

Chapter 1 Proposed Project

1.1 Introduction

The California Department of Transportation (Caltrans), in cooperation with the City of El Paso de Robles (City), proposes operational and access improvements in the area of the U.S. Highway 101/State Route 46 East interchange (the interchange) in the County of San Luis Obispo (county) (see Figure 1-1 and Figure 1-2). Throughout this document, the city government is referred to by the official name the City of El Paso de Robles; more generally the city is called Paso Robles.

The proposed project would relieve local and regional circulation problems and reduce existing and future congestion by improving the existing interchange. The interchange and nearby local roadways are currently facing traffic congestion and deteriorating levels of service (LOS).

The proposed project is consistent with the City of Paso Robles General Plan and is listed in the 2005 San Luis Obispo Council of Governments Regional Transportation Plan financially constrained list. The project has an estimated cost of \$9,709,000 in 2009 dollars. The region's 2007 San Luis Obispo Council of Governments Transportation Improvement Program identifies the proposed project as "Rte 46 East/101 Interchange Improvements," and as Transportation Improvement Program ID: Metropolitan Planning Organization ID: 21300000114. The proposed project is programmed in the State Transportation Improvement Plan for 2009/2010.

1.1.1 Existing Facilities

U.S. Highway 101 is the only freeway running south to north through the County of San Luis Obispo and is the main corridor link to both Southern and Northern California. State Route 46 is the primary east/west connector between the Central Valley area, Interstate 5, and the Central Coast area. Furthermore, State Route 46 is the major east/west corridor and truck route serving San Luis Obispo County regional traffic.

The 13th Street Bridge is one of only three freeway crossings providing access to the busy downtown area and is the only one with no direct or adjacent access to southbound U.S. Highway 101. The 16th Street ramp is an isolated off-ramp from southbound U.S. Highway 101 at the intersection with Riverside Avenue. Spring Street is a north-south collector roadway that serves as the principal roadway through the downtown area. Spring Street, south of 1st Street/Niblick Road, provides an on-ramp to southbound U.S. Highway 101. At the Spring Street/Niblick Road intersection, the southbound U.S. Highway 101 entrance ramp begins as a two-lane ramp and tapers to a single-lane ramp before merging with mainline U.S. Highway 101. The Spring Street ramp is one of only two existing southbound U.S. Highway 101 entrance ramps within the State Route 46 East and State Route 46 West corridor.

Through the project limits, U.S. Highway 101 is a four-lane freeway with standard lanes and shoulders, and State Route 46 East is a four-lane expressway with 12-foot-wide lanes and 10-foot-wide shoulders. U.S. Highway 101 crosses over State Route 46 East on separate structures. The U.S. Highway 101/State Route 46 East interchange is composed of single- and double-lane entrance ramps and off-ramps in a compact diamond configuration. The ramp intersections have traffic signals and are spaced approximately 370 feet apart. Riverside Avenue parallels U.S. Highway 101 southbound on the west, and North River Road and Paso Robles Street parallel U.S. Highway 101 on the east side of northbound U.S. Highway 101.

The 13th Street Bridge is a five-lane roadway from Paso Robles Street on the east to Riverside Avenue on the west, with 11-foot lanes and no shoulders. At 16th Street, the southbound U.S. Highway 101 ramp is a stop-controlled single-lane off-ramp that splits at Riverside Avenue, allowing northbound or southbound movements onto Riverside Avenue. North of 16th Street, 17th Street is an approximately 250-foot-long dead-end street providing access from Riverside Avenue to four parcels that are bounded by the Union Pacific Railroad corridor to the west and Riverside Avenue to the east. This short road segment was previously City public roadway property that was relinquished in May 1982, by City Resolution No. 2726, to the adjacent property owners and has since continued to serve as a private roadway serving those four parcels. Within City Resolution 2726, the City reserved easement rights for itself and various utility providers to access and maintain all facilities owned by the City and the utility providers in the relinquished 17th Street property.

East of U.S. Highway 101, State Route 46 is a four-lane expressway with 12-foot lanes, 5-foot left shoulders and 10-foot right shoulders. U.S. Highway 101 crosses over State Route 46 East on separate northbound and southbound structures, and the U.S. Highway 101/State Route 46 East interchange is composed of signalized single- and double-lane on- and off-ramps in a compact diamond configuration. The southbound on-ramp from State Route 46 East to U.S. Highway 101, within the project area, is currently a single-lane ramp.

1.2 Purpose and Need

1.2.1 Purpose

The purpose of the proposed project is to reduce existing congestion, improve traffic operations, and accommodate anticipated travel demand through the year 2030 at the U.S. Highway 101/State Route 46 East interchange area and local surface street network.

1.2.2 Need

State Route 46 is a major east-west route between the San Joaquin Valley and the Pacific Coast. This regional traffic influences traffic operations at the U.S. Highway 101/State Route 46 East interchange. State Route 46 and the interchange are heavily used for weekend travel between the Central Valley and the coast, particularly during the summer months. Future traffic growth is forecast to degrade the interchange ramp intersection operations to level of service (LOS) F during Friday peak periods in the year 2010. Level of service describes the operating conditions a motorist would experience while traveling on a highway, or in this case, through an intersection. This rating system ranges from “A” to “F,” with “A” indicating little delay and “F” indicating heavy congestion and considerable delay. Figure 1-3 provides an explanation of the various levels of service and corresponding traffic delay and describes levels of service for intersections with traffic signals.

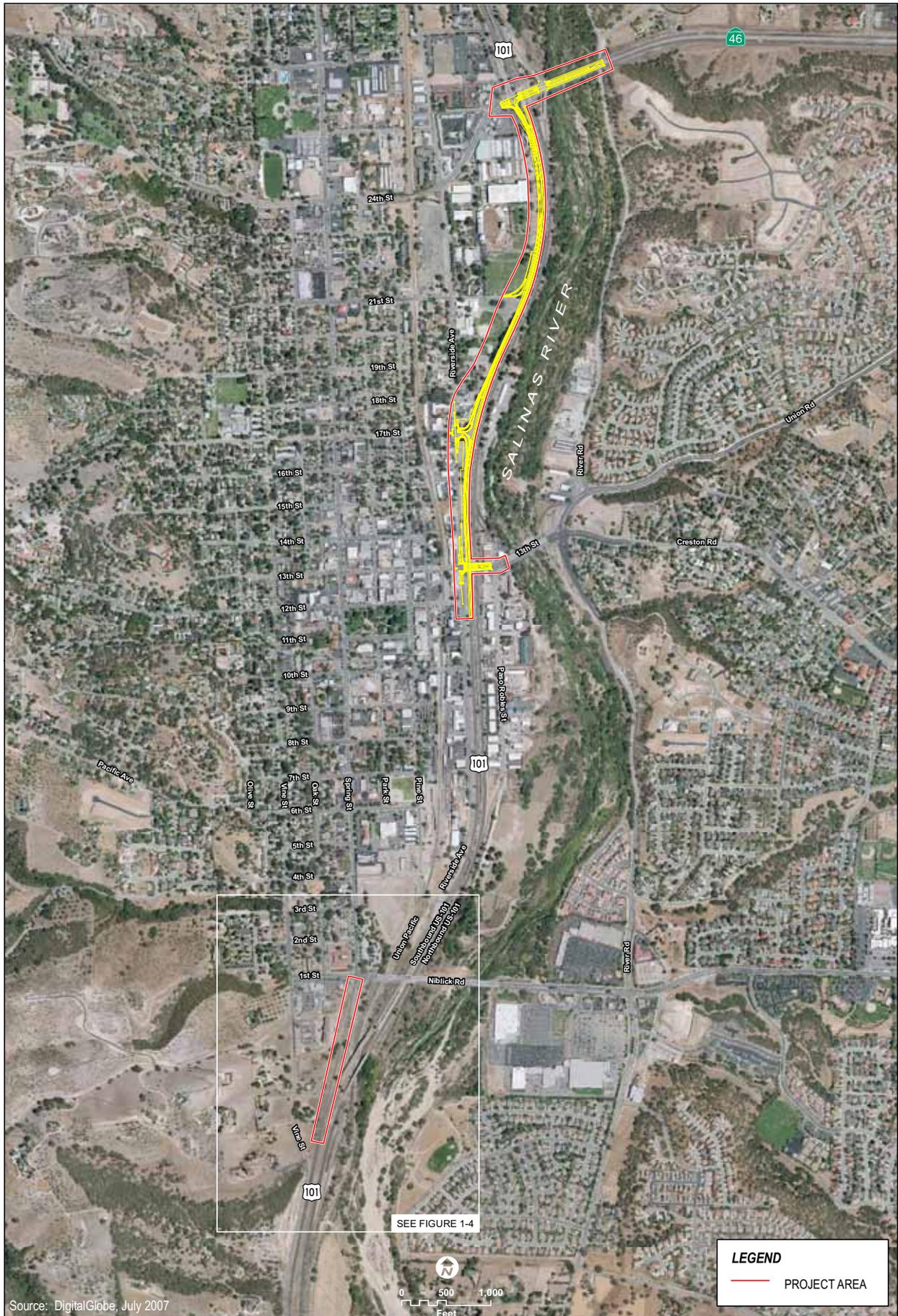
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City of Paso Robles
 US-101/SR-46E Improvement Project

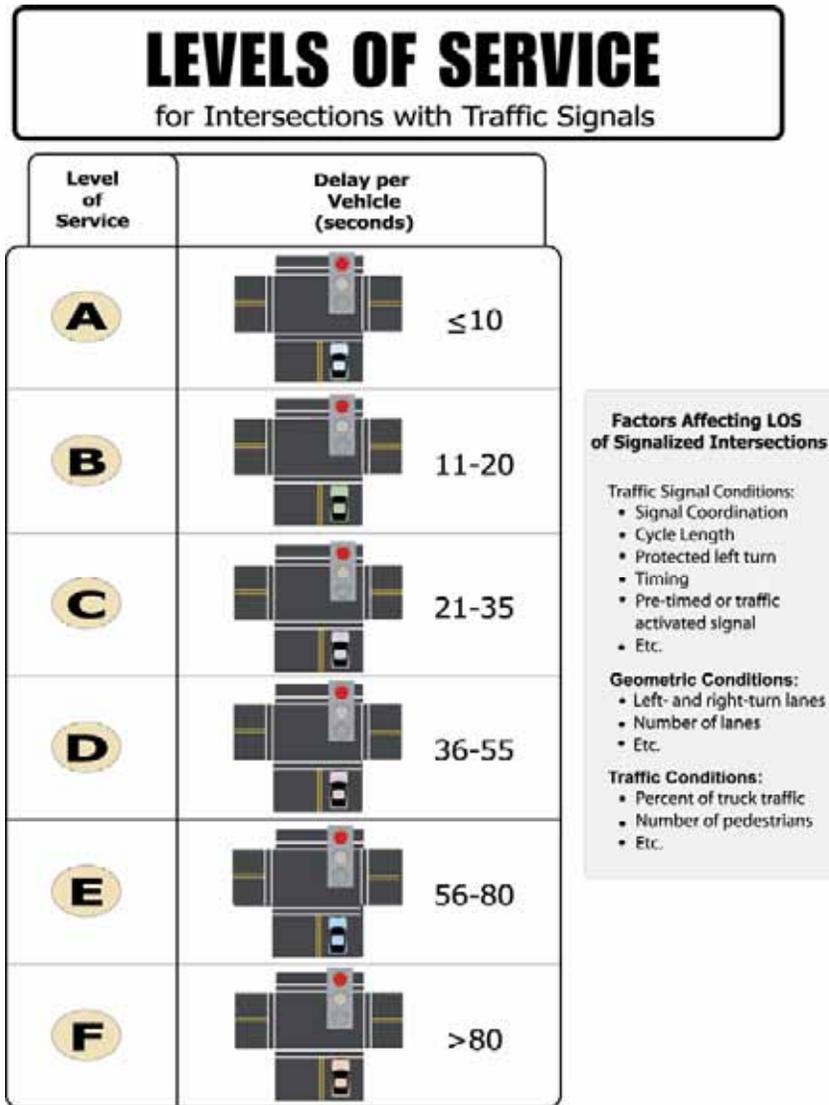
FIGURE 1-1
REGIONAL LOCATION

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Figure 1-3 Levels of Service for Intersections with Traffic Signals



Source: 2000 HCM, Exhibit 16-2, Level of Service Criteria for Signalized Intersections

The proposed project is needed to correct the following deficiencies:

- Improve weaving operations between the southbound U.S. Highway 101 entrance ramp at State Route 46 East and the exit ramp to Riverside Avenue near 16th Street/17th Street.
- Reduce congestion by improving the efficiency of the State Route 46 East westbound to U.S. Highway 101 southbound turning movement to meet the Caltrans minimum LOS of C/D cusp (the transition point between levels of service C and D), which equates to a delay of 35 or fewer seconds.

- Eliminate the existing isolated off-ramp at Riverside Avenue near the 16th Street/17th Street intersection to more closely match Caltrans' highway design standards.
- Improve the curb return radii at the 13th Street/Riverside Avenue intersection to allow for improved turning movements at this intersection.
- Mitigate the impacts from the increased flow rate and merge congestion on the southbound U.S. Highway 101 system at the entrance ramp at Spring Street.

U.S. Highway 101/State Route 46 East Interchange and Mainline Analysis

Along U.S. Highway 101, weave operations for the section between the southbound U.S. Highway 101 on-ramp at State Route 46 East and the off-ramp at 17th Street and Riverside Avenue are forecast at LOS D-E during the year 2030 for the Build Alternative. An auxiliary lane in this section would improve weave operations to LOS C-D. Table 1.2-1 summarizes the existing LOS within the project area.

Table 1.2-1 Existing Peak Hour Level of Service (LOS)

Intersection	Control	Level of Service		
		Summer Friday Peak Period	Weekday AM Peak	Weekday PM Peak
U.S. Highway 101 southbound/ State Route 46 East	Signal	LOS F	LOS C	LOS C
U.S. Highway 101 northbound/ State Route 46 East	Signal	LOS E	LOS C	LOS C
U.S. Highway 101 southbound/ 16 th Street/Riverside Avenue	Stop	LOS D	LOS B	LOS C
Riverside Avenue/13 th Street	Signal	LOS C	LOS C	LOS C

Source: Route 101/Route 46E Improvement Project, Traffic Report (2008).

Table 1.2-2 summarizes LOS for project intersections for years 2010 and 2030 without construction of the proposed project (no-build scenario). In 2010, the U.S. Highway 101/State Route 46 East interchange is forecast to continue to operate at LOS F during the summer Friday peak period, LOS C during the weekday AM peak period, and LOS C-D during the weekday PM peak period. In 2030, the U.S. Highway 101/State Route 46 East interchange is forecast to operate at LOS F during peak periods throughout the week.

Table 1.2-2 Year 2010 and 2030 No-Build Peak Hour Levels of Service

Intersection	Level of Service					
	Summer Friday Peak		Weekday AM Peak		Weekday PM Peak	
	2010	2030	2010	2030	2010	2030
U.S. Highway 101 southbound/	LOS F	LOS F	LOS C	LOS F	LOS C	LOS F

State Route 46 East						
U.S. Highway 101 northbound/ State Route 46 East	LOS F	LOS F	LOS C	LOS F	LOS D	LOS F
U.S. Highway 101 southbound/ 17 th Street	N/A	N/A	N/A	N/A	N/A	N/A
N/A = Not Applicable as intersection does not exist under No-Build scenario. Source: Route 101/Route 46E Improvement Project, Traffic Report (2008).						

Finally, there is a need for improvements to the westbound State Route 46 East to southbound U.S. Highway 101 left-turn movement. At the U.S. Highway 101/State Route 46 East interchange, the westbound to southbound capacity of the interchange is often exceeded during the peak hours, particularly during the summer Friday PM peak period. The traffic volume on Friday evening is higher than the weekday peak hour volume. Both the weekday and weekend peak volumes are due to the regional through traffic traveling from the Central Valley to the Central Coast.

The current LOS at the southbound and northbound U.S. Highway 101 intersections with State Route 46 East is LOS F for the summer Friday PM peak. This excess demand causes traffic to queue through the northbound U.S. Highway 101 ramp intersection into the westbound State Route 46 East through lane.

13th Street Bridge

At the 13th Street/Riverside Avenue intersection, the westerly approach to the 13th Street Bridge, the curb returns do not accommodate truck-turning movements. The current curb return radii (the curved connection of curbs in the corners formed by the intersection of two streets) cause trucks making turns at the bridge to drive over the curb and onto the sidewalk. Also, the existing 13th Street bridge barrier does not meet current design standards, and with the existing 12-foot-wide sidewalks on both sides of the bridge, there are no shoulders for bicyclists to use. This results in a loss of bicycle access west of the 13th Street/Paso Robles Street intersection.

16th Street Off-Ramp

The 16th Street off-ramp currently has two separate exits to Riverside Avenue separated by 210 feet. These two separate exits at 16th Street can confuse drivers, which could result in a driver attempting to use an exit ramp to enter the wrong way onto U.S. Highway 101. Also, there is no on-ramp access to southbound U.S. Highway 101 at this location. Consequently, the westbound to southbound left-turning movement at the 13th Street/Riverside Avenue intersection is heavily congested, creating long queues. This movement is largely due to traffic flow toward the southbound U.S. Highway 101 entrance ramp at Pine Street. Growth in Paso Robles and surrounding areas will increase traffic on the city street system as well as at the limited freeway connections, which would contribute to greater congestion and longer delays.

1.3 Alternatives

This section describes the proposed action and the design alternatives that were developed by an interdisciplinary team to achieve the project purpose and need while avoiding or minimizing environmental impacts. The two alternatives being considered are the Build Alternative and No-Build Alternative. Major criteria used to compare the Build Alternative and the No-Build Alternative include project cost, traffic data (in particular, levels of service), and specific environmental impacts. This section discusses the Build Alternative and the No-Build Alternative.

1.3.1 Build Alternative

Alternative 5 and Alternative 6 were determined to represent design variations of the same build alternative and, therefore, are addressed herein as the Build Alternative.

This proposed project (Build Alternative) is intended to provide operational and access improvements in the U.S. Highway 101/State Route 46 East interchange area and affected city streets (i.e., Riverside Avenue and 13th Street). The project limits include the 13th Street Bridge at the southern end and following north along U.S. Highway 101, including the 16th Street and U.S. Highway 101 ramps, to the U.S. Highway 101/State Route 46 East interchange and east along State Route 46 East to the east end of the Salinas River Bridge (see Figures 1-5 through 1-8).

The Build Alternative would include the following components:

- Restripe State Route 46 East from the U.S. Highway 101 southbound ramp intersection across the Salinas River Bridge to provide dual left-turn lanes for westbound traffic.
- Reconstruct the U.S. Highway 101 southbound on-ramp and widen to two lanes to accommodate new dual left-turn lanes.
- Construct an auxiliary lane for U.S. Highway 101 southbound between the on-ramp at State Route 46 East and the proposed on- and off-ramp at the 17th Street/Riverside Avenue intersection.
- Reconstruct and narrow the 13th Street Bridge sidewalks to improve the turning radii at the Riverside Avenue/13th Street intersection to allow for adding shoulders to accommodate bicycles and replace the metal railing with a standard concrete barrier with fencing.
- Reconstruct curb returns at the east side of the Riverside Avenue/13th Street intersection, including bridge wingwalls, to accommodate the new sidewalks.
- Modify traffic signals at the northbound and southbound intersections of the U.S. Highway 101/State Route 46 East interchange and the Riverside Avenue/13th Street intersection.

- Install a ramp meter at the U.S. Highway 101 southbound on-ramp at Spring Street.

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FIGURE 1-4
PROPOSED RAMP METER AT
SOUTHBOUND SPRING STREET ON-RAMP

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CITY OF PASO ROBLES
 PRELIMINARY LAYOUT
 US-101/SR-46E
 IMPROVEMENT PROJECT
 FEBRUARY 2010
 FIGURE 1-6

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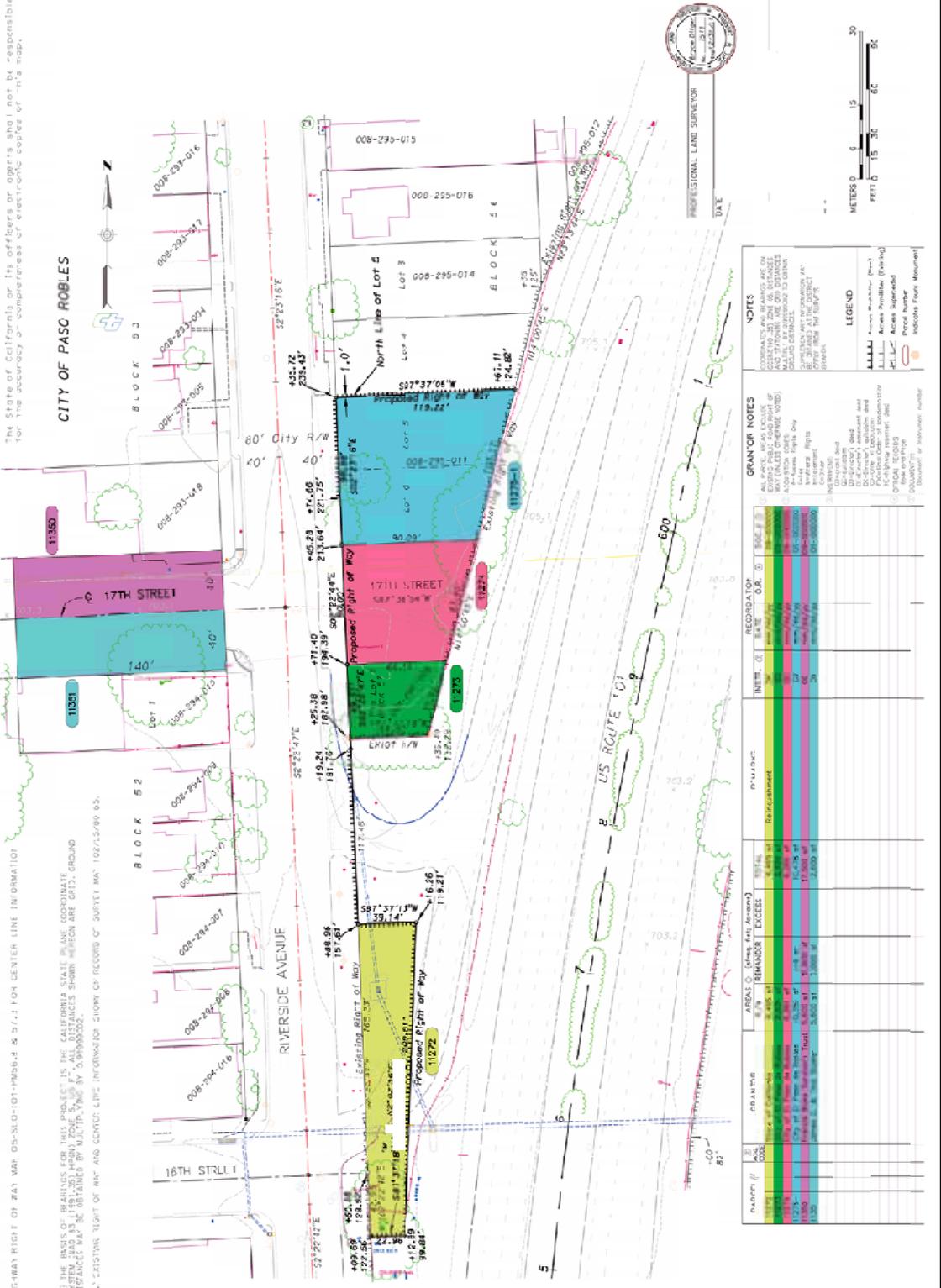
CITY OF PASO ROBLES
 PRELIMINARY LAYOUT
 US-101/SR-46E
 IMPROVEMENT PROJECT
 FEBRUARY 2010
 FIGURE 1-8

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The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this map.

NOTES:
 1. THE BASIS OF RECORD FOR THIS PROJECT IS THE CALIFORNIA STATE PLANE COORDINATE SYSTEM. DISTANCES MAY BE OBTAINED BY MULTIPLYING BY 0.99999932.
 2. EXISTING RIGHT OF WAY AND CENTER LINE INFORMATION IS SHOWN ON RECORD MAP 102715/00-65.

CITY OF PASO ROBLES



Parcel #	Area (sq. ft.)	Area (sq. ft.)	RECORDATOR	INSTR.	DATE	RECORDATOR	INSTR.	DATE	RECORDATOR	INSTR.	DATE
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FIGURE 1-9A
 PROPERTY TRANSFERS

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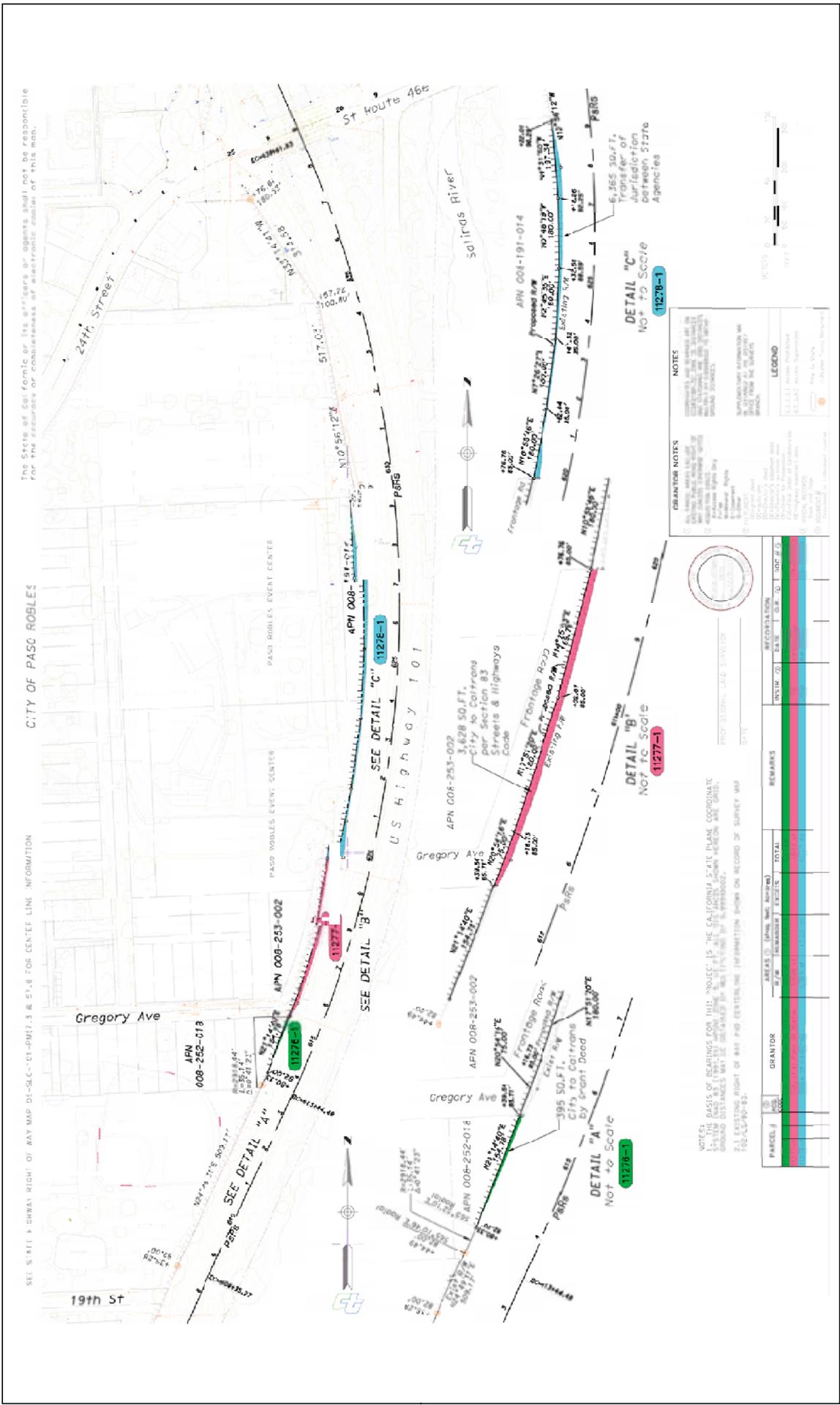


FIGURE 1-9B
 PROPERTY TRANSFERS

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Transportation Systems Management and Transportation Demand Management Alternatives

Although Transportation Systems Management measures alone could not satisfy the purpose and need of the project, the following measures have been incorporated into the Build Alternative for this project:

- Restripe State Route 46 East from the U.S. Highway 101 southbound ramp intersection across the Salinas River Bridge to provide the westbound traffic with dual left-turn lanes.
- Install a ramp meter at the U.S. Highway 101 southbound on-ramp at Spring Street.

1.3.2 No-Build Alternative

The No-Build Alternative considers the effects of not implementing the proposed project. The No-Build Alternative also provides a baseline for comparing the impacts of all other alternatives. The existing facilities at U.S. Highway 101 and State Route 46 would remain as they are now. Routine highway maintenance would continue. Existing conditions would remain with the No-Build Alternative and would cause continued deteriorating levels of service resulting in impacts to air quality.

At the U.S. Highway 101/State Route 46 East interchange, the westbound to southbound capacity of the interchange is often exceeded during the peak hours, particularly during the summer Friday PM peak period. The traffic volume on Friday evening is higher than the weekday peak hour volume. Both the weekday and weekend peak volumes are due to the regional through traffic traveling from the Central Valley to the Central Coast. This excess demand causes traffic to queue through the northbound U.S. Highway 101 ramp intersection into the westbound State Route 46 East through lane.

Unless operational improvements are made, future planned development and general regional growth would increase traffic volumes and congestion in the area. Furthermore, the No-Build Alternative would not eliminate the previously discussed deficiencies in the project area that the proposed project would remedy.

1.3.3 Comparison of Alternatives

This document compares the potential effects of the Build Alternative to the No-Build Alternative. The proposed components of the Build Alternative are detailed in Section 1.3.1 (Build Alternative). A description of considerations under the No-Build Alternative is provided in Section 1.3.2 (No-Build Alternative). Construction and operation of the proposed project would meet the purpose and need of the project to improve traffic operation at the U.S. Highway

101/State Route 46 East interchange area. Under the No-Build Alternative, traffic congestion and delay would continue to degrade at the interchange area.

The proposed project is consistent with the City of El Paso de Robles’ General Plan, whereas the No-Build Alternative is not consistent with that plan. Several trees, including oaks, would be removed as a result of the Build Alternative; however, oak trees would be replanted at a 10:1 ratio under the Build Alternative. No trees would be removed under the No-Build Alternative. The Build Alternative would result in a net increase of 1.4 acres of impervious surface area; the No-Build Alternative would not result in additional impervious surface area.

Finally, the estimated construction cost of the Build Alternative is approximately \$9,709,000; no project costs would be incurred under the No-Build Alternative.

Table 1.3-1 Comparison of Alternatives

	Build Alternative	No-Build Alternative
Consistent with City General Plan?	Yes	No
Tree Removal?	Yes, including oaks. Oak trees would be replanted at a 10:1 ratio	No
Increase impervious surface area?	Yes, net increase of 1.4 acres	No
Estimated Cost?	\$9,709,000	None

Chapter 2 of this document compares in detail the potential effects under the Build Alternative versus the No-Build Alternative for each respective environmental factor.

1.3.4 Identification of a Preferred Alternative

The Build Alternative and No-Build Alternative were considered for this project. After consideration of the comments received during the public circulation period and assessment of the environmental impacts and long-term traffic operations against the Purpose and Need for the project, Caltrans, in conjunction with the City of El Paso de Robles, has identified the Build Alternative as the preferred alternative.

State Route 46 and the interchange are heavily used for weekend travel between the Central Valley and the coast, particularly during the summer months. The Build Alternative would do the following:

- Increase space for lane changes (where vehicles attempting to merge onto the highway and vehicles attempting to exit the highway cross paths) between the southbound U.S. Highway 101 entrance ramp at State Route 46 East and the off-ramp to Riverside Avenue near 16th/17th Street.

- Reduce congestion by improving the efficiency of the State Route 46 East westbound to U.S. Highway 101 southbound turns.
- Eliminate the existing isolated off-ramp at Riverside Avenue near the 16th Street/17th Street intersection to meet Caltrans' highway design standards.
- Improve the curb return radii at 13th Street/Riverside Avenue to allow for improved turns.

Therefore, the Build Alternative is the recommended alternative to meet the goals of the project and provide greater long-term benefit and sustainability of the proposed improvements.

As discussed in Sections 1.3.2 and 1.3.3, the No-Build Alternative would not meet the purpose and need for the project. Future traffic growth is forecast to degrade the interchange ramp intersection operations to LOS F during Friday peak periods in the year 2010. Traffic congestion and delay is anticipated to worsen with projected traffic volumes under the No-Build Alternative. As such, the No-Build Alternative would not accommodate existing or future traffic volumes.

1.3.5 Alternatives Considered But Eliminated From Further Discussion

This section explains several alternatives that were investigated early in the project development process but eliminated from further discussion.

Alternative 1

This alternative included the proposed southbound on-ramp adjacent to the existing southbound U.S. Highway 101 off-ramp at the 16th Street/Riverside Avenue intersection. A traffic signal would be added to the intersection of the existing off-ramp and the surface street due to projected traffic demand. This alternative was withdrawn because the proximity of the Riverside Avenue frontage road to U.S. Highway 101 required a 60-foot radius at the on-ramp entrance and a very short transition from the entrance to the gore area (a location where one or more lanes of a road diverge away from the previous direction of travel) that does not accommodate standard truck turns. These limitations resulted in a deficient design.

This alternative involves improvements from the 13th Street Bridge to 16th/17th Street/Riverside Avenue, but does not include improvements northward to the U.S. Highway 101/State Route 46 East interchange that are needed to fully address the purpose and need of the project. Because this alternative did not meet the purpose and need of the proposed project, it was eliminated from consideration.

Alternative 2

Alternative 2 includes a modification of the terminus of the existing southbound U.S. Highway 101 off-ramp at 16th Street and the addition of a proposed southbound U.S. Highway 101 on-ramp adjacent to that modified terminus. In this alternative, the southerly portion of the existing

16th Street off-ramp (through-/left-turn movement) would be removed, and the existing free right-turn terminus would be modified to accommodate all traffic from the off-ramp. The entrance to the new southbound U.S. Highway 101 on-ramp would be constructed adjacent to this location. Similar to Alternative 1, the on-ramp has a very short transition from the entrance, resulting in a deficient design.

Furthermore, this alternative involves improvements from the 13th Street Bridge to 16th/17th Street/Riverside Avenue but does not include improvements northward to the U.S. Highway 101/State Route 46 East interchange, which are needed to fully address the purpose and need of the project. This alternative did not meet the purpose and need of the proposed project and it was eliminated from consideration.

Alternative 3

This alternative presents a northerly relocation of the southbound U.S. Highway 101 off-ramp at 16th Street and of the proposed southbound U.S. Highway 101 on-ramp termini along Riverside Avenue. The proposed ramp locations are approximately 250 feet to the north of the existing 16th Street/Riverside Avenue intersection. At this location, there is a greater separation between Riverside Avenue and U.S. Highway 101 than at the existing location of the off-ramp. This additional separation allows the entrance ramp to accommodate truck turns. However, this alternative does not align the ramp termini with 16th Street or any other street intersection in the area.

Furthermore, this alternative involves improvements from the 13th Street Bridge to 16th/17th Street/Riverside Avenue, but does not include any improvements northward to the U.S. Highway 101/State Route 46 East interchange, which are needed to fully address the purpose and need of the project. Therefore, this alternative was eliminated from consideration.

Alternative 4

This alternative widens the southbound U.S. Highway 101 on-ramp at State Route 46 East to two lanes and uses the existing State Route 46 roadway under U.S. Highway 101 with striping modifications to provide dual left-turn lanes from westbound State Route 46 East to southbound U.S. Highway 101. The westbound State Route 46 East dual left-turn re-striping extends from the southbound U.S. Highway 101 on-ramp to approximately 262 feet east of the U.S. Highway 101 northbound ramp intersection. A new overhead sign structure is included over State Route 46 East of the interchange. Also, a bridge-mounted sign structure facing westbound traffic at the interchange on the U.S. Highway 101 northbound structure would be modified to include the additional left-turn lane. This alternative involves the improvements from 16th/17th Street/Riverside Avenue to the U.S. Highway 101/State Route 46 East interchange, however does not include any improvements from 16th/17th Street/Riverside Avenue to the 13th Street

Bridge. This alternative did not meet the purpose and need of the proposed project and was eliminated from consideration.

Alternative 7

This was a loop on-ramp alternative that was not analyzed due to the prior rejection of this alternative by the City of El Paso de Robles. This alternative was previously studied by San Luis Obispo Council of Governments in a “Mini MIS Study.” This alternative includes the relocation of the U.S. Highway 101 on-ramp as a loop entrance ramp at the northwest quadrant of the U.S. Highway 101/State Route 46 East interchange. The loop on-ramp would relocate the southbound off-ramp ramp as well as the southbound entrance ramp and widen the existing southbound U.S. Highway 101 structure over State Route 46 East. The loop ramp alternative was considered by the City of El Paso de Robles and rejected, as community opposition was great due to the proposed acquisition (relocation) of adjacent businesses and the loss of a large heritage oak tree.

Furthermore, this alternative involves the improvements from 16th/17th Street/Riverside Avenue to the U.S. Highway 101/State Route 46 East interchange, however does not include any improvements from 16th/17th Street/Riverside Avenue to the 13th Street Bridge. Because this alternative did not meet the purpose and need of the proposed project, would have resulted in acquisitions and relocation of adjacent businesses and required the removal of a large heritage oak tree, the alternative was eliminated from consideration.

Alternative 8

This alternative widens the southbound U.S. Highway 101 on-ramp at State Route 46 East to two lanes and uses the existing State Route 46 East traveled way under U.S. Highway 101 with striping modifications to provide dual left-turn lanes from westbound State Route 46 East to southbound U.S. Highway 101. The left-turn lanes on westbound State Route 46 East are extended only within the interchange area between U.S. Highway 101 ramp termini and do not extend past the U.S. Highway 101 northbound ramp intersection. The U.S. Highway 101 southbound on-ramp would not be widened to two lanes to accommodate the dual left-turn lanes. As a result, the required queue storage lengths for the westbound State Route 46 East to southbound U.S. Highway 101 would not accommodate the peak hour volumes.

Furthermore, this alternative involves the improvements from 16th/17th Street/Riverside Avenue to the U.S. Highway 101/State Route 46 East interchange, but does not include any improvements from 16th/17th Street/Riverside Avenue to the 13th Street Bridge. This alternative would not accommodate peak hour volumes, resulting in congestion and long queues for vehicles accessing the U.S. Highway 101 southbound from State Route 46 East and was eliminated from consideration.

1.4 Permits and Approvals Needed

Table 1.4-1 lists the permits and approvals required for the proposed project.

Table 1.4-1 Permits and Approvals Required for Project Construction

Agency	Permit/Approval	Status
State Water Resources Control Board	Notice of Intent to comply with the National Pollution Discharge Elimination System Permit	Application for Section 402 permit anticipated after distribution of the final environmental document, and permit obtained prior to construction
Caltrans	Caltrans Encroachment Permit	Prior to plan approval