

FACT SHEET
State Route 118 at State Route 34 and Donlon Road
Intersection Improvement Project



OVERVIEW OF PROPOSED PROJECT

The California Department of Transportation (Caltrans) is proposing improvements to reduce delay time at the SR 118/SR 34 and SR 118/Donlon Road “T” intersections. There are six alternatives currently under consideration as part of this project. Four of the alternatives would relocate and realign Donlon Rd. westerly to align with the existing SR 34. All four of these alternatives would eliminate the existing intersection of SR 118/Donlon Rd and widen the SR 118 and SR 34 intersection approaches. The remaining two alternatives consist of the No Build Alternative and the Somis Bypass Alternative. The Somis Bypass Alternative would include the construction of a new roadway that would divert most of the existing traffic along the project stretch of SR 34 (Somis Rd.) to the east of the community of Somis.

PROJECT PURPOSE

The proposed improvements would achieve the following:

- Acceptable level of traffic operations
- Enhanced safety
- Congestion relief

ALTERNATIVES/DESCRIPTIONS

Alternative 1 – No Build Alternative

Alternative 1 is the “No Build” alternative. The “No Build” Alternative proposes to maintain the current intersection configurations.

Alternative 2 – Intersection Improvement Alternative

Alternative 2 is referred to as the Intersection Improvement Alternative. This alternative would realign the existing portion of Donlon Rd. that stretches from SR 118 to La Cumbre Rd. The new alignment of Donlon Rd. would begin at the SR 118/SR 34 intersection and would continue north along the west side of Coyote Canyon, over the spillway of the Coyote Canyon debris basin, located 650 ft. north of SR 118. A new bridge structure would be constructed to cross over the spillway in a northeasterly direction, at which point the realigned roadway would reconnect to the existing Donlon Rd.

The new configuration for the proposed SR 118/SR 34 four-leg intersection would consist of:

Eastbound SR 118
(West Side)

- 1 left-turn only lane
- 1 thru lane (existing)
- 1 right-turn only lane

Eastbound SR 118
(East Side)

- 1 thru lane (existing)
- 1 auxiliary lane

Alternative 2 – Intersection Improvement Alternative, continued.

Westbound SR 118
(West Side)

- 1 thru lane

(East Side)

- 1 thru lane (existing)
- 2 left-turn only lanes (1 existing)

Northbound SR 34

- Existing left-turn only lane would be changed to a mixed left-turn/thru lane
- Mixed right-turn/thru lane would be changed to right-turn only lane

Southbound SR 34

- 1 auxiliary lane
- 1 thru lane (existing)

Realigned Donlon Road

The realigned Donlon Rd. would remain a two lane road. The southbound lane would become a mixed thru/left-turn/right-turn lane and the northbound lane would not change.

Alternative 3 – Save Our Somis (SOS) Alternative

Alternative 3 is called the Save Our Somis (SOS) Alternative. This alternative is similar in design to the Intersection Improvement Alternative with the following exceptions:

- Only one left turn lane for the westbound direction of SR 118, lengthened to almost 350 feet,
- The east leg of SR 118 would not have an eastbound auxiliary lane and
- No auxiliary lane in the southbound direction of SR 34

Alternative 4 – Roundabout Alternative

Alternative 4 is the Roundabout Alternative. This alternative proposes to replace the existing SR 118/SR 34 intersection with a roundabout. Donlon Rd. would be realigned westerly and would become the north leg of the roundabout. The proposed roundabout would be located west of the existing intersection to avoid impacting Coyote Canyon.

This alternative would consist of a one-way, one-lane circulatory roadway in a counter-clockwise direction with a width of 24 feet.

Alternative 5 – Somis Bypass Alternative

Alternative 5 is called the Somis Bypass Alternative. This alternative would attempt to alleviate truck and commuter traffic going through the community of Somis on SR 34 by constructing a new two-lane highway southeast of the SR 118/SR 34 intersection. The new highway would begin at the southern end of Somis, near the intersection of West St./SR 34. From this point the roadway would continue northeast, parallel to the Southern Pacific Railroad, on the north side of the train tracks. The new highway would connect to SR 118 approximately one half mile east of the SR 118/34 intersection.

There are two new signalized intersections being proposed as part of this alternative. The new intersections would be located at the southern and northern ends of the bypass.

Alternative 6 – Bridge Alternative

Alternative 6 is called the Bridge Alternative. This alternative proposes the same intersection improvements as the Intersection Improvement Alternative with the exception of the realignment of Donlon Rd. The realigned Donlon Rd. would be a straight alignment due north of the SR 118/SR 34 intersection and would cross Coyote Canyon via a bridge structure.

ENVIRONMENTAL PROCESS

The California Department of Transportation (Caltrans) will prepare detailed technical studies and an Environmental Impact Report (EIR) to address the potential environmental impacts of the proposed project, consistent with the requirements of the California Environmental Quality Act and the National Environmental Policy Act.

A Notice of Preparation (NOP) has been circulated for public review by Caltrans. The NOP outlines the project purpose, alternatives and potential environmental effects.

TENTATIVE ENVIRONMENTAL 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

WHAT YOU SHOULD DO

We welcome your comments on the proposed project alternatives and the anticipated environmental studies. Please send your written comments to Caltrans via postal mail to:

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