTRUCTION

SUBMITTED BY: [Signature]
SAN MATEO COUNTY TRANSPORTATION AUTHORITY

APPROVAL RECOMMENDED: [Signature]
MOHAMMAD SULEIMAN, PROJECT MANAGER

CONCURRED BY: [Signature]
LEE TAUBENECK, OFFICE OF ADVANCE PLANNING, OFFICE CHIEF

APPROVED: [Signature] 6/13/06
BIJAN SARTIPI, DISTRICT DIRECTOR

DATE
This Supplemental Project Study Report (Project Development Support) 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.

JAMES M. COSTANTINI
REGISTERED CIVIL ENGINEER
T.Y. LIN INTERNATIONAL

May 10, 2006
DATE
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1. INTRODUCTION

The Project Study Report (Project Development Support) [PSR (PDS)] for the reconstruction of the Route 101 / 84 (Woodside Road) Interchange was approved in September 2000. Since that time, there have been significant changes that affected the original document. The purpose of this Supplemental Project Study Report (Project Development Support) [PSR (PDS)] is to document the changes to the approved PSR (PDS) and to proceed to the Project Approval / Environmental Document (PA/ED) phase once this report is approved.

The approved PSR (PDS) included alternatives that were developed with the assumption that the two adjacent projects would be constructed. These two projects are the Route 84 Extension of Bayfront Expressway Project; and the Route 84 (Woodside Road) Widening Project. Since the approval of the PSR (PDS) the sponsoring agency, San Mateo County Transportation Authority (SMCTA), has decided not to proceed on these two projects at this time because of funding constraints, environmental issues, and lack of local support.

Some of the alternatives developed for the approved PSR (PDS) included a flyover direct connection from southbound Route 101 to the future Route 84 Extension of Bayfront Expressway. Therefore, the flyover direct connection will be eliminated from the alternatives, since the Bayfront Expressway Extension project will not proceed at this time. Thus, the alternatives to be carried forward into PA/ED phase will not include the flyover direct connection nor will it include the Bayfront Expressway extension. However, this project will accommodate the future extension of Bayfront Expressway, if it should occur.

The estimated costs for the design alternatives is updated to account for the removal of the flyover direct connection out of the alternatives, and due to construction cost inflation since approval of the PSR (PDS). The revised estimated project costs for the remaining alternatives ranges from $53M to $105M.

The project sponsor and requestor is the San Mateo County Transportation Authority (SMCTA). Funding sources for preliminary engineering and environmental documentation, final engineering, right of way, and construction support for the project will be through future STIP dollars, local funding sources as they become available, and San Mateo County Measure A funding.

2. BACKGROUND

This interchange reconstruction project will provide overlap improvements at the Route 101 / 84 (Woodside Road) interchange including: reconstruction of the westbound Seaport Boulevard to northbound Route 101 loop on-ramp; the widening
of eastbound Seaport Boulevard to northbound Route 101 loop on-ramp; and the widening of eastbound Woodside Road to southbound Route 101 on-ramp.

The City of Redwood City and the County of San Mateo are in support of this project. There is no known opposition to this project at this time.

3. **NEED AND PURPOSE**

The second paragraph is revised as follows: “The purpose of the proposed project is to alleviate existing and projected peak hour traffic congestion at the Route 101 / 84 (Woodside Road) interchange and to provide traffic improvements in the vicinity of the interchange. The completion of the interchange project will enhance mobility, public safety, and improve traffic operations at the intersections of Woodside Road / Seaport Boulevard, Woodside Road / Veterans boulevard, Woodside Road / Broadway Avenue, and Woodside Road / Bay Road.

4. **ALTERNATIVES**

The alternatives that were developed for the signed PSR (PDS) and which will be carried forward into the PA/ED phase will not include a flyover direct connection as currently shown on some of the alternatives. The flyover structure that was developed to provide a direct connection between Route 101 and the Bayfront Extension (Route 84) is no longer required because the extension of the Bayfront Expressway is unlikely to have occurred when the improvements to the Route 101 / 84 Interchange are completed. However, it is proposed that the Route 101 / 84 (Woodside Road) Interchange project be designed such that the improvements do not preclude the construction of the Bayfront Expressway extension at a later date.

5. **SYSTEM PLANNING**

The first paragraph is revised to read as follows: “This project is in conformance with other Measure A improvements, which include projects to modify the Route 101 / Marsh Road interchange and Route 101 Auxiliary Lane project (EA 235700). These two projects were completed. The Auxiliary Lanes project provided additional auxiliary lanes on both sides of Route 101 from Marsh Road to north of the Route 101 / 84 (Woodside Road) interchange.”

The second and third paragraphs are deleted in their entirety.

6. **ENVIRONMENTAL DETERMINATION**

No Change.
7. **RIGHT OF WAY**

No Change.

8. **FUNDING AND SCHEDULING**

Funding for the project will be through future STIP dollars, local funding sources as they become available, and San Mateo County Measure A funds.

The San Mateo County Transportation Authority will be responsible for the preparation of the PA/ED phase, which will be funded through Measure A funds. The budget for PA/ED phase is estimated to be $3,850,000. A breakdown of support costs is provided within Attachment No. 6 in the signed PSR (PDS).

A cooperative agreement between Caltrans and SMCTA will be processed for the PA/ED phase. This supplemental report will be used as the authorizing document for the cooperative agreement.

The schedule for this project is updated as follows:

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<tbody>
<tr>
<td>Begin Project Report/Environmental Studies</td>
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<tr>
<td>Circulate Draft Project Report/Environmental Document</td>
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<tr>
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<td>Begin PS&amp;E</td>
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<tr>
<td>Submit Final PS&amp;E</td>
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<td>Advertise</td>
<td>1/11</td>
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<tr>
<td>Begin Construction</td>
<td>4/11</td>
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<tr>
<td>Construction Completed</td>
<td>10/13</td>
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9. **RECOMMENDATION**

No Change.

10. **DISTRICT CONTACTS**

The following are District 4 and SMCTA representatives who should be contacted concerning questions on this Supplemental PSR (PDS) document:

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