

**State Route 118 at State  
Route 34 and Donlon Road  
Intersection Improvement  
Project  
ALTERNATIVES WORKSHOP  
May 7, 2009**



## PURPOSE OF WORKSHOP

- Present proposed project alternatives
- Solicit comments
- Collect questions requiring further study before response
- Provide project contact information, so the public can interact with project team

# PRESENTATION OUTLINE

- **Introductions**
  - Panel Members
  - Recognition of Elected Officials and Local Agency representatives
- **Project Background and History**
- **Project Purpose**
  - Problems, Deficiencies, Justifications
  - Study Limits
- **Proposed Alternatives**
  - Descriptions
  - Advantages vs. Disadvantages
- **Environmental Process**
- **Environmental Document Schedule**
- **Question/Answer Period**

# PROJECT BACKGROUND AND HISTORY

## 1993

- Ventura County Public Works Agency requests a joint venture with Caltrans on a project to improve the SR 118 and SR 34 intersection.
- County to realign Donlon Rd. to connect with SR 34
- State to improve other 3 legs

## 1999

- Caltrans adopts and approves a Negative Declaration/Finding of No Significant Impact (ND/FONSI) document for the proposed project

## 2000

- Lawsuit filed on behalf of Save Our Somis (SOS) in Ventura County Superior Court

## 2002

- Court indicated that EIR must be prepared

## PURPOSE OF THE PROJECT

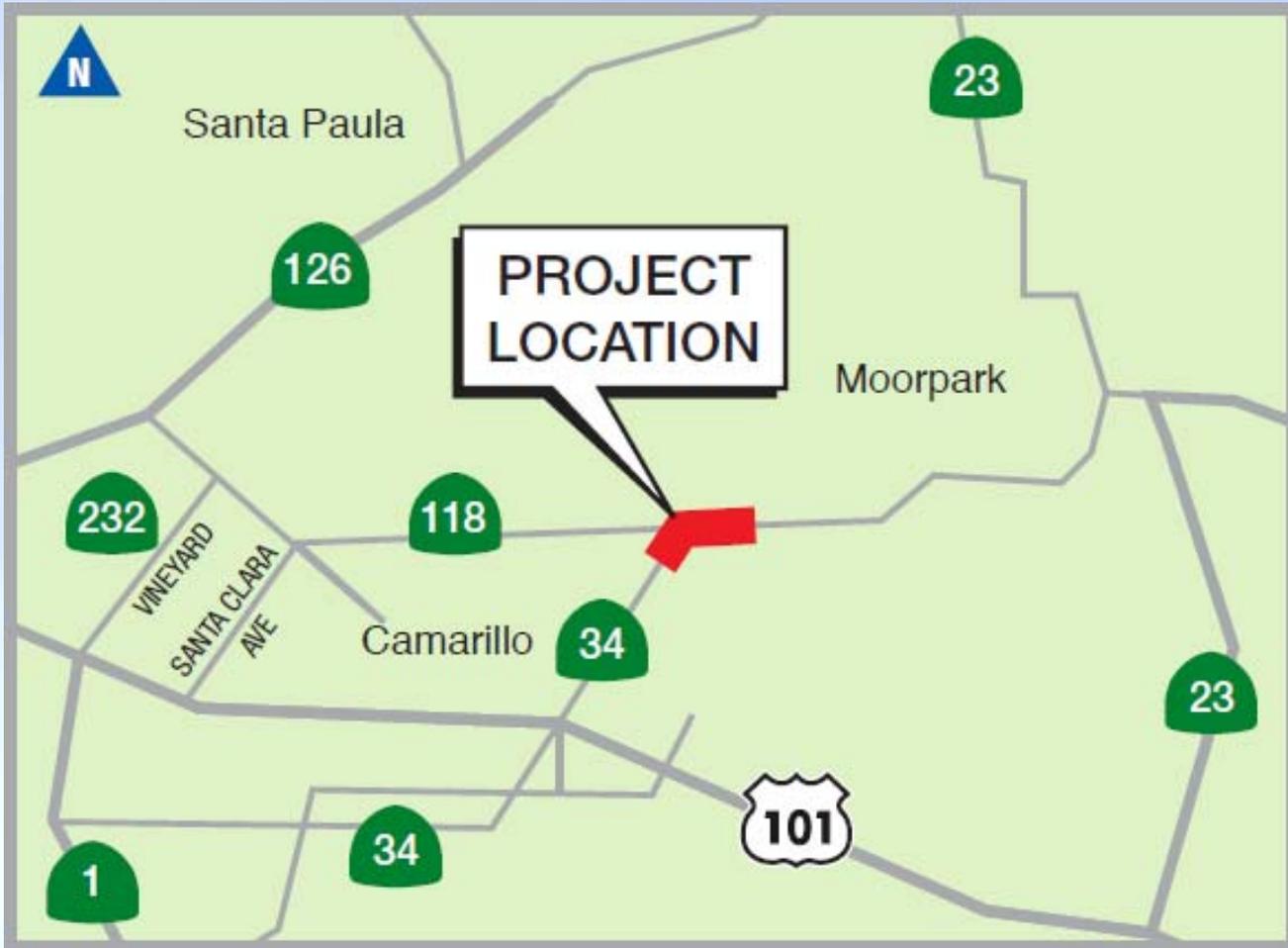
The proposed improvements would achieve the following:

- Improve traffic operations through the intersection
- Enhance safety
- Relieve congestion
- Combine two adjacent T-intersections into a more efficient 4-way intersection

# PROBLEMS, DEFICIENCIES, JUSTIFICATION

- Traffic studies indicate that the intersection of **SR 118** and **SR 34** currently operates at **Level of Service (LOS) F** during morning and evening peak hours
- **Delay at intersection**
  - AM peak hour – 108.0 sec.
  - PM peak hour – 188.9 sec.
- **Insufficient left turn pocket storage** from westbound SR 118 to southbound SR 34
- **Truck percentages:**
  - Eastbound SR 118 = 25.6%
  - Westbound SR 118 = 19.9%
  - SR 34 = 14%

# STUDY LIMITS



SR 118 – PM 10.72/11.80  
SR 34 – PM 16.80/17.66

## **ALTERNATIVE 1 – No Build**

**No Build Alternative** proposes to maintain the current intersection configuration

## **ALTERNATIVE 1 – No Build Advantages vs. Disadvantages**

### **Advantages are:**

- Minimal adverse impact on surrounding environment

### **Disadvantages are:**

- No congestion relief
- No safety improvements
- Increased future delay times

## **ALTERNATIVE 2 - Intersection Improvement**

- Realign Donlon Rd. Close Donlon Rd. from SR 118 to La Cumbre Rd.
- Add one left turn pocket on westbound SR 118
- Add auxiliary lane on eastbound SR 118
- Add right-turn and left-turn lanes on eastbound SR 118
- Add auxiliary lane on southbound 34

## **ALTERNATIVE 2 – Intersection Improvement Advantages vs. Disadvantages**

### **Advantages are:**

- Relieve congestion during peak hours
- Avoid crossing over Coyote Canyon creek , which will greatly reduce environmental impacts to creek
- Enhance safety at intersections

### **Disadvantages are:**

- Requires acquisition of 2.4 Ac. of new right-of-way, from which 1.8 Ac. would be farmland
- Impacts to wetlands and riparian vegetation
- Requires tree removal

## **ALTERNATIVE 3 – Save Our Somis (SOS)**

Similar in design to **Alternative 2** with the following differences:

- Only one left turn lane for westbound SR 118, lengthened to approximately 350 feet
- Auxiliary lane would not be included on eastbound SR 118
- Auxiliary lane would not be included on southbound SR 34

## **ALTERNATIVE 3 – Save Our Somis (SOS)**

### **Advantages vs. Disadvantages**

#### **Advantages are:**

- Relieve congestion during peak hours
- Avoid crossing over Coyote Canyon creek , which will greatly reduce environmental impacts to creek
- Enhance safety at intersections

#### **Disadvantages are:**

- Requires acquisition of 2.0 Ac. of new right-of-way, from which 1.4 Ac. would be farmland
- Impact to wetlands and riparian vegetation
- Requires tree removal

## ALTERNATIVE 4 – Roundabout

- Construct a roundabout to replace the existing intersection
- Realign Donlon Rd. to become the north leg of roundabout

## **ALTERNATIVE 4 – Roundabout Advantages vs. Disadvantages**

### **Advantages are:**

- Minimal impacts to Coyote Canyon creek

### **Disadvantages are:**

- Truck weaving problem at roundabout entry
- Reduced speed through roundabout could potentially increase delays on SR 118
- Requires acquisition of 3.3Ac. of new right-of-way, from which 2.3 Ac. would be farmland
- Requires tree removal

## Alternative 5 - Somis Bypass

- Construct a new two-lane bypass
- Realign Donlon Rd.
- Construct two new signalized intersections at the southern and northern ends of bypass

# Alternative 5 – Somis Bypass

## Advantages vs. Disadvantages

### Advantages are:

- Improve intersection operations and relieve congestion
- Divert traffic from Somis
- Reduce traffic through intersection

### Disadvantages are:

- Substantial adverse environmental impacts to the riparian/wetlands of Fox Barranca and Coyote Canyon
- Acquisition of approximately 44 Ac. of new right-of-way, from which the majority would be farmland
- Impacts to critical biological habitat
- Potential impact to endangered species (Least Bell's Vireo)
- Encroachment on a 100-year base floodplain
- High project cost
- Potential for growth inducement

## Alternative 6 – Bridge Alternative

- Same intersection improvements as **Alternative 2**
- Proposed bridge structure on northern leg of intersection would cross directly over Coyote Creek (longer bridge)

## **Alternative 6 – Bridge Alternative Advantages vs. Disadvantages**

### **Advantages**

- Relieve congestion during peak hours
- Enhance safety at intersections

### **Disadvantages**

- Requires acquisition of 2.0 Ac. of new right-of-way, from which 1.3 Ac. would be farmland
- Substantial adverse environmental impacts to Coyote Creek
- Requires tree removal

# ENVIRONMENTAL PROCESS

## INITIATION OF PROJECT/FEDERAL ACTION

1. Initiate Environmental Studies
2. Public & Agency Scoping
3. Prepare Draft Environmental Document
4. State & Federal Review & Revisions
5. Approval of Draft Environmental Document
6. Circulate for Public Comments
7. Public Hearing
8. Prepare Final Environmental Document
9. Approve Final Environmental Document

# Environmental Document Schedule

## **July 2010**

- Complete and circulate draft environmental document to public

## **August 2010**

- Public Hearing

## **September 2010**

- Select preferred alternative and begin Final Environmental Document (FED) and Final Project Report (FPR)

## **November 2010**

- Complete and submit FED and FPR for approval

## Question/Answer Period

- Questions or Comments?
- Those who turned in a comment card can speak first
- Informal questions after presentation
- Written comments due by **June 8<sup>th</sup>, 2009**
- Address comments to:

**Mr. Carlos Montez, Branch Chief  
California Department of Transportation  
Division of Environmental Planning  
100 S. Main Street  
Los Angeles, CA 90012**