Project Name: El Camino Real Roadway Renewal Project
DIST-CO-RTE-PM: 04-SM-82 – PM 12.3/15.9
EA 04-0K810 / **EFIS ID** 0416000142
EA 04-1G900 / **EFIS ID** 0400020619

CALIFORNIA DEPARTMENT OF TRANSPORTATION
STATEMENT OF OVERRIDING CONSIDERATIONS

FOR

REHABILITATE THE ROADWAY AND SIDEWALKS, IMPROVE SAFETY AND VISIBILITY, REMEDY DRAINAGE ISSUES, AND UPGRADE CURB RAMPS TO BE COMPLIANT WITH THE AMERICANS WITH DISABILITIES ACT (ADA) ALONG A 3.6-MILE SEGMENT OF STATE ROUTE (SR) 82 (EL CAMINO REAL) IN SAN MATEO COUNTY

The following information is presented to comply with State CEQA Guidelines (Title 14 California Code of Regulations, Division 6, Chapter 3, Section 15093), and the Department of Transportation and California Transportation Commission Environmental Regulations (Title 21 California Code of Regulations, Division 2, Chapter 11, Section 1501 et seq.). Reference is made to the Final Environmental Impact Report (FEIR) for the project, which is the basic source for the information.

The following impacts have been identified as significant and not fully mitigable:

The Build Alternative would require the removal of 300 to 350 trees within the project limits dramatically altering the tree-lined character and cohesiveness of public views.

The Build Alternative would require the removal of 250 of the 391 trees that contribute to the Howard-Ralston Eucalyptus Tree Rows resulting in a significant and unavoidable impact to this historic resource. The project also has the potential to directly affect the roots of additional contributing trees that may be within the existing roadway. Potential damage to tree roots encountered during construction could result in additional unanticipated tree removals.

Overriding considerations that support approval of this recommended project are as follows:

Pavement Condition: The condition of the existing pavement was evaluated within the project limits in 2015. The roadway throughout the project limits shows signs of cracking with the segment from Broadway to just north of Ray Drive/Rosedale Avenue being the

worst. Up to 38 percent of the pavement is cracked in the portion of the roadway that is frequently impacted by tires. This is often due to repetitive traffic loads and can be an indication of a weak or wet subgrade below the roadway. Based on the pattern of cracking, it is likely that the subgrade is damaged and all the roadway layers above the subgrade are impacted.

In addition, the pavement contains ruts that range in size from 0.10 to 0.20 inch deep (the larger being about the size of a pea). Ruts are depressions or grooves in the roadway that prevent a smooth drive surface and can also fill with water and contribute to hydroplaning in wet conditions. The deepest ruts within the project limits were recorded between Ralston Avenue and Broadway.

Lastly, the International Roughness Indicator (IRI) score within the project limits ranged from 300 to 450 inches per mile. Roughness is a measure of the irregularities in pavement that contribute to poor ride quality. Specifically, IRI measures the total vertical movement a vehicle's body would experience if driven over a 1-mile segment at 50 mph. Pavement with an IRI score higher than 170 inches per mile is considered to provide poor ride quality. Rough pavement has been found to negatively affect vehicle speed, fuel consumption, and tire wear. The roughest sections of road were recorded between Ralston Avenue and Broadway. Only surface maintenance such as pothole filling has taken place within the project limits. Therefore, the underlying damage to the roadway structure persists.

The existing pavement condition is considered major roadway distress that cannot be corrected with continued pothole repairs, minor roadway resurfacing, or pavement overlays.

Drainage: Within the project limits, there are multiple issues that contribute to poor drainage. These include the presence of old, undersized clay storm water pipes that are only 12 inches in diameter. This diameter makes it difficult to clean sediment out of the pipes that has built up over time. In addition, many of the existing pipes have been cracked or broken by tree roots.

Other issues that contribute to poor drainage is flow line disruption. The flow line is the line in a gutter in which water is intended to flow. When the ground settles or tree roots lift the pavement, like in many places within the project limits, it can disrupt the flow of water, creating dams and puddles. The flow line is also disrupted when sidewalks and curb ramps experience settling. If curb ramps become lower than drainage inlets, water will pond there instead of going into the drain. This causes water to back up on to the roadway. This is a persistent problem throughout the project limits.

Another issue that contributes to poor drainage is the existing drainage inlets themselves. Within the project limits, some drainage inlets are located higher than the surrounding low-lying pavement, causing pooling and flooding on the roadway. Often the drainage inlets have not moved but nearby pavement has settled causing these low spots to form. In addition, some drainage inlets are not connected underground to one another. In these locations, inlets fill up during a rain event and there is no way for the

water to get to other nearby inlets, except along the roadway. Therefore, water “bubbles up” out of the drain and floods the roadway.

All these drainage issues are present within the project limits and contribute to frequent, localized flooding on the roadway. This impairs the movement of all users during rain events.

Pedestrian Infrastructure: Within the project limits, the existing pedestrian infrastructure varies greatly. Sidewalks are present along the northbound and southbound sides of El Camino Real except the southbound side from Bellevue Avenue to Floribunda Avenue. However, existing sidewalks within the project limits frequently do not meet the current state and federal standards for ADA compliance. Many sidewalks have narrow widths, and many are severely damaged from tree roots and trunks encroaching into them. Pedestrian movement is also impeded by trees, posts, and utility poles within the existing sidewalks.

Within the project limits, the existing curb ramps and crosswalks also do not meet current state and federal standards for ADA compliance. Some intersections lack crosswalks at all legs of the intersection, which may necessitate out-of-direction travel or additional street crossings for people walking along and across El Camino Real. The landing widths, cross-slopes, flare slopes, ramp slopes, and curb heights of many of the existing curbs are not ADA compliant. Many existing curb ramps are placed diagonally to the crosswalks as opposed to perpendicular or parallel. Diagonal curb ramps feature crosswalks that do not extend directly from the curb ramp and, therefore, force pedestrians descending the ramp to proceed into the intersection before turning to the left or right to cross the street at the crosswalk. This results in reduced maneuverability and increased pedestrian interactions with turning vehicles. Some curbs and crosswalks currently lack detectable warning surfaces, pedestrian push buttons, accessible pedestrian systems (APS), countdown pedestrian systems (CPS), and high-visibility striping. Implementation of these pedestrian features would create infrastructure accessible to all users.

The purposes of the project are to preserve and extend the life of the roadway and improve ride quality; improve drainage efficiency to reduce localized flooding; enhance user visibility and safety; and enhance pedestrian infrastructure and bring it into compliance with Title II of the Americans with Disabilities Act (ADA).

This project is needed to correct roadway deficiencies and improve safety. Specifically, the project is needed due to the following:

- the overall condition of the pavement is rated as poor due to signs of moderate alligator cracking and very poor ride quality, which indicate roadway structural inadequacy;
- water ponding and flooding occurs frequently during rain events due to uneven roadway surfaces and inadequate or impacted drainage systems;
- pedestrian access is impaired due to a lack of updated curb ramps and uneven sidewalks;

- pedestrian infrastructure is not compliant with state and federal ADA requirements; and
- existing sidewalks lack APS, CPS, and high-visibility striping or current devices as well as pavement markings are missing or outdated.

The Build Alternative was selected as the Preferred Alternative for the following reasons.

- The Build Alternative would best meet the need and purpose of the project over the No Build Alternative.
- The Build Alternative would preserve and extend the life of the roadway and improve ride quality by removing the existing pavement and subgrade and reconstructing it to current standards.
- Compared to the No Build, the Build Alternative would improve drainage efficiency and reduce localized flooding by replacing existing drainage inlets, installing new drainage inlets, and replacing existing substandard drainage pipes.
- The Build Alternative would enhance user visibility, safety, and pedestrian infrastructure by inclusion of the following elements:
    - All existing sidewalks would be upgraded to be brought into compliance with Title II of the ADA.
    - All existing crosswalks would be marked with high-visibility paint comprised of one layer of thermoplastic and two layers of glass beads.
    - APS and CPS would be installed at 20 intersections from Poplar Avenue to Millbrae Avenue and pedestrian hybrid beacons would be installed at the intersections of Bellevue Avenue, Willow Avenue, and Palm Drive.
- The Build Alternative incorporates reasonable and appropriate avoidance, minimization, and mitigation measures and provides opportunities to further minimize environmental impacts during the PS&E, construction, and post-construction phases.
    - A tree replanting plan will be developed during PS&E in coordination with State Historic Preservation Officer (SHPO), the City of Burlingame and the Burlingame Historical Society to minimize impacts to visual and historic resources.
    - Caltrans will continue to coordinate with the City of Burlingame and PG&E on a design option to underground utilities between Barroilhet Avenue and Ray Drive/Rosedale Avenue in the City of Burlingame to allow for an increase in the number of replacement trees within the corridor.

Dina A. El-Tawansy	Dina El-Tawansy	04/19/2022
District Director (or designee)	Signature	Date