

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: February 19, 2009

Reference No.: 2.2a.(2)
Action Item

From: CINDY McKIM
Chief Financial Officer

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Division Chief
Environmental Analysis

Subject: **NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT
ROUTE 118/34 IN VENTURA COUNTY**

ISSUE:

The California Transportation Commission (Commission) is being asked to review and comment at its February 19, 2009 Commission meeting on the following Notice of Preparation (NOP):

- 07-Ven-118/34, PM 10.72/11.22, PM 17.52/17.64 – Route 118/34 in Ventura County – Relocate and realign the existing Route 118/Route 34 Intersection within the community of Somis.

PROGRAMMING:

The proposed project would construct roadway improvements that include relocating and realigning Route 118 at Donlan Road, and adding a westbound left-turn lane in the westbound direction of Route 118, an eastbound auxillary lane, and interchange ramp improvements along portions of Route 118 and Route 34 intersection in the community of Somis in Ventura County. The project is included in the State Highway Operation and Protection Program Long Lead Project List. Future funding for project design, right of way, and construction will be programmed later pending completion of the environmental clearance.

ALTERNATIVES BEING CONSIDERED:

The Environmental Impact Report (EIR) will evaluate the following alternatives:

No Build Alternative:

The No-Build Alternative proposes to maintain the existing conditions without any alterations.

Intersection Improvement Alternative:

This alternative closes the existing Donlon Road from Route 118 to La Cumbre Road. The new alignment of Donlon Road would begin at the Route 118/34 intersection and run north along the west side of Coyote Canyon Creek up to the spillway of the Ventura County Watershed Control District debris basin. At this point, Donlon Road would cross over the spillway in a northeasterly direction with a bridge structure. The southbound lane for Donlon Road would have a mixed

thru/left-turn/right-turn lane at the intersection with Route 118. The realigned northbound lane of Donlon Road would not change. It would also add an additional left-turn lane in the westbound direction of Route 118 (east leg), an auxiliary lane in the eastbound direction of Route 118 (east leg), and a right-turn only lane in the eastbound direction of Route 118 (west leg). An auxiliary lane would be added on the southbound direction of Route 34 and a left-turn through-lane only on the northbound direction of Route 34. The existing drainage culvert and large catch basin (north side) for Coyote Canyon would be modified to accommodate the extra left-turn lane and auxiliary lane on Route 118 (east leg).

Bridge Alternative:

This alternative proposes the same intersection improvements as the Intersection Improvement Alternative with the exception of the realignment of Donlon Road. The new Donlon Road would be a straight alignment due north of the Route 118/34 intersection and would cross Coyote Canyon via a bridge structure. The Department of Transportation Division of Structures has estimated that a bridge structure of 156 feet by 55.5 feet would be required.

Roundabout Alternative:

This alternative consists of a one-way, one-lane circulatory roadway in a counter-clockwise direction with a width of 24 feet. An additional structural pavement, 8 feet in width, would abut the inner radius of the roadway, which would function as a truck apron. A raised curb would border the inner radius of the truck apron and delineate the central island. The roundabout would replace the existing signalized intersection. The east leg approach of Route 118 would consist of a four-lane roadway (two lanes for ingress and two lanes for egress). The west leg approach of Route 118 would consist of a three lane roadway (two lanes for ingress and one lane for egress). The south leg approach of Route 34 would consist of a three-lane roadway similar to the west leg approach of Route 118. The realigned Donlon Road would travel north over the outlet of the debris basin with a two-lane roadway (one lane for ingress and one lane for egress).

Somis Bypass Alternative:

This alternative was presented by local residents of the Somis community. This alternative would attempt to alleviate truck and commuter traffic going through this community by constructing a new two-lane highway. The proposed roadway would start at the present Union Pacific railroad crossing with Route 118 on the east side of Somis, continue south parallel to the railroad alignment, and connecting to Route 34 at a point south of the community of Somis.

Save Our Somis (SOS) Alternative:

JR Consulting Engineers, LLC, was retained by the Save Our Somis (SOS) community organization and proposed a smaller intersection design for the project. This design would be similar to the Intersection Improvement Alternative with the following exceptions: only one left-turn lane for the westbound direction of Route 118, lengthened to almost 350 feet; the east leg of Route 118 would not have an eastbound auxiliary lane; and no auxiliary lane for the southbound direction of Route 34.

POTENTIAL SIGNIFICANT ENVIRONMENTAL EFFECTS:

- Biological impacts
- Wetlands
- Farmlands
- Hazardous Materials

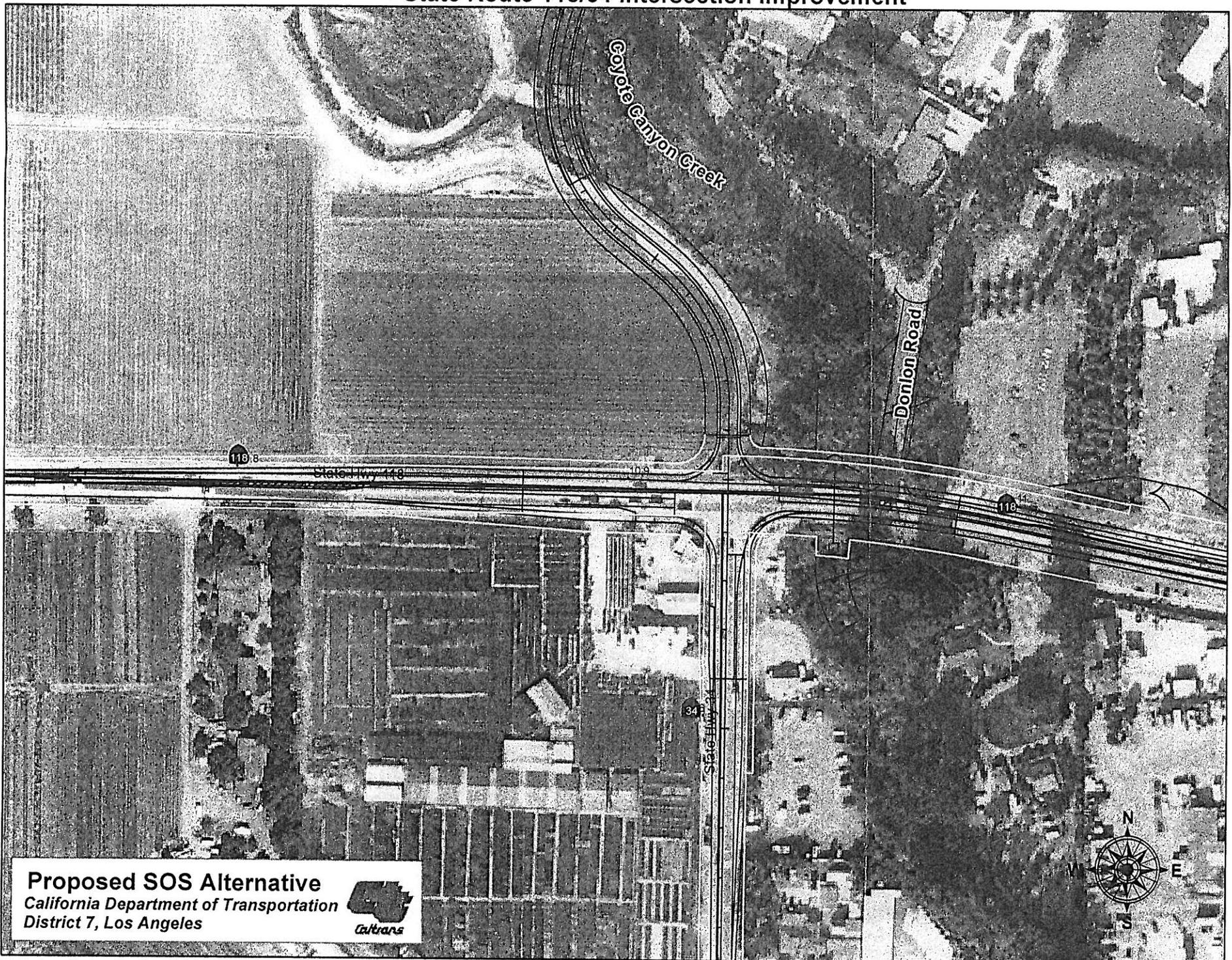
An EIR will be prepared for the project because the study encompasses an extensive area and has generated public controversy. The project could potentially result in substantial environmental impacts to these resources.

PROPOSED MEASURES TO MINIMIZE HARM:

Proposed measures to minimize harm will be developed at a later date.

Attachments - Maps

State Route 118/34 Intersection Improvement

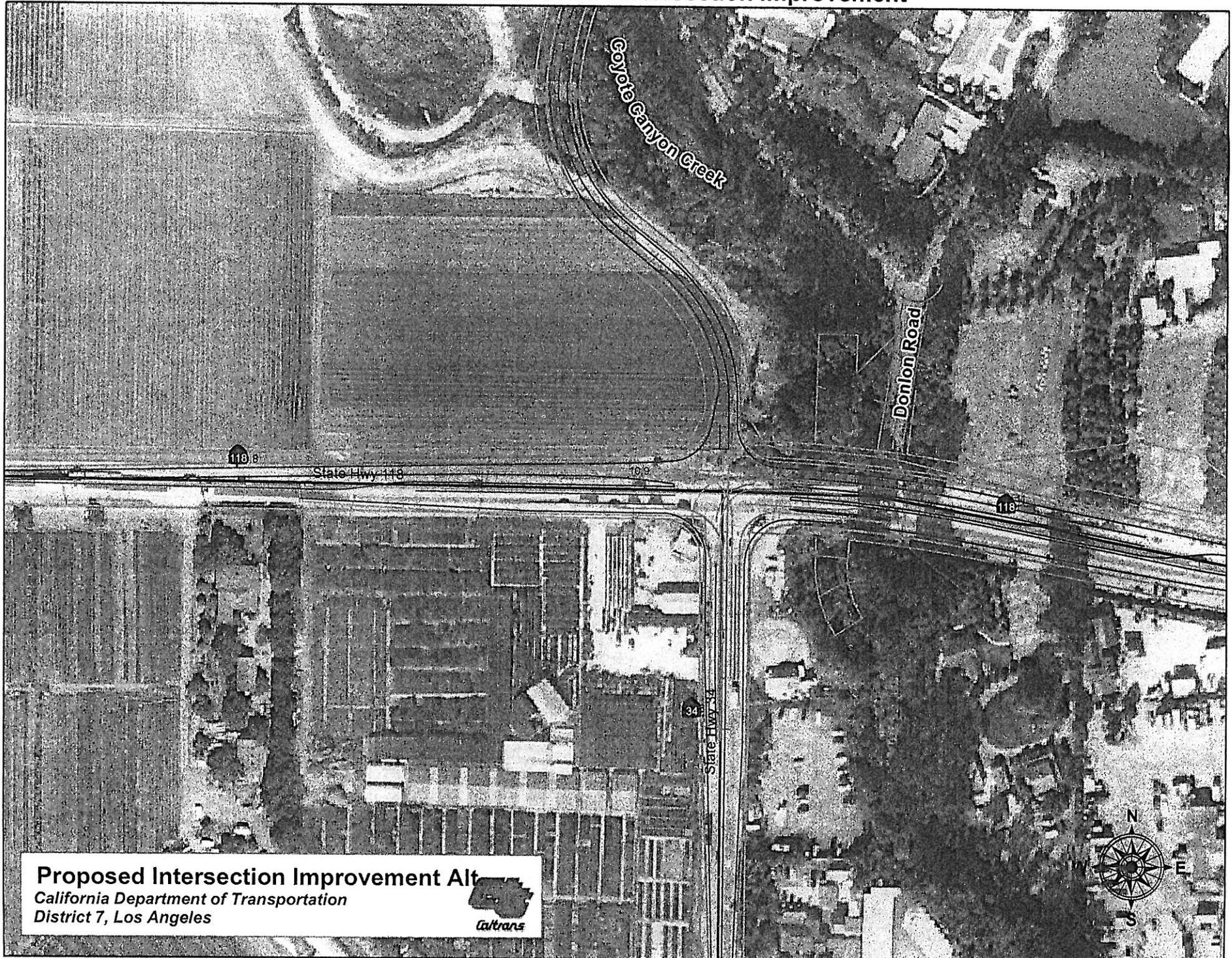


Proposed SOS Alternative
California Department of Transportation
District 7, Los Angeles



*Preliminary Engineering Plans Subject to Change

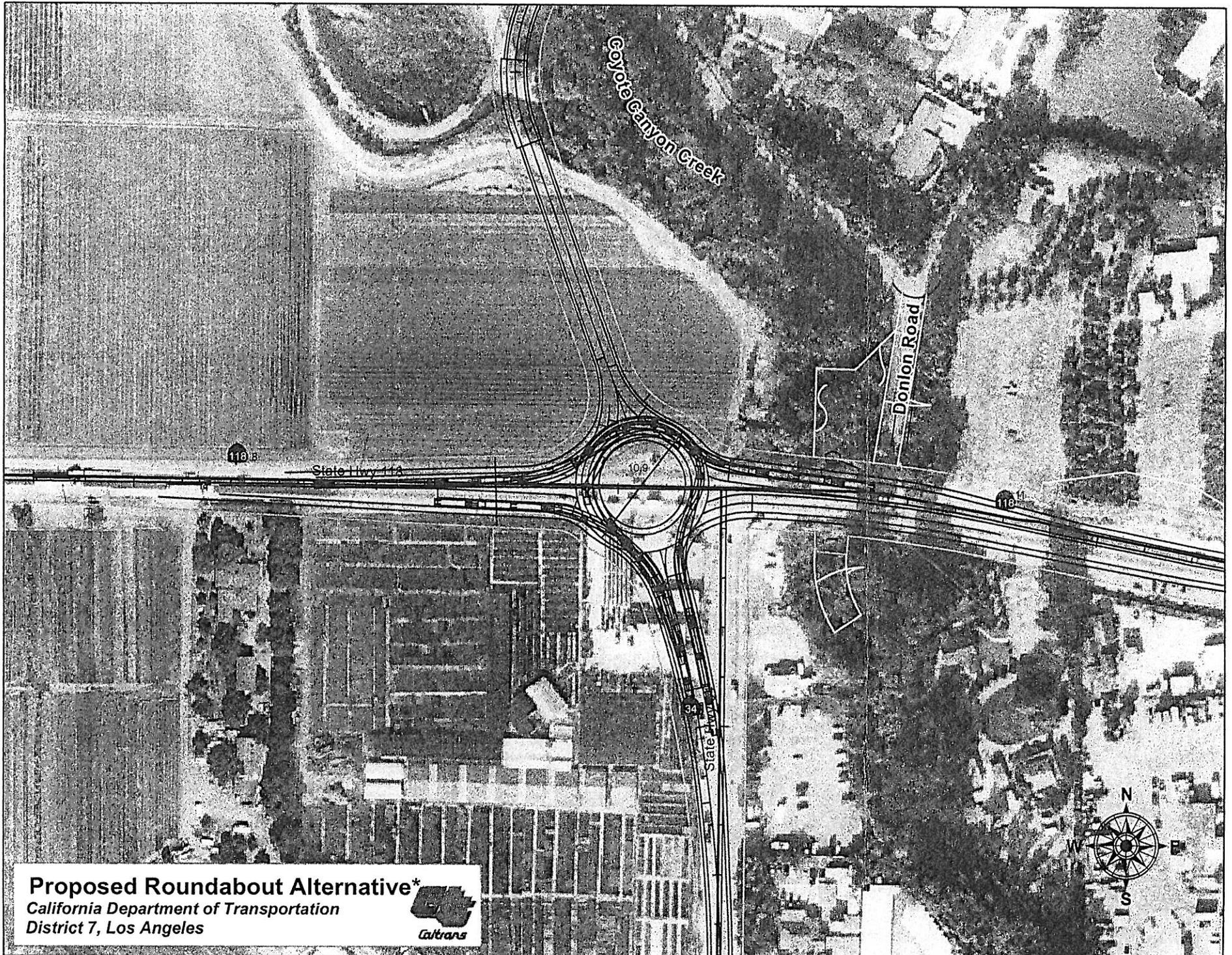
State Route 118/34 Intersection Improvement



Proposed Intersection Improvement Alt
California Department of Transportation
District 7, Los Angeles



State Route 118/34 Intersection Improvement

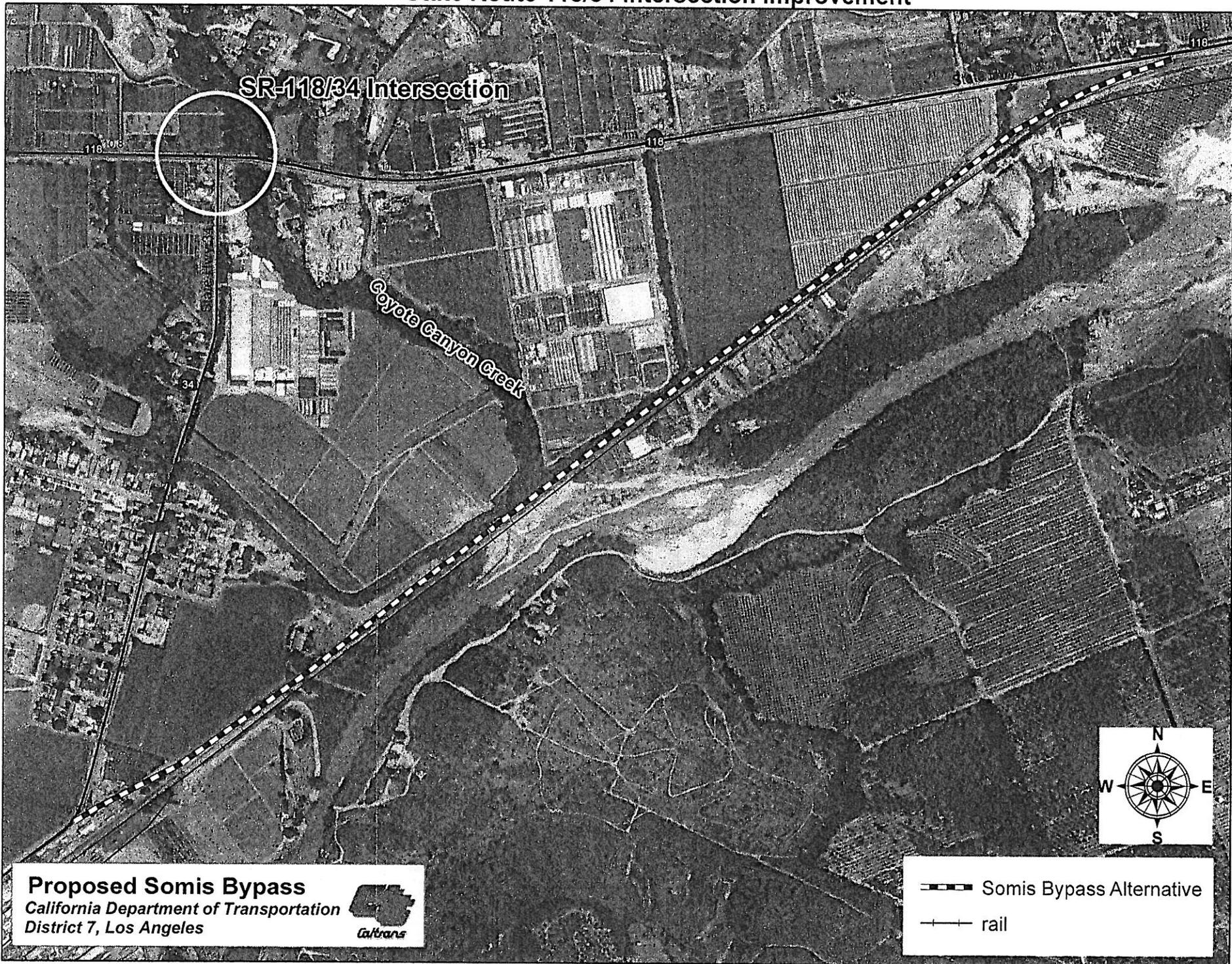


Proposed Roundabout Alternative*
California Department of Transportation
District 7, Los Angeles



*Preliminary Engineering Plans Subject to Change

State Route 118/34 Intersection Improvement



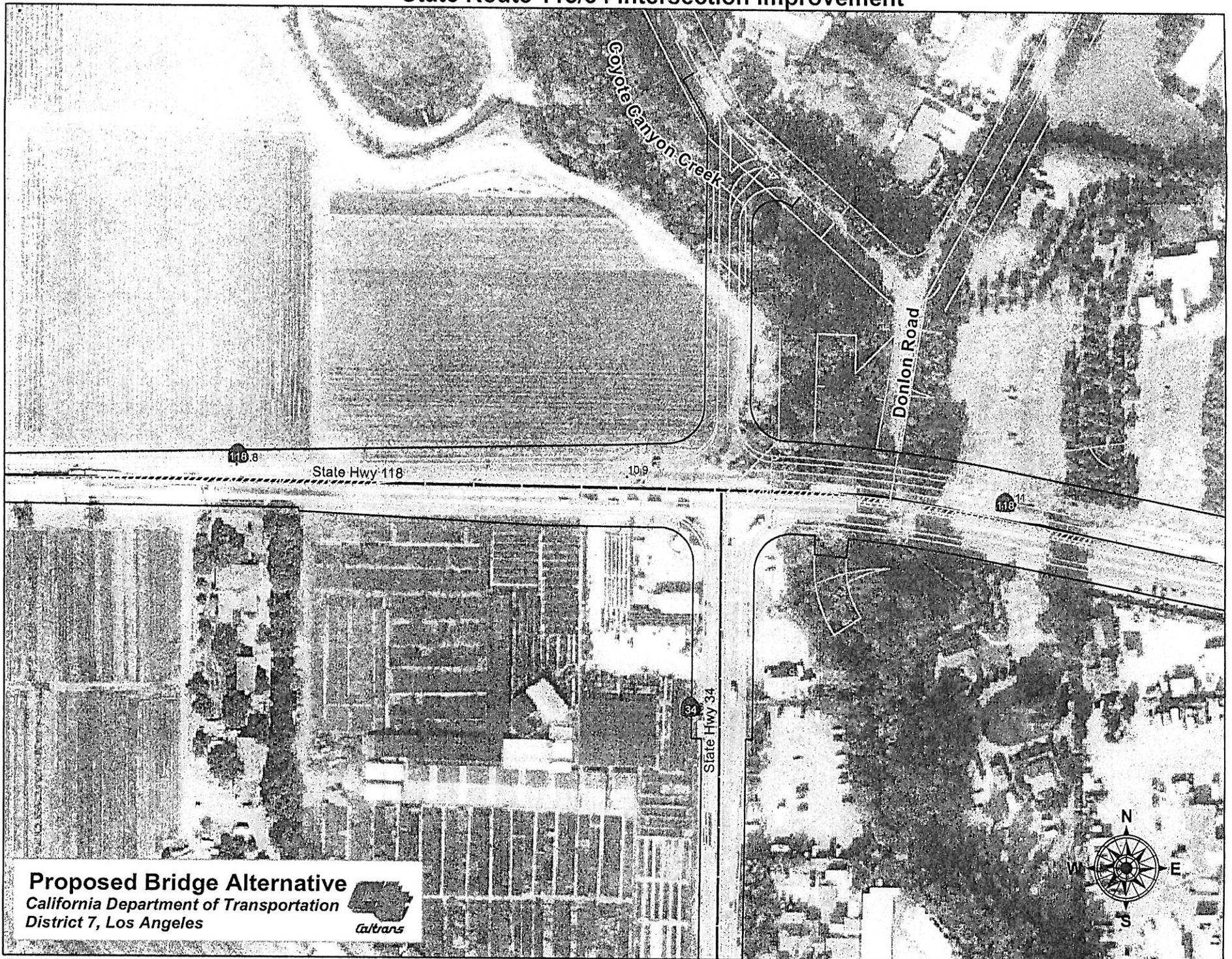
Proposed Somis Bypass
California Department of Transportation
District 7, Los Angeles



— — — Somis Bypass Alternative
—+— rail

*Preliminary Engineering Plans Subject to Change

State Route 118/34 Intersection Improvement



Proposed Bridge Alternative
California Department of Transportation
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