

Project-Specific Trip Generation Concerns Identified by Traffic Safety and Traffic Operations Staff for the SR 166/Alamo Creek Road Intersection

- The Table B (Traffic Safety Data Analysis) for the State Route (SR) 166/Alamo Creek Road Intersection indicates that the actual accident rate for similar facility, is approximately 200% higher than the statewide average accident rate. The accident count indicates that four accidents occurred in last 5 years. Three of the four accidents are related to turning movements at the SR 166/Alamo Creek Road intersection. These four reported accidents occurred between postmiles 17.1 and 17.4, within the last 5 years. The SR 166/Alamo Creek Road Intersection is located at postmile 17.25 on SR 166. The characteristics of the four accidents are listed below.
 - (a) -2 improper turns (both traveling west and a single car involved in both)
 - (b) -2 speeding (1 rear-end due to west traveler turning right) (1 single car involved traveling east that hit an object)
- Project trip generation is a moving target between 10 to 30 tankers a day.
- The SR 166 Safety Task Force is still active. The last meeting was Sept. 10, 2008. CHP has identified recent collisions occurring involving Truckers under the influence. Trucks continue to be a focus on this corridor
- Existing geometrics of the intersection consist of non standard shoulders in both directions and no left turn channelization.
- A relatively large percentage of existing vehicle traffic on SR 166 features large truck traffic volumes. The rate of truck trips to total vehicle trips on this segment of SR 166 is greater than 20 %.
- Characteristics of the SR 166/Alamo Creek Road Intersection are very similar to the SR 166/Suey Creek Road. The County is seeking a project to do just these similar improvements at that intersection using State Transportation Improvement Plan (STIP) dollars for a very similar need.
- Given the current accident history/pattern, the existing intersection geometrics, coupled with the slow moving – heavy tanker trucks proposed as trip generation for the proposed project, Caltrans, relying on its best-engineering judgment, concludes that the additional truck loading to this intersection will be an impact that will need mitigation. The applicant needs to address the left turning vehicles stopping in the high speed through-lane and the acceleration rate of the fully loaded tankers exiting from Alamo Creek Road onto SR 166.

It is for the forgoing reasons that Caltrans asks the Lead Agency to require the applicant to design and construct left-turn channelization for the east bound SR 166 turning movement onto Alamo Creek Road. We also ask the Lead Agency to require the applicant to design and construct appropriate right-turn flaring/acceleration lane taper for the Alamo Creek Road right-turn movement onto west-bound SR 166.

To construct the project-specific mitigation at SR 166/Alamo Creek Road Intersection, the applicant will be required to secure an encroachment permit from Caltrans' District 5, Encroachment Permit Office.

The Encroachment Permit

All work done in the State's R/W shall require an encroachment permit, and all work performed as stipulated in the encroachment permit shall be done to the Department's engineering and environmental standards and at no cost to the State. Furthermore, the conditions of approval and the requirements for obtaining the encroachment permit are at the sole discretion of the Permits Office, and nothing in this letter shall be implied as limiting those future conditions and requirements.

Please contact Mr. Steve Senet at (549-3206) for more information regarding the encroachment permit process or visit The Department's website at: <http://www.dot.ca.gov/hq/traffops/developserv/permits/>.

Cumulative Traffic Impacts at the 101/166 South Bound On-ramp

Comments from the public have been noted regarding the Exceleron proposed project's, cumulative traffic impacts at the 101/166 south bound on-ramp with its non-standard merge distance with 101 through lanes onto the Santa Maria River Bridge.

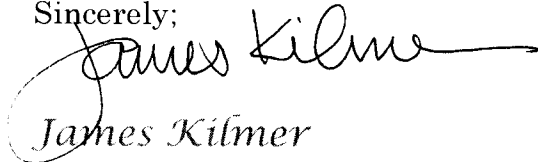
Caltrans has asked previous proposed projects, such as the A.J Diani Asphalt/Concrete Plant, to contribute a fair share dollar amount as cumulative impact mitigation to the reconstruction of the 101/Santa Maria River Bridge. The Diani Project proposed to add 964 truck trips in total. The project proponents agreed to offer \$150,000 towards the reconstruction of the bridge as a condition of project approval.

Assuming that the Exceleron project generates a maximum of 30 truck trips a day, an equivalent fair share contribution for the same bridge reconstruction project would be \$4,500 for those 30 trips. This could be accepted and deposited directly into the Bridge Reconstruction Project's account and serve as appropriate mitigation for its cumulative traffic impacts at the 101/166 Interchange.

Mr. McKenzie
October 8, 2008
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If you have any questions regarding the foregoing, please feel free to contact me.

Sincerely;

A handwritten signature in black ink that reads "James Kilmer". The signature is written in a cursive style with a long horizontal stroke at the end.

James Kilmer

District 5
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