

## BRISCO-HALCYON ROAD INTERCHANGE MODIFICATIONS PROJECT

## BACKGROUND SUMMARY

- In 2001, a Project Study Report-Project Development Support (PSR-PDS) was completed to develop alternatives to improve operation of the Brisco-Halcyon Road Road Interchange Modifications Project. The project moved from the PSR-PDS phase to the Project Approval and Environmental Determination (PA&ED). During PA&ED development, additional alternatives were identified and analyzed.
- January 2005, City Council approved a contract with Wood Rogers to complete the project report and environmental documents for the Brisco-Halcyon Road Interchange Modifications Project.
- April 25, 2006 City Council approved Cooperative Agreement with the Caltrans for development of the Brisco-Halcyon Road Interchange Modification Project through PA&ED.
- June 3, 2008 City Council approved Cooperative Agreement Amendment No. 1 with the Caltrans to extend the agreement for development of the Brisco-Halcyon Road Interchange Modification Project through PA&ED
- Alternatives were presented to the City Council at the August 12, 2008 meeting. The City Council selected an alternative and directed staff and the City Council Subcommittee to pursue approval and funding through the San Luis Obispo Council of Governments (SLOCOG) and Caltrans. In May of 2009, the City Council approved Contract Amendment No. 4 with Wood Rodgers, Inc. for preparation of the design exception fact sheets for the Brisco-Halcyon Road Interchange Modifications Project PA&ED in the amount of \$17,500. Additionally, the Council authorized the Mayor to send a letter to Caltrans regarding opposition to requests for further analysis and urging support for the City's preferred alternative.
- In August 2009, Caltrans and the City were at an impasse, each agency preferred different project design alternatives and believed other design alternatives were not viable. Planning Company Associates, that was later renamed Point C, LLC, was contracted to assist in determining a design solution to the Brisco impasse and develop strategies to achieve project approval.
- On May 11, 2010, the Council approved Contract Amendment No. 5 with Wood Rodgers to include alternative 3B that placed ramps at Old Ranch Road and continue an update of environmental studies and the PA&ED project. However, it was subsequently determined that this alternative had a fatal flaw due to the grade separation between U.S. 101 and Old Ranch Road.

- On October 26, 2010, the Council approved Alternative 4 to be included in the PA&ED. Alternative 4 involves moving the Brisco northbound on-ramp and offramp to Rodeo Drive. Additionally, the Council approved the preparation of supporting information and design exception fact sheets to provide the public an opportunity to comment at the Traffic Commission and neighborhood meetings.
- The Traffic Commission considered the project alternatives on January 10, 2011 and a well-attended neighborhood meeting was held on February 24, 2011. Project accomplishments include completion of the Purpose and Need document, established performance criteria and the traffic analysis with concurrence from Caltrans District 5 Traffic Operations.
- In April 2011, the Council approved Amendment No. 6 with Wood Rodgers to update environmental studies and continue preparation of the PA&ED documents. Caltrans reviews required more revisions and effort than was anticipated for Amendment No. 6.
- November 22, 2011 City Council approved Cooperative Agreement Amendment No. 2 with the Caltrans to extend the agreement for development of the Brisco-Halcyon Road Interchange Modification Project through PA&ED.
- Draft funding recommendations for the project were approved at the February, 2012 San Luis Obispo Council of Governments Board of Directors meeting.
- In March 2012, the California Transportation Commission programmed \$5.6 million in construction funding for the project. City Council Approved an Amendment No. 3 to the Cooperative Agreement to extend the agreement for development of the Brisco-Halcyon Road Interchange Modification Project through PA&ED; Plan, Specifications and Estimates (PS&E) and Right of Way (R/W) phases
- In May 2012, the Council approved Amendment No. 7 with Wood Rodgers for an additional not to exceed amount of \$103,820 in order to complete all technical studies and prepare final design exception fact sheets.
- In April 2013, the City Council Brisco Interchange Subcommittee, staff and consultants met with Caltrans staff and learned that additional design and amended technical studies were necessary for approval of design exception fact sheets.
- In December 2013, Caltrans, Consultants and staff met in Sacramento to review comparison interchanges, and geometries for Alternative 4 and what would be needed for approval of design exceptions. The result of the meeting was the identification of Alternative 4C. However, additional information to reduce design

speed on West Branch, as well as to develop an alternative intersection treatment was determined necessary to finalize feasibility.

- In March 2014, the City Council approved a revised intersection treatment for Alternative 4C to include a roundabout (RAB) and consultant contracts to complete necessary studies.
- During 2014, consultants prepared conceptual geometries and design standards compliance documents for Alternative 4 with a signalized intersection and with a roundabout. This included an independent peer review by Kittelson and Associates for the preliminary RAB design as requested by Caltrans District 5. Additionally, a revised Advance Planning Study for the structure to carry the planned on-ramp over Brisco Road in Alternative 4 was revised and the Preliminary Drainage Report was updated and the Stormwater Data Report prepared. Finally, several technical studies were revised including the Natural Environment Study, the Jurisdictional Waters Assessment, the Conceptual Habitat Mitigation and Monitoring Plan, the Archaeological Survey Report, the Historic Property Survey Report and Historical Resources Evaluation Report, the Noise Study, Visual Impact Assessment, Air Quality Study Report, Water Quality Assessment Report, Paleontological Evaluation Report. The Community Impact Assessment is in progress. The Initial Study and Mitigated Negative Declaration has also been drafted. All of this work was required to complete the draft Project Report and Environmental Study.
- In August 2014, an additional \$1,000,000 was recommended by SLOCOG to the California Transportation Commission (CTC) for the construction phase of the project to increase the total grant funding to \$6.6 million.
- In September 2014, City staff met with the San Luis Obispo Council of Governments (SLOCOG) to go over the project schedule and verify that grant funding status was unchanged.
- In November 2014, Design Exception Fact Sheets were submitted to Caltrans.
- In January 2015, the Brisco Subcommittee met with Caltrans and SLOCOG officials. During the meeting Caltrans staff outlined remaining concerns with Alternative 4C. A Project Development Team (PDT) meeting was determined necessary to determine final alternatives that will go out for public review.
- At City Council's meeting on March 10, 2015 Council authorized the continued inclusion of Alternate 1 and Alternative 4C RAB and removed from consideration the Alternative 4C Traffic Signal from Brisco-Halcyon Road Interchange Modification Project Approval and Environmental Determination (PA&ED) report.
- On April 2, 2015 a series of project meetings were held that included a design review meeting with Caltrans, Brisco Subcommittee Meeting, and a Brisco

Stakeholders Meeting to provide updated information concerning the project and obtain input. At the April 2, 2015 Design Review Meeting with Caltrans the meeting focused on Alternative 4C RAB in order to look at alternatives to improve sight distance for the northbound off-ramp. Based on Caltrans' input the design was revised. The main feature of the revised design is that it lowered the RAB approximately five feet in order to provide northbound off-ramp users vision of the entire RAB. This revised design was submitted to Caltrans on April 19, 2015. Caltrans reviewed this revised design and provided comments back to the City on May 20, 2015. In order to mitigate concerns regarding stopping sight distance on Alternative 4C RAB, the Caltrans design team and staff conducted a series of meetings to develop additional design detail. The revised design greatly enhanced sight stopping distance and final exhibits were transmitted to Caltrans on June 17, 2015.

- On June 23, 2015 the City Council directed staff to pursue a test closure of the US 101 northbound on and off ramps at Brisco Road for the purposes of better defining benefits and impacts to traffic flow.
- On September 8, 2015 City Council Approved Test Closure Plan with test closure beginning on September 21 and ending on November 30, 2015.
- On September 29, 2015 the beginning of Test Closure is delayed due to rain until September 29, 2015. US 101 northbound on and off - ramps at Brisco Road closed on this date.
- On October 27 2015 City Council unanimously votes to extend Test Closure termination date from December 7, 2015 to January 11, 2016.
- On December 4, 2015 Brisco Subcommittee meets to discuss Test Closure termination date. Subcommittee decides to schedule a Brisco Project update on the January 12, 2016 City Council agenda, including discussion of a future potential closure through project construction.
- On October 16, 2017 draft PA&ED documents are submitted to Caltrans for review.
- On December 7, 2017 Comments regarding the draft PA&ED are received from Caltrans.
- A PDT meeting was held on January 19, 2018 to discuss draft PA&ED comments and develop a path forward for approval of the draft documents.
- On January 16, 2018 a PDT meeting was held to discuss Caltrans comments and to final draft documents for Caltrans approval.
- On March 21, 2018, the California Transportation Commission allocated funding allowing for several infrastructure projects on the California Central Coast to

continue moving forward, including \$6,624,000 for the US 101/Brisco Road Interchange Project.

- On April 2 2018 Caltrans approves draft project report and draft environmental documents. These documents are now available for public review and comment starting April 12, 2018.
- On April 26, 2018 a public workshop was held regarding the public review of the environmental documents. City Staff, consultants and Caltrans were in attendance to work with the public, address concerns and answer questions.
- On April 27, 2018 a subcommittee meeting involving City Staff was held to update subcommittee on project status and public workshop.
- A PDT meeting held on August 18, 2018 to review public comments from the public workshop and to discuss steps forward.
- On January 30, 2019 a Brisco subcommittee meeting was held with City Staff, Consultants, and Caltrans to familiarize new subcommittee members on the project, project status and steps forward.
- On February 13, 2019 City staff held a public information meeting to inform the public on project history status and steps forward.