

US 101 Pismo Congestion Relief Pilot Project

Paul Valadao, PE
Caltrans Project Manager

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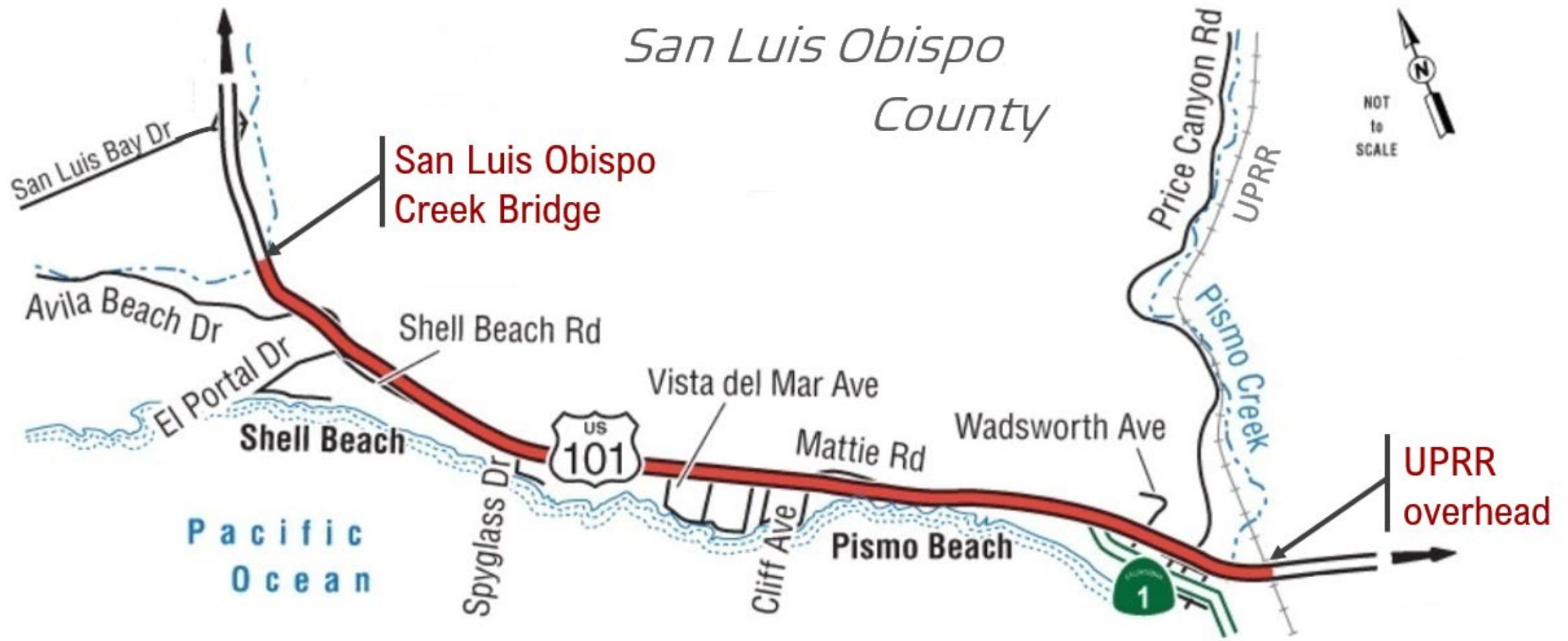
Central Coast Section



Project Team

- Paul Valadao, PE | Caltrans Project Manager
- Stephen Hanamaikai | SLOCOG Transportation Planner
- Paula Huddleston | Caltrans Environmental Coordinator
- Lara Bertaina | Caltrans Senior Environmental Planner
- David Beard, PE | Caltrans Design Manager
- Sam Toh, PE, TE | Caltrans Traffic Operations Engineer

Project Location



Project Purpose and Need

Purpose:

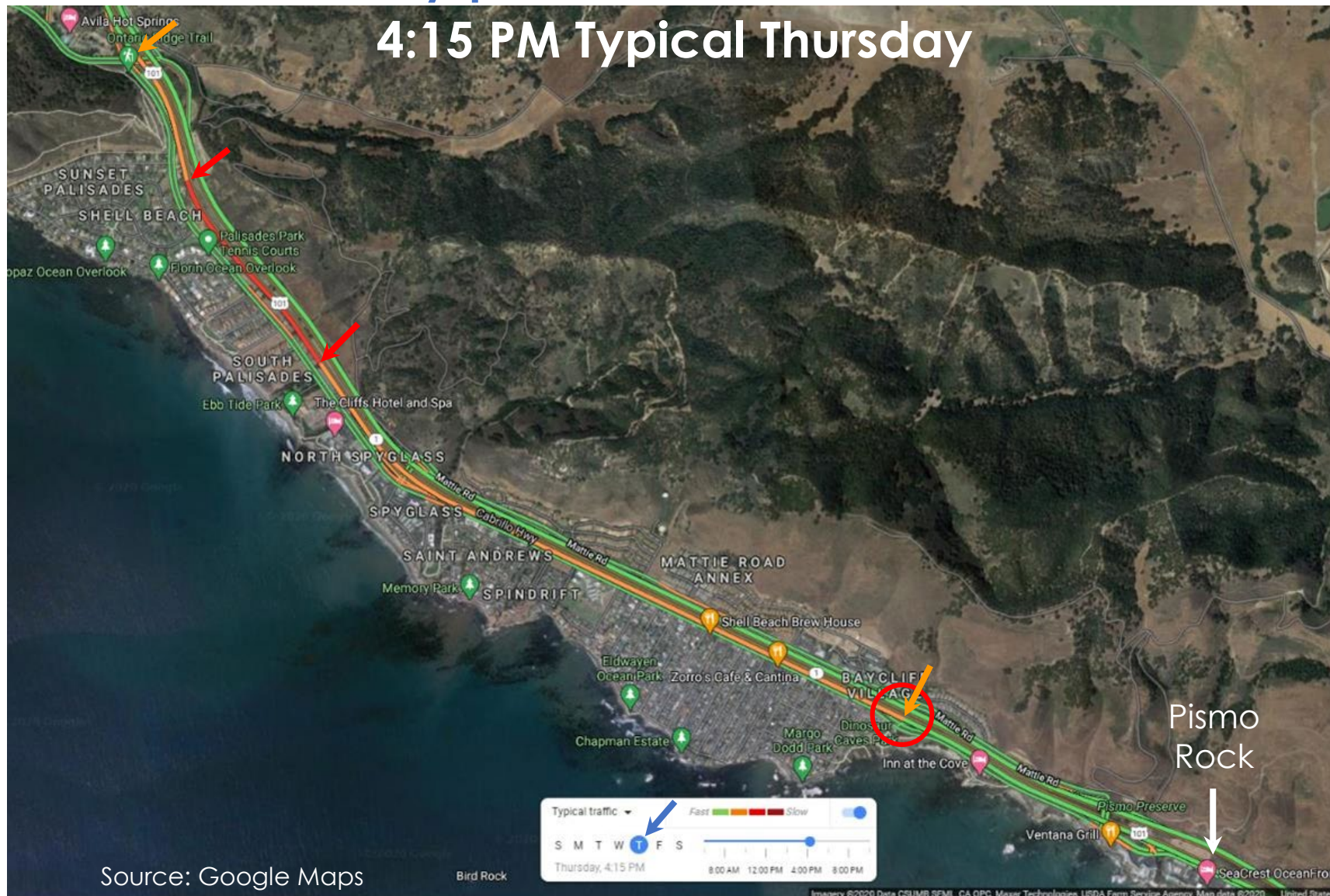
- Improve operations on southbound US 101 during peak travel periods.

Need:

- The US 101 southbound lanes are operating at or near capacity during peak travel periods.

Typical Traffic

4:15 PM Typical Thursday



Source: Google Maps

US 101 Pismo Congestion Relief Pilot Project

Typical Traffic

4:55 PM Typical Friday



Source: Google Maps

US 101 Pismo Congestion Relief Pilot Project

Typical Traffic

3:20 PM Typical Saturday



Source: Google Maps

US 101 Pismo Congestion Relief Pilot Project

Project Major Features

- Widen southbound inside shoulder to 14 feet for approximately 4 miles
- Widen 4 bridges: Spyglass Drive; Mattie Road; Wadsworth Avenue; Pismo Creek
- Build park-and-ride lot at Mattie Road and Price Street
- Construct retaining wall between 101 and Price Street where avoidance of Pismo Rock requires widening to the outside

Left Shoulder Part Time Travel Lane



Physical Constraints



Alternative 1

- Widening to the inside for part-time travel lane begins just north of Spyglass Drive
- Includes median retaining wall at start of widening
- Variation: extend truck-climbing lane past Spyglass Drive exit



Alternative 2

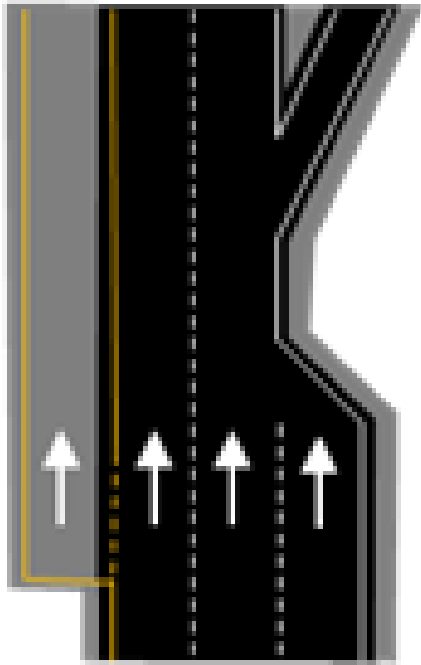


- Part-time travel lane begins just past San Luis Obispo Creek bridge in the current #1 lane
- Truck-climbing lane becomes a general travel lane
- Widening to the inside for part-time travel lane begins north of Spyglass Drive

Truck-climbing lane

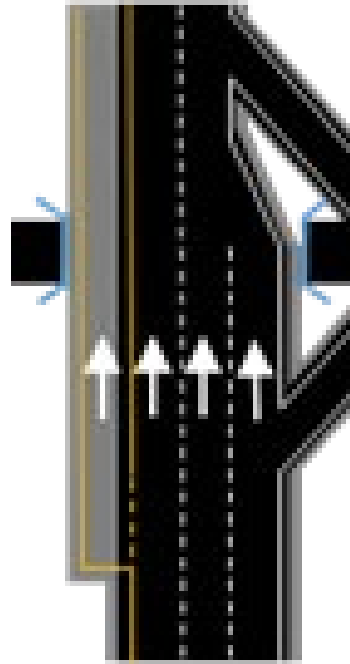
Alternative 1

Maintain truck-climbing lane in current configuration



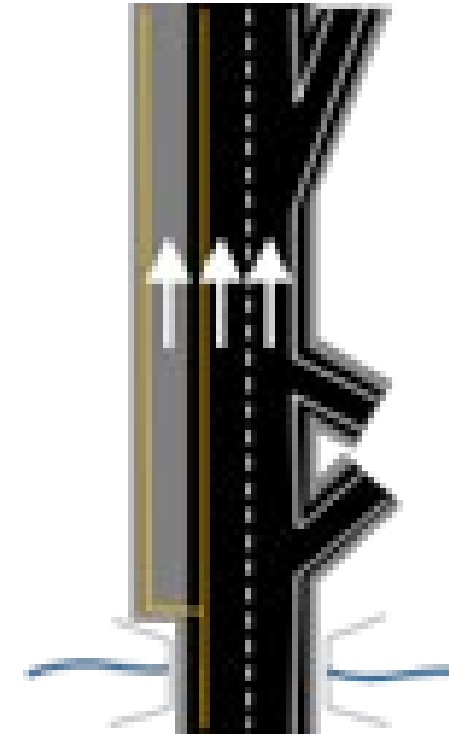
Alternative 1 truck-climbing lane variation

Extend the truck climbing lane to merge after Spyglass Dr. exit



Alternative 2

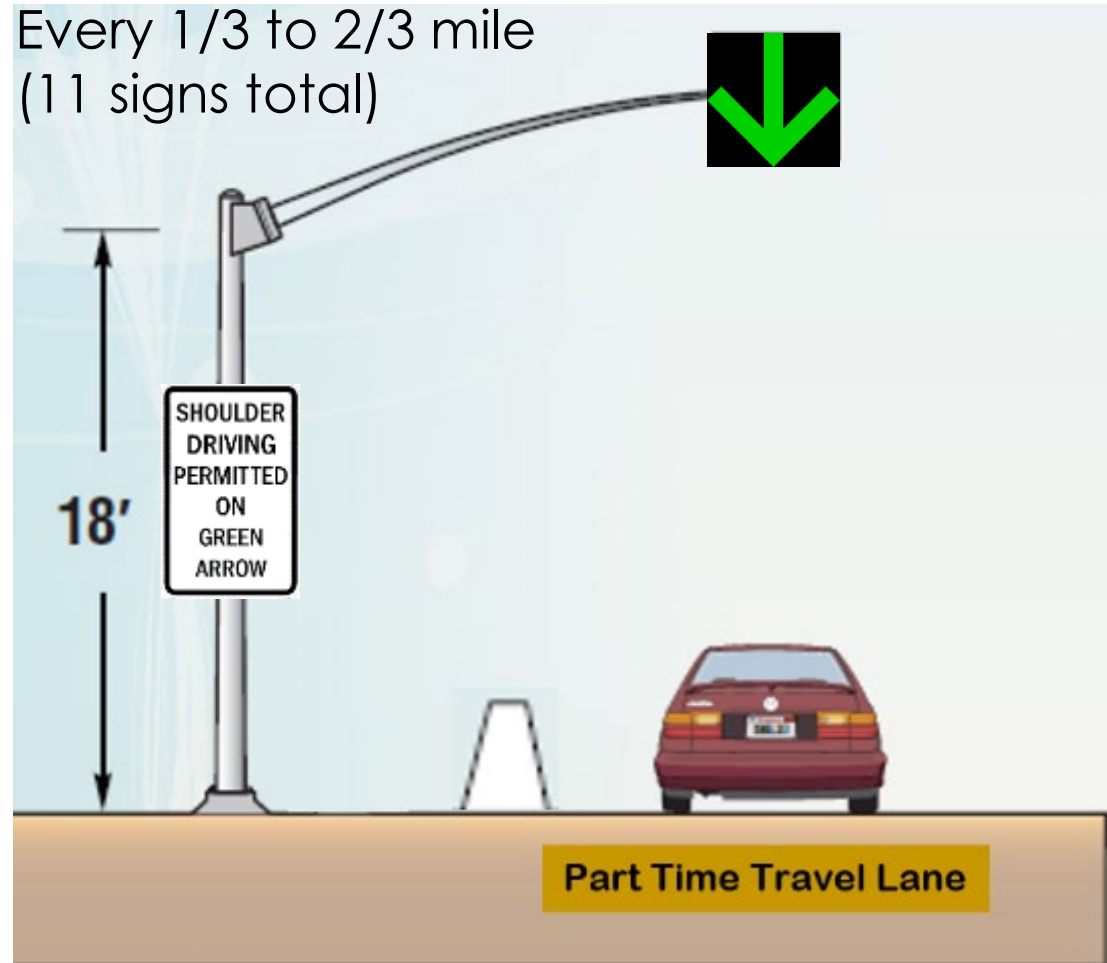
Convert the truck climbing lane to a continuous general travel lane



Signage

Lane-Use Control Signal

Every 1/3 to 2/3 mile
(11 signs total)



Sign Package and Sequence

LEFT
SHOULDER
DRIVING
PERMITTED
1 MILE
AHEAD

54"x78"

SHOULDER
DRIVING
PERMITTED
ON
GREEN
ARROW

54"x78"

@ 3/4 Mile
@ 1/4 Mile

LEFT
SHOULDER
DRIVING
PERMITTED
1/2 MILE
AHEAD

54"x78"

SHOULDER
DRIVING
PERMITTED
ON
GREEN
ARROW

54"x78"

@ Start of
Part Time
Travel Lane

SHOULDER
DRIVING
PERMITTED
ON
GREEN
ARROW

@ each

lane control
signal pole
(9 - 11 Total)

Direction of Travel →

SHOULDER
DRIVING
ENDS
1/2 MILE

54"x54"

SHOULDER
DRIVING
ENDS
1/4 MILE

54"x54"

SHOULDER
DRIVING
ENDS

54"x54"

DO NOT
DRIVE
ON
SHOULDER

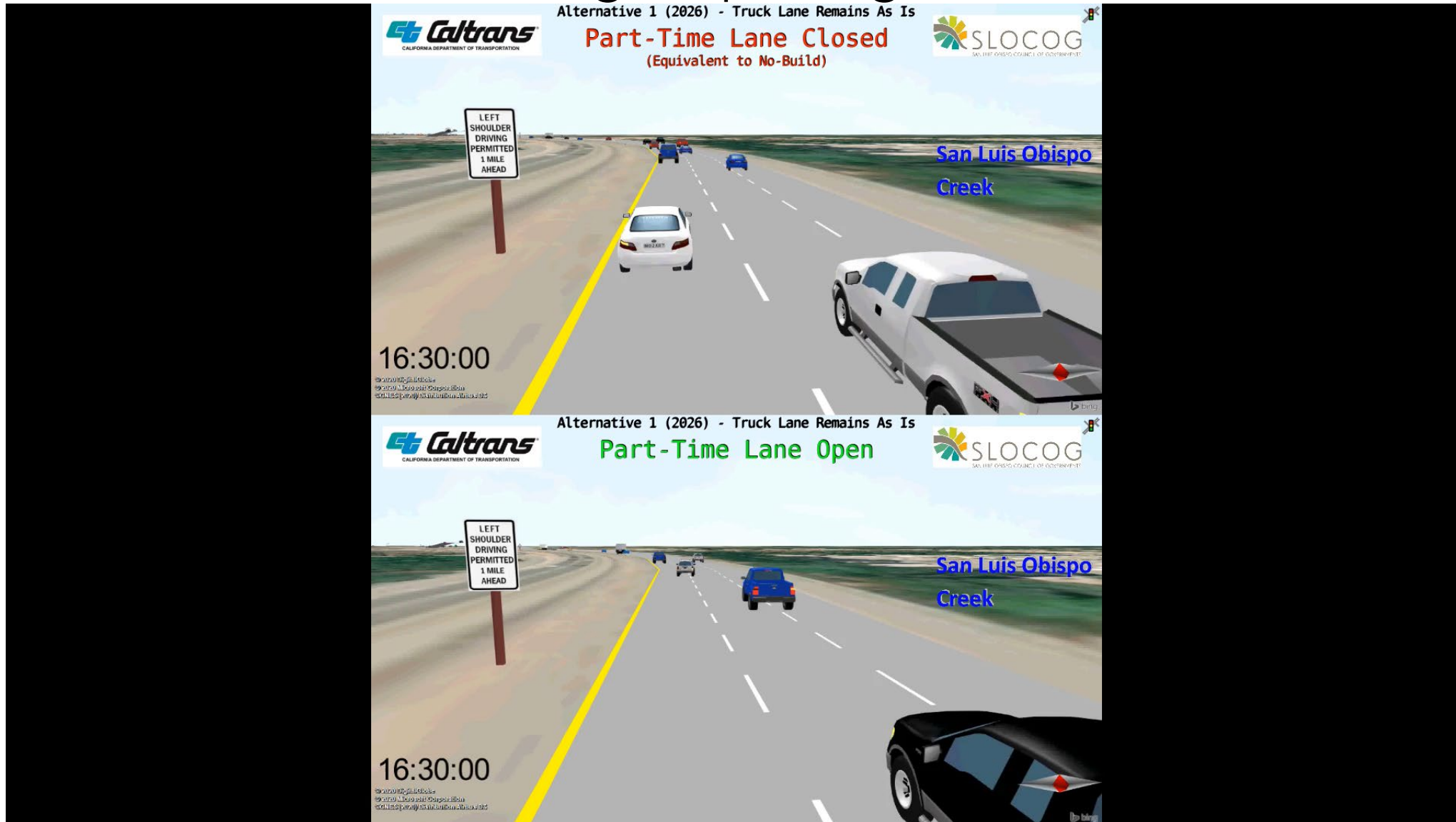
R4-17
(48"x60")

EMERGENCY
STOPPING
ONLY

R8-7
(48"x36")

Simulation 4:30 PM

Drive-Through Opening Year 2026

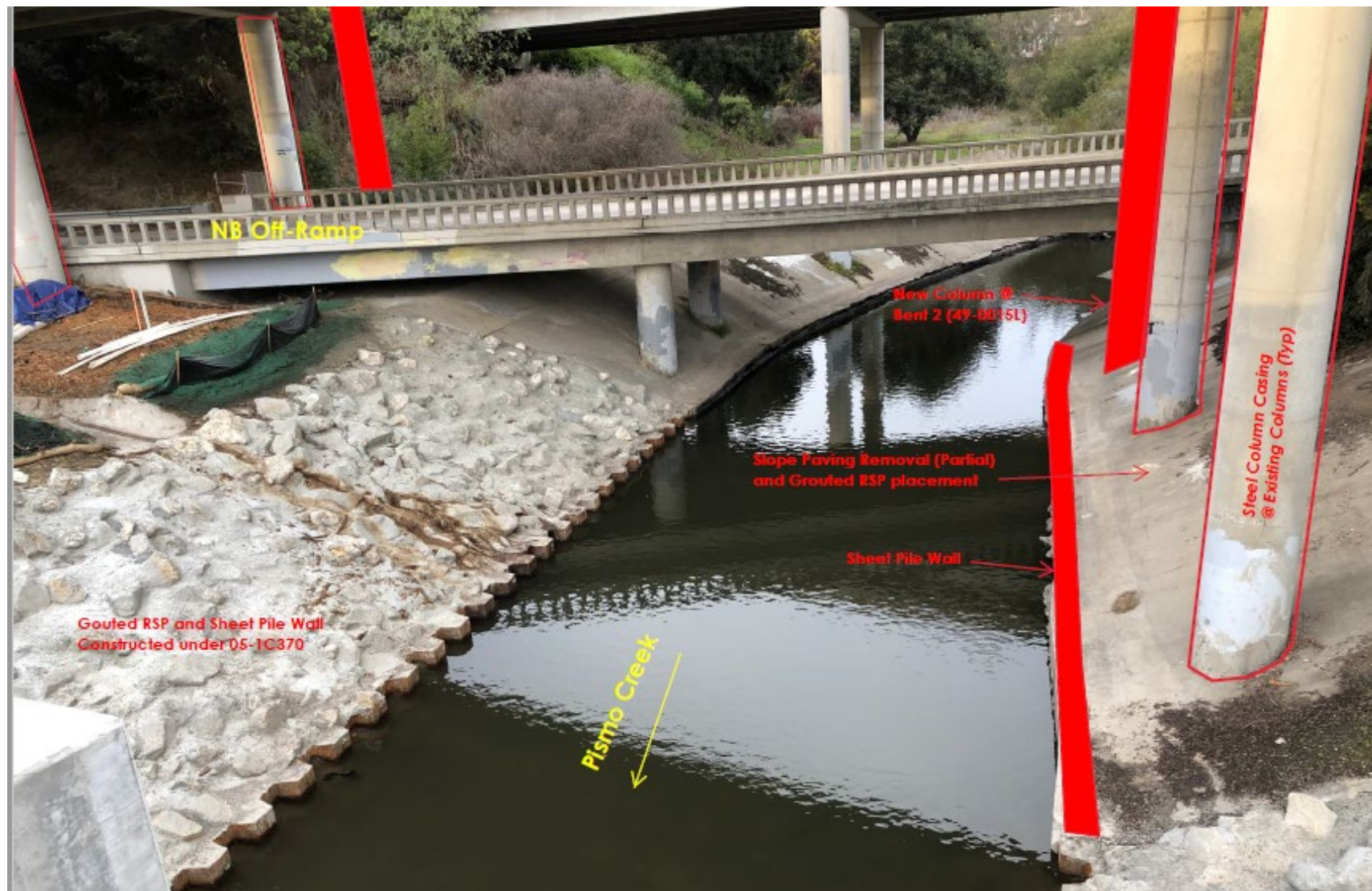


Source:
PTV Group
Vissim

Park-and-ride Lot



Pismo Creek Bridge Widening



Environmental Impacts

- Significant impacts to cultural resources
- Significant impact due to increased noise
- Significant impact on visual quality and character
- Increase in greenhouse gas emissions

Cultural Resources

Northern Chumash traditional territory





Noise

Noise Abatement

Soundwalls



Visual Quality

View ♦ Character ♦ Scale

Photo Simulation

From US 101 south of Spyglass Drive looking southbound



Photo Simulation

From Shell Beach Road near Terrace Avenue looking southeast

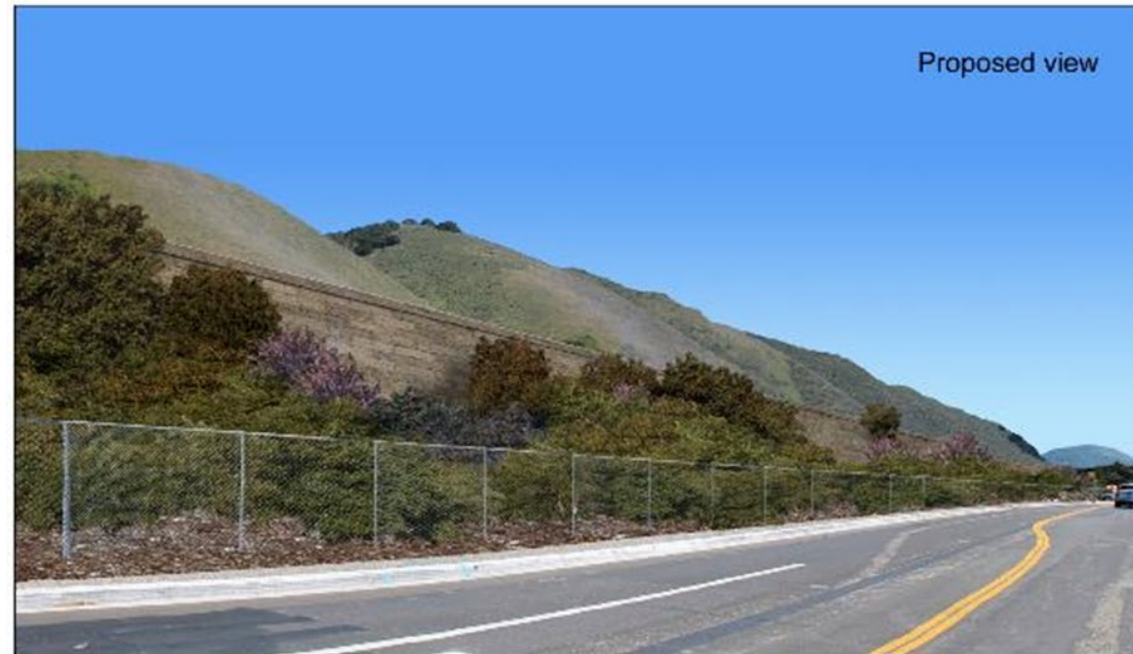
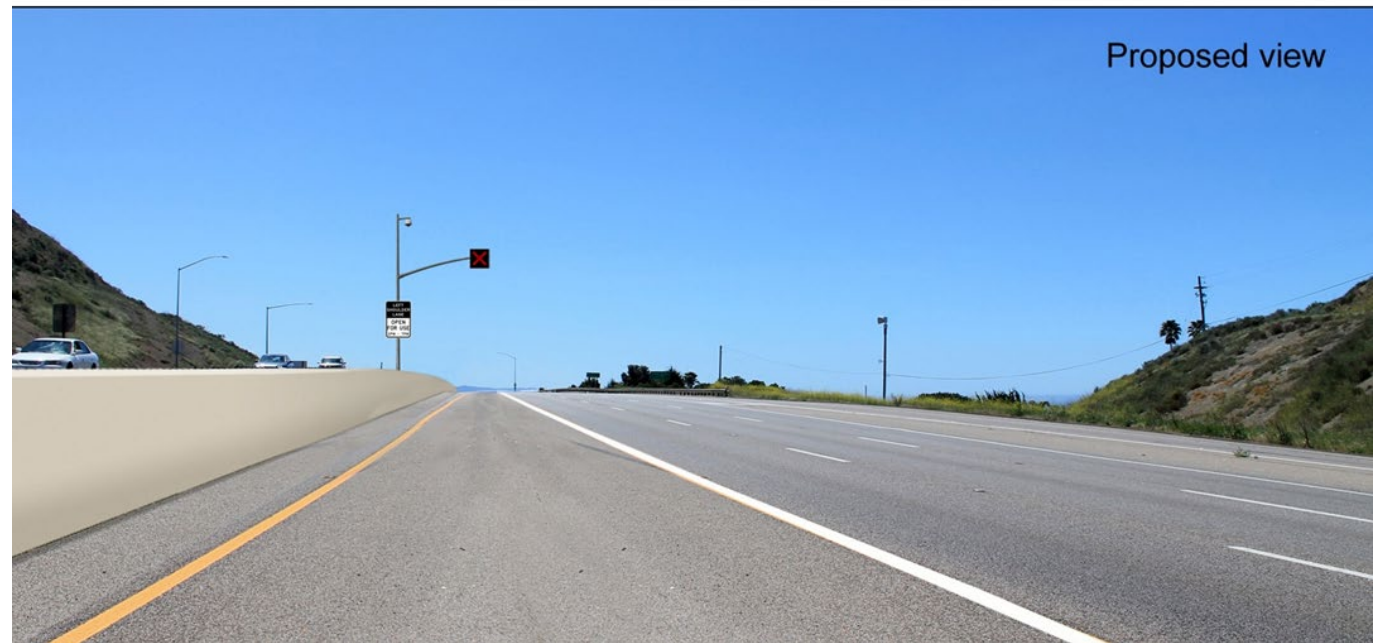


Photo Simulation

From southbound median
looking south



Existing view

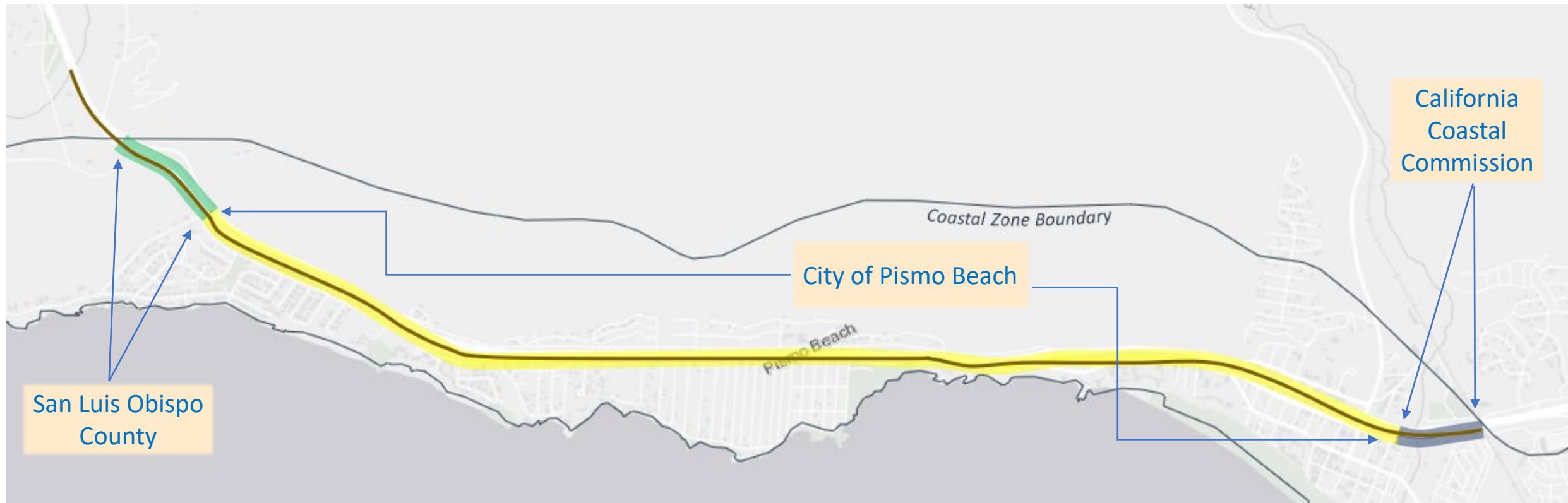


Proposed view

Coastal Zone

Permitting

Permitting Agencies

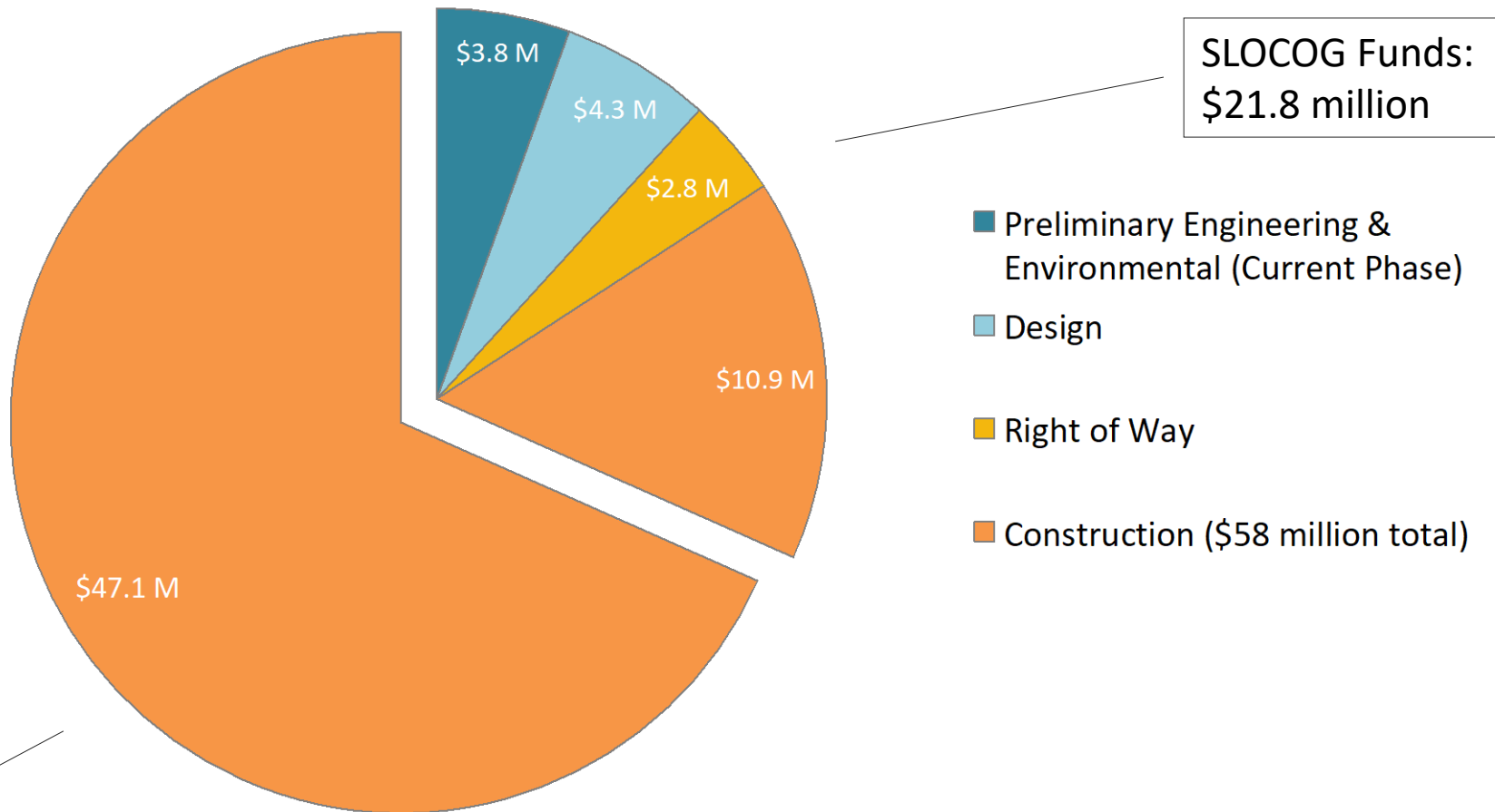


Project Costs

- Alternative 1: **\$63,300,000**
- Alternative 1 truck-climbing lane variation: **\$63,800,000**
- Alternative 2: **\$63,700,000**

Project Funding

Excludes funds for soundwalls and escalated to 2023



SB 1 Grants:
\$47.1 million

SLOCOG Funds:
\$21.8 million

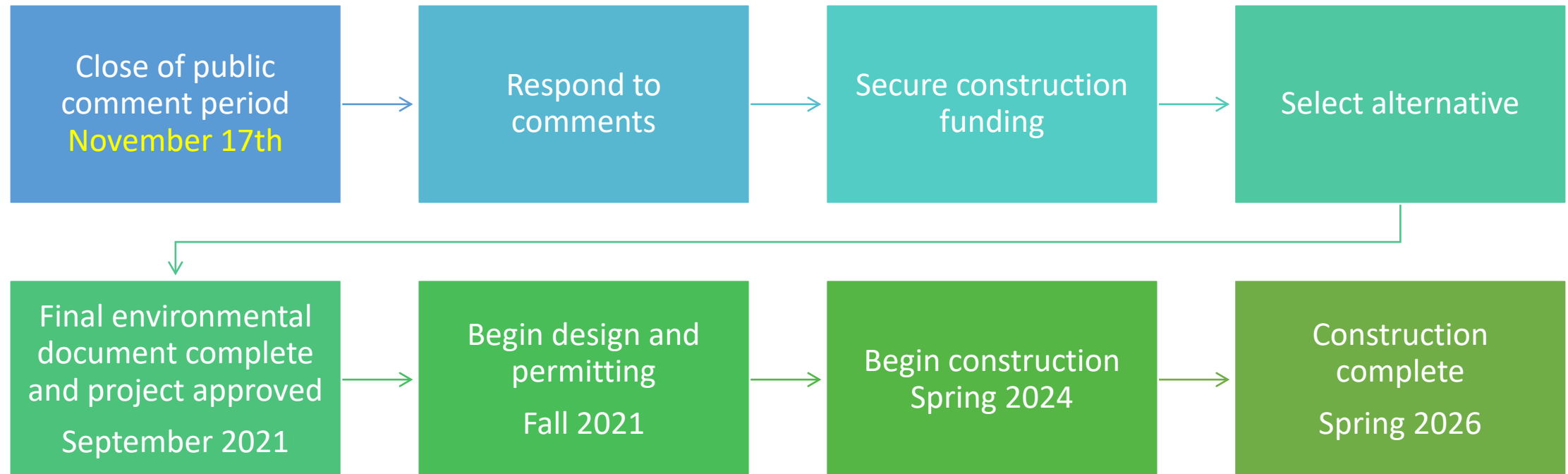
- Preliminary Engineering & Environmental (Current Phase)
- Design
- Right of Way
- Construction (\$58 million total)

Review & Comment

- Draft EIR and Draft Project Report
<https://slocog.org/programs/highways-streets-roads/us-highway-101/improving-congestion-and-mobility-101>

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Next Steps...



Contacts

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Thank you for the opportunity to present to ITE!

