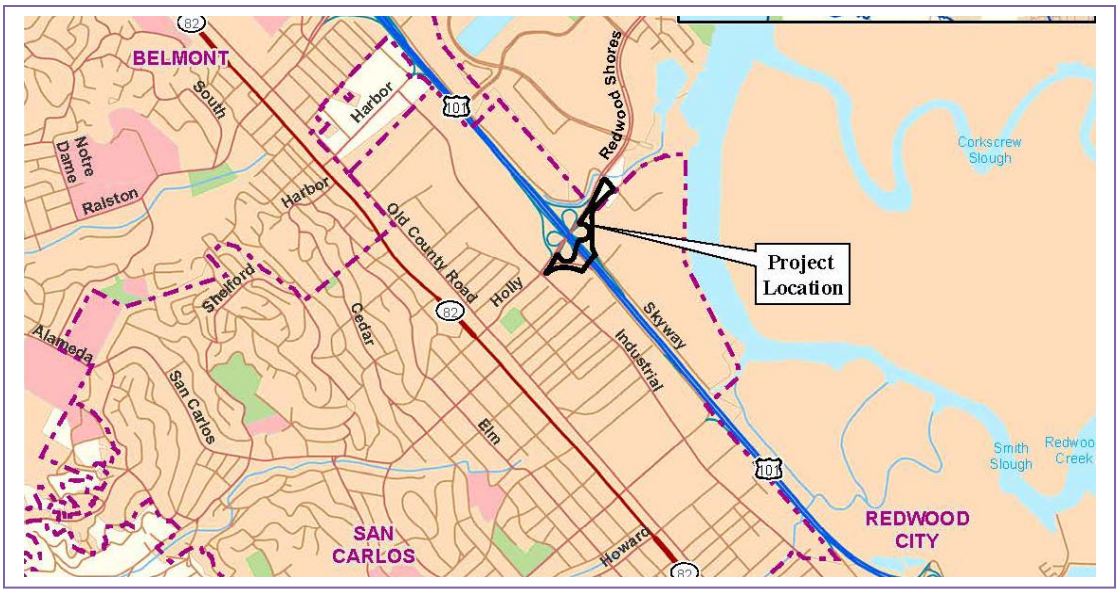
U.S. 101/Holly Street Pedestrian Overcrossing Project

SAN MATEO COUNTY, CALIFORNIA
DISTRICT 4-SM-101 PM 8.3
EA 1G622
Project ID: 0415000237

Initial Study

with Proposed Negative Declaration



Prepared by the
California Department of Transportation

December 2015

General Information About This Document

What's in this document:

The California Department of Transportation (Caltrans) has prepared this Initial Study, which examines the potential environmental impacts of alternatives being considered for the proposed project in San Mateo County, California. The document describes the project, the existing environment that could be affected by the project, potential impacts from the project, and proposed avoidance, minimization, and/or mitigation measures.

What you should do:

1. Please read this Initial Study. The document can be accessed electronically at the following website: http://www.dot.ca.gov/dist4/envdocs.htm. Hard copies of this document as well as the technical studies are available for review at the Caltrans District 4, 111 Grand Ave., Oakland, CA 94612. Contact Leahnora Romaya of Caltrans at 510-286-6303 or leahnora.romaya@dot.ca.gov to make an appointment to view the document, or to request hard copies and/or compact disks of the document.
2. Hard copies of the document are also available at the City of San Carlos City Hall at 600 Elm Street, San Carlos, CA 94070.
3. We welcome your comments. Send your comments to Caltrans via E-mail to Attn: yolanda.rivas@dot.ca.gov and Attn: leahnora.romaya@dot.ca.gov. Send via U.S. postal mail to Caltrans District 4, Attn: Yolanda Rivas, District Branch Chief or Attn: Leahnora Romaya, PO Box 23660, MS 8B, Oakland, CA 94623-0660.
4. Be sure to submit comments by the deadline: **February 10th, 2016**
5. Would you like a public information meeting? Please submit your request for a public information meeting in writing no later than **January 29th, 2016.** If it is determined that a public information meeting is necessary the location, time and date will be provided.

What happens next:

After comments are received from the public and reviewing agencies, Caltrans may:
1) give environmental approval to the proposed project, 2) do additional environmental studies, or 3) abandon the project. If the project is given environmental approval and funding is appropriated, Caltrans could design and build all or part of the project.

To obtain a copy in Braille, in large print, on computer disk, or on audiocassette, please contact: Caltrans, Attn: Yolanda Rivas at the address above, call at 510-286-5594, or use the California Relay Service TTY number, 711.

INITIAL STUDY WITH PROPOSED NEGATIVE DECLARATION

Note: *Pursuant to (State) Division 13, California Public Resources Code*—this project documentation has been prepared in compliance with the California Environmental Quality Act (CEQA). A Categorical Exclusion will be signed for National Environmental Policy Act (NEPA) compliance.

Project Title:	**U.S. 101/Holly Street Pedestrian Overcrossing Project**
Lead agency name and address:	California Department of Transportation 111 Grand Ave., Oakland, CA 94612
Contact person and phone number:	Christopher Blunk Caltrans Project Manager - San Mateo County Phone: 415.405.6148
Project Sponsor's Name and Address	City of San Carlos Department of Public Works 600 Elm Street, San Carlos, CA 94070
Project Location:	San Carlos, San Mateo County
Dist.-Co.-Rte., P.M., E.A.	04-SM-101, P.M. 8.3, E.A. 1G622
General plan description:	Transportation
Zoning:	Transportation
Description of Project	Construct a Class I pedestrian bicycle overcrossing over U.S. 101
Other public agencies whose approval is required:	U.S. Army Corps of Engineers, to obtain a Clean Water Act Section 404 Permit Regional Water Quality Control Board, to obtain a Clean Water Act Section 401 Permit

Environmental Factors Potentially Affected:

The environmental factors checked below would be potentially affected by this project. Please see the CEQA checklist for additional information. Any boxes not checked represent issues that were considered as part of the scoping and environmental analysis for the project, but for which no adverse impacts were identified; therefore, no further discussion of those issues is in this document.

☒	Aesthetics	☐	Agriculture and Forestry	☐	Air Quality
☒	Biological Resources	☐	Cultural Resources	☐	Geology/Soils
☐	Greenhouse Gas Emissions	☐	Hazards and Hazardous Materials	☒	Hydrology/Water Quality
☐	Land Use/Planning	☐	Mineral Resources	☐	Noise
☐	Paleontology	☐	Population/Housing	☐	Public Services
☐	Recreation	☐	Transportation/Traffic	☐	Utilities/Service Systems
☐	Mandatory Findings of Significance				

A. Project Information

The City of San Carlos (City) in cooperation with the California Department of Transportation (Caltrans) proposes to construct a new Class I pedestrian and bicycle overcrossing (POC) over U.S. 101. The proposed pedestrian overcrossing would be constructed approximately 430 feet south of the existing U.S. 101/Holly Street interchange, within existing Caltrans right-of-way (R/W). The project area includes the southern portion of the U.S. 101/Holly Street interchange, including U.S. 101 at Post Mile (PM) 8.3 (see Figure 3). As described further below, the pedestrian overcrossing would extend from Industrial Road on the west to Skyway Drive on the east.

Project Purpose and Need

Purpose

The primary purpose of the U.S. 101/Holly Street Pedestrian Overcrossing project is to:

- Provide a continuous path to improve pedestrian and bicycle east-west connectivity across U.S. 101.
- Provide a safer and more enjoyable alternative for crossing U.S. 101 by providing a route for pedestrians and bicyclists who want to avoid multiple vehicle conflict points at ramp intersections when crossing through the U.S. 101/Holly Street interchange.

Need

The needs for the project can be discerned from the negative characteristics that exist in the project area and from expected changes that significantly expand existing needs:

- U.S. 101 creates a barrier between the existing and proposed bikeways on both sides of the freeway with Holly Street as the only crossing of U.S. 101 within the City of San Carlos. There is limited pedestrian and bicycle connectivity between the residential and commercial areas of the City of San Carlos to the west of U.S. 101 and the commercial and recreational areas east of U.S. 101. There is a need to improve bicycle and pedestrian east-west connectivity across U.S. 101 within the City.
- Pedestrians and bicyclists attempting to travel east-west on Holly Street across U.S. 101 are presented with multiple vehicle conflict points and challenging maneuvers. Low-speed pedestrians and bicyclists crossing at the ramp intersections experience potential high-speed conflicts with vehicles because of the high-speed geometry configuration of the on- and off-ramps at this interchange. There is a need to reduce pedestrian/vehicle conflict points.
- On the west side of the U.S. 101/Holly Street interchange, along Industrial Road, the Palo Alto Medical Facility clinic is currently being constructed and more phases of development are anticipated. These phases would add a significant amount of vehicles and pedestrian traffic to the U.S. 101/Holly Street interchange. There is a need to improve pedestrian and bicycle access, circulation, and safety across the U.S. 101/Holly Street interchange.

Figure 1. Existing Condition (looking north from U.S. 101)

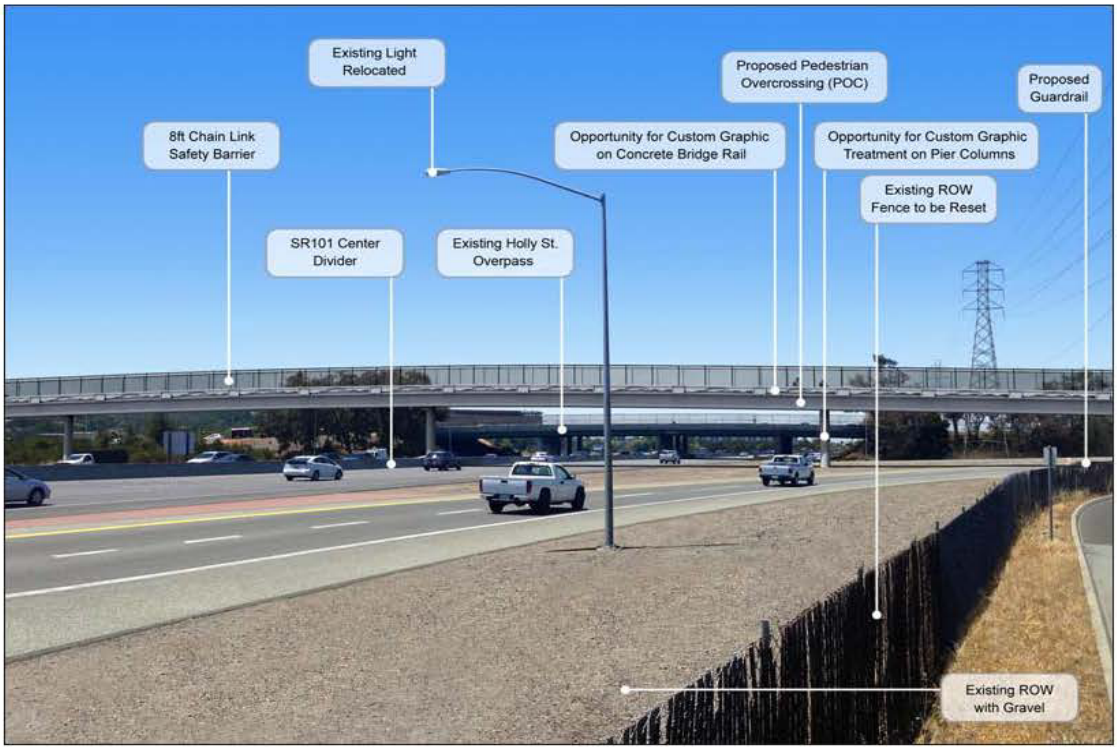


Figure 2. Visual Simulation of Proposed Pedestrian Overcrossing

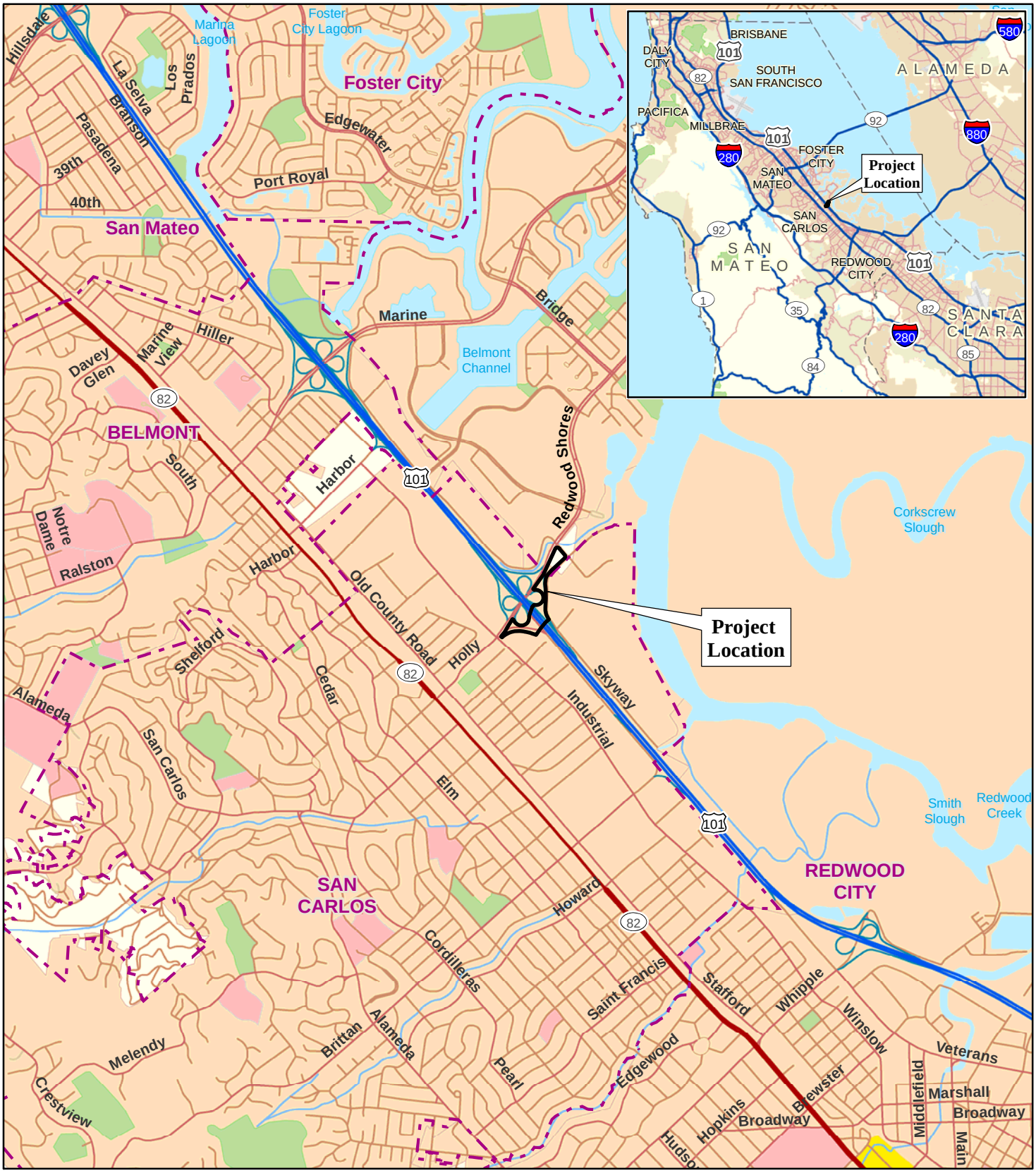


FIGURE 3

0 0.25 0.5
MILES

SOURCE: StreetMap NA (2012).

US 101/Holly Street Pedestrian Overcrossing Project
San Carlos, San Mateo County, California

Project Location

I:\RAJ1302\GIS\Maps\Community Impact Assessment POC\Figure 1_Project Location.mxd (4/10/2015)

Project Description

Within the City of San Carlos, California, Holly Street serves as the only U.S. 101 crossing for pedestrians and bicyclists. Holly Street connects both residential and commercial areas to the west of U.S. 101 with residential and commercial areas of Redwood Shores, on the east side of U.S. 101; and provides connections to recreation areas such as the San Francisco Bay Trail and the San Francisco Bay shoreline. Holly Street currently provides limited pedestrian and bicycle connectivity across U.S. 101.

The City of San Carlos (City), in cooperation with the California Department of Transportation (Caltrans) proposes to construct a new Class I pedestrian and bicycle overcrossing (POC) over U.S. 101 (see Figure 4). This new POC, located approximately 430 feet south of the U.S. 101/Holly Street interchange, would provide 1,540 feet of Class I bicycle path, including 1,073 feet of bridge crossing, and would connect Industrial Road on the west to Skyway Drive on the east. The new POC would provide an alternate route for pedestrians and bicyclists who want to avoid crossing the on- and off-ramps associated with the U.S. 101/Holly Street interchange. With entry points on Industrial Road and Skyway Road south of Holly Street, the proposed project would allow bicyclists and pedestrians to bypass Holly Street, without affecting vehicular movement through the interchange. No new R/W acquisition would be required for the proposed project.

Project Setting

The primary land uses in the vicinity of the interchange are commercial, industrial, and airport-related uses (see Figure 5). The area east of U.S. 101 includes the San Carlos Airport, San Mateo County Transit District (SamTrans) bus storage facility, the Hiller Aviation Museum, two-story office buildings, limited freeway-oriented lodging and restaurant buildings, and a solid waste transfer station and recycling facility. The area west of U.S. 101 includes large manufacturing businesses, biotechnical and biomedical firms, and light and heavy industrial uses. Residential uses are located west of Industrial Road. The Palo Alto Medical Foundation San Carlos Medical Center was approved for development on Industrial Road north of Holly Street and construction of its first phase has recently been completed.

Project Details

The Build Alternative would consist of an elevated bridge structure approximately 1,100 feet in length. Retaining walls, approximately 10 feet high, would be required at the approaches to the structure. The retaining wall on the east end of the structure would be approximately 174 feet long; at the west end, the retaining wall would be approximately 160 feet long. Retaining walls would have aesthetic treatments on sections of the wall that are visible. The proposed elevated structure would consist of a cast-in-place, pre-stressed concrete box girder approximately 14 feet wide and 4.5 feet deep providing a 12-foot-wide surface. The substructure for the POC would consist of a series of round concrete columns, approximately 3 feet in diameter. The approximate 125-foot long spans for the POC would provide a consistent and proportional rhythm of column heights and span lengths. A single column is planned at each pile location. The railings for the POC would consist of an 8-foot tall, black vinyl-coated ornamental fence along both sides of the POC. At a height of 28 feet, the POC would be approximately 3 feet higher than the existing Holly Street overcrossing. A bicycle roundabout would be installed on the

POC at the T-intersection near Industrial Road. Access to the POC and surrounding areas will be from the Maintenance Vehicle Pullouts located at the northbound diagonal off-ramp and southbound diagonal on-ramp of the interchange.

Replacement landscaping, designed to meet all Caltrans highway planting and safety policies, is proposed. The proposed project would include planting of the areas adjacent to the on- and off-ramps between the edge of the POC and the edge of the pavement clear zones, and areas between the POC walls and interchange elements and intersection planters where the sidewalk turns into the POC entries. Planting for the POC would include drought-tolerant trees, shrubs, and perennials that provide seasonal interest and color. Two entry points to the POC, one on Industrial Road and one at Skyway Road, would be provided. Both entries to the POC would be highlighted with distinctive planting that complements the retaining wall aesthetic treatments.

Construction Details

The proposed project would require site preparation, including necessary excavation/grading, construction of bridge columns and spans, and placement of falsework for the bridge or any prefabricated bridge sections. The project would likely require dewatering for bridge column foundation work due to existing shallow groundwater conditions. The project would also require temporary closures of U.S. 101, the northbound off-ramp, and the southbound on-ramp to install K-rail to provide working zones for construction and placement of the bridge columns and falsework. The use of construction cranes would be required. Work requiring closure of U.S. 101 and/or associated ramps would be conducted at night.

The following project-related earth-moving activities would occur within the project area:

- Eight 72-inch in diameter cast-in-drilled-hole (CIDH) piles would be excavated using one rotary drilling rig.
- Ten 24-inch in diameter CIDH piles would be excavated with one rotary drilling rig.
- Trenches for retaining wall footings would be excavated with backhoes and/or excavators.

The following estimated depths of excavation and grading would occur within the project area:

- 50-foot depth for 18 piles and columns.
- 4-foot depth for roadbed preparation.
- 3-foot depth of retaining wall footings.

The sequence of construction of the POC would be to construct the foundations, build the substructure, and then build the superstructure, as listed below:

- Excavate for abutment construction.
- Construct 24-inch diameter CIDH piles for abutments.

- Construct 72-inch diameter CIDH piles for bent foundations.
- Build abutments and retaining walls.
- Build columns.
- Backfill abutments.
- Construct CIP/PS (cast-in-place/pre-stressed) Concrete Box Girder Superstructure.
- Complete pavement construction for bike path.

The equipment anticipated to be used includes several backhoes, one rotary drilling rig, several concrete pumps, and one lattice boom lifting crane for lifting rebar cages.

The proposed project would be constructed concurrently with or after construction of the U.S. 101/Holly Street Interchange Reconstruction Project, which would modify the existing interchange from a Type L-10 four-quadrant cloverleaf to a Type L-9 partial cloverleaf configuration to improve traffic flow through the interchange.

Construction Staging and Equipment

Stage construction is not expected to be a major issue for this project as the majority of the work area will be outside of the existing roadway. Some construction staging would be required during the construction/removal of falsework and construction of column at the freeway median. Standard lane width restrictions during construction may be required for placement of K-rail and other construction items. Maintaining airway clearance requirements would likely be an issue during construction. To be in compliance, construction equipment could not exceed approximately 50 feet in height in the eastern-most project locations closest to the airport. Because of the length of piles required for POC abutments/footings, meeting airway clearance requirements would require alternate construction techniques such as field welding or splicing of piles, and/or working with FAA and the airport to allow temporary height encroachments into the airway clearance. Staging areas for equipment and materials storage would likely be located within portions of the interchange adjacent to the proposed overcrossing project (within Caltrans' R/W), as well as vacant parcels on either side of Holly Street in the vicinity of Shoreway Road and Skyway Road (within City of Redwood City R/W). Use of these staging areas would require Temporary Construction Easements (TCEs) from Caltrans for work within Caltrans' R/W and an agreement from the City of Redwood City for work with their R/W.

B. Environmental Setting

The proposed project is located on U.S. 101 approximately 450 feet south of the U.S. 101/Holly Street interchange in the City of San Carlos in San Mateo County, California. The project area consists of developed roadway areas associated with U.S. 101 (e.g., on- and off-ramps), culverts and wetlands, and highway landscaping. The San Francisco Bay is located approximately 0.25 mile from the existing interchange, east of San Carlos Airport outside of the project area.

Adjacent land uses include commercial, industrial, and airport-related uses (see Figure 5). The area east of U.S. 101 includes the San Carlos Airport, San Mateo County Transit District (SamTrans) bus storage facility, the Hiller Aviation Museum, two-story office buildings, motels and restaurants, and a solid waste transfer station and recycling facility. The area west of U.S. 101 includes large manufacturing businesses, biotechnical and biomedical firms, and light and heavy industrial uses. Residential uses are located west of Industrial Road. The Palo Alto Medical Foundation San Carlos Medical Center was approved for development on Industrial Road north of Holly Street and construction of its first phase has recently been completed.

Within the project area, topography is varied with elevations ranging from approximately 0 to 20 feet (at the overcrossing embankments) above mean sea level. The project area includes unnamed wetland channels, a seasonal wetland swale, and seasonal wetlands. A wetland delineation was completed on June 21, 2013, and approximately 0.36 acre of potentially jurisdictional wetland channels and seasonal wetlands and 0.09 acre of potentially jurisdictional culverts were delineated with the project area. Of this delineated area, up to 0.05 acre would be temporarily impacted during construction of the project. The project area drains via culverts, underground stormwater piping, and constructed ditches to Phelps Slough. Phelps Slough crosses southeast under Holly Street and then flows northeast for approximately 1,500 feet to a detention basin adjacent to Steinberger Slough. Steinberger Slough is a fully tidal tributary to San Francisco Bay approximately 2 miles to the northeast. Steinberger Slough and San Francisco Bay are both traditional navigable waters of the U.S. Four vegetation/land cover types were identified within the project area: developed/landscaped, trees/shrubs, ruderal/non-native annual grassland, and freshwater marsh/seasonal wetland.

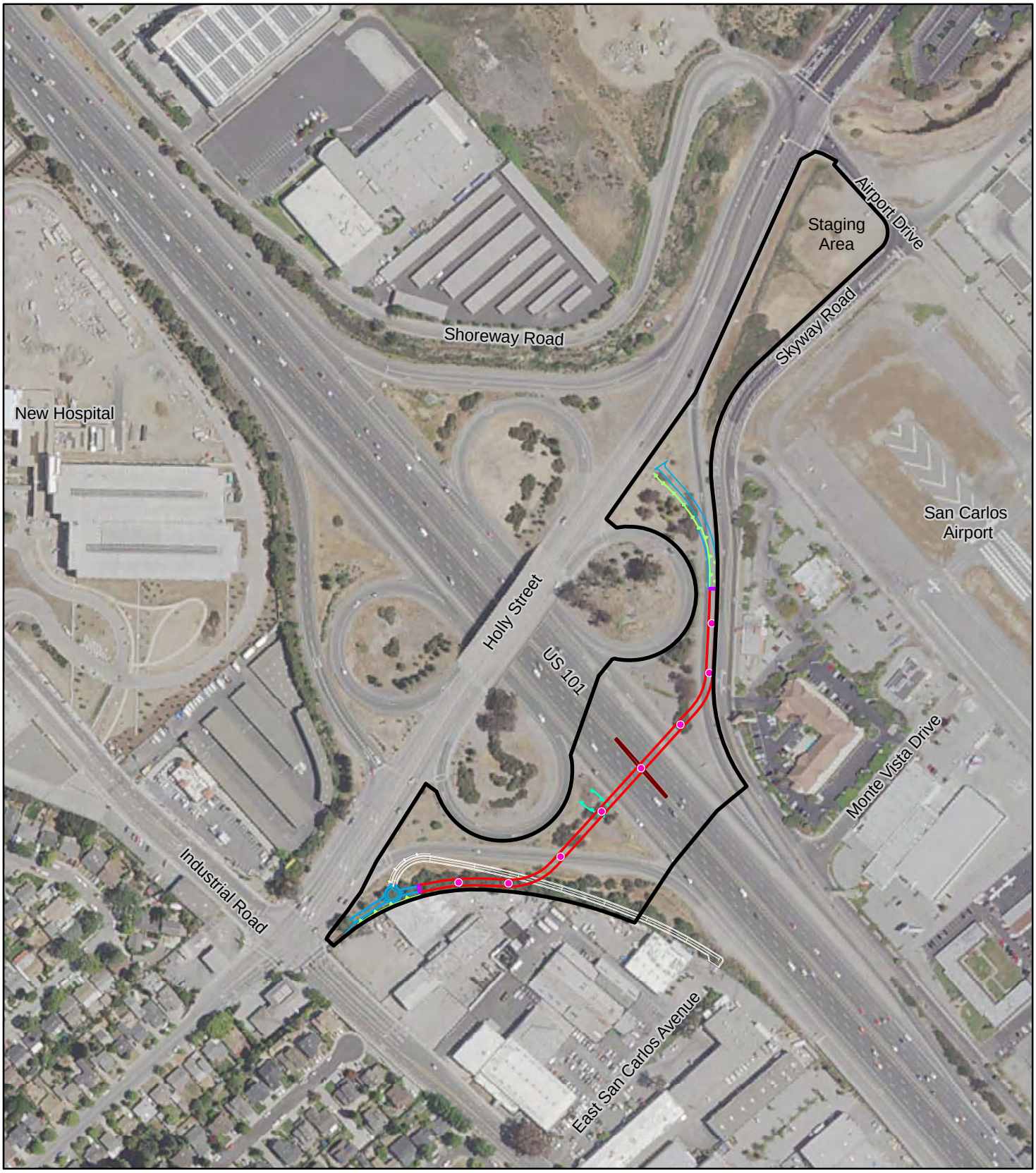
Consistency with Existing Zoning, Plans, and Other Applicable Land Use Controls

The proposed project would not change the County or City land use or zoning designations in the project area and is compatible with existing land uses along the project alignment. Implementation of the project would provide greater connectivity between the east and west sides of U.S. 101 by providing a Class I bicycle and pedestrian overcrossing of U.S. 101.

The project is consistent with the City of San Carlos General Plan (2011), Circulation Element Goal CSH-2 regarding the provision of alternative modes of travel, Goal CSH-4 to provide safe walking and bicycle riding, and Goal CSH-5 regarding provision of connections for all modes within San Carlos and with neighboring jurisdictions. The project would support bicycle and pedestrian access to commercial, industrial, and residential development that exists on both sides of U.S. 101 and, therefore, would be consistent with the goals and policies of the Land Use Element and the East Side Specific Plan to promote infill development in the eastern area of San Carlos.

The project is also consistent with the City of San Carlos Bicycle Transportation Plan (2012), which identifies a crossing of U.S. 101 at Holly Street in order to create a high quality route between the east side of U.S. 101 and downtown. The proposed POC would provide a connection via Holly Street and Industrial Road to the proposed East San Carlos Avenue Bike Boulevard, which is proposed to encourage safe and efficient pedestrian and bicycle travel between Industrial Road and Old County Road. East of U.S. 101, the proposed POC would provide a direct connection to the San Francisco Bay Trail, which

exists as a bike lane between the Class I bike path in Foster City and Skyway Road in San Carlos. The proposed POC would also conform to an existing Class II Bikeway, which extends east on Holly Street into Redwood Shores and meets up with a proposed Class II Bikeway along Shoreway Road and Skyway Road.



LEGEND

- Study Area
- Overcrossing Structure
- Edge of Path
- Retaining Wall
- Freeway Barrier
- Guard Rail
- Abutment
- Footing/Bent

N

0 150 300
FEET

FIGURE 4

US 101/Holly Street Pedestrian Overcrossing Project
San Carlos, San Mateo County, California

Proposed Project

SOURCE: USDA NAIP Aerial Imagery (06/2014).

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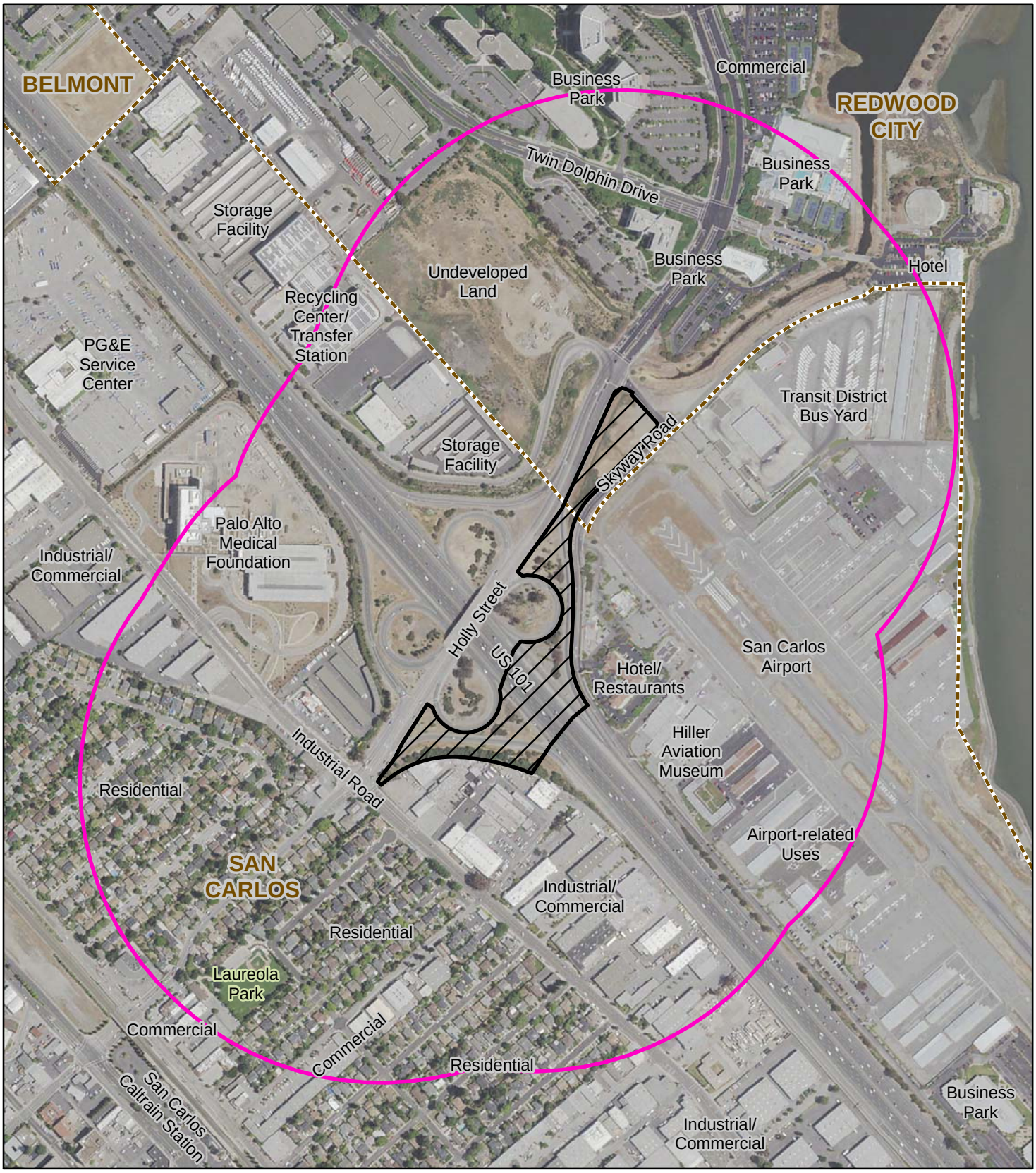

LEGEND

- Study Area
- 0.25-mile Buffer of Study Area
- City Limits

0 300 600
FEET

FIGURE 5

US 101/Holly Street Pedestrian Overcrossing Project
San Carlos, San Mateo County, California

Land Uses

SOURCE: USDA NAIP Aerial Imagery (06/2014).

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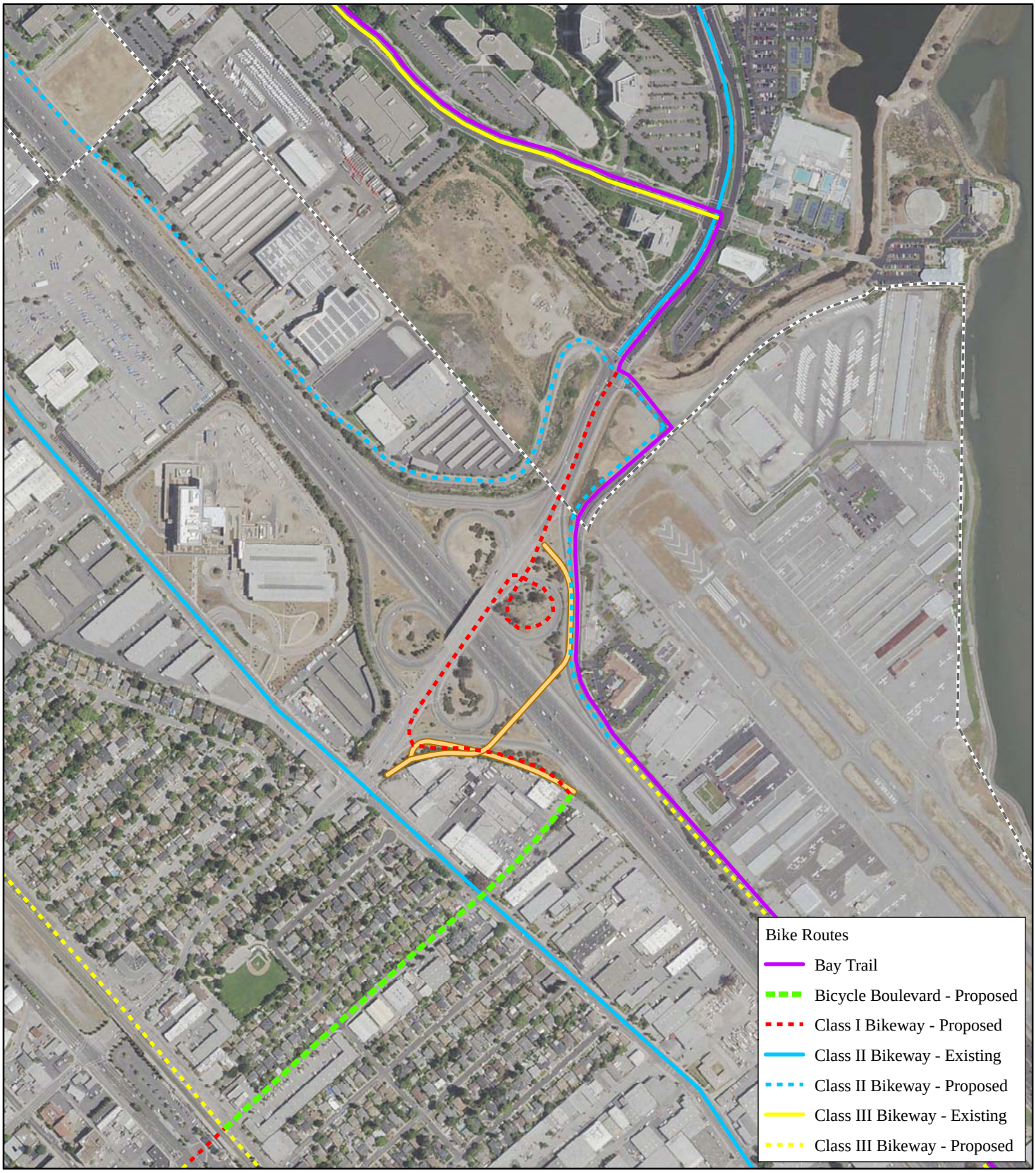

LEGEND

Proposed Project

City Limits

FIGURE 6

N

0 300 600

FEET

US 101/Holly Street Pedestrian Overcrossing Project
San Carlos, San Mateo County, California

Existing and Proposed Bicycle Facilities

SOURCE: USDA NAIP Aerial Imagery (06/2014).

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C. DETERMINATION

On the basis of this initial evaluation:

☒	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

Signature: Stefan Galvez	Date: 12/10/15
Printed Name: Stefan Galvez-Abadia	For:

Proposed Negative Declaration

Pursuant to: Division 13, Public Resources Code

Project Description

The City of San Carlos in cooperation with the California Department of Transportation (Caltrans) proposes to construct a new Class I pedestrian and bicycle overcrossing (POC) over U.S. 101. The new POC, located approximately 430 feet south of the U.S. 101/Holly Street interchange, would provide 1,540 feet of Class I bicycle path, including 1,073 feet of bridge crossing, and would connect Industrial Road on the west to Skyway Drive on the east. The new POC would provide an alternate route for pedestrians and bicyclists who want to avoid crossing the interchange ramps. No new R/W acquisition would be required for the project.

Determination

This proposed Negative Declaration (ND) is included to give notice to interested agencies and the public that it is Caltrans' intent to adopt an ND for this project. This does not mean that Caltrans' decision regarding the project is final. This ND is subject to modification based on comments received by interested agencies and the public.

Caltrans has prepared an Initial Study for this project, and pending public review, expects to determine from this study that the proposed project would not have a significant effect on the environment for the following reasons:

The proposed project would have no effect on traffic/transportation, recreation, public services, growth, agriculture, air quality, cultural resources, geology, greenhouse gases, land use, mineral resources, hazardous materials, or noise.

In addition, the proposed project would have no significant effect on utilities or on visual, aquatic, or water quality.

Effects to wetlands would be minimal and would be accounted for under required permit conditions such as compensation and/or creation/restoration/preservation of wetlands or a combination of those mentioned, to be determined during the permitting process. Best Management Practices (BMPs) would avoid any effects to special-status species, including nesting birds, by conducting pre-construction surveys, establishing exclusion buffers, and implementing other avoidance and minimization measures that are included as part of the project. Any possible contribution to cumulative impacts is minimized by the application of Caltrans BMPs and restrictions on construction to minimize impacts. Tree loss is compensated by replanting and maintaining replacement trees in the project area.

_____ _____

Melanie Brent
District Deputy Director
District 4
California Department of Transportation

Date

D. CEQA Environmental Checklist

This checklist identifies physical, biological, social and economic factors that might be affected by the proposed project. In many cases, background studies performed in connection with the project indicate no impacts. A NO IMPACT answer in the last column reflects this determination. Where there is a need for clarifying discussion, the discussion is included either following the applicable section of the checklist or is within the body of the environmental document itself. The words "significant" and "significance" used throughout the following checklist are related to CEQA, not NEPA, impacts. The questions in this form are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
I. AESTHETICS: Would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☐	☒

According to the Visual Impact Assessment (Stantec Architecture 2015) prepared for the proposed project, existing views from roadways in the project area consist of urban development, roadway infrastructure, and landscaping associated with the existing interchange. Viewers through this area generally have low to moderate expectations regarding scenic quality given the developed nature of the project area and the surrounding area. All improvements would occur within the existing R/W.

Proposed project changes would be visually prominent but are expected to result in little to no negative reactions from viewer groups due to the developed nature of the project area, short-duration of views for motorists in the project vicinity, and partial/total screening of neighboring views. The proposed project would be consistent with federal, state, and local policies related to visual resources and aesthetics. The proposed project would result in moderate visual impacts that can be minimized within 5 years using conventional practices. Context-sensitive aesthetic treatments would be incorporated into the design of the POC structure, and its associated columns, retaining walls, and design features (e.g., railings, lighting standards, and hardscape elements), where feasible. Replacement planting consistent with Caltrans' Replacement Highway Planting Policy will be provided. Such planting would include trees and shrubs as appropriate to the visual setting and project features. Trees to be preserved will be protected, and a tree protection zone will be designated around the trees.

Construction activities such as clearing and grading, as well as construction staging areas, would be limited to previously disturbed areas. In locations where cut and fill operations would be needed, the slopes would be graded to blend with the existing contours to provide a more natural appearance. Construction-related nuisances related to visual resources are short-term and would cease upon project completion. The use of standard best management practices (e.g., screening, good housekeeping, phasing to minimize disturbance) would be implemented to reduce the temporary effects of construction activities.

Streetlights, vehicle head and tail lights, and lighting associated with existing development provide the existing sources of light and glare in the project area. No light standards would be installed as part of the proposed project. Night work would be required for some portions of project construction. However, use of nighttime lighting would be temporary and of short duration. Nighttime construction work would be conducted within the existing interchange area, not in close proximity to residential uses that might be impacted by nighttime lighting. Therefore, the proposed project would not create a new source of light or glare, which would adversely affect day or nighttime views.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
II. AGRICULTURE AND FOREST RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

The project area is entirely developed with urban uses. No farmland or forest land is located within the project area nor is the project area zoned for agricultural uses or under Williamson Act contract. Therefore, the proposed project would have no impact on agricultural land.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
III. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☐	☒
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non- attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☐	☒
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☐	☒
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☐	☒

The project would not increase vehicle capacity and so would not affect long-term air quality. According to the Air Quality Assessment (LSA Associates, Inc. 2015a) prepared for the proposed project, compliance with Bay Area Air Quality Management District Rules and Regulations during construction would reduce construction-related air quality impacts from fugitive dust emissions and construction equipment emissions. Once construction of the proposed POC is completed, no long-term regional emissions would be generated associated with vehicle trips. Therefore, the proposed project would not significantly contribute to or cause deterioration of existing air quality.

IV. BIOLOGICAL RESOURCES: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	☐	☐	☐	☒
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☒	☐

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

A Natural Environment Study (NES) (LSA Associates, Inc. 2015b) was prepared for the proposed project to provide an analysis of biological resources in the project area. This analysis provides an assessment of the existing biological resources in the project area, evaluates potential impacts to biological resources from the project, and provides the regulatory framework for mitigating these potential impacts.

Nesting Birds. Potential impacts to special-status species may include impacts to nesting special-status birds, if present. Other bird nests that are protected by the Migratory Bird Treaty Act (MBTA) and/or California Fish and Game Code could also be impacted by the project.

If feasible, all vegetation removal activities would be conducted during the non-breeding season (i.e., September 1 through February 14) to avoid direct impacts to special-status birds and other nesting birds. If such work is scheduled during the breeding season (February 15 through August 31), a USFWS-approved biologist would conduct a pre-construction survey on and within 100 feet of the work area to determine if any birds are nesting in or in the vicinity of vegetation to be removed. The pre-construction survey would be conducted within 72 hours prior to the start of work. If active nests are found in the work area, the biologist would determine an appropriately sized buffer (typically 300 feet for raptors, 50 feet for passerines and other birds) around the nest, in which no work would be allowed until the young have successfully fledged. Where not accessible, suitable nesting habitat would be surveyed by scanning the habitat with binoculars. The size of the nest buffer would be determined by the biologist and would be based on the nesting species and its sensitivity to disturbance at the nest.

Pre-construction nest surveys and the establishment of exclusion buffers if nests are found would avoid potential impacts to nesting special-status birds and other protected bird nests. Additional lighting and noise from the proposed project is not expected to impact these species since the project would be constructed along existing roadways, which are already exposed to artificial light from street lighting and passing vehicles and high levels of noise.

Burrowing Owl. The grassland and undeveloped areas of the project area provide potential burrowing and foraging habitat for burrowing owls and, although unlikely, could be used as habitat by wintering or breeding owls. Pre-construction surveys would be conducted for burrowing owls prior to site preparation, grading, and construction. These surveys would conform to the survey protocol established by the California Department of Fish and Wildlife (CDFW) Staff Report on Burrowing Owl Mitigation. The following measures are consistent with the provisions of the MBTA and CDFW staff report:

1. No more than 14 days prior to any ground-disturbing activities, a USFWS-approved biologist would conduct a take avoidance survey for burrowing owls. If no owls are found during this first survey, a final survey would be conducted within 24 hours prior to ground disturbance to confirm that burrowing owls are still absent. If ground-disturbing activities are delayed or suspended for more than 14 days after the initial take avoidance survey, the suitable habitat areas of the Biological Study Area (BSA) would be resurveyed

(including the final survey within 24 hours of disturbance). All surveys would be conducted in accordance with the CDFW Staff Report on Burrowing Owl Mitigation (CDFG 2012). Where not accessible, suitable nesting habitat would be surveyed by scanning the habitat with binoculars.

2. If burrowing owls are found on the site during the surveys, mitigation would be required in accordance with the CDFW Staff Report on Burrowing Owl Mitigation (CDFG 2012). If the surveys identify breeding or wintering burrowing owls on or adjacent to the BSA, occupied burrows cannot be disturbed and would need to be provided with protective buffers. Where avoidance is not feasible, an exclusion plan may be implemented to encourage owls to move away from the work area prior to construction. The exclusion plan would be subject to CDFW approval and monitoring requirements.

Pre-construction surveys and the establishment of protective buffers around occupied burrows would avoid potential impacts to burrowing owls.

Special-Status Plant Species. Impacts to special-status plant species are unlikely because construction would not occur within freshwater marsh/seasonal wetland habitat that under more favorable conditions could support special-status plant species. The seasonal wetland swales and wetlands that may be impacted are unlikely to support special-status plants since they are constructed on fill within the cloverleafs or are adjacent to the on- and off-ramps within a disturbed urban area.

In compliance with Executive Order 13112, a weed abatement program will be developed to minimize the importation of non-native plant material during and after construction. Eradication strategies would need to be employed should an invasion occur. Measures addressing invasive species abatement and eradication would be included in the project design and contract specifications, and would be implemented and enforced by the construction contractor. At a minimum, this program would include the following:

- During construction, the construction contractor shall inspect and clean construction equipment at the beginning and end of each day and prior to transporting equipment from one project location to another. Equipment will be cleaned before leaving the site in order to avoid spreading any non-native invasive species already existing on-site (i.e., fennel [*Foeniculum vulgare*]), to off-site areas.
- During construction, soil and vegetation disturbance will be minimized to the greatest extent feasible.
- During construction, the construction contractor shall ensure that all active portions of the construction site are watered when needed due to dry or windy conditions to prevent excessive amounts of dust and seed dispersal.
- During construction, the construction contractor shall ensure that all material stockpiled is sufficiently watered or covered to prevent excessive amounts of dust and seed dispersal.
- During construction, soil/gravel/rock will be obtained from weed-free sources.
- Only weed-free straw, mulch, and/or fiber rolls will be used for erosion control.
- After construction, impacted areas will be revegetated with appropriate plant species approved by San Mateo County and the Caltrans District Biologist.
- After construction, all revegetated areas would avoid the use of species listed in the California Invasive Plant Council's (Cal-IPC's) California Invasive Plant Inventory that have a high or moderate rating.
- Eradication procedures (e.g., spraying and/or hand weeding) will be outlined should an infestation occur after construction is completed.

California Red-Legged Frog or Western Pond Turtle. The occurrence of California red-legged frog (CRLF) or western pond turtle in the adjacent Phelps Slough or the wetland channels within or near the project area is not expected, and the proposed project is not expected to affect CRLF and western pond turtle. Avoidance and minimization measures to protect their habitat would be implemented in the project area. Measures may include:

1. During project activities, all trash that may attract predators will be properly contained, removed from the work site, and disposed of regularly. Following construction, all trash and construction debris will be removed from work areas.

2. Equipment maintenance, refueling, and staging areas will not occur within 60 feet from any wetland channel. Prior to the onset of work, the applicant will ensure that a plan is in place for prompt and effective response to any accidental spills. All workers shall be informed of the importance of preventing spills and of the appropriate measures to take should a spill occur.

3. To control runoff during and after project implementation, the contractor shall implement BMPs in accordance with Regional Water Quality Control Board (RWQCB) guidelines.

Bat Species. Pallid bats and other bat species may roost in the cavities of the large trees of the BSA and/or in the crevices beneath the existing Holly Street overcrossing and forage in the open habitats within the BSA. Although none were observed during the reconnaissance survey, eucalyptus and other trees may contain cavities that might provide roosting sites for bats.

Focused bat surveys would be conducted in the cavities of the large trees and under the Holly Street overpass within the project area by a USFWS-approved biologist to determine if nursery or roost sites are present. If bats are roosting in the project area, the following measures shall be implemented:

1. If feasible, construction will occur beyond 50 feet from bat roosting sites.

2. Staging areas, construction equipment, and construction vehicles will be placed at least 100 feet from bat roosts.

3. Pruned limbs or cut trees will be left on the ground in place for at least 24 hours after cutting to allow any bats that may be roosting in the trees to leave the roosts prior to chipping the branches or removing the cut material from the site.

4. Before any activities begin in the vicinity of the identified bat roosts within the project area, an approved biologist shall conduct a training session for all construction personnel. At a minimum, the training shall include a description of the bats and their habitat, the specific measures that are being implemented to conserve the bat roosts for the current project, and the boundaries within which the project may be accomplished. Brochures, books, and briefings may be used in the training session, provided that a USFWS-approved person is on hand to answer any questions.

Implementation of the above avoidance and minimization measures would ensure that there are no project impacts to pallid bats and other roosting bat species. Construction of the proposed project would not impede movement of pallid bats or other bat species because they would be able to fly below or above the new pedestrian bridge. Additional lighting and noise from the proposed project is not expected to impact this species since the project would be constructed along existing roadways, which are already exposed to artificial light from street lights and passing vehicles and high levels of noise.

Wetlands. The proposed project would temporarily impact up to 0.05 acre of freshwater marsh/seasonal wetland habitat within the project area. The temporary impact would occur during construction of the overcrossing structure at 50 feet from the trail alignment where the trail is supported by piers and 60 feet from the lower portions of the trail. The exact impacts to this habitat cannot be determined prior to final project plans. Temporary impacts would be avoided to the extent feasible; wetlands could possibly be avoided. Although the limits of temporary impacts are in proximity to some of the other freshwater marsh/seasonal wetland habitat, these areas are expected to be avoided.

In accordance with state and federal requirements, impacts to waters of the U.S. or State during project implementation would require appropriate permits from the U.S. Army Corps of Engineers (USACE) and RWQCB. Furthermore, if any vegetation removal or other work within wetland channels occurs, a Streambed Alteration Agreement would be required from the CDFW. Regulatory permits would likely require compensation or creation/restoration/preservation of wetlands or a combination of those mentioned, to be compliant with the national “no net loss” policy.

Potential indirect impacts (e.g., degraded water quality due to construction-related runoff) would be avoided through implementation of BMPs in accordance with RWQCB guidelines and the Construction General Permit, which include the standard Caltrans BMPs.

Tree Removal. Project construction would require the removal of some of the existing trees adjacent to the on- and off-ramps to accommodate construction of the POC and associated retaining walls. A total of 20 trees meeting the City of San Carlos protected tree ordinance definition as protected trees (*significant* and/or *heritage* trees) may be removed by the project. Some of these trees may be avoided during construction, but the exact number of trees for removal would be determined during the design phase and finalized during construction. Where possible, protected trees would be avoided during construction. Replacement trees would be planted consistent with Caltrans’ Replacement Highway Planting Policy. Trees adjacent to construction that would be preserved would be protected by a designated tree protection zone.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES: Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☐	☒
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☒

A Historic Property Survey Report (HPSR) (LSA Associates, Inc. 2015c) and Archaeological Survey Report (ASR) (LSA Associates, Inc. 2015d) and Extended Phase I (XPI) Report (LSA Associates, Inc. 2015e) were completed to determine the presence of architectural or archaeological historic properties in the Area of Potential Effects (APE). A Paleontological Identification Report (PIR) (LSA Associates, Inc. 2015f) was prepared to document the potential

for paleontological resources older than 10,000 years to occur within the project area.

The HPSR and ASR do not identify historic properties in the APE. The buildings in the Architectural APE have been exempted from evaluation in coordination with Caltrans and the existing Holly Street overcrossing is listed as not eligible for inclusion in the National Register of Historic Places.

The archeological sensitivity assessment in the ASR identified intact soils below imported fill that are sensitive for subsurface prehistoric archaeological deposits. The XPI study was conducted to address this sensitivity and consisted of geoarchaeological coring in the APE. No archaeological deposits were identified in the coring. Therefore, there is little risk of damage to archaeological resources. In a Memorandum dated May 29, 2015, Caltrans determined that a finding of No Historic Properties Affected is appropriate for the proposed project; therefore, the process for compliance with Section 106 of the National Historic Preservation Act has been completed for the proposed project (Rushing and Greene 2015).

The PIR did not identify fossil resources, or the potential for any significant paleontological resources in the project area. The project area is unlikely to contain significant fossil resources, and any that might be present, at depth, would be destroyed during excavation for piles; as such no further paleontological study or paleontological mitigation is required. In the unlikely event that paleontological resources are discovered during ground-disturbing activities, work in the immediate area of the discovery would be halted until the find can be evaluated by a qualified paleontologist, and if necessary, collected from the field. If the find is determined to be significant, and there is a potential to encounter sediments similar to those from which the fossil was recovered, the paleontologist would prepare a Paleontological Mitigation Plan (PMP) to guide paleontological mitigation for the remainder of the project. The PMP would follow the current Caltrans guidelines as outlined in *Caltrans SER, EH, Volume 1, Chapter 8 – Paleontology* (Caltrans 2015).

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
VI. GEOLOGY AND SOILS: Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	☐	☐	☐	☒
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☐	☒
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☒
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☐	☒

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☐	☒
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒

A Preliminary Geotechnical Report (Parikh Consultants, Inc. 2013) was prepared for the U.S. 101/Holly Street Interchange Reconstruction Project to evaluate the potential geotechnical and seismic impacts on the proposed project.

According to the Preliminary Geotechnical Report, the project area is situated on Artificial Fill, which consists of poorly consolidated to well-consolidated gravel, sand, silt, and rock fragments. At the Holly Street overcrossing, the subsurface conditions consist of gravelly sand underlain by silty clay and clayey sand, with groundwater encountered 24 feet below the embankment grade (approximately 7-8 feet below the grade of U.S. 101).

The proposed project can be expected to experience strong ground shaking during a major earthquake generated on any of the nearby active faults or other active faults in the region. Caltrans recently updated the 1996 Seismic Hazard map with the new Caltrans Deterministic PGA Map (2008) and the Caltrans ARS Online (V1.0) design spectrum for the development of response spectra for design. Based on the new procedure, the Peak Ground Acceleration is 0.6g for the project bridge structures. Project elements should be designed and built in accordance with applicable Caltrans seismic design criteria. Based on the available Log of Test Borings, the liquefaction potential of the alluvium beneath the project location is judged to be very high. Site specific liquefaction potential would need to be evaluated in the Plans, Specifications & Estimate (PS&E) phase.

Based on the available data in the project area, embankments/fill slopes constructed in accordance with Caltrans standard specifications are expected to be stable at 2H:1V. Slopes protected by asphalt or concrete paving should be stable at 1.5H:1V. Caltrans guidelines generally require new embankments that are not protected from potential erosion and scour to be constructed at 4H:1V. Cut slopes are expected to be relatively stable at a 2H:1V ratio. These slopes would be planted with erosion control landscaping.

Prior to final design, additional field explorations would be required to verify subsoil and groundwater conditions and evaluate corrosion potential to develop specific recommendations for foundation, embankment, retaining wall, and drainage pipe construction. The detailed geotechnical design and materials report would also be conducted to analyze the slope stability of specific slopes that are developed for the project, and should consider slope maintenance and protection.

VII. GREENHOUSE GAS EMISSIONS: Would the project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

While Caltrans has included this good faith effort in order to provide the public and decision-makers as much information as possible about the project, it is Caltrans determination that in the absence of further regulatory or scientific information related to GHG emissions and CEQA significance, it is too speculative to make a significance determination regarding the project's direct and indirect impact with respect to climate change. Caltrans does remain firmly committed to implementing measures to help reduce the potential effects of the project. See http://www.dot.ca.gov/hq/tpp/offices/ogm/key_reports_files/State_Wide_Strategy/Caltrans_Climate_Action_Program.pdf

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
VIII. HAZARDS AND HAZARDOUS MATERIALS: Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	☒
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☐	☒
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒

A Phase I Initial Site Assessment (ISA) (Parikh Consultants, Inc. 2010) was conducted to assess the potential presence of contaminated soils and/or groundwater in the study area. According to the ISA, there is a high potential that surface soils in the project area have been impacted by contamination from aerially deposited lead (ADL). Surface samples of soil would be collected and analyzed for total lead. The pavement marking consists of yellow paint and possibly thermoplastic striping that contain lead. Thermoplastic striping would be removed and disposed of in accordance with standard Caltrans procedures.

Due to the age of the southern portion of the Holly Street overcrossing bridge structure, the presence of asbestos-containing materials (ACM) and lead-based paint (LBP) is likely. However, construction of the proposed POC would not require renovation or removal of the bridge structure; therefore, no impacts associated with ACM or LBP are anticipated as a result of the project.

Soils and groundwater at the Holly Street/Industrial Road intersection are impacted with petroleum hydrocarbons (Parikh Consultants, Inc. 2010). For any work that involves soil excavation or installation of foundations below the groundwater table, which may require dewatering, proper health and safety measures would be in place to protect the construction workers from exposure to hazardous chemicals. If there is a need for groundwater extraction, the extracted water would be placed in Baker tanks and tested and treated (if needed) prior to discharge to Publicly Owned Treatment Works or offsite recycling.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
IX. HYDROLOGY AND WATER QUALITY: Would the project:				
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☐	☒
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☐	☒
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☐	☒
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☐	☒
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☐	☒
f) Otherwise substantially degrade water quality?	☐	☐	☐	☒

g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒
j) Inundation by seiche, tsunami, or mudflow	☐	☐	☐	☒

According to the Stormwater Data Report (SWDR) (Rajappan & Meyer Consulting Engineers, 2015), the total disturbed soil area (DSA) is 1.29 acres. This area includes all construction activity that disturbs native soil, including the areas for piles, and roadway from toe of slope to toe of slope or other physical features such as retaining walls. The DSA also includes areas for equipment placement, contractor storage, and access routes adjacent to work sites. The project would add approximately 0.83 acre of impervious area, which would slightly increase the velocity and volume of flow within the project limits. The increase in stormwater runoff would be accounted for in the project design and through the use of Best Management Practices (BMPs), so the project would have a negligible effect on downstream flow. All stormwater runoff would be properly conveyed and treated through existing bio-basins prior to discharge. Post-construction sediment yield is expected to be insignificant. The project would not impact the floodplain in the project area.

According to the SWDR, the project is determined to be Risk Level 1[1]. Since the project disturbs more than 1 acre of soil, as required under the new Construction General Permit, a Stormwater Pollution Prevention Plan (SWPPP) would need to be prepared by a certified Qualified SWPPP Developer (QSD) and enforced by a certified qualified SWPPP Practitioner (QSP). BMPs would include soil stabilization, sediment control, wind erosion control, tracking control, non-storm water management and waste management/materials pollution control. The project is required to consider permanent treatment BMPs, which will be incorporated into the proposed project. Implementation of Caltrans' construction best management practices and compliance with the Construction General Permit would ensure that stormwater flows are conveyed and retained properly onsite and that surface water quality would not be adversely affected during construction activities.

[1] The risk level determination quantifies sediment and receiving water characteristics and uses these to determine the project's overall Risk Level. The Risk Level ranges from 1 to 3. Highly erodible soils, in higher rainfall areas, on steep slopes, increase the sediment risk.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
X. LAND USE AND PLANNING: Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
b)Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

The proposed project would not change the County or City land use or zoning designations in the project area and is compatible with existing land uses along the project alignment. Implementation of the proposed project would provide greater connectivity between the east and west sides of U.S. 101 by providing a Class I bicycle and pedestrian overcrossing of U.S. 101.

The project is consistent with the City of San Carlos General Plan (2011), Circulation Element Goal CSH-2 regarding the provision of alternative modes of travel, Goal CSH-4 to provide safe walking and bicycle riding, and Goal CSH-5 regarding provision of connections for all modes within San Carlos and with neighboring jurisdictions. The proposed project would support bicycle and pedestrian access to commercial, industrial, and residential development that exists on both sides of U.S. 101 and, therefore, would be consistent with the goals and policies of the Land Use Element and the East Side Specific Plan to promote infill development in the eastern area of San Carlos.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
XI. MINERAL RESOURCES: Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

There are no documented mineral resources in the project area.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
XII. NOISE: Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☐	☒
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☐	☒
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☐	☒
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

The proposed project does not increase capacity and would provide bicycle and pedestrian access across U.S. 101. The proposed project is not considered a Type 1 project as defined in 23 Code of Federal Regulations (CFR) 772.5.[2] Therefore, the proposed project is considered a Type 3 project[3], and a noise analysis is not required. A Technical Noise Memorandum (LSA Associates, Inc. 2015g) was prepared for the proposed project.

The closest sensitive receptor locations are located within 50 feet of the project construction areas. Therefore, these receiver locations may be subject to short-term noise reaching 84 dBA L_{max} or higher generated by construction activities at or near the construction boundary. Compliance with the construction hours specified by the City's Municipal Code and Caltrans' Standard Specifications, Section 14-8.02, would be required to minimize construction noise impacts on sensitive land uses adjacent to the project area. The noise level from the Contractor's operations, between the hours of 9:00 p.m. and 6:00 a.m., shall not exceed 86 dBA L_{max} at a distance of 50 feet. The contractor shall equip all internal combustion engines with the manufacturer-recommended muffler and shall not operate any internal combustion engine on the job site without the appropriate muffler.

[2] Type 1 projects are those projects that involve: 1) the construction of a highway on a new location; 2) the physical alteration of an existing highway (e.g., substantial horizontal or vertical alteration); 3) the addition of a through-traffic lane(s); 4) the addition of an auxiliary lane; 5) the addition or relocation of interchange lanes or ramps; 6) restriping existing pavement to add lanes; or 7) the addition of a new or substantial alteration of a weigh station, rest stop, ride-share lot, or toll plaza.

[3] A Type 3 project is a federal or federal-aid highway project that does not meet the classifications of a Type 1 or Type 2 project. Type 3 projects do not require a noise analysis.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
XIII. POPULATION AND HOUSING: Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

The proposed project would be constructed entirely within the existing interchange R/W. No residential or commercial R/W would be required to construct the project. As such, no displacements would occur. The proposed project would provide a Class I pedestrian and bicycle path across U.S. 101. The proposed project would not result in new housing, commercial, or industrial space as part of the proposed project. Therefore, the proposed project would not directly or indirectly induce substantial population growth.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
XIV. PUBLIC SERVICES:				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	☐	☐	☐	☒
Fire protection?	☐	☐	☐	☒
Police protection?	☐	☐	☐	☒
Schools?	☐	☐	☐	☒
Parks?	☐	☐	☐	☒
Other public facilities?	☐	☐	☐	☒

The proposed project would not result in an increase in population or facilities that would require the provision of fire or police services, schools, parks, or other public facilities, or result in the need for physically altered facilities. The demand for public services would be the same as under existing conditions after the construction of the proposed project.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
XV. RECREATION:				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

The project area is located approximately 0.15 mile northeast of Laureola Park and 0.25 mile southwest of the Bay Trail and the Bair Island Ecological Reserve. Intervening urban development separates the project area and these recreational facilities, and no direct connections between the site and these facilities exist at present. Therefore, the project would not cause any adverse operational impacts to parks or recreational facilities. Implementation of the project may benefit recreational facilities by improving and expanding bicycle and pedestrian facilities in the project area.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
XVI. TRANSPORTATION/TRAFFIC: Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☐	☒
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☐	☒
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
e) Result in inadequate emergency access?	☐	☐	☐	☒
f) Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☐	☒

The proposed project would construct a Class I facility across U.S. 101 to improve safety and

access for pedestrian and bicyclists through the interchange area. After completion, the proposed project would not generate additional vehicle trips, but would provide a benefit to traffic circulation by improving safety and access for pedestrians and bicyclists.

Construction activities (e.g., heavy equipment entering and leaving the roadway) could result in some traffic delays in the interchange area. However, no daytime detours or road closures would be required for project construction. U.S. 101 would be closed at night for the installation/removal of falsework associated with construction of the overcrossing. Detours are anticipated during temporary nighttime closures. To minimize impacts associated with potential detours and access restrictions during construction, Caltrans would prepare a Traffic Management Plan (TMP) and public outreach program, which would ensure accessibility through the project area for vehicles, as well as Americans with Disabilities Act (ADA) compliant and safe routes for pedestrians and bicyclists. The TMP would address traffic handling procedures, construction methods, staging, and contingency plans. As part of the public outreach process, the City would coordinate with adjacent residents and businesses, including the Palo Alto Medical Facility and emergency service providers. A Construction Zone Enhanced Enforcement Program (COZEEP) would be used, as required, to manage traffic during certain construction activities and temporary lane closures. Temporary highway closures would comply with the approved closure charts to be submitted during final design with closures scheduled at night to minimize impacts to highway traffic. In addition, Intelligent Transportation Systems (ITS) may be employed to assist with traffic management during construction. ITS uses mobile, portable traffic monitoring and management to provide information to motorists to help with route choice and to provide advanced warning of slowed or stopped traffic. Examples of ITS include electronic signs and other devices to control vehicle merging at the approach to lane closures, technologies that are used to manage and enforce speed limits in work zones (e.g., Variable Speed Limit systems, automated enforcement, radar, and speed advisory systems), and Portable Changeable Message Signs (PCMS).

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
XVII. UTILITIES AND SERVICE SYSTEMS: Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☒
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☐	☒
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☐	☒

g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☒

No impacts to existing utilities are anticipated during construction of the proposed project. Further, the proposed project would not increase the need for domestic water services, wastewater facilities, or solid waste disposal. Therefore, no permanent impacts to utilities would occur. The proposed project would add 0.83 acre of additional impervious area. Additional treatment for increase runoff from this new impervious area would be provided by existing bio-basins prior to discharge. The total volume of additional runoff flowing away from the project area would not cause increases that would result in impacts for the connecting drainage system.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☐	☒
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☐	☒
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☐	☒

The proposed project would construct a Class I pedestrian and bicycle overcrossing bridge over U.S. 101, approximately 430 feet south of the U.S. 101/Holly Street interchange. The project would connect the Holly Street/Industrial Road intersection on the west to Skyway Drive on the east to provide an alternate route for pedestrians and bicyclists who want to avoid crossing the interchange ramps. The proposed project does not have the potential to degrade the quality of the environment, nor does it have the potential to significantly impact fish habitat, species population, or eliminate important examples of the major periods of California history or prehistory. Implementation of standard Caltrans' BMPs, the re-establishment of trees and vegetation in kind, incorporation of minimization measures into project construction, and regulatory permit conditions for wetland impacts would ensure that no significant environmental impacts would result from proposed project. The project area is fully developed and has limited development projects in the adjacent area. As such, the proposed project would not result in cumulative effects. Adverse effects to human beings would not result from this proposed project.

Appendix A: References

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LSA Associates, Inc., 2015b. U.S. 101/Holly Street Pedestrian Overcrossing Project Natural Environment Study. June.

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LSA Associates, Inc., 2015d. Archaeological Survey Report. May.

LSA Associates, Inc., 2015e. Extended Phase I Report of Findings for the U.S. 101/Holly Street Pedestrian Overcrossing Project San Carlos, San Mateo County, California. May.

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Parikh Consultants, 2010. Phase I Initial Site Assessment Route 101/Holly Street Interchange Improvement, City of San Carlos, San Mateo County, California. 10 November.

Parikh Consultants, 2013. Preliminary Geotechnical Report Holly Street/Route 101 Interchange Improvements, City of San Carlos, San Mateo County, California. January.

Rajappan & Meyer Consulting Engineers, 2015. US 101/Holly St Pedestrian Overcrossing Stormwater Data Report. June.

Rushing, Brett and Elizabeth Krase Greene, 2015. *Section 106 compliance for the US 101 and Holly Street Pedestrian Overcrossing Project, in San Mateo County, PM 8.3* [Memorandum]. State of California: Department of Transportation.

Stantec Architecture, 2015. Visual Impact Assessment U.S. 101/Holly Street Pedestrian Overcrossing Project. July.

Appendix B: List of Preparers

California Department of Transportation

Yolanda Rivas	District Branch Chief/Office Environmental Analysis
Leahnora Romaya	Associate Environmental Planner/ Office Environmental Analysis
Frances Malamud-Roam	District Branch Chief/ Office of Biological Sciences and Permits
Ray Boyer	District Branch Chief/Office of Environmental Engineering-Air and Noise
Kimberly White	District Branch Chief/Office Landscape Architecture
Wilfung Martono	Transportation Engineer/Office of Water Quality
Bernard Choy	Transportation Engineer/ Office of Environmental Engineering
Charles Palmer	Associate Environmental Planner/Office of Cultural Resource Studies
Elizabeth Green	District Branch Chief/ Office of Cultural Resource Studies
Chris Wilson	District Branch Chief/Office of Environmental Engineering

LSA Associates, Inc.

Laura J. Lafler	Principal/Environmental Planner
Shanna Guiler, AICP	Senior Environmental Planner
Keith Lay	Associate/Acoustical and Air Quality Services
Jason Lui	Senior Noise Specialist
Tim Lacy	Principal/Biological Resources
Dan Sidle	Associate/Biological Resources
Andrew Pulcheon	Principal/Cultural Resources
Neal Kaptain	Associate/Cultural Resources

Rajappan & Meyer Consulting Engineers, Inc.

Bala Rajappan, P.E., T.E., ENV SP	President
Chuong (John) Nguyen, P.E.	Principal Civil Engineer
Tinh Truong	Senior Project Engineer

Fehr & Peers

Francisco Martin, P.E.	Senior Engineer

Parikh Consultants, Inc.

Gary Parikh, P.E., G.E.	President
Kandeep Saravanapavan, P.E., G.E.	Project Engineer

Stantec

Maisha Ruth, PLA, ASLA, CLIA	Associate Landscape Architect

Appendix C: Notice of Intent to Adopt a Negative Declaration

PUBLIC NOTICE

NOTICE OF INTENT TO ADOPT A NEGATIVE DECLARATION
FOR THE U.S. 101/HOLLY STREET PEDESTRIAN OVERCROSSING PROJECT

WHAT'S BEING PLANNED	The City of San Carlos (City), in cooperation with the California Department of Transportation (CALTRANS) proposes to construct a new Class I pedestrian and bicycle overcrossing (POC) bridge over U.S. 101. The purpose of the project is to reduce pedestrian and bicycle conflicts with vehicles within the U.S. 101/Holly Street interchange and to improve pedestrian and bicycle east-west connectivity across U.S. 101.
WHY THIS AD	CALTRANS has studied the effects this project may have on the environment. The studies show that it will not significantly affect the quality of the environment. The report that explains this is called a Negative Declaration/Initial Study. This notice is to tell you of the preparation of the Proposed Negative Declaration and Initial Study and of its availability for you to read and to offer the opportunity to request a public information meeting.
WHAT'S AVAILABLE	Maps for the Proposed Negative Declaration and Initial Study and other project information are available for review and copying at the CALTRANS District 4 Office, 111 Grand Avenue, Oakland, California, on weekdays from 8:00 am to 5:00 pm. The document is also available online at http://www.dot.ca.gov/dist4/envdocs.htm and hard copies are available at the City of San Carlos City Hall (600 Elm Street San Carlos, CA 94070) on weekdays from 8:00 am to 5:00 pm and on the City's website at: http://cityofsancarlos.org/depts/publicworks/capital_improvement_program_projects/default.asp
WHERE YOU COME IN	Do you have any comments about processing the project with a Negative Declaration and the Initial Study? Do you disagree with the findings of our study as set forth in the Proposed Negative Declaration? Would you care to make any other comments on the project? Would you like a public information meeting? Please submit your request for public information meeting in writing no later than **January 29th, 2016** to: CALTRANS, District 4 Office of Environmental Analysis Attn: Yolanda Rivas, Branch Chief or Leahnora Romaya P.O. Box 23660, MS 8B Oakland, CA 94623-0660 yolanda_rivas@dot.ca.gov or leahnora.romaya@dot.ca.gov We will be accepting comments on the Proposed Negative Declaration from **January 8, 2016 through February 10, 2016**. If there are no major comments or requests for a public information meeting, CALTRANS will proceed with the project's design.
CONTACT	For more information about this study or any transportation matter, call CALTRANS at (510) 286-4444. Individuals who require documents in alternative formats are requested to contact the District 4 Public Affairs Office at (510) 286-6445. TDD users may contact the California Relay Service TDD line at 1-800-735-2929 or Voice Line at 1-800-735-2922.

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Appendix D: Project Plans

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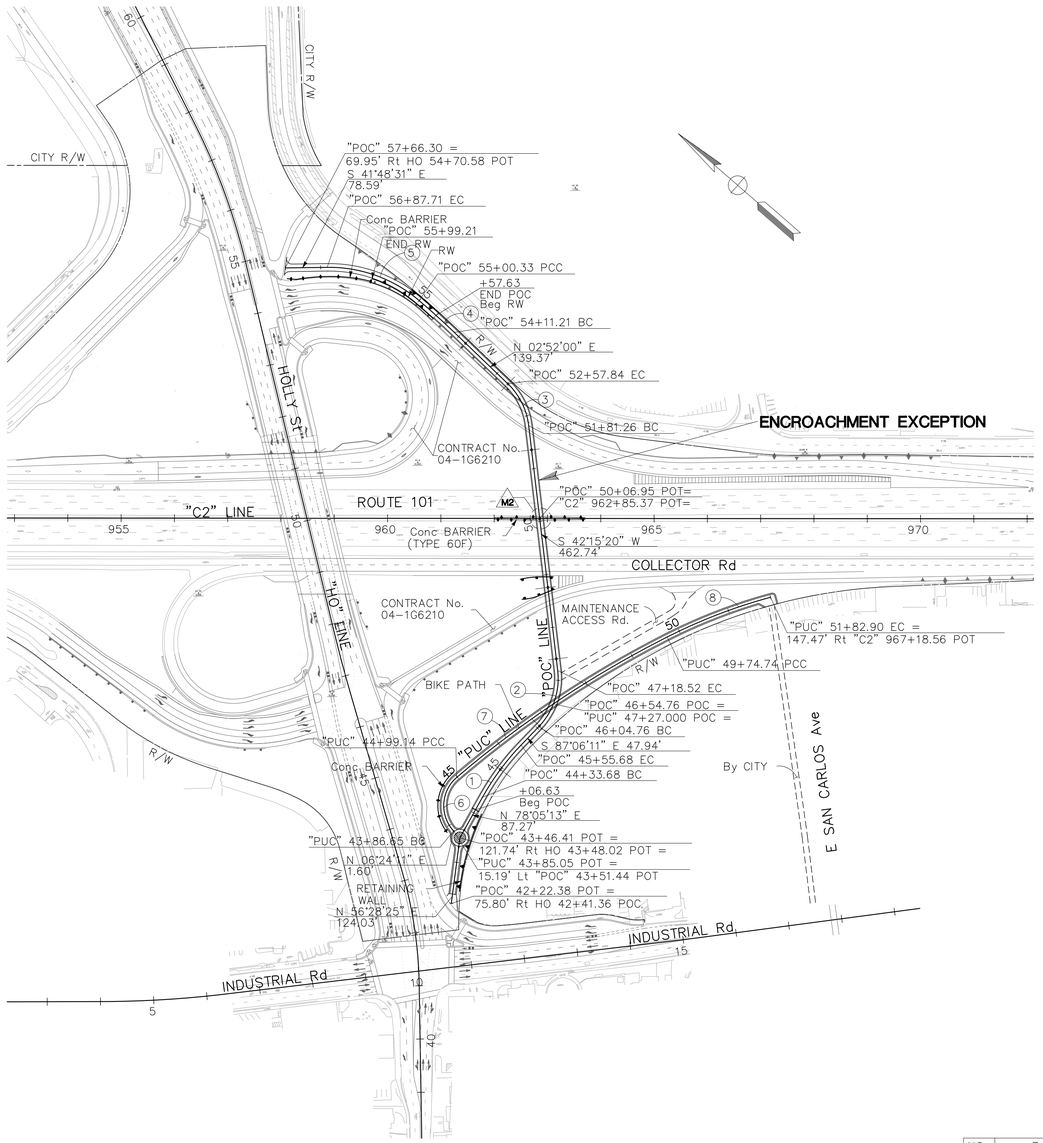
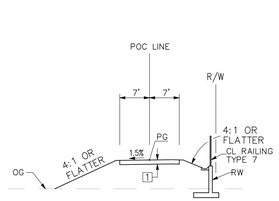
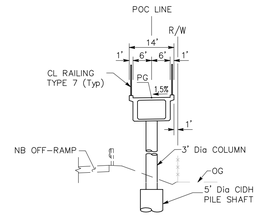
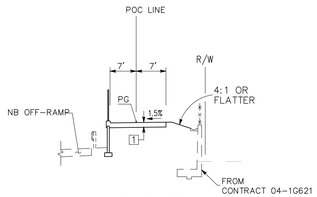




POC LINE
BIKE/PED PATH
STA 43+70 TO 44+06.63



POC LINE
BIKE/PED OVERCROSSING
STA 52+58 TO 54+57.63

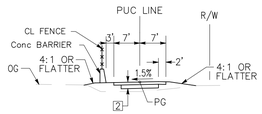


POC LINE
BIKE/PED PATH
STA 55+23 TO 55+99.21

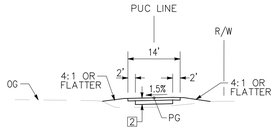
STRUCTURAL SECTION

1 — 0.50' PCC
0.50' CI 2 AB

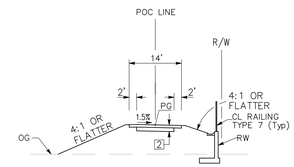
2 — 0.35' HMA (TYPE A)
0.50' CI 2 AB



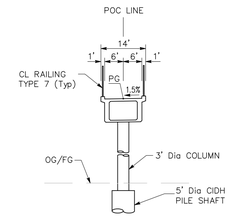
PUC LINE
CLASS I BIKEWAY
STA 43+85.05 TO 44+99



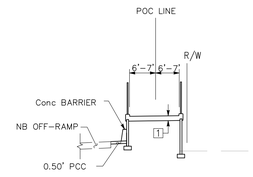
PUC LINE
CLASS I BIKEWAY
STA 44+99 TO 51+82.90



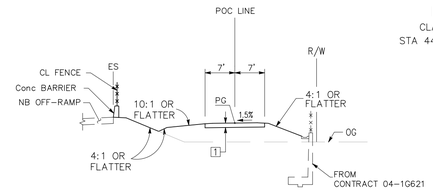
POC LINE
BIKE/PED PATH
STA 42+22.38 TO 43+70



POC LINE
BIKE/PED OVERCROSSING
STA 44+06.63 TO 52+58

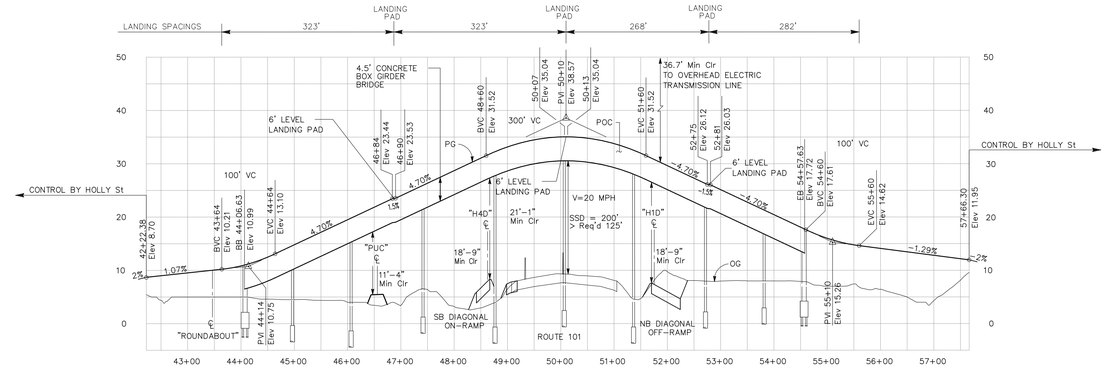


POC LINE
BIKE/PED PATH
STA 54+57.63 TO 55+23



POC LINE
BIKE/PED PATH
STA 55+99.21 TO 57+25

TYPICAL SECTIONS



PROFILE - "POC" LINE

PROFILE SCALE HORIZONTAL: 1" = 100'
VERTICAL: 1" = 10'

MANDATORY DESIGN EXCEPTIONS

No.	HDM REFERENCE	MANDATORY STANDARD REQUIRED:	NONSTANDARD PROVIDED:	STATUS
M2	302.1 305.1(3)(a) 309.1(3)(a)	SHOULDER WIDTH = 10' MEDIAN WIDTH = 22' HORIZONTAL CLEARANCE = 10'	LEFT SHOULDER WIDTH = 4'-10' MEDIAN WIDTH = 10'-17' HORIZONTAL CLEARANCE = 4'-10'	APPROVED

POC LINE CURVE DATA

NO.	R	Δ	T	L	N-COORDINATE	E-COORDINATE
1	471.97'	40°13'41"	172.85'	331.38'	2013322.53	6052273.16
2	130.00'	50°38'29"	61.51'	114.90'	2013921.31	6052351.46
3	130.00'	39°25'20"	46.58'	89.45'	2014263.80	6052662.63
4	1521.92'	03°21'18"	44.57"	89.12'	2014471.96	6051279.30
5	260.00'	41°17'35"	97.97'	187.38'	2014483.32	6052541.17

PUC LINE CURVE DATA

NO.	R	Δ	T	L	N-COORDINATE	E-COORDINATE
6	70.00'	92°04'43"	72.59'	112.50'	2013776.00	6052161.87
7	2000.00'	13°37'29"	238.92'	475.60'	2011867.11	6051877.21
8	1021.94'	11°40'15"	104.44'	208.17'	2012773.26	6052245.28

ROUTE 101/HOLLY St PEDESTRIAN OVERCROSSING
GEOMETRIC DRAWING
LAYOUT

04-SM-101 PM 8.3 EA 04-1G622 PROJECT ID 0415000237

R&M Rajappan&Meyer
CONSULTING ENGINEERS INC
1038 Leigh Avenue, Suite 100 San Jose, CA 95126
Phone: 408.280.2772 Fax: 408.280.6803

SHEET 1 OF 1
DESIGNED BY AC
CHKD BY CN
DATE 10-06-2015
SCALE NO SCALE

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Appendix E: Title VI Policy Statement

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION
OFFICE OF THE DIRECTOR
P.O. BOX 942873, MS-49
SACRAMENTO, CA 94273-0001
PHONE (916) 654-5266
FAX (916) 654-6608
TTY 711
www.dot.ca.gov

Flex your power!
Be energy efficient!

March 2013

NON-DISCRIMINATION
POLICY STATEMENT

The California Department of Transportation, under Title VI of the Civil Rights Act of 1964 and related statutes, ensures that no person in the State of California shall, on the grounds of race, color, national origin, sex, disability, religion, sexual orientation, or age, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity it administers.

For information or guidance on how to file a complaint based on the grounds of race, color, national origin, sex, disability, religion, sexual orientation, or age, please visit the following web page: http://www.dot.ca.gov/hq/bep/title_vi/t6_violated.htm.

Additionally, if you need this information in an alternate format, such as in Braille or in a language other than English, please contact the California Department of Transportation, Office of Business and Economic Opportunity, 1823 14th Street, MS-79, Sacramento, CA 95811. Telephone: (916) 324-0449, TTY: 711, or via Fax: (916) 324-1949.

MALCOLM DOUGHERTY
Director

"Caltrans improves mobility across California"

Appendix F: Distribution List

Elected Officials

Honorable Dianne Feinstein
United States Senate
One Post Street, Suite 2450
San Francisco, CA 94104

Honorable Barbara Boxer
United States Senate
70 Washington Street, Suite 203
Oakland, CA 94607

Honorable Jackie Speier
United States Congress – 14th District
155 Bovet Road, Suite 780
San Mateo, CA 94402

Honorable Jerry Hill
California State Senate – 13th District
1528 South El Camino Real, Suite 303
San Mateo, CA 94402

Honorable Kevin Mullin
California State Assembly – 22nd District
1528 South El Camino Real, Suite 302
San Mateo, CA 94402

Honorable Don Horsley
San Mateo County Supervisor – District 3
Hall of Justice
400 County Center
Redwood City, CA 94063

Mr. Ron Collins
Mayor
City of San Carlos
600 Elm Street
San Carlos, CA 94070

Mr. Cameron Johnson
Vice Mayor
City of San Carlos
600 Elm Street
San Carlos, CA 94070

Mr. Bob Grassili
Council Member
City of San Carlos
600 Elm Street
San Carlos, CA 94070

Mr. Matt Grocott
Council Member
City of San Carlos
600 Elm Street
San Carlos, CA 94070

Mr. Mark Olbert
Council Member
City of San Carlos
600 Elm Stret
San Carlos, CA 94070

Repositories

Caltrans District 4
111 Grand Avenue
Oakland, CA 94612

City of San Carlos City Hall
600 Elm Street
San Carlos, CA 94070