

US 101/Dry Creek Road Interchange Project – Project Initiation Document Phase

City Council

October 20, 2025



Recommended Actions

Adopt a Resolution:

- Approving a Professional Services Agreement with Mark Thomas for engineering services in the not-to-exceed amount of \$407,115.07
- Approving a Cooperative Funding Agreement with Sonoma County Transportation and Climate Authorities in the amount of \$500,000
- Approving a Cooperative Agreement with Caltrans in a not to exceed amount of \$213,000 for review and approval of the PID
- Authorizing the City Manager to execute the Agreements
- Amending the adopted Fiscal Year 2025-2026 Budget

Current Needs

- The Dry Creek Road corridor is one of the busiest locations in City
- The current interchange cannot accommodate the existing or future traffic volumes, resulting in delays
- Pavement will need rehabilitation
- There are no sidewalks on either side of Dry Creek Road under US 101; existing curb ramps need upgrading
- Bicycle facilities are lacking

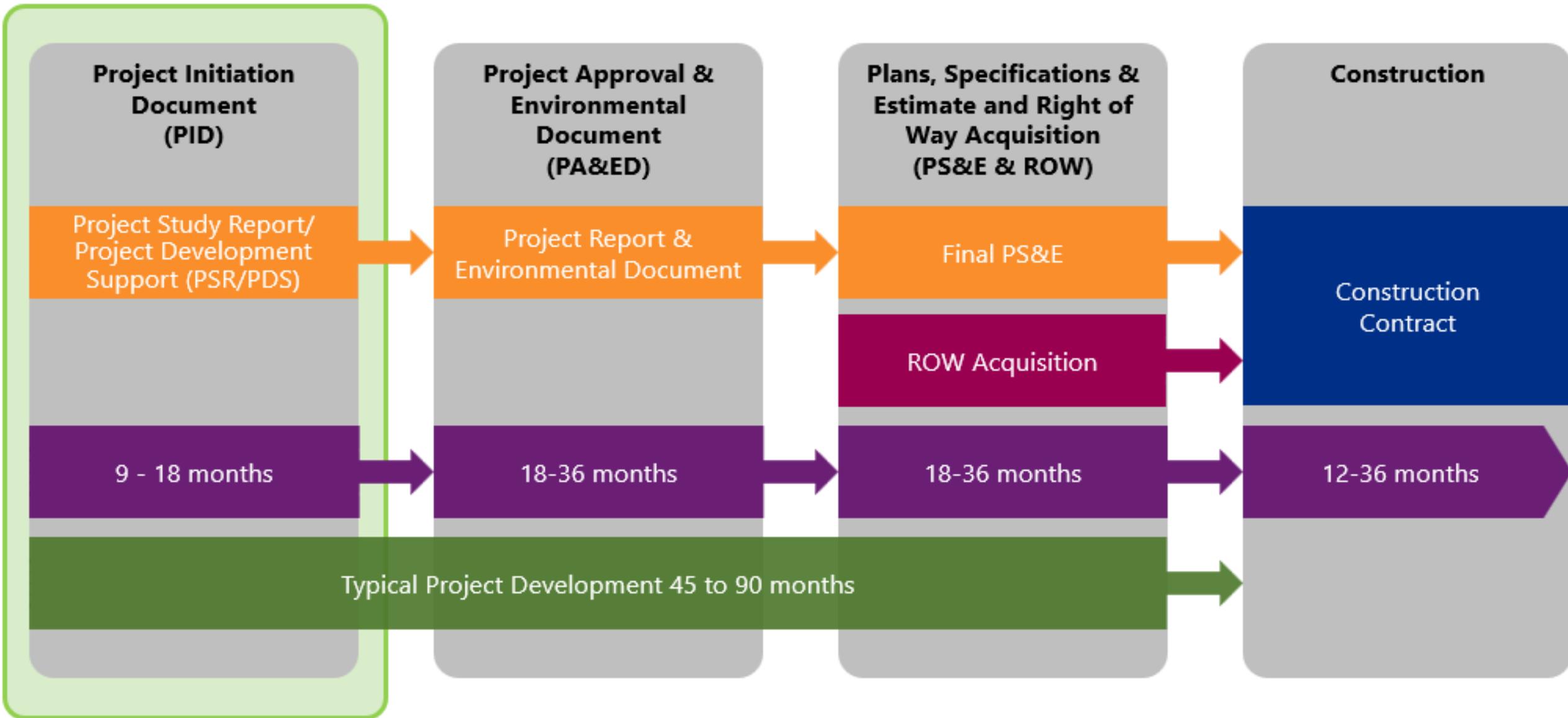
Project Background

- US 101/Dry Creek Road Interchange is within Sonoma County, Caltrans, and City right-of-way
- In 2020 the City had a Feasibility Study Report prepared to understand options to resolve traffic impacts and improve bike/ped safety
- The report presented options for:
 - Roundabout couplet or coordinated traffic signals
 - New sidewalks
 - Upgraded bike facilities

Consultant Selection

- Staff requested proposals from qualified consultant firms/teams with relevant experience and knowledge to prepare PID.
- Three qualified firms submitted proposals.
- Staff evaluated the proposals against pre-established criteria in accordance with the request for proposals (RFP).
- A review panel made up of the City, Sonoma County, Caltrans and SCTCA interviewed potential consultant teams.
- Based on this evaluation, Mark Thomas was determined to be the most qualified.
- Mark Thomas & Company, Inc. proposed fee is \$407,115.

Caltrans Project Development Process

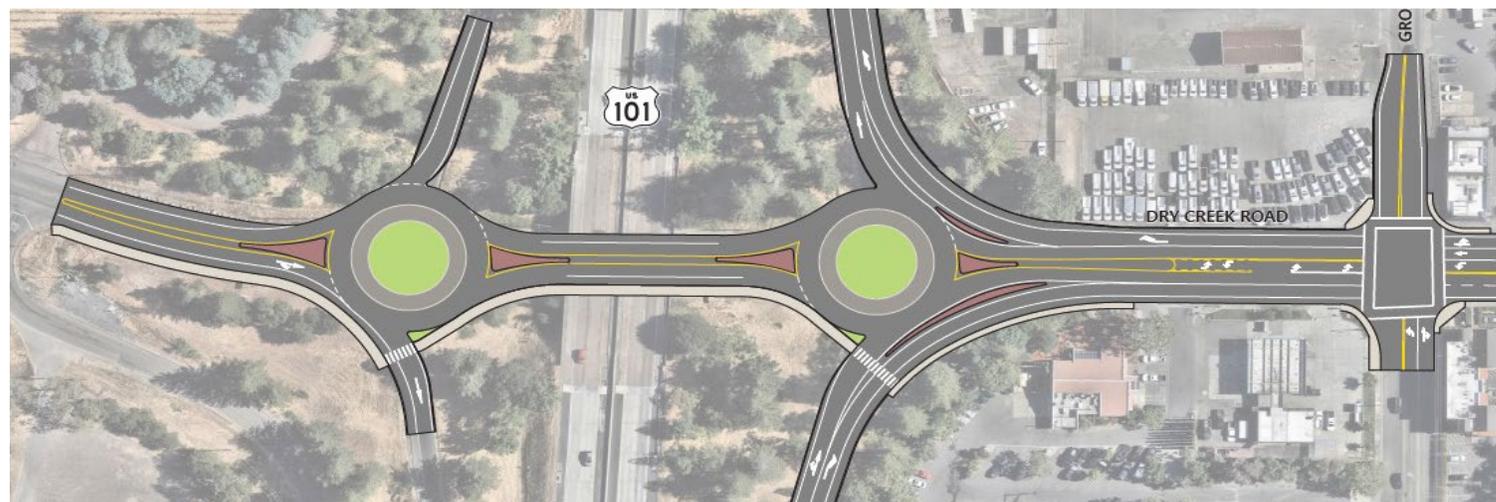


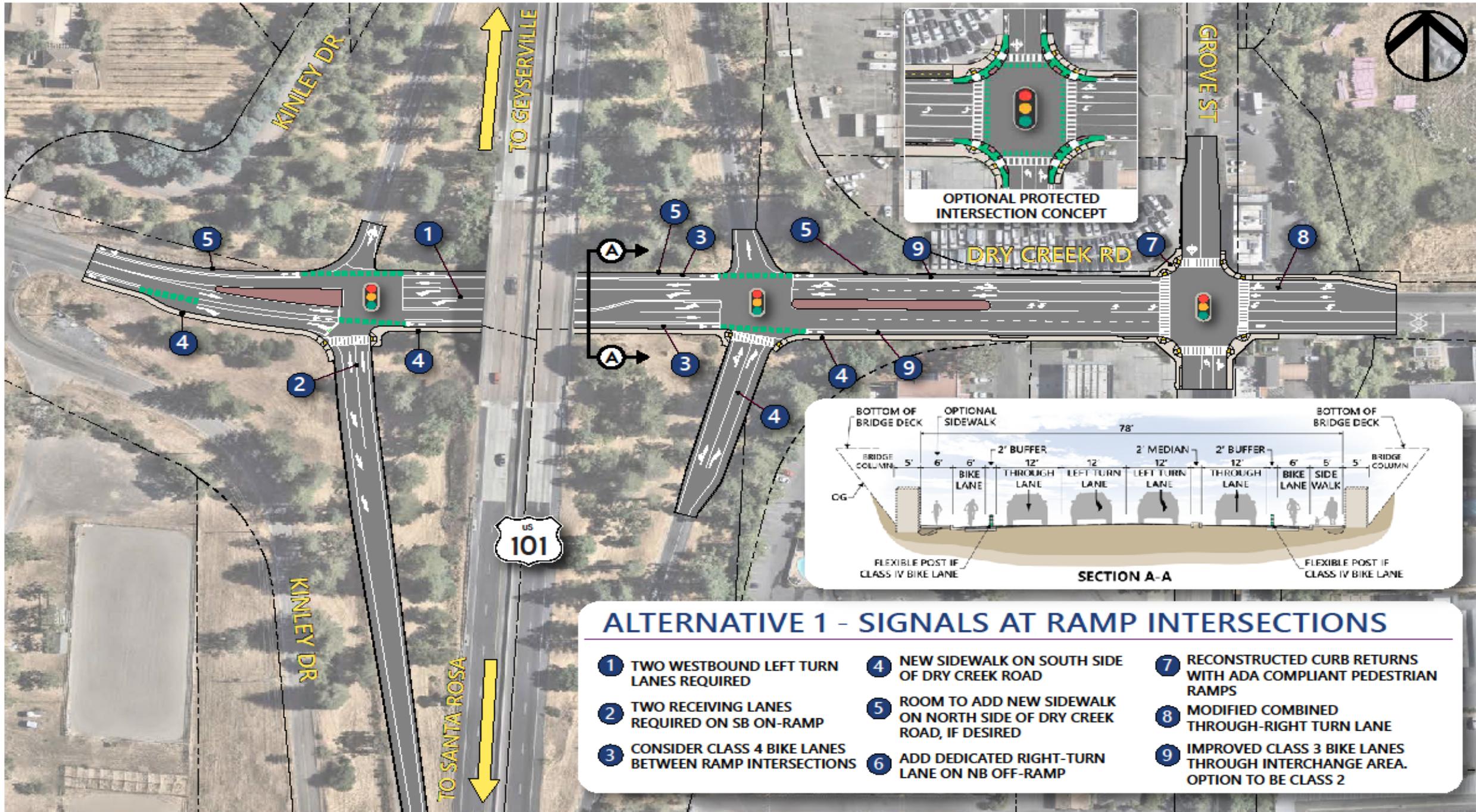
What is a PID?

Project Initiation Document (PID) – Work on State Highway requires PID as initial phase of project delivery. We will build upon the 2020 Feasibility Study and prepare a Project Study Report - Project Development Support (PSR-PDS) that includes:

- Confirms project purpose and need
- Outlines refined project alternatives
- Defines expected environmental documents for CEQA and NEPA
- Defines approach for environmental and traffic studies undertaken in future phases
- Documents stakeholder input/public outreach
- Identifies ROW requirements (if any)
- Identifies utility impacts (if any)
- Develops updated cost estimates
- Delivery Schedule

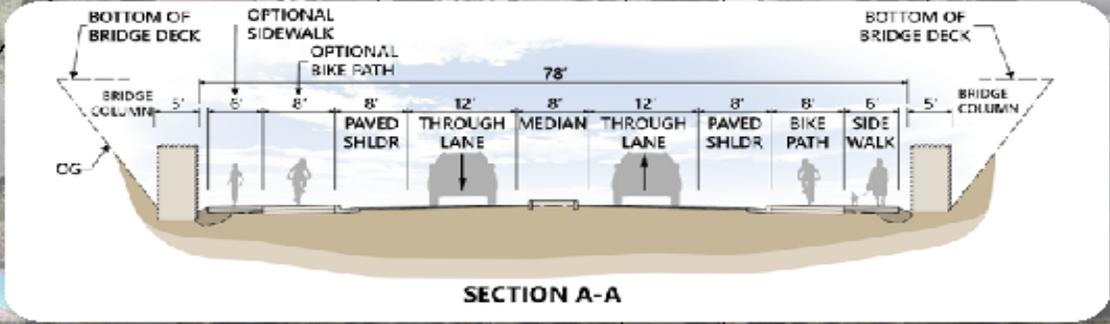
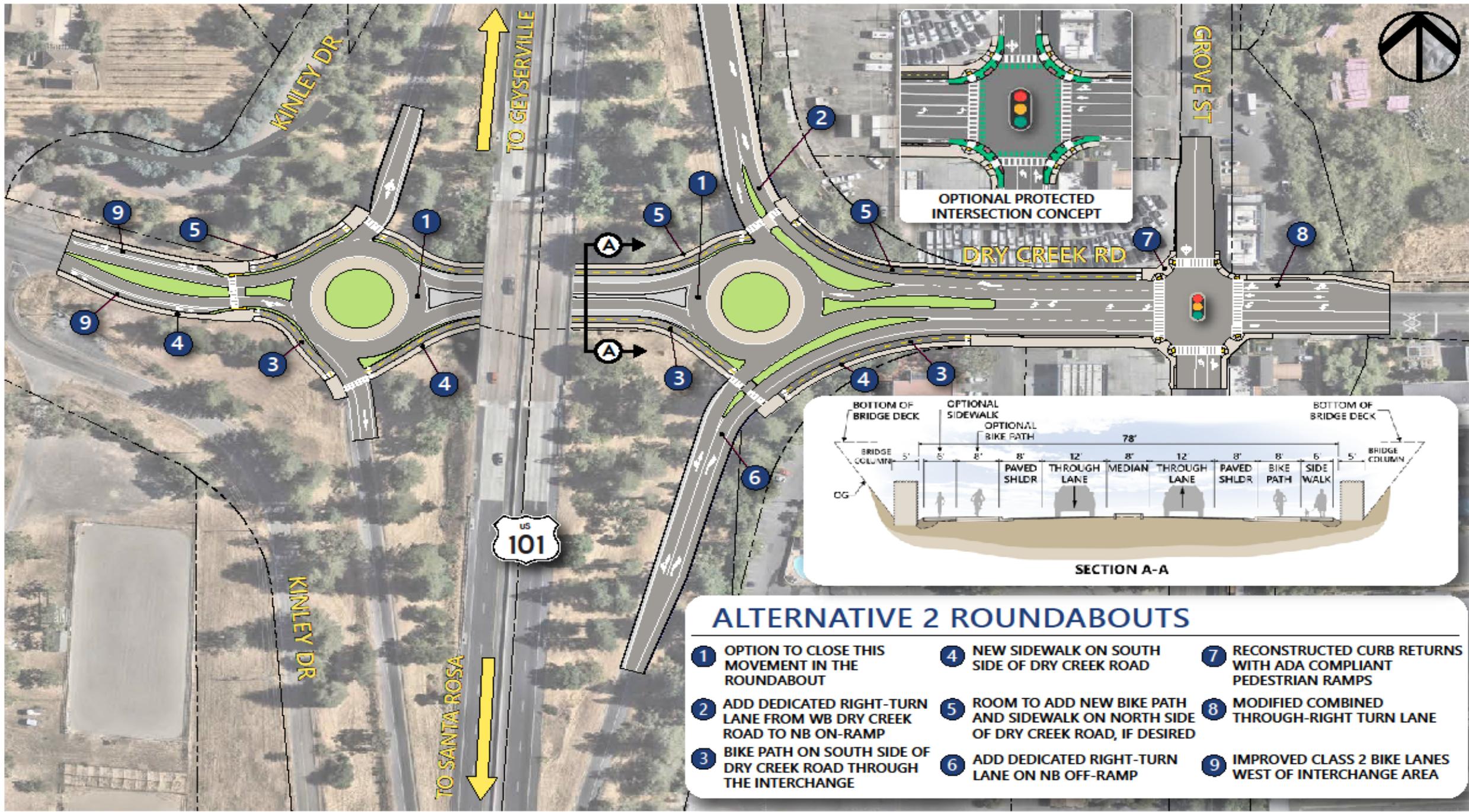
Conceptual Alternatives (2020 Study)





ALTERNATIVE 1 - SIGNALS AT RAMP INTERSECTIONS

- 1 TWO WESTBOUND LEFT TURN LANES REQUIRED
- 2 TWO RECEIVING LANES REQUIRED ON SB ON-RAMP
- 3 CONSIDER CLASS 4 BIKE LANES BETWEEN RAMP INTERSECTIONS
- 4 NEW SIDEWALK ON SOUTH SIDE OF DRY CREEK ROAD
- 5 ROOM TO ADD NEW SIDEWALK ON NORTH SIDE OF DRY CREEK ROAD, IF DESIRED
- 6 ADD DEDICATED RIGHT-TURN LANE ON NB OFF-RAMP
- 7 RECONSTRUCTED CURB RETURNS WITH ADA COMPLIANT PEDESTRIAN RAMPS
- 8 MODIFIED COMBINED THROUGH-RIGHT TURN LANE
- 9 IMPROVED CLASS 3 BIKE LANES THROUGH INTERCHANGE AREA. OPTION TO BE CLASS 2



- ### ALTERNATIVE 2 ROUNDABOUTS
- | | | |
|--|--|---|
| <p>1 OPTION TO CLOSE THIS MOVEMENT IN THE ROUNDABOUT</p> <p>2 ADD DEDICATED RIGHT-TURN LANE FROM WB DRY CREEK ROAD TO NB ON-RAMP</p> <p>3 BIKE PATH ON SOUTH SIDE OF DRY CREEK ROAD THROUGH THE INTERCHANGE</p> | <p>4 NEW SIDEWALK ON SOUTH SIDE OF DRY CREEK ROAD</p> <p>5 ROOM TO ADD NEW BIKE PATH AND SIDEWALK ON NORTH SIDE OF DRY CREEK ROAD, IF DESIRED</p> <p>6 ADD DEDICATED RIGHT-TURN LANE ON NB OFF-RAMP</p> | <p>7 RECONSTRUCTED CURB RETURNS WITH ADA COMPLIANT PEDESTRIAN RAMPS</p> <p>8 MODIFIED COMBINED THROUGH-RIGHT TURN LANE</p> <p>9 IMPROVED CLASS 2 BIKE LANES WEST OF INTERCHANGE AREA</p> |
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Schedule

- The completed PID phase will be the basis for next phases of project delivery
- 2026 (Summer) - Notification of potential construction grant award
- 2026 (Summer) – Complete PID phase
- 2030 (Spring) - Construction is anticipated to be begin
- 2031 (Summer) – Anticipated open to traffic

Cooperative Agreements

Caltrans Cooperative Agreement

- Portion of Project improvements within Caltrans right-of way on US 101
- PID to be prepared and reviewed in consultation with Caltrans
- Cooperative Agreement between City and Caltrans is required
- Caltrans staff time for PID circulation, review and approval is estimated \$213k

Sonoma County Transportation and Climate Authorities (SCTCA) Cooperative Agreement

- SCTCA awarded \$500k for PID Phase
- Cooperative Funding Agreement between City and SCTCA is required

Fiscal Impact

- The proposed engineering contract with Mark Thomas is for an amount not to exceed \$407,115
- Caltrans Cooperative Agreement is \$213,000
- Staff costs are estimated at 12% of the PSA contract and Caltrans Cooperative Agreement for a value \$79,617
- Total cost for the PID phase is \$700,000
- Resolution will approve \$500k of SCTCA grant funding
- Recommend amending the adopted FY25/26 Budget to fund \$200k with Traffic Impact Fee funding

Grant Application

- In August of 2025, with Council's support, staff submitted a grant application for design and construction of US 101/Dry Creek Road Interchange Improvements
- The grant request was for \$12.7M with additional matching funds of \$500K of SCTCA funding, \$2M from the County of Sonoma, and \$1.8M of City funds for a total Project cost estimated at \$17M
- Notification of grant results are anticipated in Summer of 2026.

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Questions?

