

<b>RTIP ID#</b> <i>(required)</i> LA0G230				
<b>TCWG Consideration Date</b> January 25, 2011				
<p><b>Project Description</b> <i>(clearly describe project)</i>                  The California Department of Transportation (Caltrans) and The City of Agoura Hills (City), propose to construct improvements at the US 101/Palo Comado Canyon Road interchange (PM 33.0/34.4), in Los Angeles County within in the City of Agoura Hills. The Build Alternative would include widening the entire length of Palo Comado Canyon Road, between Driver Avenue to the north and Chesebro Road to the south; from two to four lanes. Within these limits, the Palo Comado Canyon Road Overcrossing would be widened from one lane in each direction to provide two lanes in each direction, along with a dedicated left-hand turn lane, for a total of five striped lanes. A Class II bike lane and sidewalks would be provided on both sides of the overcrossing.</p> <p>The Build Alternative would maintain the existing layout of the interchange ramps; however, the northbound on- and off-ramps would be slightly re-configured, with an additional lane being provided on the northbound off-ramp at the Palo Comado Canyon Road intersection. The intersection of the northbound ramps and Palo Comado Road would be signaled; the remaining intersections would remain un-signalized. Proposed improvements would not change the number of lanes on any freeway on or off ramps, nor affect any portion of the freeway mainline. Project construction is anticipated to begin in February 2013, and be completed and open for traffic in 2015. The project design/horizon year is 2035.</p> <p>The project location is depicted in <b>Figure 1</b>. <b>Figure 2</b> outlines the existing facilities. The proposed improvements are depicted in <b>Figure 3</b>. Nearby land uses are depicted in <b>Figure 4</b>.</p>				
<p><b>Type of Project</b> <i>(use Table 1 on instruction sheet)</i>                  Reconfigure Existing Interchange</p>				
<b>County</b> Los Angeles		<b>Narrative Location/Route &amp; Postmiles</b> City of Agoura Hills – US 101/Palo Comado Canyon Road interchange (PM 33.0/34.4) Caltrans Projects – EA# 257200		
<b>Lead Agency:</b> Caltrans				
<b>Contact Person</b> Andrew Yoon, PE		<b>Phone#</b> 213-897-6117	<b>Fax#</b> 213-897-1634	<b>Email</b> andrew_yoon@dot.ca.gov
<b>Hot Spot Pollutant of Concern</b> <i>(check one or both)</i> <b>PM2.5</b> x <b>PM10</b> x				
<b>Federal Action for which Project-Level PM Conformity is Needed</b> <i>(check appropriate box)</i>				
<b>Categorical Exclusion (NEPA)</b>	x <b>EA or Draft EIS</b>	<b>FONSI or Final EIS</b>	<b>PS&amp;E or Construction</b>	<b>Other</b>
<b>Scheduled Date of Federal Action:</b> 2011				
<b>NEPA Delegation – Project Type</b> <i>(check appropriate box)</i>				
Exempt		<b>Section 6004 – Categorical Exemption</b>	x <b>Section 6005 – Non-Categorical Exemption</b>	
<b>Current Programming Dates</b> <i>(as appropriate)</i>				
	<b>PE/Environmental</b>	<b>ENG</b>	<b>ROW</b>	<b>CON</b>
<b>Start</b>	July 2009	August 2011	December 2011	Feb 2013
<b>End</b>	August 2011	August 2012	September 2012	Dec 2014

**Project Purpose and Need (Summary):** *(attach additional sheets as necessary)*

**Purpose:**

- Reduce existing and forecasted traffic congestion within the project limits;
- Improve circulation at the US 101/Palo Comado Canyon Road interchange and adjacent roadway network;
- Improve safety at the US 101/Palo Comado Canyon Road interchange; and
- Accommodate pedestrian and bicycle traffic along Palo Comado Canyon Road.

**Need:**

Palo Comado Canyon Road has seen significant increase in traffic levels due to the increased development in the area. The recent General Plan Update (2010) has identified Palo Comado Canyon Road and the intersections in the vicinity of US 101 freeway as deficient under existing as well as future forecast conditions.

Currently, the distance, between the existing Canwood Street intersection and the US 101 northbound ramps intersection on Palo Comado Canyon Road is approximately 100 feet (centerline to centerline). This configuration presents a nonstandard access control distance beyond the northbound off-ramp termini, and it does not have the capacity to handle the forecasted increase in traffic demand. Furthermore, the planned developments around Chesebro Road, Palo Comado Canyon Road, and Canwood Streets west of Palo Comado Canyon Road will substantially increase traffic volumes on the local roadway network, as well as the US 101 interchange. Roadway improvements are needed to keep traffic operation Level of Service (LOS) on the roadways and intersections within an acceptable range.

The need for this project is as follows:

- Planned development of the vacant lands adjacent to the interchange will increase traffic volumes around the area, and improvements to the interchange and the roadway network are needed to accommodate additional traffic demands and relieve congestion.
- The existing access road, Canwood Street, has an intersection approximately 100 feet (centerline to centerline) from the existing northbound on-ramp intersection at the Palo Comado Canyon Road interchange. Improvements are needed to provide better access control and traffic circulation.

**Surrounding Land Use/Traffic Generators** *(especially effect on diesel traffic)*

**Existing Land Use**

The area surrounding the project site consists of a mix of residential, commercial, and school properties. The neighborhood along Agoura Road south of the interchange is mostly residential with single family homes, while the properties in the immediate area of the interchange are mostly commercial, including business parks, light industrial, retail, and gas stations. Gas stations exist in the north east and northwest quadrants of the interchange adjacent to the northbound ramps. Most of the remaining areas in the northeast quadrant of the interchange are vacant land, except for an equestrian community located near the interchange of Palo Comado Canyon Road and Driver Avenue. Several multi-family residential properties, Agoura Park, and Agoura High School are located northwest of the interchange. Existing land uses are depicted in **Figure 4**.

**Future Land Use**

The area has scattered vacant lots zoned commercial and residential, which are also planned for future development.

**Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility**

**Summary of Intersection Level of Service  
Opening Year 2015 Conditions**

Segment	Baseline		Project	
	AM	PM	AM	PM
Driver at Chesebro	F	E	F	E
Palo Comado Rd at US 101 WB Ramps	F	F	A	A
Dorothy Dr at US 101 EB Ramps	C	B	C	B
Palo Comado Rd at Chesebro	C	C	C	C
Agoura at Chesebro	A	B	A	B

*Refer to Figure 2 for intersection locations.  
Source: Kimley-Horn and Associates, Inc. October 2010.*

**Summary of Roadway, Mainline & On/Off-Ramp Level of Service  
Opening Year 2015 Conditions**

Segment	Baseline		Project	
	AM	PM	AM	PM
Palo Comado Canyon Road	F	F	C	C
	NB	SB	NB	SB
US 101 Mainline	D	D	D	D
US 101 NB ON-RAMP: LOS D	D		D	
US 101 NB OFF-RAMP: LOS D	D		D	
US 101 SB ON-RAMP: LOS D	D		D	
US 101 SB OFF-RAMP: LOS D	D		D	

*Source: Kimley-Horn and Associates, Inc. October 2010.*

**Average Daily Trips (Year 2015):**

Palo Comado Canyon Road: 11,400 ADT  
 US101, West of Palo Comado Canyon Road: 177,800 ADT  
 US101, East of Palo Comado Canyon Road: 183,000 ADT

**Percent and Number of Average Daily Truck Trips (Year 2015):**

Palo Comado Canyon Road: 2%, 228  
 US101, West of Palo Comado Canyon Road: 4%, 7,112 Truck ADT  
 US101, East of Palo Comado Canyon Road: 4%, 7,320 Truck ADT

Note: ADTs for the Build and No-Build Alternatives remain the same.  
 No improvement is proposed on the mainline US 101.

**RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility**

**Summary of Intersection Level of Service  
Opening Year 2035 Conditions**

Segment	Baseline		Project	
	AM	PM	AM	PM
Driver at Chesebro	F	F	F	F
Palo Comado Rd at US 101 WB Ramps	F	F	A	B
Dorothy Dr at US 101 EB Ramps	E	D	E	D
Palo Comado Rd at Chesebro	F	E	F	E
Agoura at Chesebro	B	D	B	D

*Refer to Figure 2 for intersection locations.  
Source: Kimley-Horn and Associates, Inc. October 2010.*

**Summary of Roadway, Mainline & On/Off-Ramp Level of Service  
Opening Year 2015 Conditions**

Segment	Baseline		Project	
	AM	PM	AM	PM
Palo Comado Canyon Road	F	F	C	C
	<b>NB</b>	<b>SB</b>	<b>NB</b>	<b>SB</b>
US 101 Mainline	D	D	D	D
US 101 NB ON-RAMP: LOS D		D		D
US 101 NB OFF-RAMP: LOS D		D		D
US 101 SB ON-RAMP: LOS D		D		D
US 101 SB OFF-RAMP: LOS D		D		D

*Source: Kimley-Horn and Associates, Inc. October 2010.*

**Average Daily Trips (Year 2035):**

Palo Comado Canyon Road: 14,820 ADT  
 US101, West of Palo Comado Canyon Road: 206,500 ADT  
 US101, East of Palo Comado Canyon Road: 212,500 ADT

**Percent and Number of Average Daily Truck Trips (Year 2035):**

Palo Comado Canyon Road: 2%, 297 Truck ADT  
 US101, West of Palo Comado Canyon Road: 4%, 8,260 Truck ADT  
 US101, East of Palo Comado Canyon Road: 4%, 8,500 Truck ADT

Note: ADTs for the Build and No-Build Alternatives remain the same.  
 No improvement is proposed on the mainline US 101.

**Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT**

Palo Comado Canyon Road (Build/No Build): 11,400 ADT, 2% Truck, 228 Truck ADT

**RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT**

Palo Comado Canyon Road (Build/No Build): 14,820 ADT, 2% Truck, 297 Truck ADT

**Describe potential traffic redistribution effects of congestion relief (*impact on other facilities*)**

The proposed project is an interchange improvement/modification intended to better manage existing traffic flow and enhance safety. Based on the traffic analysis prepared for this project and as indicated above, neither mainline nor cross-street ADT is anticipated to change with implementation of the proposed project. In addition, implementation of the proposed project is anticipated to result in improvements to levels of services on Palo Comado Road and at the intersection of Palo Comado Rd and US 101 WB Ramps. Project improvements would not provide new, nor enhanced access to any parcels along Palo Comado Rd, or any other roadway facility. As such, no traffic redistribution effects are anticipated to occur as a result of proposed project improvements.

**Comments/Explanation/Details (*attach additional sheets as necessary*)**

The proposed project will not alter local traffic patterns, nor will it affect diesel trucks traffic volumes on area roadways. In addition, the proposed improvements would not be a traffic generator project and would not redirect traffic flow in the project area. Although the improvements are being proposed to increase capacity for the purpose of accommodating future growth, the traffic study indicates that the proposed project would not result in a change in build vs. no build traffic volumes on area roadways, including the US 101 mainline and off-/on-ramps. In addition, as noted above, ADT truck volumes on US 101 for opening year 2015 and horizon year 2035 are not projected to exceed the FHWA and EPA's POAQC criteria of 10,000 diesel truck ADT (diesel truck traffic of 8% or more for roadways with 125,000 ADT or more).

Based on the information provided above, the proposed project is not expected to introduce a significant amount of diesel truck traffic, would not generate additional diesel truck traffic above levels anticipated without implementation of the project, and is in compliance with the SIP/RTIP. Therefore, the project qualifies for a finding of "Not POAQC" based on the definition contained in 40 CFR 93.123(b)(1).

**References**

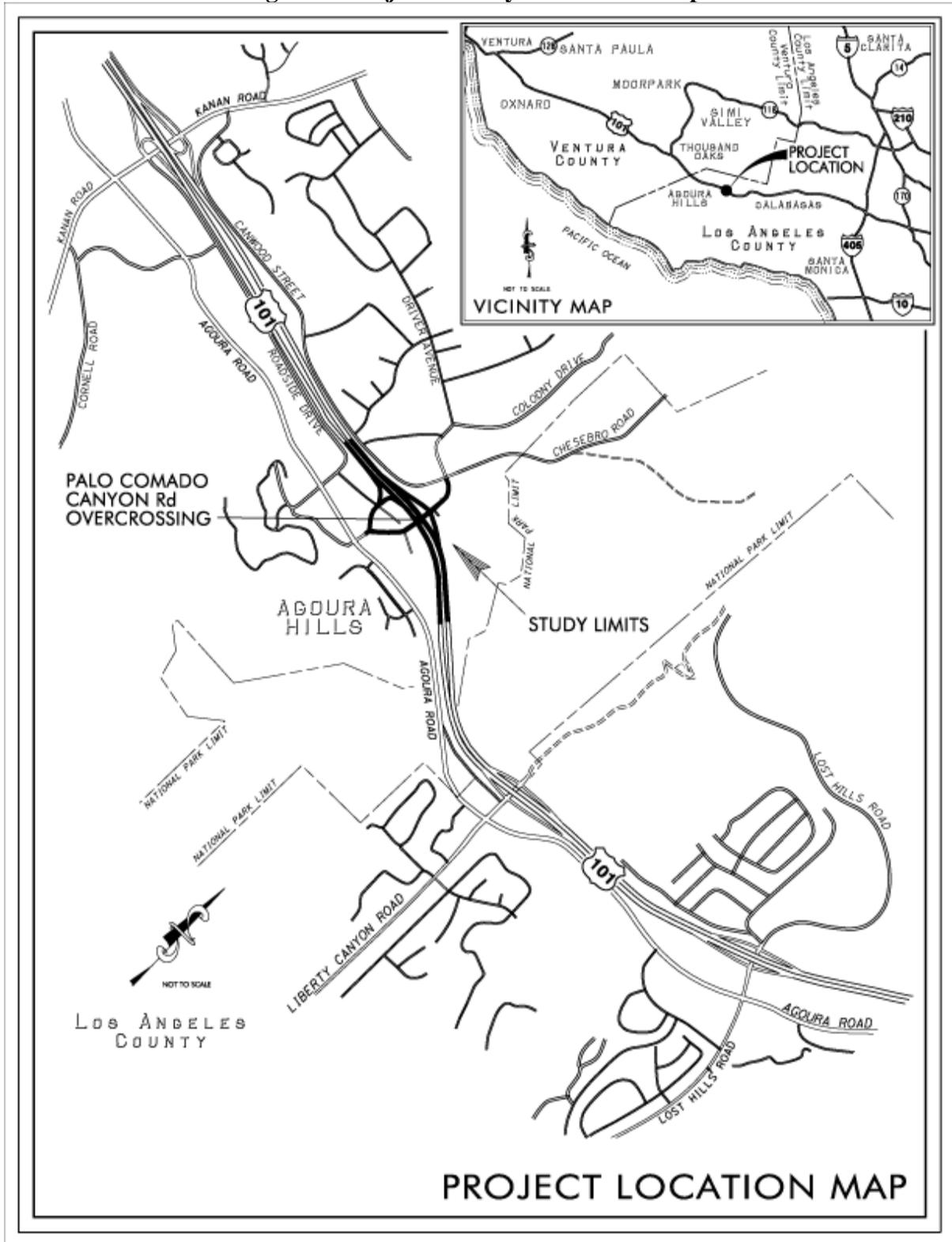
City of Agoura Hills. March 2010. *General Plan 2035 Final EIR. Volume I-Part II.*

Federal Highway Administration and U.S. Environmental Protection Agency. 2006. *Transportation Conformity Guidance for Qualitative Hot-Spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas.* Washington, D.C.

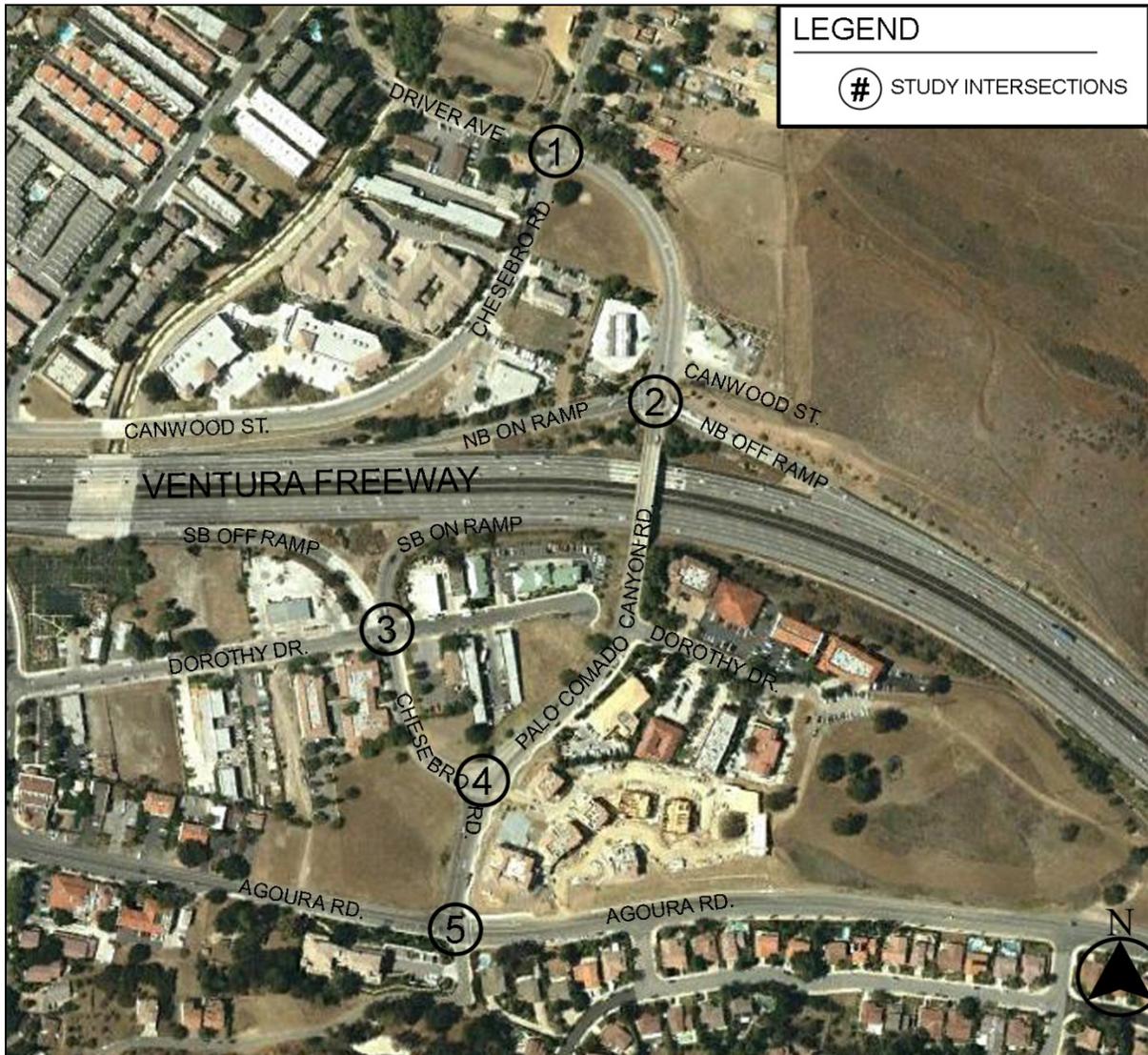
Kimley-Horn and Associates, Inc. October 2010. *US 101/Palo Comado Canyon Road PA/ED, Draft Traffic Impact Analysis.*

Parsons Transportation Group, Inc. February 23, 2009. *Project Study Report to Request for Conceptual Approval and Programming for Capital Cost.*

Figure 1: Project Vicinity & Location Maps



**Figure 2: Intersections within Project Area**



**Figure 3: Build Alternative**

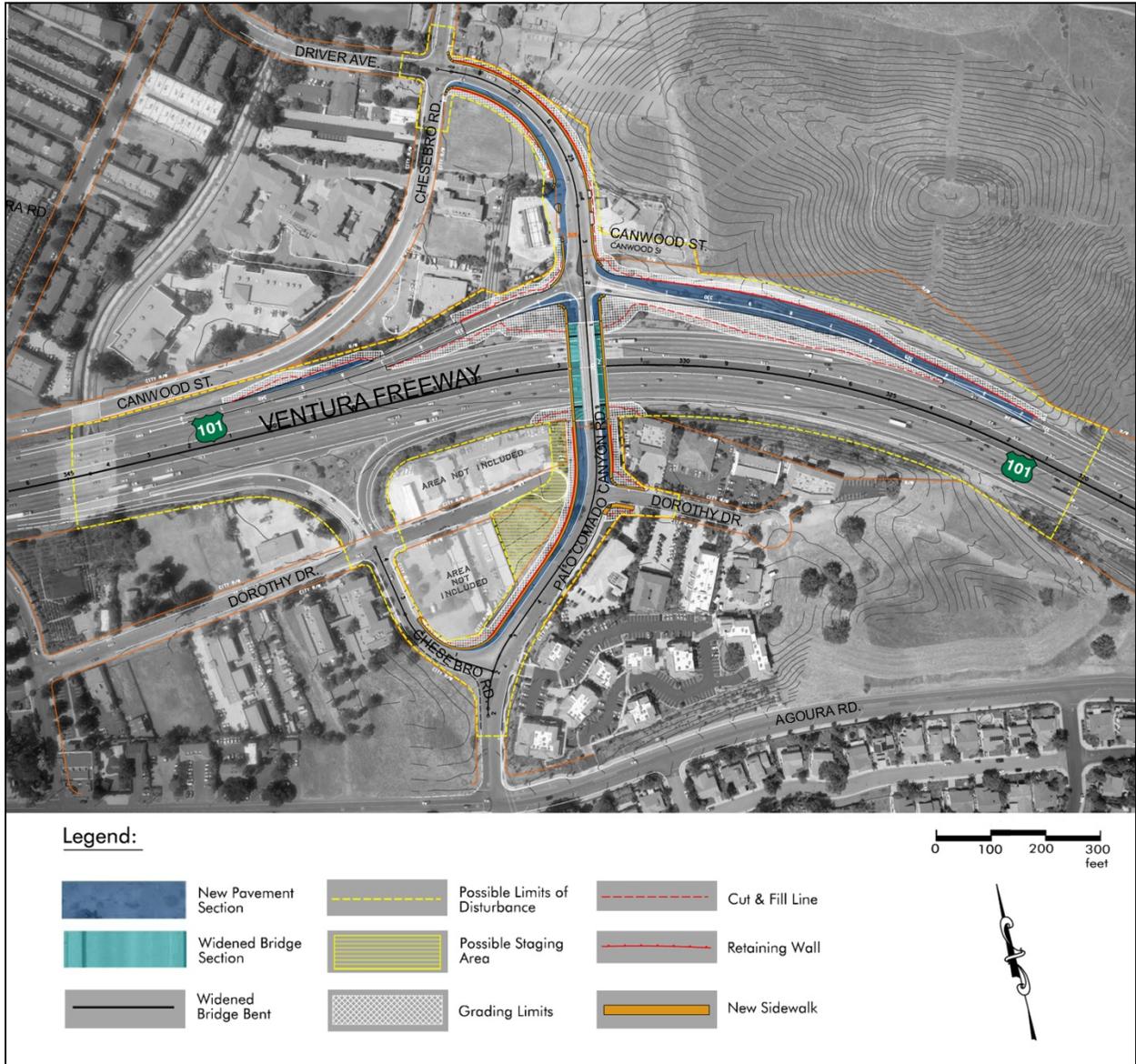


Figure 4: Existing Land Uses

